

AMENDMENT #2 TO THE FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

1.02 Program and Policy Administration

Program Administration

Other Funding Sources

North Central Texas Council of Governments Local funds, Regional Transportation Council Local funds, and other local funds will be utilized to support activities in Program Administration that may not be eligible for federal reimbursement. Such items may include, but are not limited to:

- Small stipend and travel expenses for a minority student and supporting professor to attend annual TRB meetings to represent work conducted on behalf of NCTCOG under the TRB Minority Student Fellowship Program partnership;
- Meal expenses;
- Individual staff memberships in professional organizations;
- Service awards;
- Travel expenses for foreign applicants;
- Legal and application filing fees for foreign employees;
- Audio/video expenses (i.e., equipment, updates, and maintenance) in the Transportation Council Room;
- **Video/web hosting services;**
- Furniture;
- Consumable supplies;
- Travel expenses; and
- Other special projects.

3.05 Transit Management and Operations

Enhancing Mobility within the Southern Dallas Inland Port

Other Funding Sources

In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to implement mobility enhancements to and within the Southern Dallas Inland Port. The project seeks to enhance connectivity in Southern Dallas County by optimizing transit service, improving pedestrian infrastructure, and updating traffic signals. NCTCOG staff will oversee project management of the RAISE Enhancing Mobility within the Southern Dallas Inland Port project once initiated. Contractor and subrecipient assistance will be utilized. Federal Transit Administration funds, Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- Implementation of enhancements to recently implemented on-demand services to increase transit connectivity within the Southern Dallas Inland Port area;
- Procurement of electric vehicles and related charging equipment on behalf of subrecipients to deliver on-demand services;

- Installation of charging infrastructure for electric vehicles at strategic locations to optimize on-demand services;
- Coordination with transit agencies, employers, and local stakeholders to provide access to transit passes and promote public transportation options in the area;
- Construction and implementation of infrastructure to improve safety of pedestrian and vehicle movements, including transit; and
- Execution of subrecipient agreements and documentation of subrecipient compliance to grant requirements through monitoring and on-site reviews.

5.03 Land-Use/Transportation Initiatives

Silver Line Transit-oriented Development Corridor Planning

Other Funding Sources

Through a grant award in FY2022 under the Federal Transit Administration’s Pilot Program for Transit-oriented Development (TOD) Planning, the Dallas Area Rapid Transit (DART) Silver Line TOD Plan will coordinate with the cities of Carrollton, Dallas, Grapevine, Plano, and Richardson; Town of Addison; Dallas Fort Worth International Airport; University of Texas at Dallas; DART; and private-sector partners along the corridor to advance equitable and connected TOD opportunities at nine regional rail stations. The plan will analyze pedestrian and bicycle access to stations, collect parking data, and evaluate opportunities for land-use policy to support increased access to workforce housing and jobs. Stakeholders will be engaged throughout the process. Varying tasks will be performed at different stations depending on community need. Consultant assistance may be utilized. Federal Transit Administration funds and Regional Transportation Council Local funds will be used to support this effort. Anticipated projects include:

- Sidewalk and bike routes to rail stations mapping, inventory, analysis, and evaluation of needs with recommended improvements;
- Parking study of existing sites with recommendations on policy and practices appropriate to station area needs;
- Land-use development analysis of jobs and housing access across the transit corridor and recommendations on policies advancing increased opportunity; and
- Stakeholder engagement including presentations, meetings, digital content, and creation of documents with planning recommendations.

Dallas Opportunity Zone: South Boulevard – Park Row Historic District Planning Study

Other Funding Sources

In FY2023, NCTCOG anticipates initiating a comprehensive plan to identify transportation and rehabilitation improvements in the South Boulevard – Park Row Historic District of the City of Dallas. This area is bound by Park Row Avenue on the north, Oakland Avenue (aka Malcolm X Boulevard) on the east, South Boulevard on the south, and South Central Expressway on the west. This initiative is intended to help promote revitalization in Environmental Justice communities. This planning effort will inventory the quality of the pedestrian, bicycle, street surface, and traffic signal conditions. An inventory of the quality of residential structures will also be assessed. The planning effort will be conducted by

NCTCOG staff as an initial assessment on how best to preserve the quality of neighborhood assets and make recommendations to the modernization of the transportation elements. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- Inventory of transportation assets;
- Inventory of residential/housing assets; and
- Recommendations to advance additional transportation improvements that maximize the architecture, mobility, accessibility, and quality-of-life attributes of the Park Row historic district.

Grand Avenue Study (3G: Garland/Gaston/Grand to IH30)

Other Funding Sources

In FY2023, NCTCOG will initiate a planning and conceptual engineering study to identify needed improvements to Grand Avenue (SH 78) between Garland Road/Gaston Avenue (White Rock Lake spillway) and IH 30. This project will include travel forecasts, travel modeling, context sensitive design and system planning principles for this east Dallas neighborhood. This project will also include management of an update to the prior Garland Road Vision Study by NCTCOG in 2010 that extended from the Dallas/Garland City limits (IH 635) to Garland Road/Gaston Avenue. It is intended that NCTCOG staff will conduct this planning/engineering effort. NCTCOG will partner with TxDOT, the City of Dallas, and the impacted east Dallas neighborhood. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- Review of the 2010 Garland Vision Study;
- Technical travel demand history and forecast of the impacted corridor from the 3G intersection to IH 30, including a simulation of the new IH 30 freeway design;
- Exploration of context sensitive design options for the corridor; and
- Recommendation on a typical cross section including roadway pedestrian and bicycle network connections.

IX. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area

Trinity Metro

Transit-oriented Development Planning Study: Trinity Metro will sponsor a Transit-oriented Development (TOD) study to identify the opportunities to develop transit-oriented development around Mercantile Station, North Side Station, Terminal and Pacific Station and a future TEXRail station in the medical district. The resulting plan will include assessment of existing conditions, station area concept plans, zoning recommendations, multi-modal connectivity plans, analysis of value capture, recommendations for private-sector involvement, economic strategies to leverage community assets within walking distance of all TEXRail and other high-capacity transit

stations, best practices from similar successful TODs and a phased TOD implementation plan. The work will commence by Fall of 2022 and take 12-18 months to complete. The project will be funded by \$405,000 from the Pilot Program for Transit-Oriented Development Planning – Section 20005(b) and \$101,250 (20%) local match from Trinity Metro.

City of McKinney

Downtown McKinney SH 5 Pedestrian Connection Study: The City of McKinney is leading a two-phased study which seeks to evaluate the feasibility of various grade-separated and at-grade pedestrian connections across State Highway 5 (SH 5) adjacent to Historic Downtown McKinney. The goals of this study include identifying design concepts which: (a) improve mobility, safety, comfort, and access for all modes and ages, (b) strengthens connections between Historic Downtown and East McKinney, (c) amplifies the existing area identity and sense of place, (d) creates opportunities for community gathering spaces, (e) connects the community and people previously disconnected by the highway, (f) enhances the Downtown McKinney Historic Cultural District, (g) is a fiscally sustainable solution, and (h) includes community support. The limits of this study generally include SH 5 between Anthony Street and Lamar Street. Phase 1 of this study commenced in January 2022 and will provide a high-level summary and evaluation of various alternatives by March/April 2022. Phase 1 is 100 percent locally funded by the City of McKinney and is being conducted by a consultant. Based on the alternatives presented under Phase 1, City staff will receive direction from the McKinney City Council to begin initial public outreach and scoping of Phase 2. Phase 2 of this study will include a detailed feasibility study, environmental analysis, public outreach, and preliminary design to identify a preferred alternative in accordance with National Environmental Policy Act (NEPA) requirements. Phase 2 of the study is funded with \$1,600,000 in federal Surface Transportation Block Grant Program funds and 320,000 Transportation Development Credits as match. This Phase will be completed in coordination with the Texas Department of Transportation's (TxDOT) current SH 5 reconstruction project. It is expected that a consulting firm will assist in the preparation of the environmental document. It is also expected that Phase 2 of this study will commence in mid-to-late summer 2022 and will require 12-24 months to complete.

VIII. Overview of Work Program Funding

Proposed Budget

This section summarizes the budget for the FY2022 and FY2023 UPWP. Financial support for FY2022 and FY2023 will be provided from a number of sources, including the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, the Department of Energy, the Department of Defense, the Texas Department of Transportation, the North Texas Tollway Authority, and the Texas Commission on Environmental Quality. In addition, various local sources will be acquired to assist in the funding of this program.

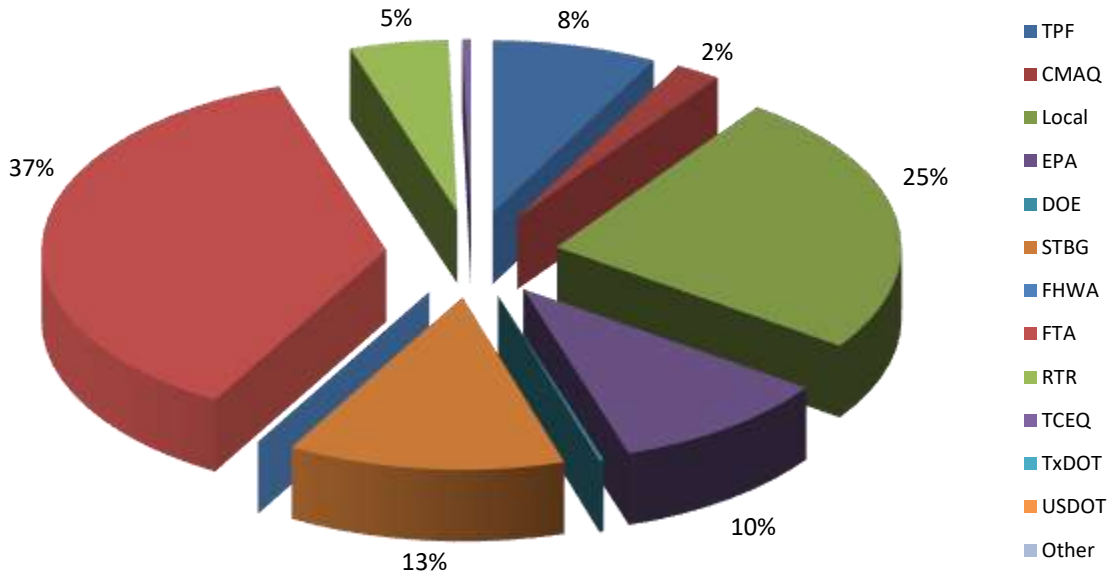
The US Department of Transportation provides funds through programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Both FHWA PL 112 and FTA 5303 funds are provided annually to MPOs to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. The Texas Department of Transportation will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2022 and FY2023 to the MPO to carry out the UPWP in the form of Transportation Development Credits. These Transportation Development Credits are provided by metropolitan areas building toll roads and are used on a Statewide basis to provide the match funds needed for all Metropolitan Planning Organizations. The FY2022 and FY2023 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the UPWP for the Dallas-Fort Worth Metropolitan Area is \$8,463,215 in FY2022 and \$8,463,215 in FY2023 for a two-year total of \$16,926,430. The FTA 5303 funding is \$3,110,814 in FY2022 and \$3,110,814 in FY2023 for a two-year total of \$6,221,628. An estimated balance of \$4,774,364 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2021 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2022 and FY2023 UPWP is estimated at \$27,922,422. Transportation Planning Funds in the amount of ~~\$25,486,000~~ **\$25,496,000** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of \$6,221,628, the estimated FY2021 FHWA PL 112 fund balance of \$4,774,364, and ~~\$14,490,008~~ **\$14,500,008** of Fiscal Years 2022 and 2023 FHWA PL 112 funding. The remaining balance of Fiscal Years 2022 and 2023 FHWA PL 112 funds of ~~\$2,436,422~~ **\$2,426,422** is anticipated to be carried over to Fiscal Year 2024.

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$2,899,200	\$1,183,300	RTR	
		\$918,200	STBG	
Subtotal				\$5,000,700
3.02	\$978,700	\$13,000	TCEQ	
Subtotal				\$991,700
3.03		\$1,530,600	CMAQ	
		\$137,500	DOE	
		\$7,402,250	EPA	
		\$12,300	FHWA	
		\$16,280,279	Local	
		\$6,562,000	STBG	
		\$275,000	TCEQ	
Subtotal				\$32,199,929
3.04	\$1,655,900	\$976,600	FTA	
		\$816,800	STBG	
Subtotal				\$3,449,300
3.05		\$25,256,050	FTA	
		\$1,459,400	Local	
		\$2,136,000	RTR	
		\$1,000,000	STBG	
Subtotal				\$29,851,450
Total	\$5,533,800	\$65,959,279		\$71,493,079

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

Task 3.0 Funding Summary



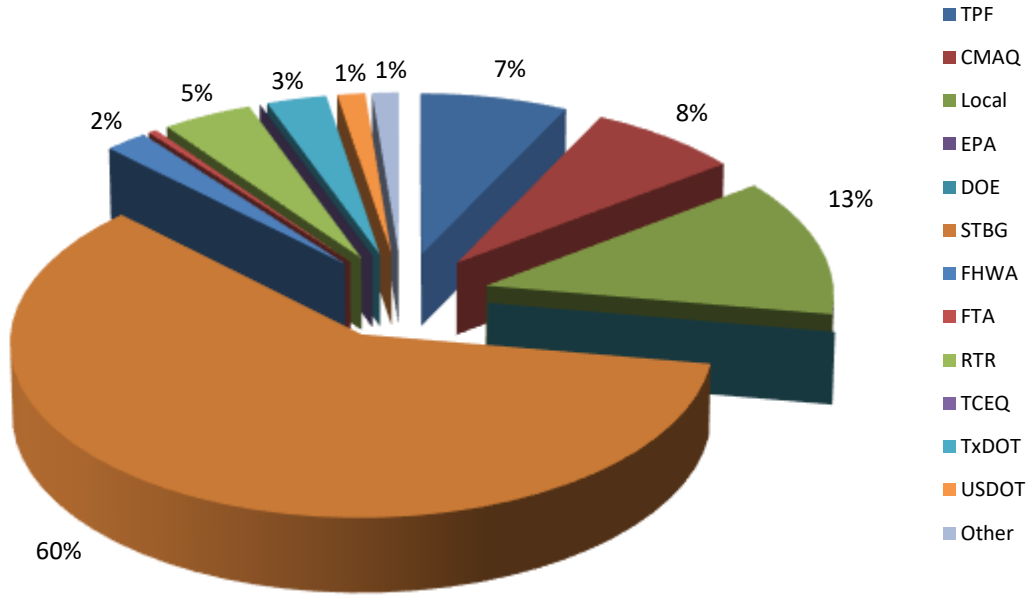
E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$1,376,400			
		\$178,400	Local	
		\$50,000	NTTA	
		\$3,455,000	RTR	
		\$15,575,400	STBG	
		\$73,600	TxDOT	
Subtotal				\$20,708,800
5.02	\$1,319,600			
		\$149,000	RTR	
Subtotal				\$1,468,600
5.03	\$973,700			
		\$400,000	FTA	
		\$640,300	Local	
		\$7,626,200	STBG	
Subtotal				\$9,640,200
5.04	\$194,700			
		\$151,200	STBG	
Subtotal				\$345,900
5.05	\$1,296,200			
		\$7,093,400	CMAQ	
		\$2,000,000	FHWA	
		\$5,404,180	Local	
		\$603,000	RTR	
		\$8,549,400	STBG	
		\$1,676,700	TXDOT	
Subtotal				\$26,622,880
5.06				
		\$2,008,000	Local	
		\$8,049,900	STBG	
		\$1,297,000	USDOT	
Subtotal				\$11,354,900
5.07	\$63,500			
Subtotal				\$63,500
5.08	\$633,900			
		\$15,800	Local	
		\$952,300	STBG	
Subtotal				\$1,602,000

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.09	\$125,900	\$579,400	Local	
Subtotal				\$705,300
5.10	\$193,000	\$1,171,100	DOD	
		\$496,500	Local	
Subtotal				\$1,860,600
5.11	\$688,400	\$186,600	Local	
		\$15,799,800	STBG	
		\$1,036,600	TXDOT	
Subtotal				\$17,711,400
5.12		\$281,800	Local	
Subtotal				\$281,800
5.13		\$2,496,000	Local	
Subtotal				\$2,496,000
Total	\$6,865,300	\$87,996,580		\$94,861,880

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

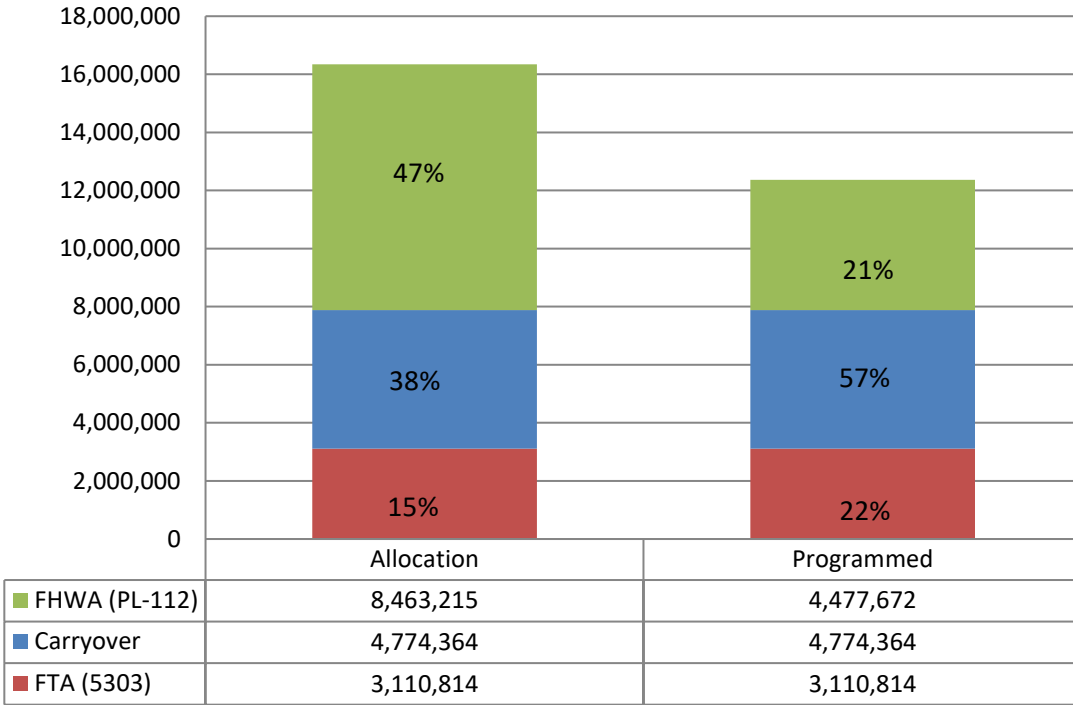
Task 5.0 Funding Summary



**EXHIBIT VIII-1
FY2022 AND FY2023 TPF PROGRAMMING SUMMARY**

	FY2022		FY2023	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	3,110,814	3,110,814	3,110,814	3,110,814
FHWA (PL-112)				
Carryover	4,774,364	4,774,364	3,985,543	3,985,543
New Allocation	8,463,215	4,477,672	8,463,215	6,036,793
Total TPF	16,348,393	12,362,850	15,559,572	13,133,150
Carryover		3,985,543		2,426,422
Two-Year Totals				
FTA Section 5303	6,221,628			
FHWA PL-112	21,700,794			
Total	27,922,422			
Programmed	25,496,000			
Carryover	2,426,422			

Summary of TPF 2022 Funding Levels



Summary of TPF 2023 Funding Levels

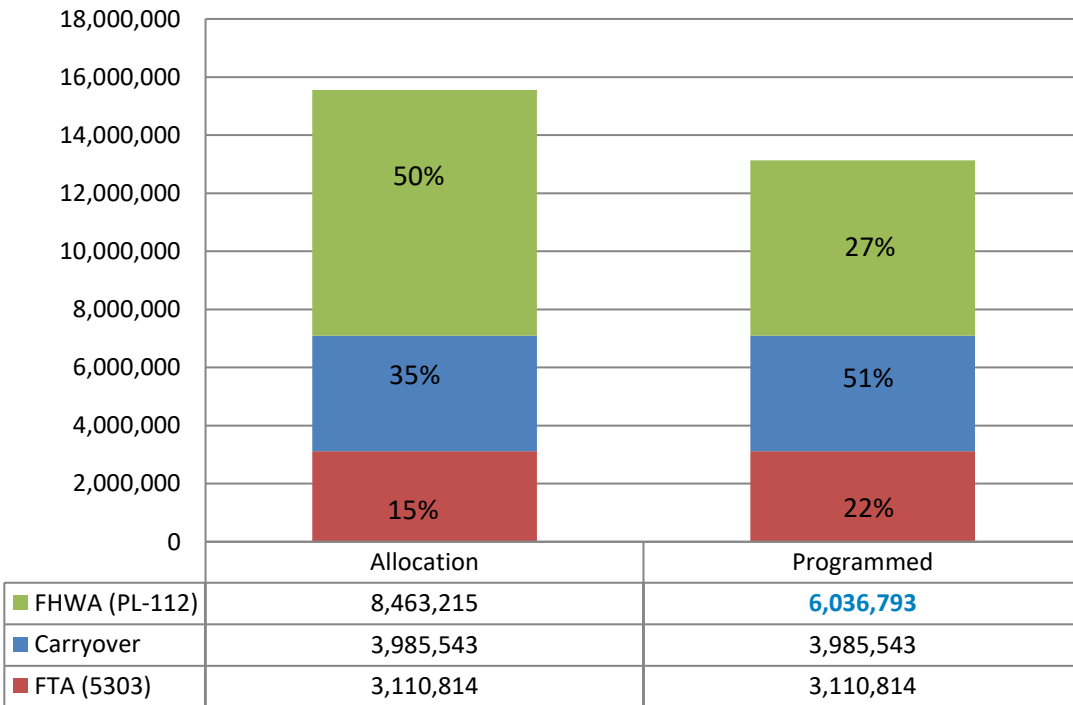


EXHIBIT VIII-2
FY2022 AND FY2023 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY2022	FY2023	Total
1.01	Community Outreach	\$2,086,000	\$2,286,900	\$4,372,900
1.02	Program and Policy Administration	\$349,750	\$311,850	\$661,600
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Applications and Data Management	\$305,100	\$310,100	\$615,200
	Task 1.0	\$2,740,850	\$2,908,850	\$5,649,700
2.01	Travel Forecasting Support	\$929,900	\$992,900	\$1,922,800
2.02	Transportation Data Development	\$251,200	\$212,200	\$463,400
2.03	Demographic Data and Forecasts	\$540,600	\$554,300	\$1,094,900
	Task 2.0	\$1,721,700	\$1,759,400	\$3,481,100
3.01	Transportation Project Programming	\$1,399,900	\$1,499,300	\$2,899,200
3.02	Regional Air Quality Planning	\$492,700	\$486,000	\$978,700
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$808,600	\$847,300	\$1,655,900
3.05	Transit Management and Operations	\$0	\$0	\$0
	Task 3.0	\$2,701,200	\$2,832,600	\$5,533,800
4.01	Metropolitan Transportation Planning	\$1,118,700	\$1,371,300	\$2,490,000
4.02	Coordination of Transportation and Environmental Planning Processes	\$256,300	\$270,900	\$527,200
4.03	Ensuring Equity, Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$213,900	\$200,000	\$413,900
4.04	Performance Based Planning & Coordination	\$167,900	\$168,900	\$336,800
4.05	Understanding Public Return on Investment for Transportation Funding	\$52,600	\$45,600	\$98,200
4.06	Regional Passenger Rail Planning and Evaluation Process Development	\$100,000	\$0	\$100,000
	Task 4.0	\$1,909,400	\$2,056,700	\$3,966,100
5.01	Regional Transportation Studies	\$616,700	\$759,700	\$1,376,400
5.02	Subarea Studies and Local Government Assistance	\$583,400	\$736,200	\$1,319,600
5.03	Land-Use/Transportation Initiatives	\$504,400	\$469,300	\$973,700
5.04	Transportation Asset Management	\$93,000	\$101,700	\$194,700
5.05	Congestion Management Planning and Operations	\$666,200	\$630,000	\$1,296,200
5.06	Regional Freight Planning	\$0	\$0	\$0
5.07	Transportation System Security and Emergency Preparedness	\$31,600	\$31,900	\$63,500
5.08	Roadway and Railroad Safety	\$316,400	\$317,500	\$633,900
5.09	Regional Aviation Planning and Education	\$62,600	\$63,300	\$125,900
5.10	Regional Military and Community Coordination	\$88,000	\$105,000	\$193,000
5.11	Transportation Technology and Innovation Program	\$327,400	\$361,000	\$688,400
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	North Texas Center for Mobility Technologies	\$0	\$0	\$0
	Task 5.0	\$3,289,700	\$3,575,600	\$6,865,300
	FUNDING TOTALS	\$12,362,850	\$13,133,150	\$25,496,000

Transportation Planning Funds (TPF) Summary by Task

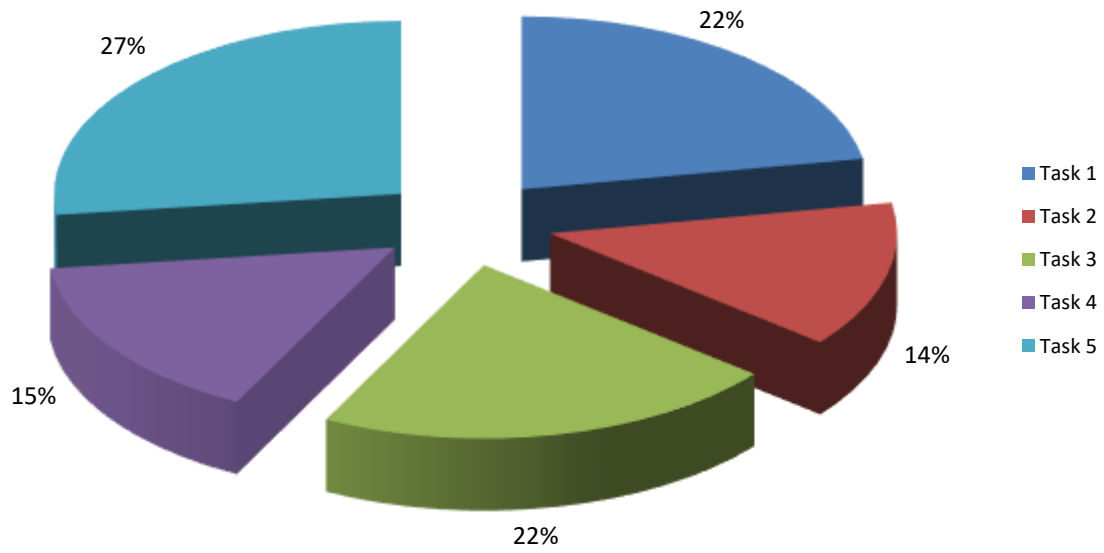


EXHIBIT VIII-4
FY2022 AND FY2023 UPWP FUNDING SUMMARY

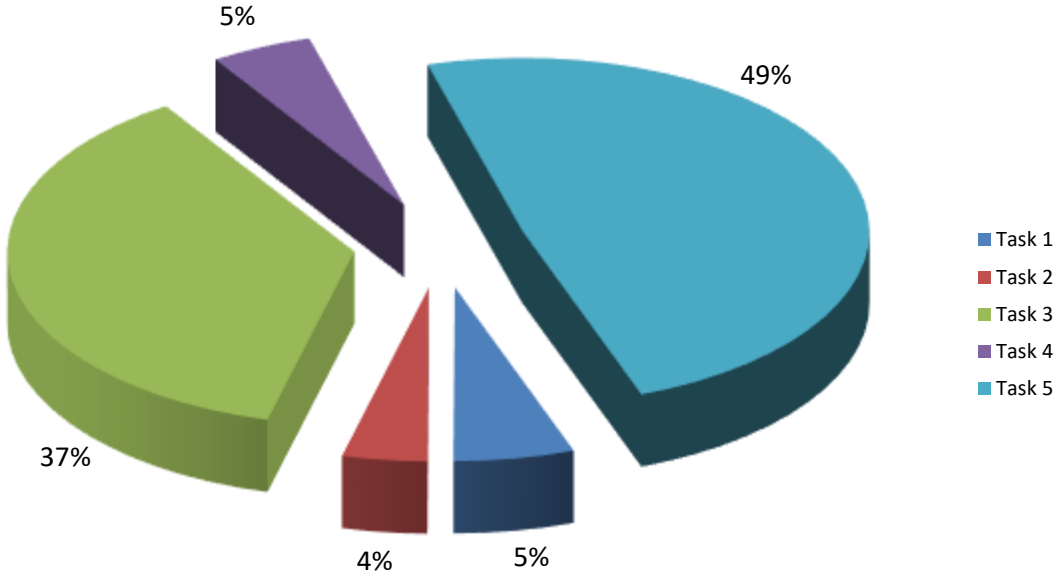
Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
TPF ¹	\$5,649,700	\$3,481,100	\$5,533,800	\$3,966,100	\$6,865,300	\$25,496,000
CMAQ	\$2,913,900	\$0	\$1,530,600	\$0	\$7,093,400	\$11,537,900
DOD	\$0	\$0	\$0	\$0	\$1,171,100	\$1,171,100
DOE	\$0	\$0	\$137,500	\$0	\$0	\$137,500
EPA	\$0	\$0	\$7,402,250	\$0	\$0	\$7,402,250
FHWA	\$0	\$0	\$12,300	\$0	\$2,000,000	\$2,012,300
FTA	\$0	\$0	\$26,232,650	\$270,000	\$400,000	\$26,902,650
Local	\$510,200	\$373,000	\$17,739,679	\$688,810	\$12,286,980	\$31,598,669
NCTCOG Local	\$143,800	\$0	\$0	\$0	\$0	\$143,800
NTTA	\$0	\$0	\$0	\$0	\$50,000	\$50,000
RTR	\$345,300	\$0	\$3,319,300	\$814,600	\$4,207,000	\$8,686,200
STBG	\$1,187,500	\$3,742,500	\$9,297,000	\$3,460,000	\$56,704,200	\$74,391,200
TCEQ	\$0	\$0	\$288,000	\$0	\$0	\$288,000
TxDOT	\$168,750	\$79,800	\$0	\$0	\$2,786,900	\$3,035,450
USDOT	\$0	\$0	\$0	\$0	\$1,297,000	\$1,297,000
Subtotal	\$10,919,150	\$7,676,400	\$71,493,079	\$9,199,510	\$94,861,880	\$194,150,019

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA Section 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds ²	\$23,148,058.00
Estimated Unexpended Carryover	<u>\$4,774,364.00</u>
TOTAL TPF:	\$27,922,422.00

² Estimate based on prior years' authorizations

Summary of Funding by Task



Summary of Total Funding

