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

Transit Ridership (-32%, May)
ROADWAY TRENDS
Regional Average Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

Source: TxDOT Sidefire Devices
TRANSLIT 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
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
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

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<td>$0.830</td>
<td>$1.553</td>
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<td>$9.893(^2)</td>
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\(^1\) 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).
Recently Completed & Active Capacity Transportation Projects
including 10 Year Plan Projects

Legend
- Blue circles: 10 Year Plan Projects
- Purple circles: Active Capacity Project
- Green circles: Recently Completed Capacity Project
- Green lines: Mobility 2045 Roadways
- Dotted lines: County Boundary
- Blue shading: Lakes

*Recently Completed Capacity projects are defined as completed within the past 5 years.
*Active Capacity projects are defined as Under Construction or Fully Funded/Partially Funded.

Date: 7/6/2023

North Central Texas Council of Governments
<table>
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<tr>
<th>MEETING/TASK</th>
<th>DATE</th>
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<tbody>
<tr>
<td>STTC Information</td>
<td>June 23, 2023</td>
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<td>RTC Policy Action</td>
<td>July 13, 2023</td>
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<td>Public Involvement</td>
<td>July 2023</td>
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<td>STTC Action</td>
<td>July 28, 2023</td>
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<tr>
<td>RTC Action</td>
<td>August 10, 2023</td>
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<tr>
<td>TxDOT Public Involvement for 2024 UTP</td>
<td>July 2023 and August 2023</td>
</tr>
<tr>
<td>Anticipated TTC Approval of 2024 UTP</td>
<td>August 2023</td>
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</table>
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?

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

<table>
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<tr>
<th>UTP Draft</th>
<th>Cat 2¹</th>
<th>Cat 4</th>
<th>Cat 12 (Cat 2 – SE Connector)</th>
<th>Cat 12 (TTC)</th>
<th>Cat 12 (Cat 2 – IH 30 Canyon)</th>
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<td>$127.1M</td>
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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

### 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)
- **Federal Cost Share/Match:** Up to 60% - INFRA Grant Request (no award minimum)
- **Award Size:** No Maximum - All Projects

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

#### MEGA – National Infrastructure Project Assistance Program

- **Available Funds (Project Type):** $1.8 Billion – All Projects (FY 23/24)
- **Federal Cost Share/Match:** Up to 60% - MEGA Grant Request (no award min./max.)
- **Award Size:** Up to 80% - Federal (overall)

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

#### RURAL – Rural Surface Transportation Grant Program

- **Available Funds (Project Type):** $675 Million – All Projects (FY 23/24)
- **Federal Cost Share/Match:** Up to 80% - RURAL Grant Request (no award minimum)
- **Award Size:** No Maximum - All Projects

- **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)

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

### Project Readiness Analysis:

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

### Application Deadline: 8/21/2023
### Multimodal Projects Discretionary Grant (MPDG) Program (cont.)

#### FY 23/24 Candidate Project List & Details

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**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 g) to 4-lane arterials w/ side paths for better mobility/accessibility.
  - NO
  - (FY 22 MPDG)
  - EAST
  - N/A
  - $16,995,000
  - 21%
  - $20,530,000
  - 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
  - $132,450,000
  - 61%
  - $23,400,000
  - 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
  - $50,866,000
  - $19,400,000
  - 20%
  - $158,704,000
  - 80%
  - $344,400,000

**NOTES:**

1. Dallas County - $5,100,000; City of Lancaster - $7,650,000; City of Wilmer - $2,645,000; Franchise Utilities - $1,600,000
2. 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)
3. RTC (New) - $11,000,000 RTR + 2,680,000 TDCs; TxDOT - $14,973,699 (source TBD)
4. Cavinue (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)
5. RTC (New) - $23,400,000 STBG
6. TxDOT State Funds - $16,000,000 (Engineering) • $34,856,000 (Construction – 2024 UTP Cat 2/4 – CSJ #0014-15-078)
7. City of Fort Worth (ROW) - $6,900,000; City of Fort Worth/Franchise (Utilities) - $12,500,000
8. 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
  - 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 *(for posting of STTC Agenda)*
July 28, 2023  STTC Action
August 7, 2023  RTC Letter of Support Deadline *(for projects submitted by partnering agencies, please send requests to Nicholas Allen – nallen@nctcoq.org)*
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

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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-notices-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
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
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.
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

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<td>STTC Information</td>
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<td>July 3, 2023</td>
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<td>July 13, 2023</td>
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<td>July 18, 2023</td>
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<td>July 28, 2023</td>
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<td>RTC Action</td>
<td>August 10, 2023</td>
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<tr>
<td>NCTCOG Executive Board Action</td>
<td>August 24, 2023</td>
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Census Bureau Urban Area Boundary Update
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

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

Regional Transportation Council
August 10, 2023
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

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

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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.
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)
Contact Us

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Ezra Pratt, AICP
Transportation Planner III
epratt@nctcog.org | 817-695-9259
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.
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.
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

1. Cities Designate POCs
2. Vendor Workshop – End of August
3. Select Vendors for Each City
4. Get Licenses
5. Vendor Training (TBD)
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 (FRIs) - A FRIA is a defined geographic area where drones can be flown without Remote ID equipment.
Remote ID
- Basic rule requirements
- How to comply for government agency fleets
- How to update the FAADroneZone 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)
CONTACT US

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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

- Set of 20 policies from the MTP
- Voluntary participation

Advances regional priorities like safety, air quality, transit
Rewards qualifying entities with TDCs

TRANSPORTATION DEVELOPMENT CREDITS

- Toll road investment ~a decade ago incentivized by federal government
- Substitute for required local match for federal projects

Regional pot of TDCs available for use in the Policy Bundle Program
Frees up local cash to use for other priorities
POLICY BUNDLE PROCESS

1. Agencies Approve Policies
2. Agencies Apply Online
3. NCTCOG Certifies Applications
4. Agencies Use TDCs to Offset Local Match Funds

Resources and information available at www.nctcog.org/policybundle
## KEY DATES FOR ROUND 5

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<td>February 1, 2023</td>
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<td>Early Deadline</td>
<td>March 31, 2023</td>
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<tr>
<td>Final Deadline</td>
<td>May 31, 2023</td>
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**Biennial Program**
Next round in 2025 for fiscal years 2026-2027
POLICIES INCLUDED

- 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

Bold = Updated Policy
Orange = New Policy
POLICIES INCLUDED

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

Bold = Updated Policy
Orange = New Policy
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

#### Qualifying Entities

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<tr>
<th>Cities</th>
<th>Arlington</th>
<th>Lewisville</th>
<th>Dallas</th>
<th>McKinney</th>
<th>Farmers Branch</th>
<th>Mesquite</th>
<th>Fort Worth</th>
<th>North Richland Hills</th>
<th>Frisco</th>
<th>Plano</th>
<th>Garland</th>
<th>Richardson</th>
<th>Irving</th>
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**Total TDCs Recommended to Award**: 26,000,000
## Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
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<tbody>
<tr>
<td>February 1</td>
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<td>Early Submittal Deadline</td>
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<tr>
<td>May 31</td>
<td>Final Deadline</td>
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<tr>
<td>July 28</td>
<td>STTC – Information</td>
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<td>August 10</td>
<td>RTC – Information</td>
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<td>August 25</td>
<td>STTC - Action</td>
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<td>September 14</td>
<td>RTC - Action</td>
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<tr>
<td>September/October</td>
<td>Formal Notification of Awards</td>
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CONTACT US

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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
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:**
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MediaRelations@amtrak.com

Texas Central Media Relations
Media@TexasCentral.com
“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.”
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
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 though 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:

1. 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.

2. 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.

3. 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.

4. 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?

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**Michael Morris, P.E.**

*Director of Transportation*

*North Central Texas Council of Governments*

*Staff Director to the Regional Transportation Council*