

Local Match for Traffic Signal Initiatives

REGIONAL TRANSPORTATION COUNCIL

August 10, 2023

Action Requested

RTC Approval:

To utilize up to \$200,000 RTC Local funds to satisfy local match requirements for Traffic Signal initiatives

Administratively amend the Transportation Improvement Program and other planning/administrative documents as appropriate to incorporate these projects

.

CHANGING MOBILITY

**DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY**

August 2023

**Michael Morris, P.E.
Director of Transportation**

TRAVEL BEHAVIOR BY MODE



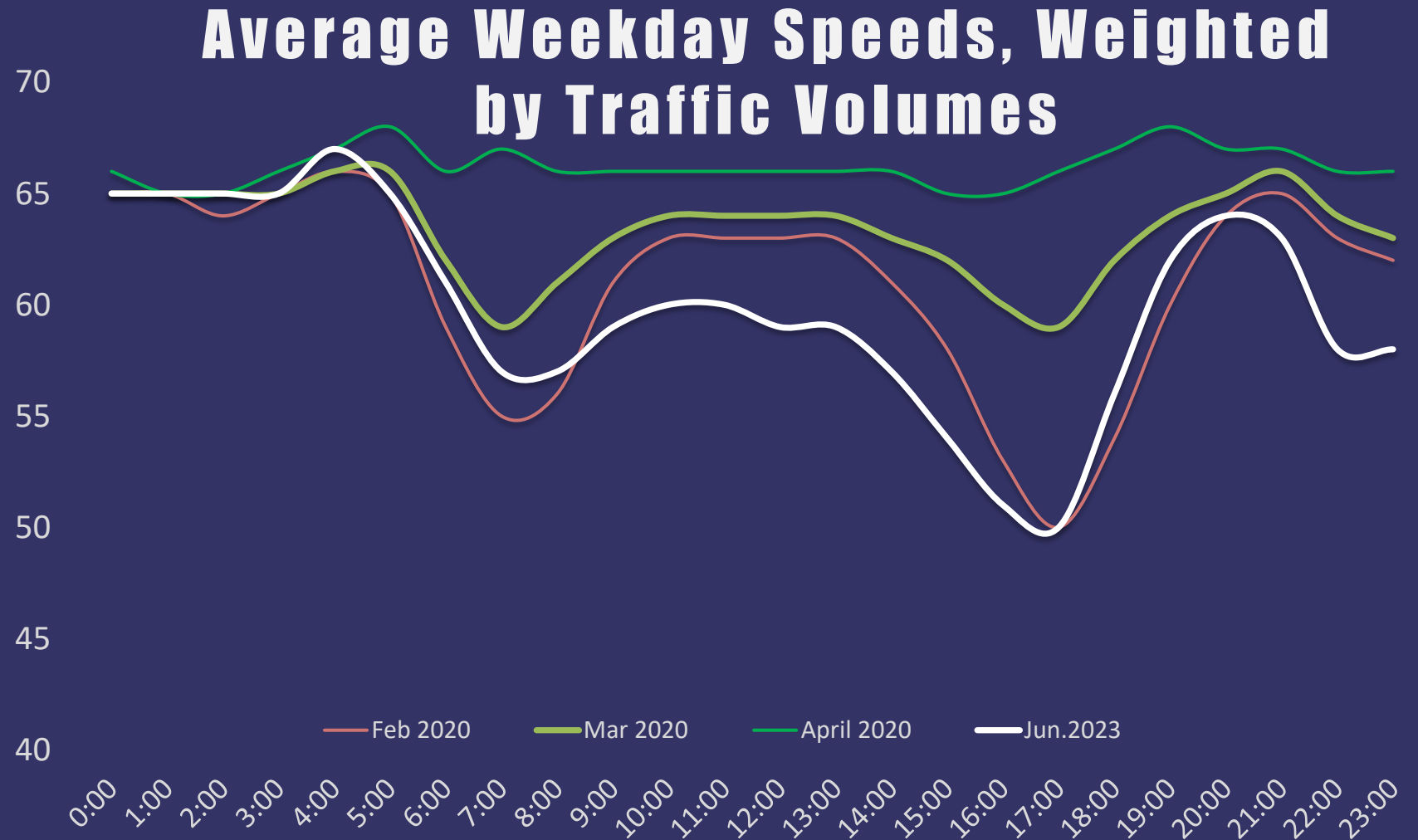
0

Transit Ridership (-32%, May)



ROADWAY TRENDS

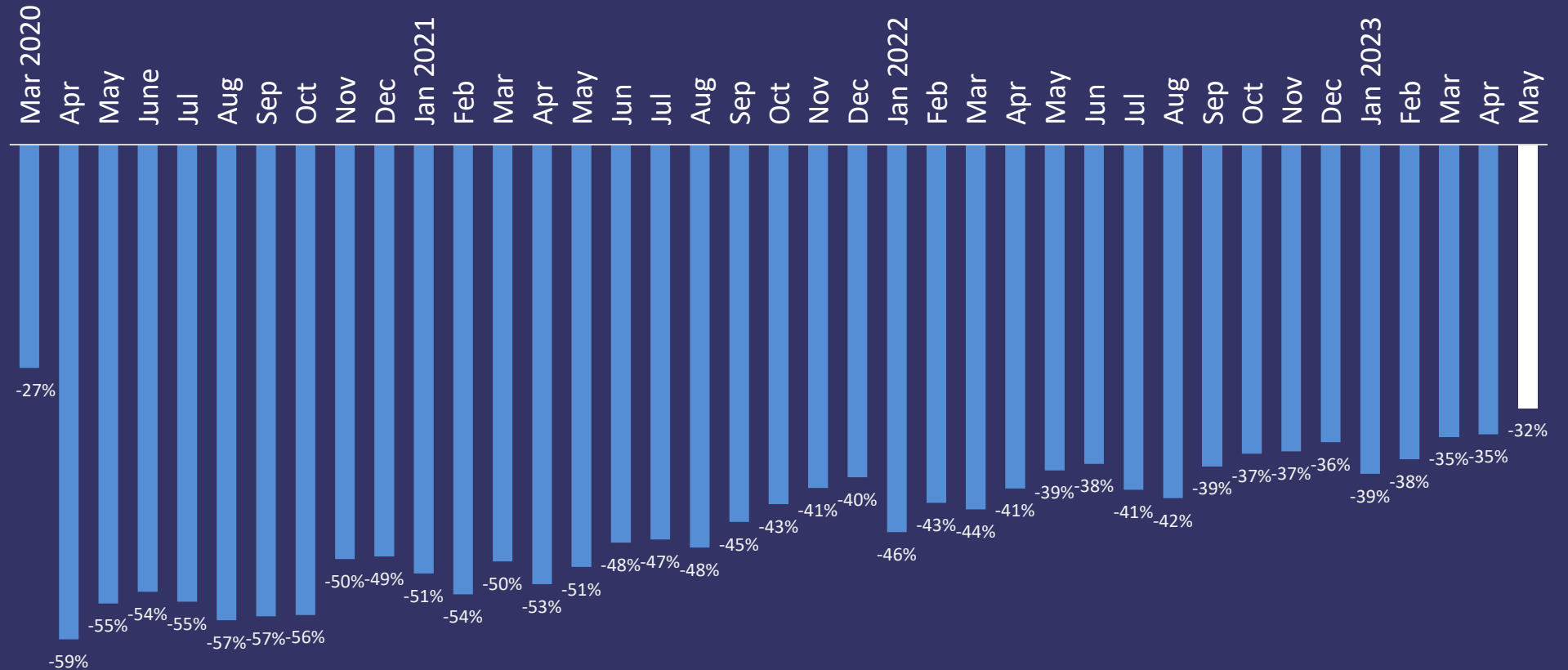
Regional Average
Freeway Speeds



TRANSIT IMPACTS

Weekday
Ridership

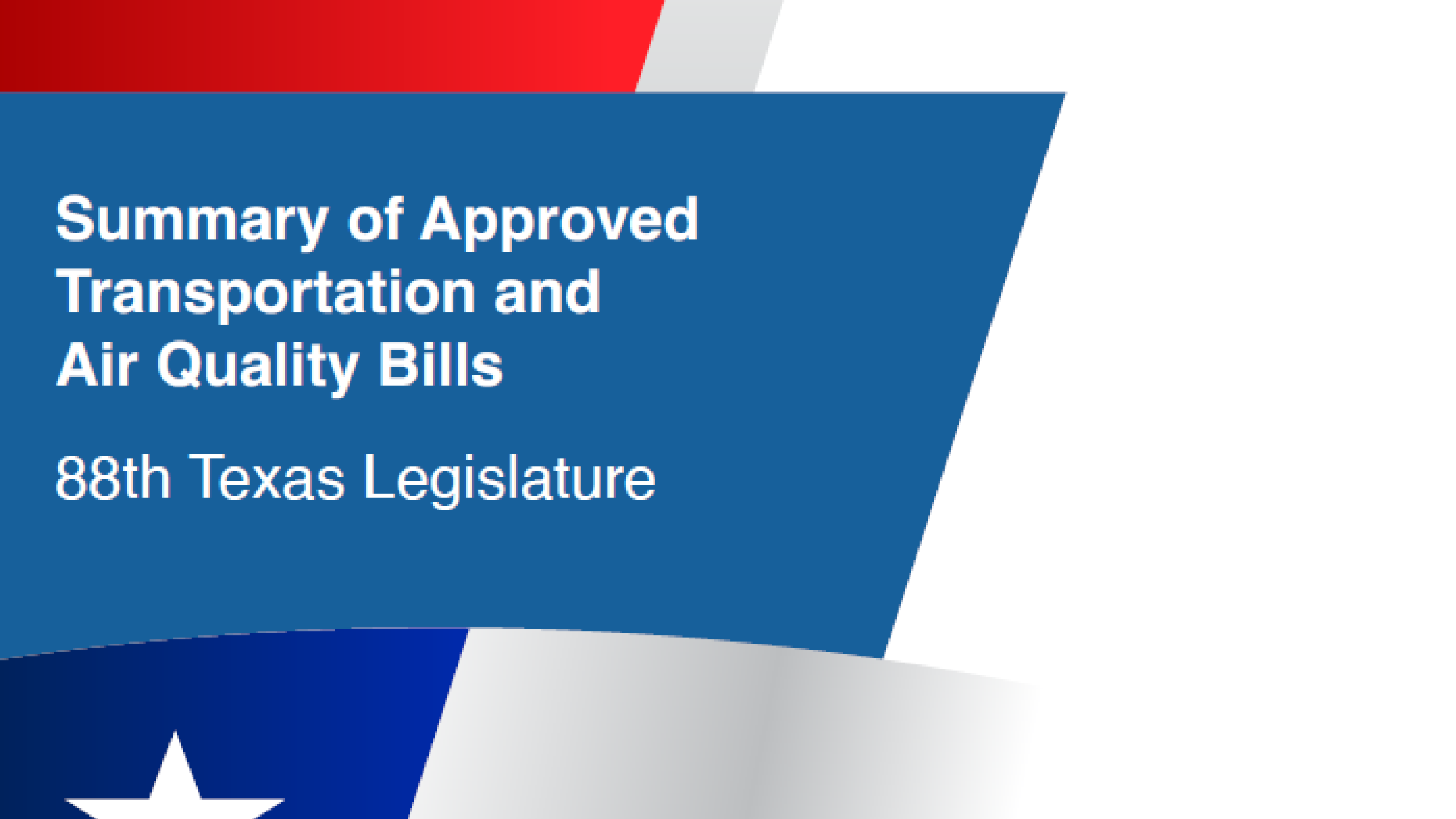
Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.



Summary of Approved Transportation and Air Quality Bills

88th Texas Legislature

TxDOT – MPO Communication

Legislative Session

Debate on 20% Category 12 in UTP

(Fair Share Allocation and 10% Legislative Intent)

TxDOT Staff Meeting

Draft UTP is over in Category 12 Projects

(Draft Category 12 Commitments Presented and Category 2/12 Projects Switched)

RTC Approved on July 13, 2023

Additional Letter Contained in Item 5

No TxDOT Staff Meeting

Two Critical Projects Reduced in Collin County

(Proposed Approval of Original Category 12 Commitments, Critical Risk to New Freeways)

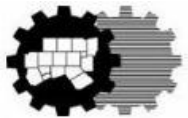
Action Item 5



2024 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council

August 10, 2023



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods.
- Includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016.
- This plan is updated annually in conjunction with the development of TxDOT's UTP.

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in the Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Fully fund existing projects before funding new projects (with a focus on projects letting in the next 2-3 years)
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2024 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2024 UTPs

Funding Category ¹	2017 UTP	2018 UTP	2019 UTP	2020 UTP	2021 UTP	2022 UTP	2023 UTP	2024 UTP (Proposed)
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205	\$3.470
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593	\$2.341
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132	\$3.602 ³ \$4.082 ²
Total Allocation	\$5.426	\$7.290	\$6.864	\$8.094	\$7.342	\$6.880	\$7.930	\$9.413 ³ \$9.893 ²

¹ Amounts shown in billions

² May 2023 draft amount

³ July 2023 draft amount

RTC ACTION TO DATE

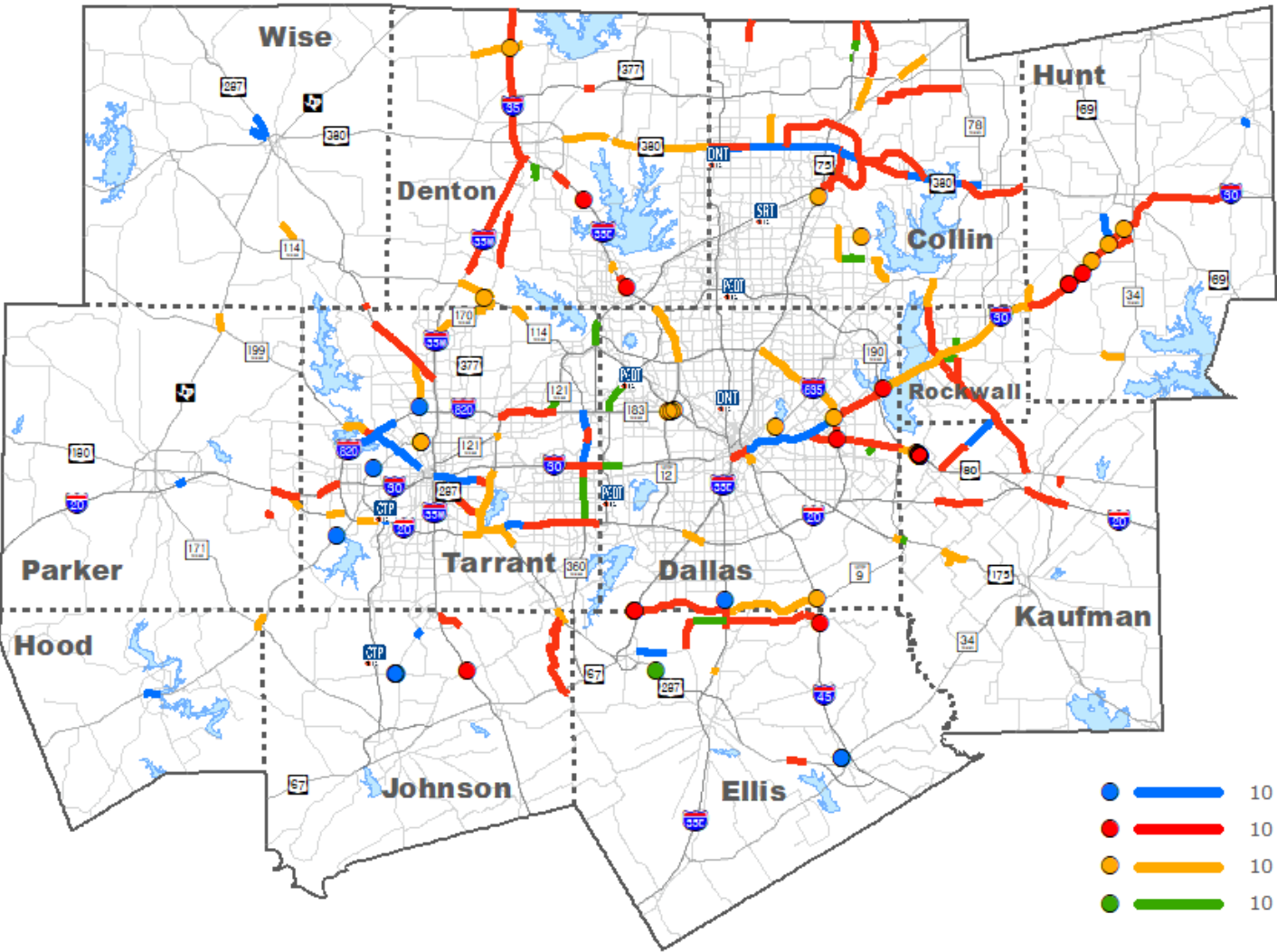
- In July 2023, the RTC:
 - Approved a funding exchange to trade out Category 12 funds on the IH 30 Canyon project in 2025 and replace that funding with Category 2 funds from four projects (that would then be backfilled with Category 12 funding)
 - Directed staff to identify projects that had their Category 12 funding reduced between the May 2023 and July 2023 UTP draft listings
 - Directed staff to send TxDOT a letter relaying the RTC's position that funding should be formula allocated (i.e., more Category 2 and less Category 12) (Done and in Packet)

CATEGORY 12 FUNDING ON US 380 AND SPUR 399

- Staff sent out information to STTC and RTC members on the projects that had Category 12 funding reductions.
 - TIP 13070/CSJ 0135-15-002 (US 380 from JCT US 380/West University (West of McKinney) to JCT US 380/East University (East of McKinney))
 - Proposed funding in May 2023 draft UTP listings: \$610,036,080
 - Proposed funding in July 2023 draft UTP listings: \$481,231,775
 - TIP 55287/CSJ 0047-10-002 (Spur 399 from SH 5 to US 380)
 - Proposed funding in May 2023 draft UTP listings: \$638,159,376
 - Proposed funding in July 2023 draft UTP listings: \$277,120,000
 - Total of \$480,255,120 of funding was removed between the May and July drafts.
- Staff is requesting the RTC to approve the 10-Year Plan with the Category 12 Clear Lanes amounts that were included in the May 2023 draft listings (above).

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2033



Dallas CBD

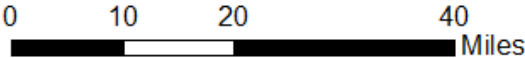


Fort Worth CBD

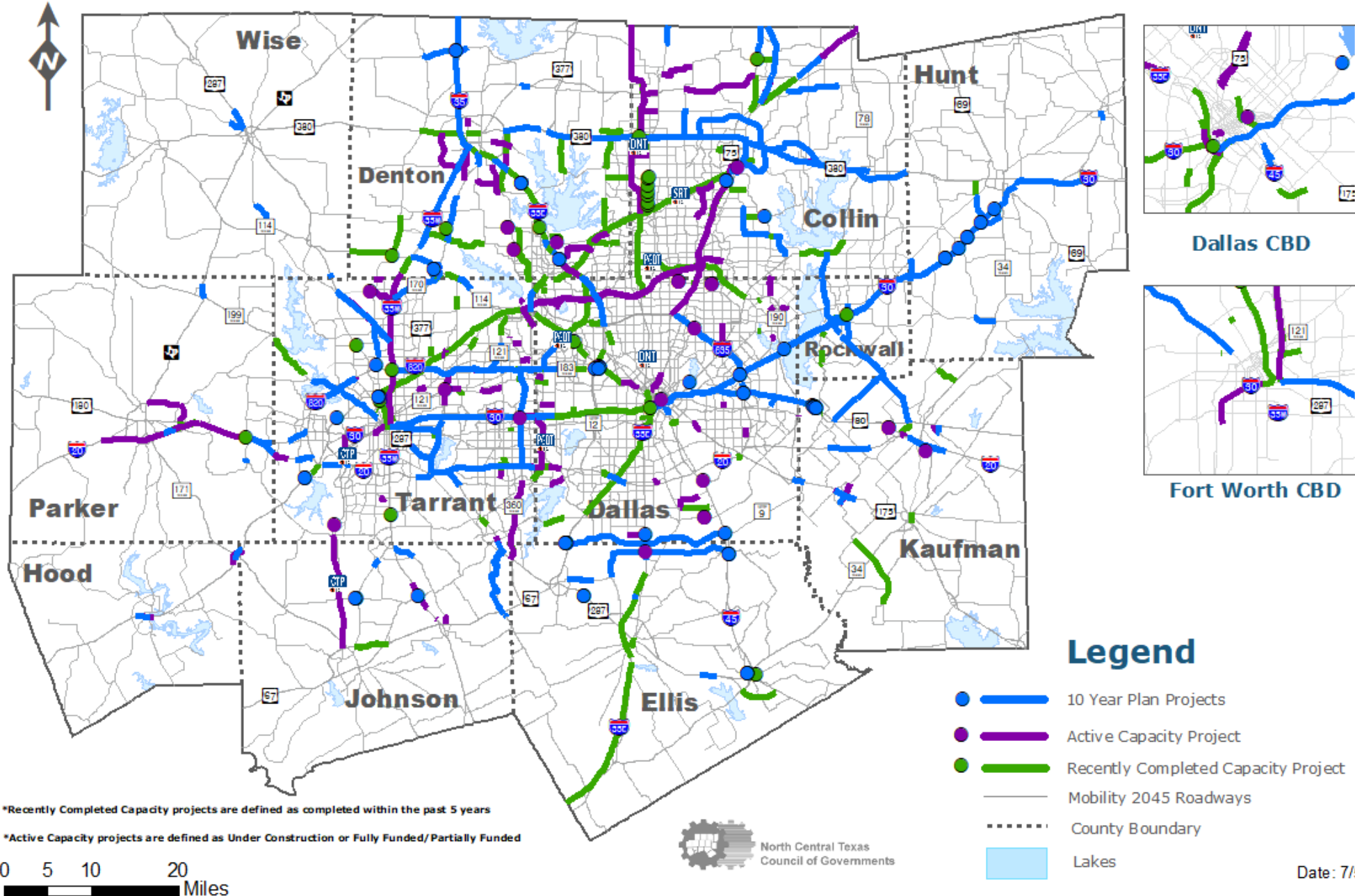
Legend

- 10 Year Plan Projects (No Changes)
- 10 Year Plan Projects (New or Changed)
- 10 Year Plan Projects (Under Construction)
- 10 Year Plan Projects (Completed)

- Mobility 2045 Roadways
- - - County Boundary
- Lakes



Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



TIMELINE

MEETING/TASK	DATE
STTC Information	June 23, 2023
RTC Policy Action	July 13, 2023
Public Involvement	July 2023
STTC Action	July 28, 2023
RTC Action	August 10, 2023
TxDOT Public Involvement for 2024 UTP	July 2023 and August 2023
Anticipated TTC Approval of 2024 UTP	August 2023

ACTION REQUESTED

- RTC approval of:
 - The Regional 10-Year Plan project listing, including:
 - Originally proposed Category 12 Clear Lanes amounts for TIP 13070/CSJ 0135-15-002 (US 380) and TIP 55287/CSJ 0047-10-002 (Spur 399)
 - The proposed changes to projects under construction that let in 2023
 - Previously approved Category 2/12 funding exchange
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate these changes

CONTACT/QUESTIONS?

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Brian Dell
Principal Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org

Cody Derrick
Senior Transportation Planner
Ph: (817) 608-2391
cderrick@nctcog.org

CHANGES BETWEEN MAY AND JULY 2023 DRAFT LISTINGS (US 380 AND SPUR 399)

UTP Draft	Cat 2 ¹	Cat 4	Cat 12 (Cat 2 – SE Connector)	Cat 12 (TTC)	Cat 12 (Cat 2 – IH 30 Canyon)	Total
May 2023	\$250M	\$0	\$286.5M	\$711.7M	\$0	\$1,248.2M
Change	-\$250M	+\$94.7M	\$-	-\$584.6M	+\$250M	-\$489.9M ²
July 2023	\$0	\$94.7M	\$286.5M	\$127.1M	\$250M	\$758.3M

¹ Category 2 reduced due to trade to advance IH 30 Canyon project

² Category 4 reduced by \$9.6M by TxDOT to cover cost increases on other projects, leaving a reduction in funds by TxDOT Headquarters of \$480.3M

MULTIMODAL PROJECTS DISCRETIONARY GRANT (MPDG) PROGRAM – INFRA/MEGA/RURAL



JEFFREY C. NEAL – SENIOR PROGRAM MANAGER

REGIONAL TRANSPORTATION COUNCIL (RTC) – ACTION ITEM – August 10, 2023

Multimodal Projects Discretionary Grant (MPDG) Program

Solicitation Overview (FY 23/24) – INFRA, MEGA, & RURAL Grants

INFRA – Nationally Significant Multimodal Freight/Highway Projects

Available Funds (Project Type)

\$3.1 Billion

– All Projects (FY 23/24)

85% – Large

– Costs > \$100M

15% – Small

– Costs < \$100M

Federal Cost Share/Match

Up to 60%

– INFRA Grant Request
(no award minimum)

Up to 80%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25 Million

– Minimum (Large)

\$5 Million

– Minimum (Small)

- **Obligation Deadline:** 9/30/2026
- **Construction Start Deadline:** 3/30/2028

Uniform Selection Criteria:

- Safety
- Economic Impacts, Freight Movement, & Job Creation
- State of Good Repair
- Climate Change, Resiliency, & the Environment
- Innovation
- Equity, Multimodal Options, & Quality of Life

Economic Analysis (Benefit-Cost Ratio)

Project Readiness Analysis:

- Technical Assessment
- Environmental Review/Risk Assessment
- Financial Completeness

Application Deadline: 8/21/2023

MEGA – National Infrastructure Project Assistance Program

Available Funds (Project Type)

\$1.8 Billion

– All Projects (FY 23/24)

Cost > \$500M

– 50% Available Funds

Cost \$100-500M

– 50% Available Funds

Federal Cost Share/Match

Up to 60%

– MEGA Grant Request
(no award min./max.)

Up to 80%

– Federal (overall)

- **USDOT “seeks projects that will begin construction before 9/30/2026”**

RURAL – Rural Surface Transportation Grant Program

Available Funds (Project Type)

\$675 Million

– All Projects (FY 23/24)

Lane Departures

– 15% (not Texas)

Appalachians

– 25% (not Texas)

Federal Cost Share/Match

Up to 80%

– RURAL Grant Request
(no award minimum)

Up to 100%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25M Minimum

– 90% of Projects

No Minimum

– 10% of Projects

- **Obligation Deadline:** 9/30/2026
- **Construction Start Deadline:** 3/30/2028

Multimodal Projects Discretionary Grant (MPDG) Program *(cont.)*

FY 23/24 Candidate Project List & Details

PROJECT				COST / FUNDING STATUS						
TITLE	DESCRIPTION / LIMITS	NEW?	E / W	NON-FEDERAL			FEDERAL			TOTAL COST
				NCTCOG / TxDOT	Local / Private	%	NCTCOG / TxDOT	MPDG Amount (Grant Type)	%	
FY 23 MPDG CANDIDATE PROJECTS – NCTCOG (as lead applicant)										
Dallas County Inland Port (DCIP) Multimodal Connectivity Project	Rebuild Belt Line Rd. (Lancaster Hutchins Rd. – East of Mason Rd.) & Sunrise Rd. (Belt Line Rd. – Loop 9) to 4-lane arterials w/ side paths for better mobility/accessibility.	NO <small>(FY 22 MPDG)</small>	EAST	N/A	\$16,995,000 ¹	21%	\$20,530,000 ²	\$45,000,000 (INFRA/RURAL)	79%	\$82,525,000
Alliance Smart Port Deployment & SH 170 Connections Project	Deliver comprehensive infrastructure assets (including SH 170/Intermodal Pkwy. direct connectors), smart technology deployments, & new EV/ alternate fuel capacities to unleash Alliance logistics optimization concept.	YES	WEST	\$25,973,699 ³	\$132,450,000 ⁴	61%	\$23,400,000 ⁵	\$80,000,000 (INFRA)	39%	\$261,823,699
US 81/287 North Tarrant County Reconstruction Project	Reconstruct for six mainlanes, continuous one-way frontage roads, new bike/ped accommodations, improved intersections, relocated ramps, & new grade separations (IH 35W – Avondale Haslet Rd.).	YES	WEST	\$50,856,000 ⁶	\$19,400,000 ⁷	20%	\$158,704,000 ⁸	\$115,440,000 (MEGA)	80%	\$344,400,000

NOTES:

- Dallas County - \$5,100,000; City of Lancaster - \$7,650,000; City of Wilmer - \$2,645,000; Franchise Utilities - \$1,600,000
- RTC (Existing) - \$8,000,000 STBG; RTC (New) - \$12,530,000 STBG + 4,270,000 TDC (new RTC funds identical to FY 22 INFRA/RURAL application)
- RTC (New) - \$11,000,000 RTR + 2,680,000 TDCs; TxDOT - \$14,973,699 (source TBD)
- Cavnue (Private) - \$21,850,000; Hillwood (Private) - \$85,400,000; City of Fort Worth (2022 Bond) - \$8,450,000; Tarrant County (2021 Bond) - \$6,750,000 (Existing) + \$10,000,000 (New)
- RTC (New) - \$23,400,000 STBG
- TxDOT State Funds - \$16,000,000 (Engineering) + \$34,856,000 (Construction – 2024 UTP Cat 2/4 – CSJ #0014-15-078)
- City of Fort Worth (ROW) - \$6,900,000; City of Fort Worth/Franchise (Utilities) - \$12,500,000
- TxDOT Federal Funds - \$139,424,000 (Construction – 2024 UTP Cat 2/4 – CSJ #0014-15-078) + \$19,280,000 (Construction – Future UTP Cat 2/4)

East/West (E/W) Balance – USDOT Grant Opportunities

Considerations over Multiple Programs

- **Candidate selection impacted by eligibility, submittal limits, readiness, merit criteria, & previously submitted projects -- May occasionally create intra-program E/W imbalance:**
 - ▣ FY 22 Safe Streets and Roads for All (SS4A) Program – East only
 - ▣ FY 22 Bridge Investment Program (BIP) – West only
 - ▣ FY 22 Railroad Crossing Elimination Program (RCEP) – East only
- **FY 23 Reconnecting Communities Pilot (RCP)/Neighborhood Access & Equity (NAE) Program – Initial Candidate Options** (*applications due September 28, 2023*):
 - ▣ Project Resubmittals:
 - **Klyde Warren Park Phase 2.0 (KWP2.0):** FY 22 RCP & FY 23 RAISE (*NCTCOG*)
 - **Southern Gateway Park Phase 2.0 (SGP2.0):** FY 23 RAISE (*NCTCOG*)
 - **IH 30 “Canyon” (Dallas Farmers Market/Heritage Village Deck Park):** FY 21-23 INFRA/MEGA (*TxDOT/NCTCOG*)
 - ▣ Dallas Water Commons
 - ▣ Swyft ?
 - ▣ SH 5 McKinney ?
- **Temporary offset of E/W balance from MPDG Program candidates potentially restored with RCP/NAE Program candidates**

Multimodal Projects Discretionary Grant (MPDG) Program

FY 23/24 Schedule

May 11, 2023	RTC Information
May 26, 2023	STTC Information
June 26, 2023	FY 23/24 MPDG Notice of Funding Opportunity (NOFO) Release
July 20, 2023	Finalize Candidate Project Scope, Cost, Funding Amount(s)/Source(s), & Phasing/Schedule Details <i>(for posting of STTC Agenda)</i>
July 28, 2023	STTC Action
August 7, 2023	RTC Letter of Support Deadline <i>(for projects submitted by partnering agencies, please send requests to Nicholas Allen – nallen@nctcog.org)</i>
August 10, 2023	RTC Action
August 21, 2023	FY 23/24 MPDG Application Deadline – Grants.gov
August 24, 2023	Executive Board Endorsement

Multimodal Projects Discretionary Grant (MPDG) Program *(cont.)*

Requested RTC Action

Recommend approval of:

- **Allocation of previous/new RTC funds:**
 - ▣ *Dallas County Inland Port (DCIP) Multimodal Connectivity Project*
 - \$12,530,000 STBG funds (including 4,270,000 TDCs) – same as FY 22 INFRA/RURAL
 - ▣ *Alliance Smart Port Deployment & SH 170 Connections Project*
 - \$11,000,000 RTR funds (Denton County) – Electric hostler vehicles (6) & charging infrastructure
 - \$23,400,000 STBG funds – Engineering/ROW/Construction (SH 170) & signal optimization (Intermodal Parkway)
 - 2,680,000 TDCs – Federal match for engineering/ROW (SH 170) & signal optimization (Intermodal Parkway)
- **Funding for pre-construction activities, regardless of MPDG award**
- **Request for any new funds from local/TxDOT partners, as specified**
- **Proposed projects to submit for funding consideration through FY 23/24 MPDG Program**
- **Administratively amending TIP/STIP, as well as other planning/administrative documents, to include proposed projects if selected for FY 23/24 MPDG awards**

CONTACT INFORMATION

Natalie Bettger

Senior Program Manager
(817) 695-9280
nbettger@nctcog.org

Christie Gotti

Senior Program Manager
(817) 608-2338
cgotti@nctcog.org

Ken Kirkpatrick

Counsel for Transportation
(817) 695-9278
kkirkpatrick@nctcog.org

Chris Klaus

Senior Program Manager
(817) 695-9286
cklaus@nctcog.org

Dan Lamers

Senior Program Manager
(817) 695-9263
dlamers@nctcog.org

Arash Mirzaei

Senior Program Manager
(817) 695-9261
amirzaei@nctcog.org

Michael Morris

Director of Transportation
(817) 695-9240
mmorris@nctcog.org

Jeffrey C. Neal

Senior Program Manager
(817) 608-2345
jneal@nctcog.org

Shannon Stevenson

Senior Program Manager
(817) 608-2304
sstevenson@nctcog.org

Karla Windsor

Senior Program Manager
(817) 608-2376
kwindsor@nctcog.org

USDOT BIL: <https://www.transportation.gov/bipartisan-infrastructure-law>

USDOT Grant Portal: <https://www.transportation.gov/bipartisan-infrastructure-law/bipartisan-infrastructure-law-grant-programs>

USDOT (Upcoming Schedule of Grant Opportunities): <https://www.transportation.gov/bipartisan-infrastructure-law/key-notice-funding-opportunity>

Multimodal Projects Discretionary Grant (MPDG) Program: <https://www.transportation.gov/grants/mpdg-announcement>





Census Bureau Urban Area Boundary Update

Regional Transportation Council

August 10, 2023

Ken Kirkpatrick, General Counsel

North Central Texas Council of Governments

McKinney-Frisco Urbanized Area Topics

1. FTA Designated Recipient Selection (Action)
2. MPO Designation Status (No Action Needed)



Federal Actions

US Census Bureau Updates to Urban Areas

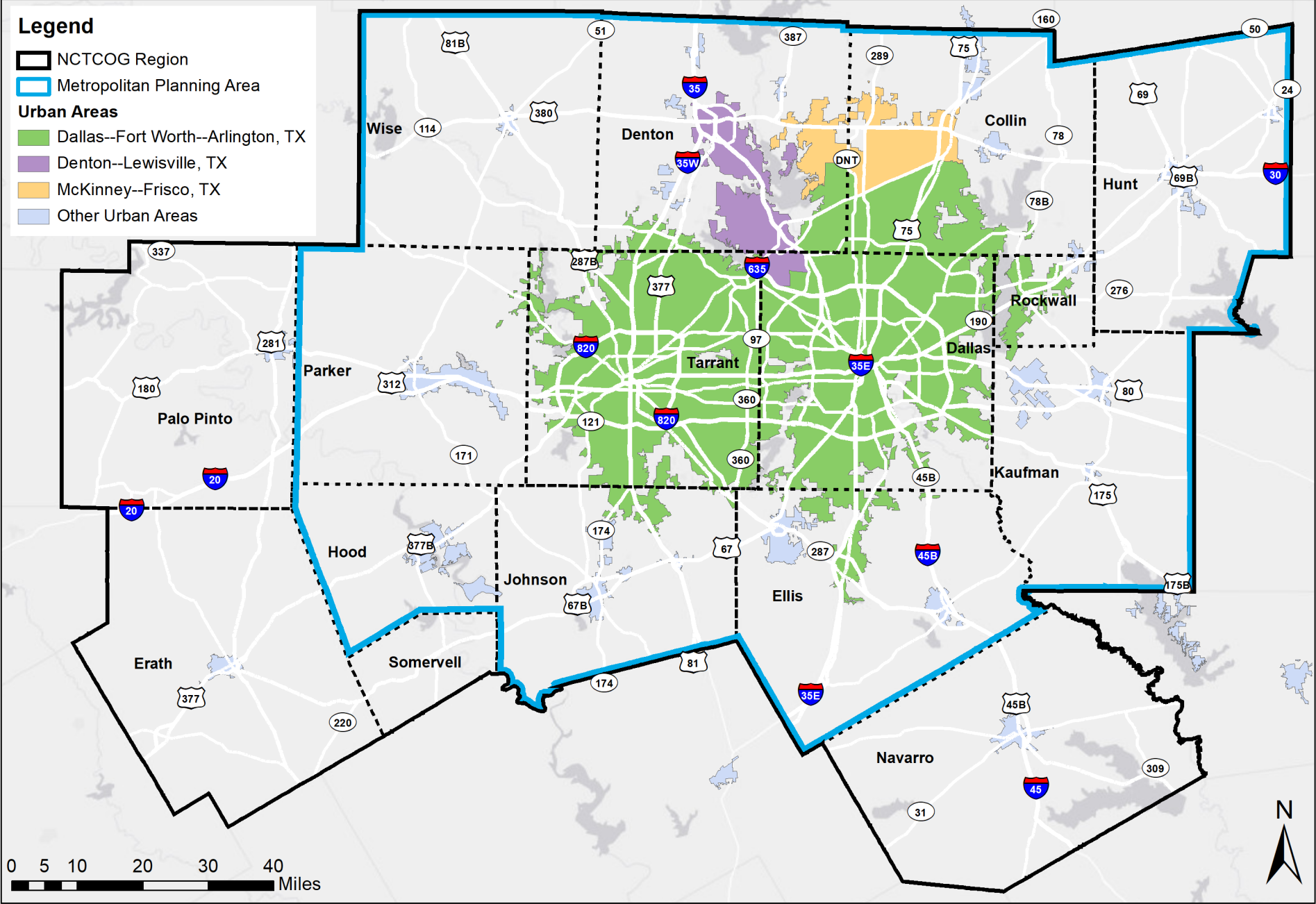
- December 29, 2022
- Based upon 2020 Census of Population and Housing
- Expanded and Renamed McKinney-Frisco Urban Area

FHWA/FTA

- June 5, 2023
- Updated Transportation Management Areas
 - McKinney-Frisco (New)
 - Dallas-Fort Worth-Arlington
 - Denton-Lewisville



U.S. Census Bureau Urban Areas (2020)



Designated Recipient for FTA Formula Funds

McKinney-Frisco Urbanized Area Needs to Select Designated Recipient by September 30, 2023

- For apportionments beginning FY 2024
- Selected by Governor or designee (TxDOT)
 - In Cooperation with transportation providers and the MPO
 - Need Frisco and McKinney Support

Duties of Designated Recipient

- Principal authority to administer and provide oversight of FTA funds
- Making FTA funds available to eligible projects and entities



Designated/Direct recipients by Urbanized Area

Dallas-Fort Worth-Arlington

Designated Recipients

- NCTCOG
- Dallas Area Rapid Transit (DART)
- Trinity Metro

Direct Recipients

- Arlington
- Grand Prairie
- Mesquite

Denton-Lewisville

Designated Recipients

- NCTCOG
- Denton County Transportation Authority (DCTA)

Direct Recipients

- None

McKinney-Frisco

Designated Recipient

- NCTCOG (Proposed)

Direct Recipient

- McKinney Urban Transit District (MUTD)



MPO Designation (23 USC § 134)

Background

- Required for each urbanized area with more than 50,000 in population
- By agreement between Governor and general-purpose local governments that represent at least 75% of affected population, including largest incorporated city

NCTCOG Designated MPO in 1974

- NCTCOG Serves as Fiscal Agent for MPO
- RTC Serves as MPO Policy Body
 - Dallas-Fort Worth-Arlington Urbanized Area (1974)
 - Denton-Lewisville Urbanized Area (1992)
 - McKinney Urbanized Area (2002)

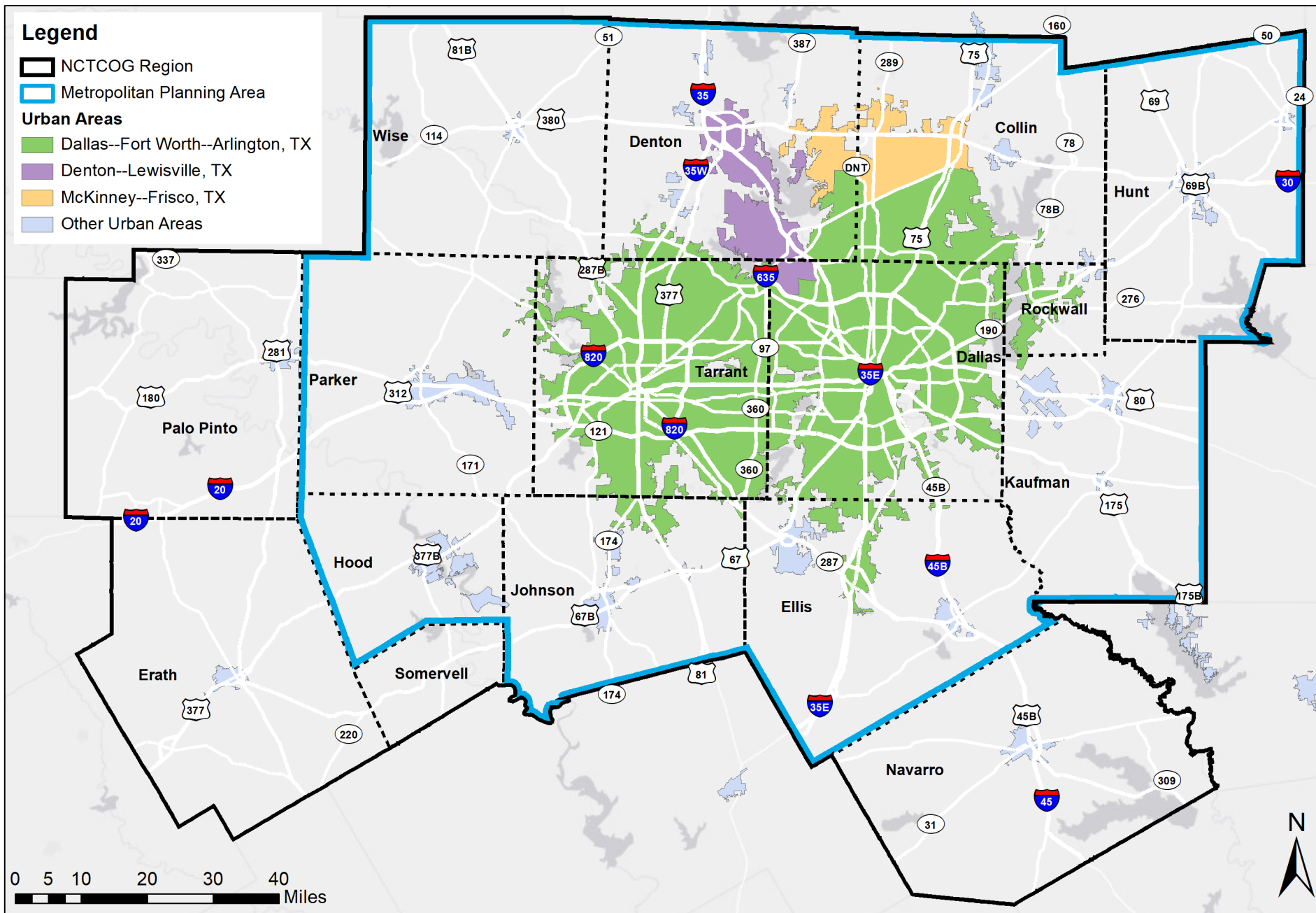


MPO Redesignation Requirements

- Identification of new urbanized areas within existing planning area boundaries
- Designation by the Bureau of Census of new urbanized areas within an existing metropolitan planning area shall not require the redesignation of the existing MPO (23 USC § 134 (e)(3))
- Federal guidance is consistent with statutory provisions
- McKinney-Frisco urbanized area is within current metropolitan planning area
- MPO designation occurs by operation of law



U.S. Census Bureau Urban Areas (2020)



Frisco City Council Action – July 3, 2023 (Reference Item 8.1)

1. City Council selects NCTCOG to serve as Designated Recipient for FTA funds for the McKinney-Frisco Urbanized Area.
2. City Council confirms NCTCOG, in conjunction with the RTC, continues to serve as (MPO) for the McKinney-Frisco Urbanized Area.



McKinney City Council Action – July 18, 2023 (Reference Item 8.1)

1. City Council selects NCTCOG to Serve as Designated Recipient for FTA funds for McKinney-Frisco Urbanized Area.
2. City Council confirms NCTCOG, in conjunction with the RTC, is the MPO for the City of McKinney and the newly formed McKinney-Frisco Urbanized Area.



Anticipated Schedule

STTC Information ✓ June 23, 2023

Frisco City Council ✓ July 3, 2023

RTC Information ✓ July 13, 2023

McKinney City Council ✓ July 18, 2023

STTC Action ✓ July 28, 2023

RTC Action August 10, 2023

NCTCOG Executive Board Action August 24, 2023



Requested Action:

Approval of staff recommendation that North Central Texas Council of Governments be selected as the Designated Recipient for Federal Transit Administration funds for the newly designated McKinney-Frisco Urbanized Area.



CONTACTS



Shannon Stevenson

Senior Program Manager

sstevenson@nctcog.org | 817-608-2304



Ken Kirkpatrick

General Counsel

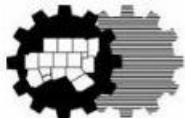
kkirkpatrick@nctcog.org | 817-695-9278



DEVELOPMENT OF THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Regional Transportation Council

August 10, 2023



North Central Texas
Council of Governments
Transportation Department

WHAT IS THE TIP?

- Transportation Improvement Program (TIP)
- Federal and State mandated inventory of transportation projects
- Contains projects funded with local, state, and federal funding sources
- Covers four years of available funding
- Updated on a quarterly basis
- Re-developed every two years
- The TIP must be consistent with the Metropolitan Transportation Plan (MTP)
- The TIP funds the first four years of the 20-year MTP

TIP DEVELOPMENT PROCESS

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

FOCUS AREAS

- Timely Implementation of Projects:
 - Projects on the MPO Milestone Policy List
 - Projects on the Federal Inactive List
 - Projects on the Federal Preliminary Engineering (PE) Audit List
 - Projects that reduce carryover balances
- Requests for projects to be placed in the first year of the new TIP (FY2025)
- Closing out completed projects with Regional Toll Revenue (RTR) Funds

DRAFT SCHEDULE

Meeting/Task	Date
Coordination with Implementing Agencies	August-October 2023
Development of TIP Listings and Document	August 2023-February 2024
Draft Listings - STTC Information	March 2024
Draft Listings - RTC Information	April 2024
Public Meeting - Draft Listings and Document	April 2024
Final Listings and Document - STTC Action	April 2024
Final Listings and Document - RTC Action	May 2024
Submit Final Document to TxDOT	Summer 2024
Anticipate TxDOT Commission Approval (for STIP)	August/September 2024
Anticipate Federal/State Approval (STIP)	October/November 2024

YOUR HELP IS NEEDED

- Please help us, help you.
- We have more than 910 active projects.
- Please reinforce to staff attending TIP development meetings that they need to be prepared.
- Lack of preparation creates significant follow up efforts.
- If responses from project sponsors are not received in a timely manner, projects may be listed in the latter half of the TIP or may not be listed in the 4-year TIP window at all.

QUESTIONS/COMMENTS?

Christie Gotti

Senior Program Manager

Ph: (817) 608-2338

cgotti@nctcog.org

Brian Dell

Principal Transportation Planner

Ph: (817) 704-5694

bdell@nctcog.org

Cody Derrick

Senior Transportation Planner

Ph: (817) 608-2391

cderrick@nctcog.org



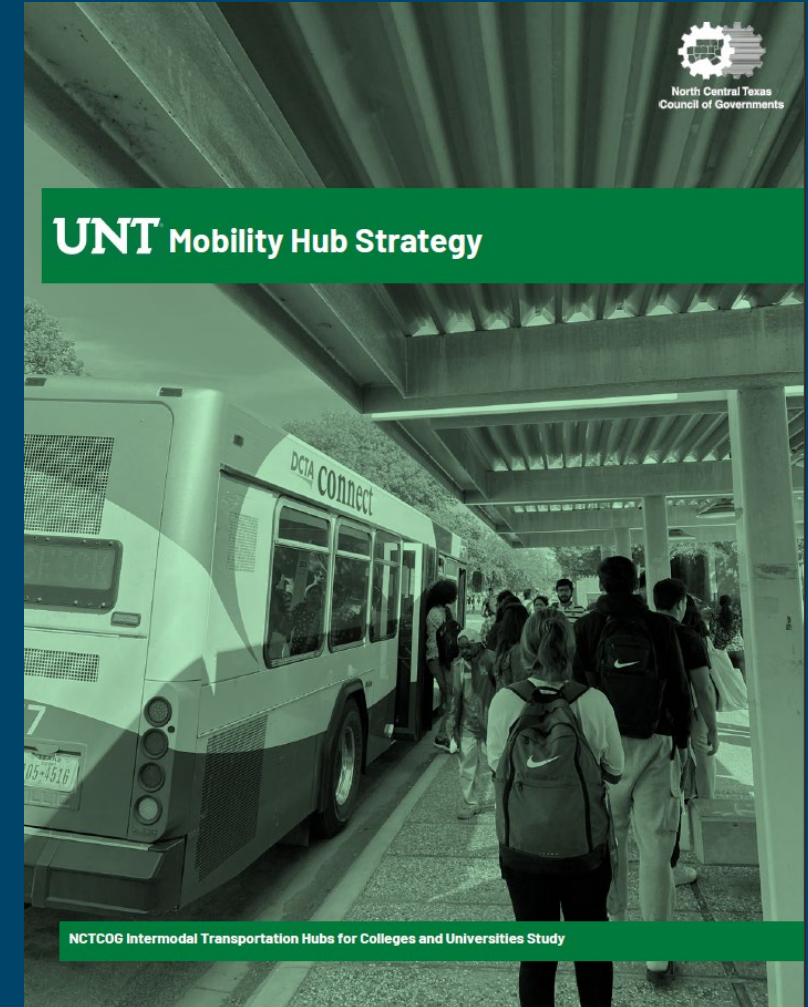
Regional Transportation
Council

Intermodal Transportation Hubs for Colleges and Universities Study Recommendations

Shannon Stevenson | August 10, 2023

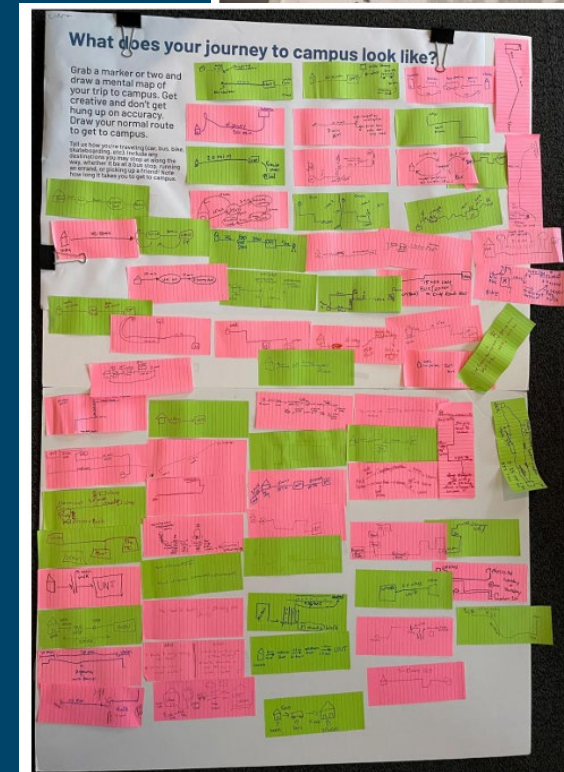
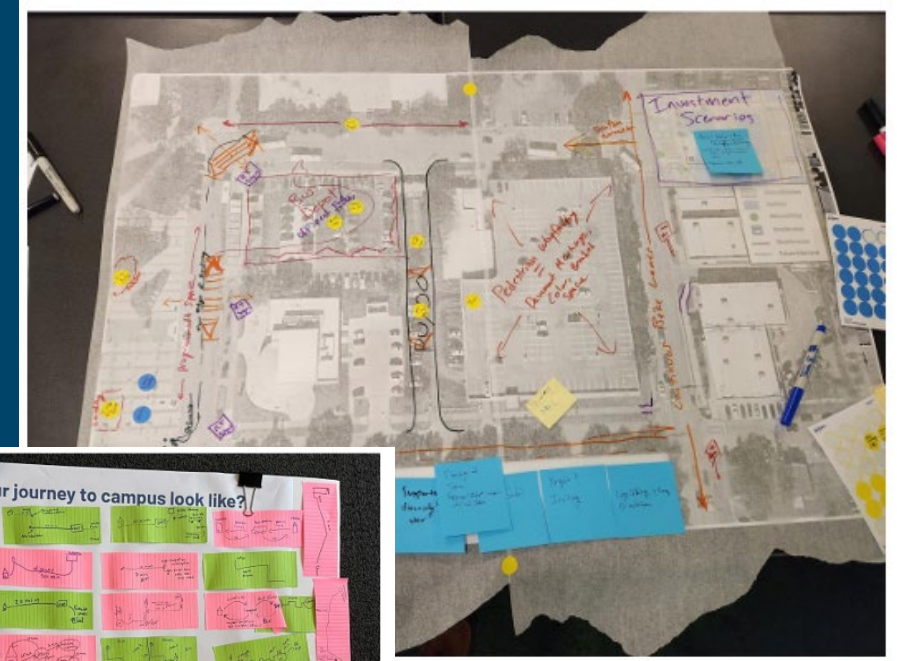
Study Purpose and Summary

- DCTA requested study for mobility hubs to enable better connections with UNT Denton
- Scope was expanded to cover all college and university campuses in N. Texas
- Launched March 2022, and was conducted with assistance from a consultant team led by Nelson/Nygaard and Cityfi
- Developed Regional Mobility Hub Catalog



Campus Stakeholder Engagement

- Project Advisory Committee held regular meetings, including a Mobility Hub Design Charrette at UNT Denton.
- An Online Campus Mobility Survey was conducted in late Spring 2022 and again in Fall 2022.
- From October 4-6, 2022, the team visited UT Arlington, Dallas College Cedar Valley Campus, and UNT Denton for on-campus public engagement.

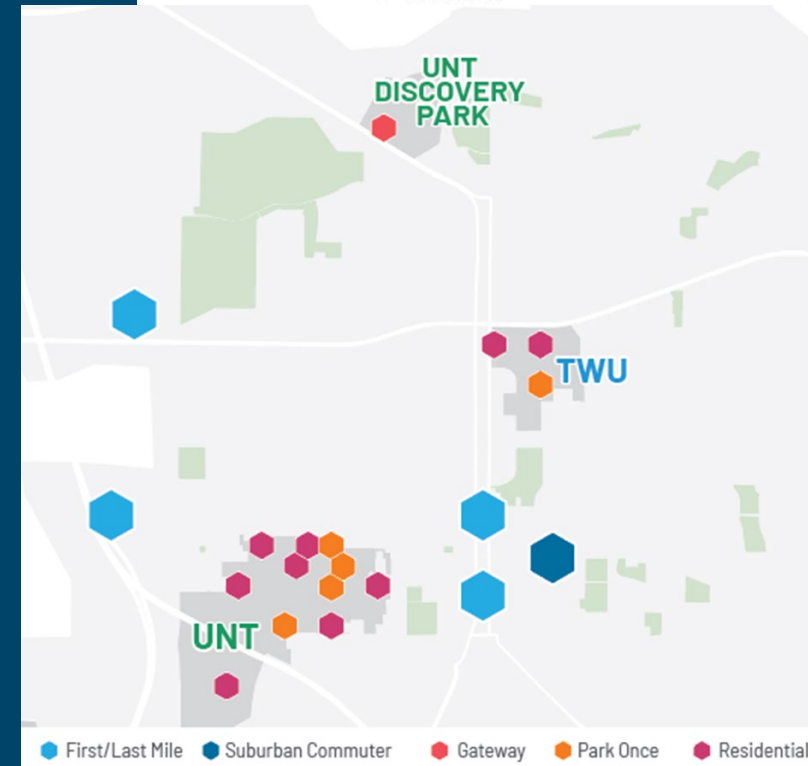
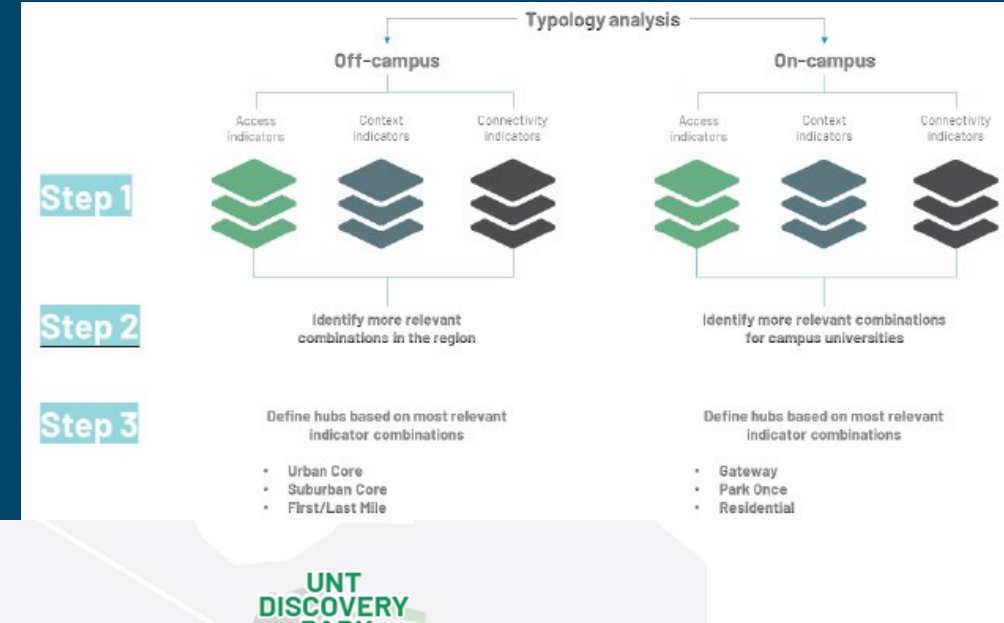


UNT Denton: What does your journey to campus look like?



Study Analyses and Recommendations

- Campus Mobility Trends, Typologies, and Siting
 - Used transportation, land use, and demographic analysis to answer the “what” and “where” for campus mobility hubs
- Investment Scenarios
 - Catalog features a ‘Kit of Parts’ of potential amenities for hubs based on investment levels and typology
- Funding and Implementation
 - Relies on key principles of partnership, incrementalism, adaptability, and equity



Next Steps

- Follow up with campuses and local governments on potential mobility hub projects
- Be available for planning, funding, and implementation coordination and assistance based on study recommendations



For More Information: [North Central Texas Council of Governments - Intermodal Transportation Hubs for Colleges and Universities Study \(nctcog.org\)](https://nctcog.org)



Contact Us



Shannon Stevenson
Senior Program Manager

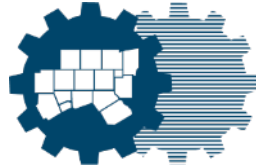
sstevenson@nctcog.org | 817-608-2304



Ezra Pratt, AICP
Transportation Planner III

epratt@nctcog.org | 817-695-9259





NCTCOG PRESENTATION

North Texas Airspace Awareness Pilot

ERNEST HUFFMAN | REGIONAL TRANSPORTATION COUNCIL |
8.10.2023

Image Provided By Getty (source for
external images only)

Introduction

The primary goal of this program is to enable residents and businesses to fly drones safely and access live data on potential risks, local advisories, and other flight planning features.

Purpose

Safety

Transparency

Community Engagement

Vendors Selected – Aloft, Airspace Link and ATA

Local Integration

- Two Year Pilot
- In **Phase/Year One** the providers will provide NCTCOG and participating cities **licenses** to their platforms. This will allow both NCTCOG and participating cities to incorporate UAS operations from their own **operations** and to **promote** the platforms to their citizens to get the local communities to use the platforms. We also would like to use the platforms to assist in keeping the **community updated** on rules, regulations, and potential hazards, publish public advisories, local rules, regulations directly to the pilot community and communicate and connect with the communities by embedding a live operation maps into our www.northtexasuas.com webpage.

For the Phase 1 of the program, key milestones are:

Task	Month											
	1	2	3	4	5	6	7	8	9	10	11	12
NCTCOG Recruit City Participants	x	x										
NCTCOG Receive License from Applicants	x											
NCTCOG Receive Training from Applicants		x										
City Participants Receive Training			x									
Applicants will work with NCTCOG, cities and other stakeholders to develop standardized metrics for input				x								
NCTCOG Use platforms to input data for region			x	x	x	x	x	x	x	x	x	x
Cities input their own data (advisories, operations, etc...)				x	x	x	x	x	x	x	x	x
Public Workshop					x							
Live Action Maps embedded on www.northtexasuas.com						x	x	x	x	x	x	x
NCTCOG will search for funding mechanism for Phase 2	x	x	x	x	x	x	x	x	x	x	x	x
Pilot team and other stakeholders will provide a final report from Phase 1 with recommendations for Phase 2												x

Interoperability

- In Phase/Year Two of the Pilot, NCTCOG will continue the activities of Year One but also work on a process to **share data** across all platforms. This will ensure that all airspace management platforms in the region will have as much flight and safety data as possible to be a viable solution.

For the Phase 2 of the program, key milestones are:

Task	Month											
	1	2	3	4	5	6	7	8	9	10	11	12
Phase 1 activities	X	X	X	X	X	X	X	X	X	X	X	X
Pilot team and other stakeholders work on integration mechanism	X	X	X									
Mechanism Determined				X								
Mechanism tests					X	X	X	X	X			
Mechanism deployed region wide									X	X	X	X
Pilot Team and other stakeholders produce final report with recommendations for future												X

CITY PARTICIPATION

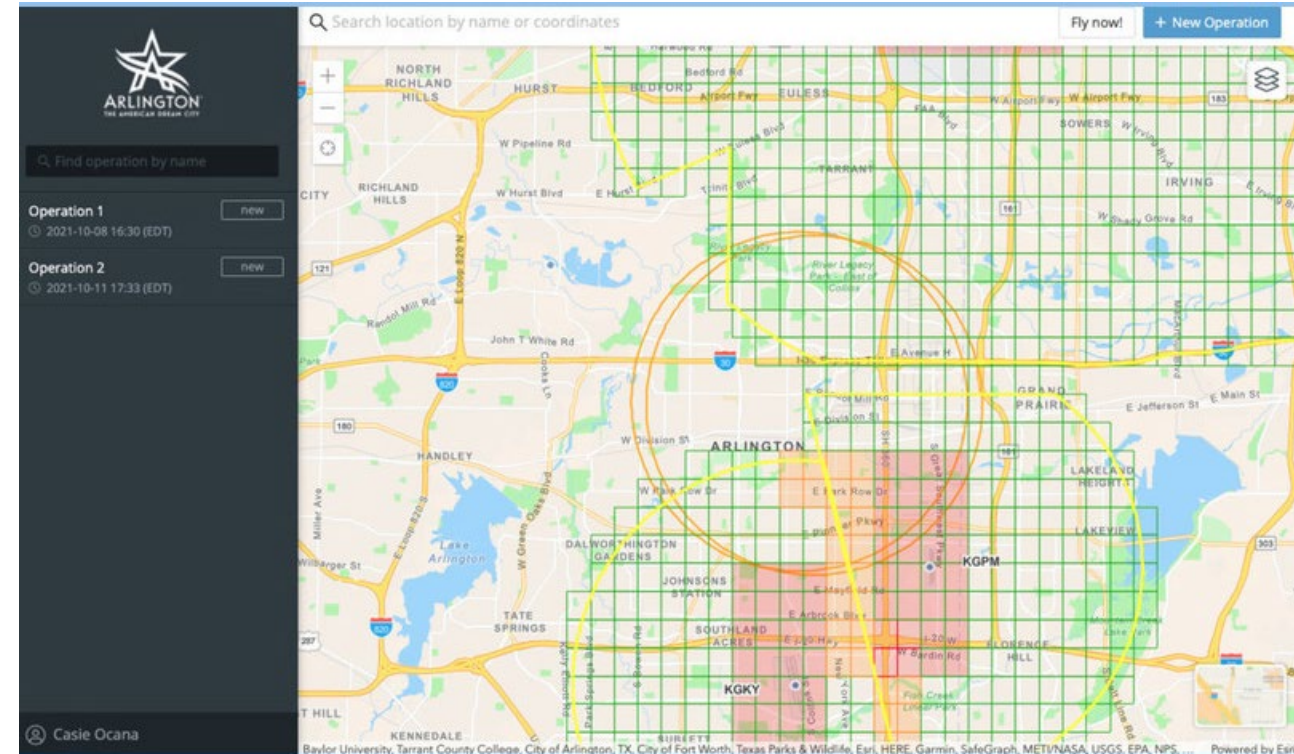
Provide two Points Of Contact (POCs)

- Preferably someone in charge of drone related activities for the city

City will get at least one free license from one of the providers

Each city will work with one of the providers

Attend Vendor Workshops and Training (September)



NEXT STEPS



FEDERAL AVIATION ADMINISTRATION NORTH TEXAS REMOTE ID WORKSHOP

Beginning September 16, 2023, all drone pilots who are required to register their UAS must operate in accordance with the rule on Remote ID.

Remote ID Rules - A requirement for your drone to have either an internal signal broadcasting your location, plus your drone's latitude, longitude, and heading, or an attached broadcast module sending the same data.

Recognized Identification Areas (FRIAs) - A FRIA is a defined geographic area where drones can be flown without Remote ID equipment.

Drones Without Remote ID



FEDERAL AVIATION ADMINISTRATION NORTH TEXAS REMOTE ID WORKSHOP (CONT.)

Remote ID

- Basic rule requirements

- How to comply for government agency fleets

- How to update the FAA DroneZone with remote ID compliance information for your drone(s)

- How public safety can get information on remote ID

FRIAs

- What they are

- Who can apply for them

- How to apply

August 11th, 1-2pm (Virtual)

Drones Without Remote ID



CONTACT US



Ernest Huffman

Aviation Planning & Education Program Manager

ehuffman@nctcog.org | 817-704-5612



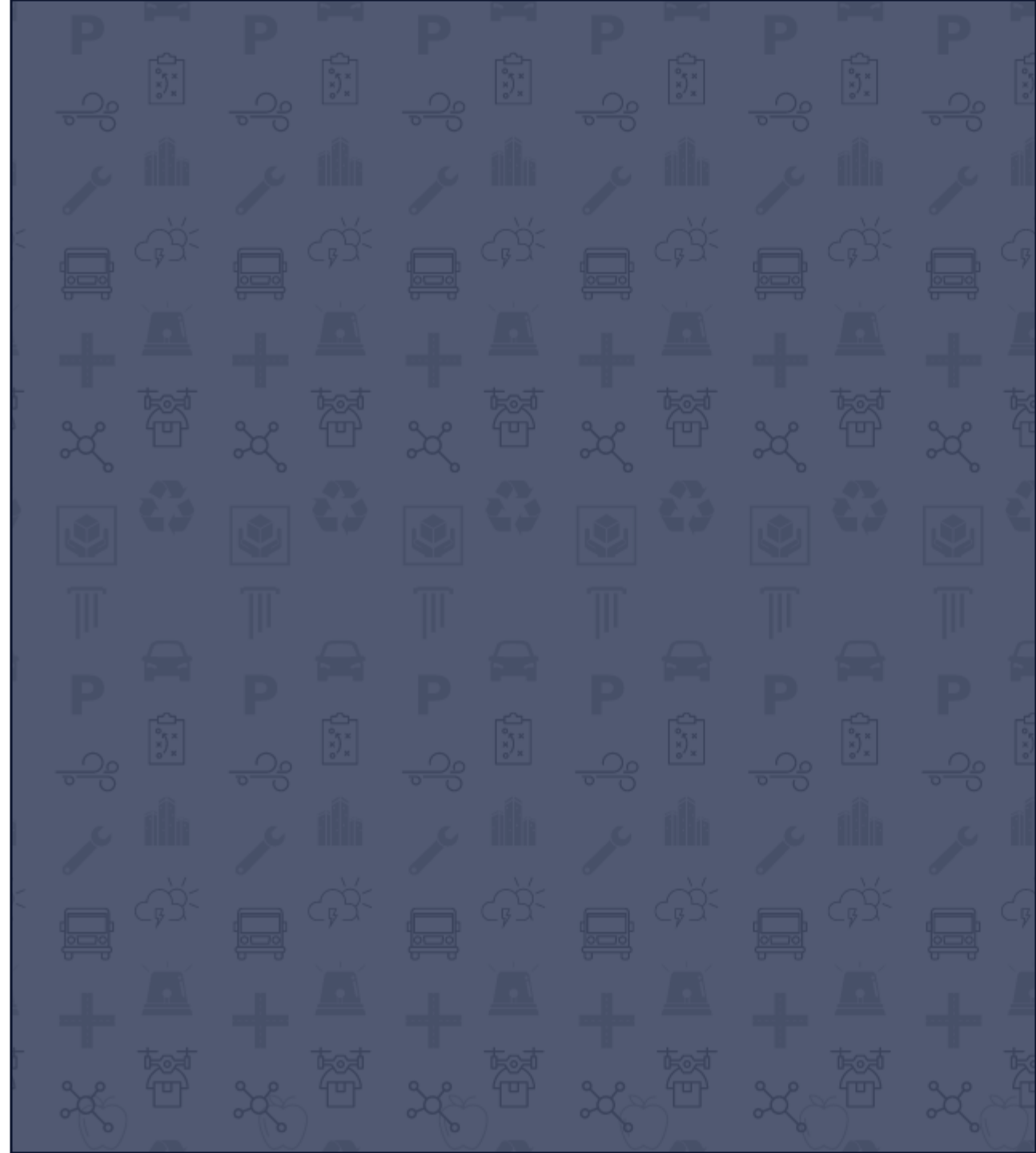


North Central Texas
Council of Governments

MTP POLICY BUNDLE ROUND 5

REGIONAL TRANSPORTATION
COUNCIL

AUGUST 10, 2023



WHAT IS THE METROPOLITAN TRANSPORTATION PLAN?



A blueprint for the region's transportation system



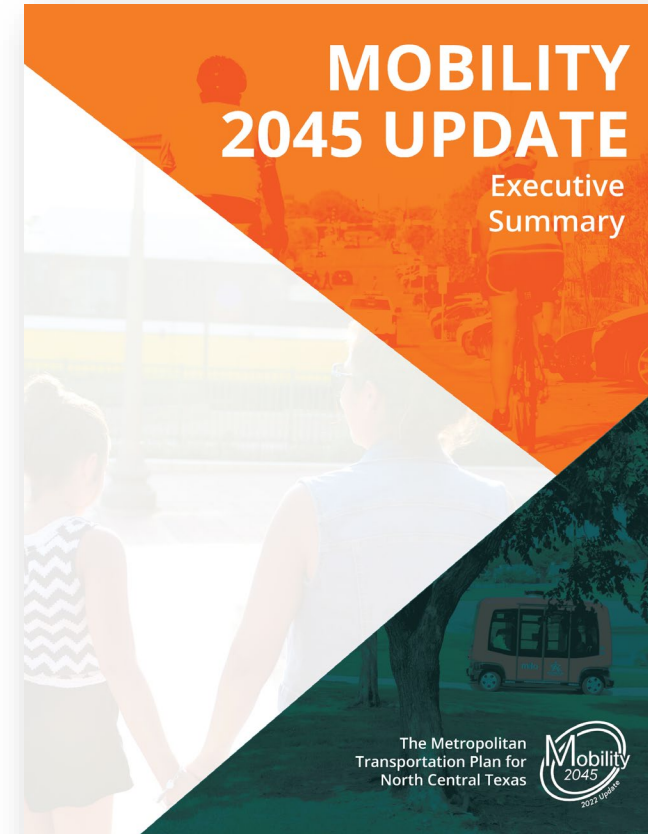
Responds to the region's goals



Guides expenditure of federal and state funds



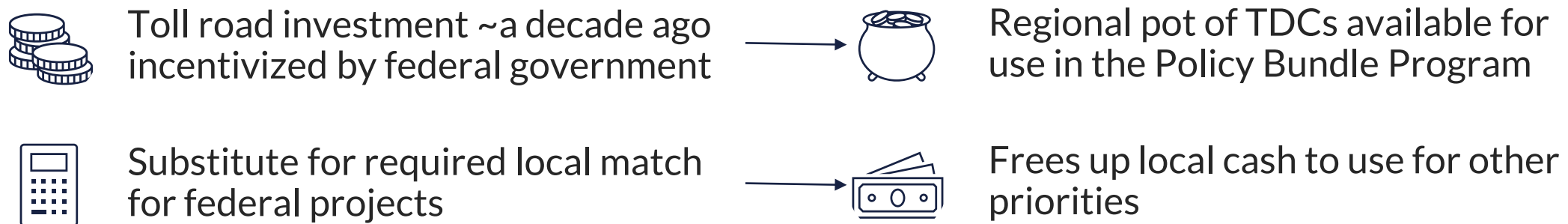
Recommends programs, policies, and projects



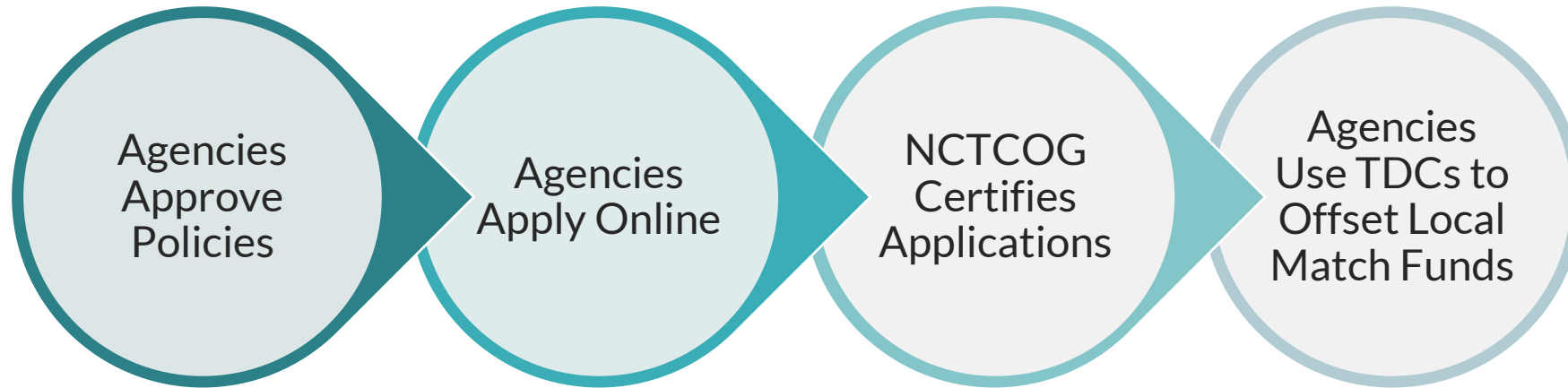
MTP POLICY BUNDLE



TRANSPORTATION DEVELOPMENT CREDITS



POLICY BUNDLE PROCESS



Resources and information available at
www.nctcog.org/policybundle



KEY DATES FOR ROUND 5

MILESTONE	DATE
Round 5 Opens	February 1, 2023
Early Deadline	March 31, 2023
Final Deadline	May 31, 2023

Biennial Program
Next round in 2025 for
fiscal years 2026-2027

POLICIES INCLUDED

Bold = Updated Policy
Orange = New Policy



Clean Fleets



Idling Restrictions



**Comprehensive Air Quality
Action Plan (CAP)**



Uncrewed Aircraft Systems
(UAS)



Stormwater Management



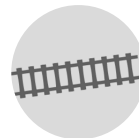
Sustainable Tire Recycling



Equity



Freight-Oriented Development



Railroad Safety



Intelligent Transportation
Systems Integration

POLICIES INCLUDED

Bold = Updated Policy
Orange = New Policy



Roadway Safety Improvement



Traffic Incident Management



Asset Management



Travel Demand Management



Context-Sensitive Complete Streets



Street Connectivity



Land Use



Parking Management



Access to Schools and School Siting



Transit Funding

ROUND 5 RESULTS AND RECOMMENDED AWARDS

HISTORY

2016 Round 1	11 awardees
2017 Round 2	15 awardees
2018 Round 3	14 awardees
2020 Round 4	22 awardees
2023 Round 5	17 applicants, 16 proposed awardees

ROUND 4 - HIGHLIGHTS

	Submitted Responses	Met Policy Requirements
Cities	15	14
Transit Authorities	2	2
Total	17	16

Total TDCs Recommended to Award
26,000,000

Qualifying Entities

Cities

- Arlington
- Dallas
- Farmers Branch
- Fort Worth
- Frisco
- Garland
- Irving
- Lewisville
- McKinney
- Mesquite
- North Richland Hills
- Plano
- Richardson
- Terrell

Transit Authorities

- DCTA
- Trinity Metro

SCHEDULE

DATE	DESCRIPTION
February 1	Round 5 Opens
March 31	Early Submittal Deadline
May 31	Final Deadline
July 28	STTC – Information
August 10	RTC – Information
August 25	STTC - Action
September 14	RTC - Action
September/October	Formal Notification of Awards

CONTACT US

Metropolitan Transportation Plan



Amy Johnson

Principal Transportation Planner

ajohnson@nctcog.org

817-704-5608



Martin Bate

Transportation Planner

mbate@nctcog.org

682-433-0478

TDCs and Transportation Improvement Program



Brian Dell

Principal Transportation Planner

bdell@nctcog.org

817-704-5694



www.nctcog.org/policybundle



mobilityplan@nctcog.org



NEWSRELEASE

FOR IMMEDIATE RELEASE
August 9, 2023

Texas Central and Amtrak Seek to Explore High-Speed Rail Service Opportunities between Dallas and Houston

WASHINGTON - Texas Central Partners ("Texas Central") and Amtrak are seeking opportunities to advance planning and analysis work associated with the proposed Dallas-Houston 205-mph high-speed rail project to further determine its viability. Amtrak has cooperated with Texas Central on various initiatives since 2016 and the two entities are currently evaluating a potential partnership to further study and potentially advance the project.

"If we are going to add more high-speed rail to this country, the Dallas to Houston Corridor is a compelling proposition and offers great potential," said **Amtrak Senior Vice President of High-Speed Rail Development Programs Andy Byford**. "We believe many of the country's biggest and fastest-growing metropolitan areas, like Houston and Dallas, deserve more high quality high-speed, intercity rail service and we are proud to bring our experience to evaluate this potential project and explore opportunities with Texas Central so the state can meet its full transportation needs."

The proposed approximately 240-mile route would offer a total travel time of less than 90 minutes between two of the top five major U.S. metropolitan areas and would complement future, new and improved corridor and long-distance service in the southern region.

Texas Central and Amtrak have submitted applications to several federal programs in connection with further study and design work for the potential Dallas to Houston segment, including the Consolidated Rail Infrastructure Safety and Improvements (CRISI) grant program, the Corridor Identification and Development program, and the Federal-State Partnership for Intercity Passenger Rail (FSP-National) grant program.

Amtrak has worked with Texas Central since 2016 when it entered into agreements to provide through-ticketing using the Amtrak reservation system and other support services for the planned high-speed rail line.

"This high-speed train, using advanced, proven Shinkansen technology, has the opportunity to revolutionize rail travel in the southern U.S., and we believe Amtrak could be the perfect partner to help us achieve that," said **Texas Central Chief Executive Officer Michael Bui**. "We

[More>>>](#)



appreciate Amtrak's continued collaboration and look forward to continuing to explore how we can partner in the development of this important project."

High-speed rail service with mostly-dedicated and purpose-built rights of way can radically shrink trip times, achieve excellent reliability and provide significant capacity – all things that will drive ridership and help convince people to shift their trips to rail. When complete, this project is forecast to provide significant social, environmental, employment and economic benefits to the people of Texas. As an example, the project is estimated to reduce greenhouse gas emissions by over 100,000 tons per year, saving 65 million gallons of fuel while removing 12,500 cars per day from I-45.

"Dallas is the engine of the fourth largest and fastest growing region in the nation," **Dallas Mayor Eric L. Johnson** said. "It is bold, innovative endeavors like this that will propel Dallas toward an even more prosperous future. A high-speed rail line would revolutionize transportation in our region, serve as a catalyst for economic growth, and enhance connectivity among Texas residents and businesses."

"The collaboration between Texas Central and Amtrak is an important milestone for the City of Houston and this project," said **Mayor Sylvester Turner of Houston**. "Our city is committed to advancing transportation initiatives that support economic growth and enhance quality of life for our residents. The potential partnership of these two companies will accelerate the planning and analysis necessary for the successful implementation of a modern, efficient, and environmentally sustainable rail system connecting Houston and Dallas. I commend all parties involved for their dedication to this transformative project."

Construction and operations of the proposed high-speed rail line would bring significant economic benefits to the region, including thousands of well-paying construction jobs and nearly one thousand long-term, skilled operations and maintenance positions.

"The Ironworkers strongly support the Dallas-to-Houston high speed rail project," said **Jerry Wilson, Iron Workers District Council of Texas and the Mid South States**. "Not only is it safe and green, but it will provide hundreds of highly skilled, good paying jobs for our members as we transport, erect and install the infrastructure."

Byford joined Amtrak in April 2023 to begin developing a team focused on high-speed opportunities throughout the US. In his newly created role, he will develop and lead the execution of Amtrak's long-term strategy for high-speed rail throughout the country.



In addition to current Amtrak service in Texas and planned station improvements, Amtrak submitted grant applications for daily *Sunset Limited* service and the extension of the *Crescent* from Mississippi through Louisiana and Texas. Amtrak supports Kansas DOT's *Heartland Flyer* Extension Corridor Identification and Development (Corridor ID) application that will connect Wichita and communities across Kansas, Oklahoma, and Texas to the Amtrak network. Amtrak also supports Texas DOT's applications for the Texas Triangle (Dallas – Fort Worth – Houston – San Antonio) routes.

About Amtrak®

For more than 50 years, Amtrak has connected America and modernized train travel. Offering a safe, environmentally efficient way to reach more than 500 destinations across 46 states and parts of Canada, Amtrak provides travelers with an experience that sets a new standard. Book travel, check train status, access your eTicket and more through the [Amtrak app](#). Learn more at [Amtrak.com](#) and connect with us on [Twitter](#), [Instagram](#), [Facebook](#) and [LinkedIn](#).

About Texas Central

Texas Central, which includes its operating subsidiaries Texas Central Railroad & Infrastructure, Inc., and Integrated Texas Logistics, Inc., is the company undertaking the development, design, construction, finance, and operation of the innovative new high-speed passenger train line that intends to use the proven Shinkansen HSR technology to connect the fourth and fifth largest economies in the country, North Texas and Greater Houston, in less than 90 minutes, with one stop in the Brazos Valley. Visit [www.texascentral.com](#) to learn more.

###

CONTACT:

Amtrak Media Relations
MediaRelations@amtrak.com

Texas Central Media Relations
Media@TexasCentral.com

MICHAEL MORRIS QUOTE – NOT INCLUDED

“High-speed rail has the potential to transform mobility, safety and economic growth in Texas. The North Central Texas Council of Governments has begun project development activities on a segment connecting Dallas, Arlington and Fort Worth, ultimately allowing seamless travel from Fort Worth to Houston. With Amtrak taking the lead in the Dallas-to-Houston segment, there is an opportunity to integrate these two corridors into one common vision – High-Speed Rail Version 2.0.”



Opinions of Ordinary Texans Needed to Make High-Speed Trains Reality

by Michael Morris

Recent media communication in Texas is trending around the subject of high-speed rail between Houston and Dallas. The question most often raised is what is the status of Texas Central Partners and its proposed high-speed rail project? Perhaps a more important question is, as Texans, what is our interest in continuing to pursue high-speed rail corridors. Can our voices be heard? Whether you are for or against it, your voice is needed now in order to explore the future of high-speed rail under an updated vision. What if the vision eliminated fatalities, mitigated hurricane evacuation challenges and had the public own the right-of-way? What if high-speed rail met your desires?

High Speed Rail: Existing Version 1.0

In the mid-1980s, Japanese Railway and Japanese bank interests came to Texas to explore high-speed rail between Dallas and Fort Worth but did not pursue it to fruition. Since that

time, federal, state and private sector interests have continued to explore high-speed opportunities in corridors across the country. Frequent studies and analyses have concluded a need for a high-speed rail connection between Dallas and Houston. The Federal Railroad Administration began requesting states to provide high-speed rail plans. In Texas, private-sector interest re-surfaced in 2009 focusing on the Houston to Dallas line. The Japanese reentered the conversation and eventually decided to form Texas Central Partners. Environmental studies have advanced, legal questions appear answered, and private sector ownership of rail right-of-way remains. The very positive aspects of this effort are the proposed development of a world class project that will reduce highway congestion, offer exceptional travel times between the two large metropolitan areas and reduce harmful mobile air emissions.

A limiting factor is a technology that restricts other providers to

use the corridor, which prevents a competitive market from forming. Also, there continues to be a concern that a workable business plan has yet to materialize and right-of-way is still privately owned.

High Speed Rail: Existing Version 2.0

There have been many new opportunities that have emerged along with many advances in the high-speed rail arena over the past 15 years. A proposed high-speed rail line project between Fort Worth-Arlington-Dallas is entering the environmental review phase. Connecting this line to the Dallas-to-Houston route presents an opportunity to expand rail service from Fort Worth to Houston as a "one seat" ride, no need to transfer. Plus, current planning is underway to look at the feasibility of creating a branch-off point of this line that would connect to Austin and on to San Antonio. By planning for the new connection points now, there is

continued

Opinions of Ordinary Texans Needed to Make High-Speed Trains Reality *continued*

the opportunity to reduce overall long-term costs. This new vision is a major reason for introducing High-Speed Rail Version 2.0 as an alternative to Version 1.0.

Version 2.0 also helps foster the emergence of a megaregion by better connecting the major population centers of Texas and thereby creating super economies and maximizing gross domestic product through the resulting synergy. The concept of megaregions has been around for several years but a new book published in 2022, *Megaregions and America's Future*, gives the reader a deeper understanding of how the economics work to create these better results.

Under this newly proposed version, the rail lines would be publicly owned with the private sector being responsible for providing and operating the vehicles. Rather than one company having exclusive rights to the rail lines, it is envisioned that it would operate more like airports, which allow for many carriers. Thus, the traveling public could benefit from a competitive marketplace.

Below is a list of factors that need to be remembered as you consider your interest in the value of high-speed rail:

It can deliver consistent and reliable travel times compared to the intercity freeway system, which is often affected by congestion, traffic accidents and other automobile related incidents. It can speed up hurricane evacuation operations which are an ever-growing challenge due to the rapidly increasing population of south Texas and an increased frequency of weather events.

Its safety record is much better than that of automobile related travel which produces a staggering number of deaths each year. It also complements the State's Vision Zero Program which is focused on reducing deaths from automobile accidents.

It makes advanced medical services more readily available by providing easier access to specialized care that is being developed and delivered in each of these large metropolitan regions.

It can also be used to move light weight, high-end goods as well as people and, thereby, create more roadway capacity for high-volume freight movement by traditional rail and intercity trucks.

Funding options today are very different than those of the past. New federal legislation provides tax and fee supported funding for which high-speed rail is eligible. Getting our fair share should be an imperative, especially if Texans own the right-of-way.

As referenced, having multiple rail providers in Version 2.0 brings greater competition enhancing consumer protections similar to our airports. In addition, a new business model using latest federal funding tools, and potential State surpluses, creates an opportunity to assist land owners with additional royalty payments.

Agree or disagree with high-speed rail, but don't be silent. However, I believe we have a chance to take ownership of this decision and lead our State and nation to a new future – one where high-speed rail is transformed from concept to reality. What are your ideas?



Michael Morris, P.E.

Director of Transportation

North Central Texas Council of Governments

Staff Director to the Regional Transportation Council



North Central Texas
Council of Governments