Purpose of Initiative

Focus on 3 Elements:
   Blue – Water
   Green – Environment
   Grey – Transportation Infrastructure

Advance Projects or Programs with Innovative Outcomes

Seed Money to Develop Ideas for Full Funding/Implementation

Leverage Funding Available
Silo Busting

Water (Blue)  Environment (Green)  Transportation Infrastructure (Grey)
Project Eligibility

Eligible Applicants
Universities, Cities, Counties, Transit Authorities, Private Firms, Non-Profits, and Individuals

Project or Program Should be Located in 12-County Metropolitan Planning Area

Awarded Projects or Programs Must be Submitted to Implementing Agency or Fully Implemented within 12 months of Notice to Proceed
## Evaluation and Scoring Criteria

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring (points)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Team Qualifications</td>
<td>10</td>
<td>Team includes the correct mix of experience and expertise.</td>
</tr>
<tr>
<td>Impact</td>
<td>30</td>
<td>Project has a long-term effect and ability to change future designs.</td>
</tr>
<tr>
<td>Innovation/Significance</td>
<td>30</td>
<td>Project shifts current designs/practices by utilizing new approaches, design, or methodologies. Project addresses three elements (water, environment, transportation infrastructure). Project address an important problem or challenge.</td>
</tr>
<tr>
<td>Applicability, Adaptation, Transferability, and Practicality</td>
<td>30</td>
<td>Project could be used in other communities or settings. Project is realistic. Program is consistent with eligible funding programs and Regional Transportation Council objectives.</td>
</tr>
</tbody>
</table>
## Recommended Projects

<table>
<thead>
<tr>
<th>Entity</th>
<th>Project Name</th>
<th>Recommended Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Southlake</td>
<td>Burney Lane Biofiltration System</td>
<td>$50,000</td>
</tr>
<tr>
<td>City of Farmers Branch</td>
<td>Green Bus Stop Design Guidelines</td>
<td>$30,000</td>
</tr>
<tr>
<td>Dallas Area Rapid Transit</td>
<td>Community Gardens Hatcher Station Pilot</td>
<td>$29,170</td>
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<tr>
<td>Total</td>
<td></td>
<td>$109,170</td>
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## Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Estimated Timeframe</th>
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<tr>
<td>Announced at Irving Summit</td>
<td>August 2017</td>
</tr>
<tr>
<td>Application Published</td>
<td>October 4, 2017</td>
</tr>
<tr>
<td>Pre-Application Meeting</td>
<td>October 17, 2017</td>
</tr>
<tr>
<td>Final Questions Due</td>
<td>October 20, 2017</td>
</tr>
<tr>
<td>NCTCOG Responds to Questions</td>
<td>October 23, 2017</td>
</tr>
<tr>
<td>Applications Due</td>
<td>November 3, 2017</td>
</tr>
<tr>
<td>Review/Scoring of Applications</td>
<td>November – December 2017</td>
</tr>
<tr>
<td>STTC Approval of Awards</td>
<td>January 2018</td>
</tr>
<tr>
<td>RTC Approval of Awards</td>
<td>February 2018</td>
</tr>
<tr>
<td>Executive Board (Agreement Approval)</td>
<td>February 2018</td>
</tr>
</tbody>
</table>
Action Requested

Recommend RTC Approval Of:

Award to the City of Southlake in the amount of $50,000
Award to the City of Farmers Branch in the amount of $30,000
Award to the Dallas Area Rapid Transit in the amount of $29,170
For More Information

Emily Beckham
Grants & Contracts Supervisor
(817) 608-2308
ebeckham@nctcog.org
REGIONAL TRAFFIC SIGNAL RETIMING PROGRAM AND MINOR IMPROVEMENT PROGRAM

Call for Projects
Recommendations

Surface Transportation Technical Committee
Marian Thompson, P.E.
January 26, 2018
What are these Programs?

Programs Overview

The Regional Traffic Signal Retiming Program (RTSRP) is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming.

The Minor Improvement Program improves the capacity of the existing roadway system by implementing low-cost operational improvements, thereby enhancing mobility and improving air quality.
Project Eligibility

2017 Call for Projects
RTSRP

- Eighty Percent of Traffic Signals have Not Been Retimed Since 2013
- Eighty Percent of Traffic Signals Located Along Route of Significance
- Eight or More Consecutive Traffic Signals
- No Construction Planned Within Two Years
- Staff Time is Not Eligible
Project Eligibility

2017 Call for Projects
Minor Improvements

- Projects Along Route of Significance
- No Construction Planned Within Two Years
- Project Funding Request Not to Exceed $50,000
- Low-cost Improvements such as Cabinets, Controllers, Restriping, etc.
- Staff Time is Not Eligible
<table>
<thead>
<tr>
<th>Regional Traffic Signal Retiming Program</th>
<th>Minor Improvement Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2 Million</td>
<td>$2.9 million</td>
</tr>
</tbody>
</table>

- Twenty Percent (Minimum) Local Match
- Local Match Must be Cash
- Sixty-six Percent Eastern Sub-Region and Thirty-four Percent Western Sub-region
### Evaluation and Scoring Criteria for RTSRP Projects

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring (pts)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility Benefit/Cost Ratio</td>
<td>35</td>
<td>Project benefit/cost ratio will be calculated based on the improvements associated with basic traffic signal program input.</td>
</tr>
<tr>
<td>NOx &amp; VOC Cost Per Pound</td>
<td>35</td>
<td>Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.</td>
</tr>
<tr>
<td>Communication</td>
<td>10</td>
<td>Communication technology that keeps traffic signals in sync.</td>
</tr>
<tr>
<td>Environmental Justice Distribution</td>
<td>5</td>
<td>Environmental justice methodology used to map concentrations of EJ populations using demographic data.</td>
</tr>
<tr>
<td>Multi-Modal Operations</td>
<td>5</td>
<td>Projects supporting multimodal operations including high truck volume corridors (four percent or greater) and/or located at or near transit facilities/routes.</td>
</tr>
<tr>
<td>Multi-Jurisdictional Corridor</td>
<td>5</td>
<td>Corridors passing through more than one agency's jurisdictional boundary.</td>
</tr>
<tr>
<td>Data Cloud</td>
<td>5</td>
<td>Provide traffic signal data to the cloud.</td>
</tr>
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</table>
## Evaluation and Scoring Criteria for Minor Improvement Projects

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring (pts)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility Benefit/Cost Ratio</td>
<td>35</td>
<td>Project benefit/cost ratio will be calculated based on improvements associated with basic traffic signal program input.</td>
</tr>
<tr>
<td>NOx &amp; VOC Cost Per Pound</td>
<td>35</td>
<td>Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.</td>
</tr>
<tr>
<td>Recommended improvements</td>
<td>20</td>
<td>Recommended improvements from previous RTSRP phases by consultants.</td>
</tr>
<tr>
<td>Additional Local Match</td>
<td>5</td>
<td>Agency willing to contribute more than twenty percent local match.</td>
</tr>
<tr>
<td>Environmental Justice Distribution</td>
<td>5</td>
<td>Environmental justice methodology used to map concentrations of EJ populations using demographic data.</td>
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</table>
# RTSRP and Minor Improvement Proposals Received

<table>
<thead>
<tr>
<th>Program</th>
<th>No. of Projects</th>
<th>Western Region (Fort Worth District)</th>
<th>Eastern Region (Dallas District)</th>
<th>Total Funds</th>
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<tr>
<td>RTSRP</td>
<td>60</td>
<td>$2,156,000</td>
<td>$4,104,800</td>
<td>$6,260,800</td>
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<tr>
<td>Minor Improvement Program</td>
<td>147</td>
<td>$1,127,500</td>
<td>$3,073,700</td>
<td>$4,201,200</td>
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</table>
### RTSRP Projects Recommendations (Eastern Sub-region)

<table>
<thead>
<tr>
<th>#</th>
<th>Agency</th>
<th>Project Name</th>
<th>On-System</th>
<th>Off-System</th>
<th>Total Signals</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Richardson</td>
<td>Spring Valley Rd</td>
<td>2</td>
<td>15</td>
<td>17</td>
</tr>
<tr>
<td>2</td>
<td>TxDOT Dallas</td>
<td>FM 544</td>
<td>13</td>
<td>0</td>
<td>13</td>
</tr>
<tr>
<td>3</td>
<td>Richardson</td>
<td>Renner Rd</td>
<td>14</td>
<td>21</td>
<td>35</td>
</tr>
<tr>
<td>4</td>
<td>Richardson</td>
<td>Belt Line Rd</td>
<td>2</td>
<td>21</td>
<td>23</td>
</tr>
<tr>
<td>5</td>
<td>Garland</td>
<td>NW Garland Group</td>
<td>21</td>
<td>57</td>
<td>78</td>
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<tr>
<td>6</td>
<td>TxDOT Dallas</td>
<td>SH 78</td>
<td>11</td>
<td>0</td>
<td>11</td>
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<tr>
<td>7</td>
<td>Richardson</td>
<td>Arapaho Rd</td>
<td>2</td>
<td>19</td>
<td>21</td>
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<tr>
<td>8</td>
<td>Dallas</td>
<td>Midway/Frankford</td>
<td>0</td>
<td>21</td>
<td>21</td>
</tr>
<tr>
<td>9</td>
<td>Dallas</td>
<td>LBJ</td>
<td>17</td>
<td>0</td>
<td>17</td>
</tr>
<tr>
<td>10</td>
<td>Richardson</td>
<td>Campbell Rd</td>
<td>2</td>
<td>22</td>
<td>24</td>
</tr>
<tr>
<td>11</td>
<td>Dallas</td>
<td>Forest/Abrams</td>
<td>4</td>
<td>14</td>
<td>18</td>
</tr>
<tr>
<td>12</td>
<td>Dallas</td>
<td>Webb Chapel</td>
<td>2</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>13</td>
<td>Garland</td>
<td>Garland</td>
<td>4</td>
<td>21</td>
<td>25</td>
</tr>
<tr>
<td>14</td>
<td>Dallas</td>
<td>Walnut Hill</td>
<td>5</td>
<td>22</td>
<td>27</td>
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<td></td>
<td><strong>Total</strong></td>
<td></td>
<td><strong>99</strong></td>
<td><strong>239</strong></td>
<td><strong>338</strong></td>
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</table>
## RTSRP Projects Recommendations (Western Sub-region)

<table>
<thead>
<tr>
<th>#</th>
<th>Agency</th>
<th>Project Name</th>
<th>On-System</th>
<th>Off-System</th>
<th>Total Signals</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Arlington</td>
<td>S Cooper St</td>
<td>30</td>
<td>1</td>
<td>31</td>
</tr>
<tr>
<td>2</td>
<td>Arlington</td>
<td>S Collins St</td>
<td>17</td>
<td>8</td>
<td>25</td>
</tr>
<tr>
<td>3</td>
<td>Arlington</td>
<td>Pioneer Parkway</td>
<td>20</td>
<td>0</td>
<td>20</td>
</tr>
<tr>
<td>4</td>
<td>TxDOT Fort Worth</td>
<td>US 377</td>
<td>11</td>
<td>0</td>
<td>11</td>
</tr>
<tr>
<td>5</td>
<td>TxDOT Fort Worth</td>
<td>SH 174</td>
<td>11</td>
<td>0</td>
<td>11</td>
</tr>
<tr>
<td>6</td>
<td>TxDOT Fort Worth</td>
<td>Southlake Boulevard</td>
<td>15</td>
<td>0</td>
<td>15</td>
</tr>
<tr>
<td>7</td>
<td>TxDOT Fort Worth</td>
<td>SH 199</td>
<td>19</td>
<td>0</td>
<td>19</td>
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<tr>
<td>8</td>
<td>TxDOT Fort Worth</td>
<td>US 377</td>
<td>13</td>
<td>0</td>
<td>13</td>
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<tr>
<td></td>
<td><strong>Total</strong></td>
<td></td>
<td><strong>136</strong></td>
<td><strong>9</strong></td>
<td><strong>145</strong></td>
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</table>
### Minor Improvement Projects Recommendations by Agency (Eastern Sub-region)

<table>
<thead>
<tr>
<th>#</th>
<th>Agency</th>
<th>Project Type</th>
<th># of Projects</th>
<th>Total Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>City of Allen</td>
<td>Communication System Upgrade</td>
<td>1</td>
<td>$50,000</td>
</tr>
<tr>
<td>2</td>
<td>City of Carrollton</td>
<td>Add Turning Lane, Detection System</td>
<td>1</td>
<td>$50,000</td>
</tr>
<tr>
<td>3</td>
<td>City of Dallas</td>
<td>Radar Detection</td>
<td>20</td>
<td>$860,000</td>
</tr>
<tr>
<td>4</td>
<td>City of Garland</td>
<td>Detection Upgrade</td>
<td>1</td>
<td>$17,200</td>
</tr>
<tr>
<td>5</td>
<td>City of McKinney</td>
<td>New ATMS Central System</td>
<td>1</td>
<td>$50,000</td>
</tr>
<tr>
<td>6</td>
<td>City of Richardson</td>
<td>Video Detection</td>
<td>10</td>
<td>$480,000</td>
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<tr>
<td></td>
<td><strong>Total</strong></td>
<td></td>
<td><strong>34</strong></td>
<td><strong>$1,507,200</strong></td>
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## Minor Improvement Projects Recommendations by Agency (Western Sub-region)

<table>
<thead>
<tr>
<th>#</th>
<th>Agency</th>
<th>Project Type</th>
<th># of Projects</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>City of Arlington</td>
<td>Controllers, Detection System</td>
<td>3</td>
<td>$150,000</td>
</tr>
<tr>
<td>2</td>
<td>City of Fort Worth</td>
<td>Controllers, Cabinets</td>
<td>9</td>
<td>$350,000</td>
</tr>
<tr>
<td>3</td>
<td>City of Keller</td>
<td>Communication System</td>
<td>2</td>
<td>$50,000</td>
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<tr>
<td>4</td>
<td>City of Mansfield</td>
<td>Flashing Yellow Arrows, Detection System</td>
<td>5</td>
<td>$37,500</td>
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<td>5</td>
<td>TxDOT Fort Worth</td>
<td>Video Detection</td>
<td>7</td>
<td>$166,500</td>
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<td><strong>Total</strong></td>
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<td><strong>26</strong></td>
<td><strong>$754,000</strong></td>
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<td>Description</td>
<td>Meeting</td>
<td>Date</td>
<td></td>
<td></td>
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<tr>
<td>------------------------------------------</td>
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<tr>
<td>Information - Corridor Selection Criteria</td>
<td>STTC</td>
<td>July 28, 2017</td>
<td></td>
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<tr>
<td>Information - Corridor Selection Criteria</td>
<td>RTC</td>
<td>August 10, 2017</td>
<td></td>
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<tr>
<td>Action - Approval of Selection Criteria</td>
<td>STTC</td>
<td>August 25, 2017</td>
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<tr>
<td>Action - Approval of Selection Criteria</td>
<td>RTC</td>
<td>September 14, 2017</td>
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<tr>
<td>NCTCOG Call for Projects</td>
<td></td>
<td>September 15, 2017</td>
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<tr>
<td>Proposals Due</td>
<td></td>
<td>October 13, 2017</td>
<td></td>
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<tr>
<td>Public Meetings</td>
<td></td>
<td>October 10, 11,16 2017</td>
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<tr>
<td>Information - Projects Selected</td>
<td>STTC</td>
<td>January 26, 2018</td>
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<tr>
<td>Information - Projects Selected</td>
<td>RTC</td>
<td>February 8, 2018</td>
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<td>STTC</td>
<td>February 23, 2018</td>
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<tr>
<td>Action - Projects Selected</td>
<td>RTC</td>
<td>March 8, 2018</td>
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</table>
Mobility 2045 Update

Surface Transportation Technical Committee
January 26, 2018
Agenda

Draft Project Recommendations
Draft Policy Recommendations
Draft Financial Plan
Schedule and Next Steps
Mobility 2045 Goals – Categories

Mobility
Quality of Life
System Sustainability
Implementation
Draft Project
Recommendations
DRAFT Transit Corridor Projects

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

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

Dallas CBD
Fort Worth CBD

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

- New or Additional Freeway Capacity
- Additional Freeway Capacity and New Tolled Managed Lanes
- New or Additional Managed Lane Capacity
- New or Additional Toll Road Capacity
- Staged Facility (Frontage Roads)

DRAFT

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

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
Illustrative roadway corridors indicate an identified transportation need and do not represent recommendations or specific alignments. Recommendations may be developed for future MTPs through feasibility analyses, thoroughfare plans, and environmental studies.
Draft Policy
Recommendations
Proposed Policy Additions

Technology

- Support Open Data Best Practices
- Support Automated Vehicle Deployment
- Encourage Multi-Occupant Ride Sharing
- Support Transportation Communications Network Development
Proposed Policy Additions

**Freight**

Encourage Regional Railroads to Participate in Regional Planning

**Active Transportation Mode Share**

Support Active Transportation Measurable Share of All Transportation Modes

**Asset Optimization**

Resiliency

Develop Strategies to Address Vulnerabilities

Roadway Maintenance

Support Asset Management Policies
Proposed Policy Additions

General

Support Ability to Modify Mobility Plan for Emergency Operational Improvements

- Technology Lanes
- Managed Lanes
- Access Ramps
- Auxiliary Lanes

Managed Toll Lanes

Support Implementation within a Tolled Managed Lane Policy Area
Proposed Tolled Managed Lane Policy Area

Legend

- **MPA Boundary**
- **Proposed Tolled Managed Lane Policy Area**

**DRAFT**
Draft Financial Plan
## Prioritization and Expenditures

<table>
<thead>
<tr>
<th>Category</th>
<th>2040</th>
<th>2045</th>
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</thead>
<tbody>
<tr>
<td><strong>Maximize Existing System</strong></td>
<td>$37.4</td>
<td>$38.5</td>
</tr>
<tr>
<td>Infrastructure Maintenance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maintain &amp; Operate Existing Facilities</td>
<td></td>
<td></td>
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<tr>
<td>Bridge Replacements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Management and Operations</td>
<td>$7.2</td>
<td>$6.7</td>
</tr>
<tr>
<td>Improve Efficiency &amp; Remove Trips from System</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Signals and Bicycle &amp; Pedestrian Improvements</td>
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<td></td>
</tr>
<tr>
<td>Growth, Development, and Land Use Strategies</td>
<td>$3.6</td>
<td>$3.6</td>
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<tr>
<td>More Efficient Land Use &amp; Transportation Balance</td>
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<td></td>
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<tr>
<td>Rail and Bus</td>
<td>$27.2</td>
<td>$37.8</td>
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<tr>
<td>Induce Switch to Transit</td>
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<tr>
<td>HOV/Managed Lanes</td>
<td>$43.4</td>
<td>$60.6</td>
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<tr>
<td>Increase Auto Occupancy</td>
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<td></td>
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<tr>
<td>Freeways/Tollways and Arterials</td>
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<td></td>
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<tr>
<td>Additional Roadway Capacity</td>
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<tr>
<td><strong>Total Expenditures</strong></td>
<td>$118.91</td>
<td>$144.6±</td>
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1 Actual dollars, in billions. Values may not sum due to independent rounding.
Schedule and Next Steps
## Mobility 2045 Schedule

<table>
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<th></th>
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</thead>
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<tr>
<td>Draft Recommendations for Review</td>
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<tr>
<td><strong>Air Quality Conformity</strong></td>
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</tbody>
</table>

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

RTC Workshop in February
Revise Recommendations
Public Comment Period – April and May
Review and Action

STTC – May 25
RTC – June 14
Questions?

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Kevin Feldt
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www.nctcog.org/mobility2045
Financial Plan Requirements

• Use All “Reasonably Expected” Sources
• Year of Expenditure Dollars
• Must be Financially Constrained
• Balance Priorities with Available Resources
Existing Arterial Network Deficiency Areas

Arterial Needs Analysis
Total Weighted Score

- 4 - 5
- 5 - 6
- 6 - 7
- 7 - 8
- 8 - 10

DRAFT

Shaded areas are not project recommendations. These areas have population/employment growth, congestion, and deficiencies in the existing arterial network that may warrant further study for arterial improvements. Higher scores depict areas of greater arterial need. Maximum possible score is 10.
Draft Program Recommendations
Proposed Mobility 2045 Programs

Air Quality

Communication
Demonstration
Enforcement
Partnerships and Collaborations
Air Quality Regional Policies
Technology Improvements
Technology Planning and Analysis
Proposed Mobility 2045 Programs

Sustainable Development
- Land Use-Transportation Connections
- Community Schools and Transportation
- Transit-Oriented Development
- Sustainable Development Funding

Travel Demand Management
- Employer Trip Reduction
- Regional Vanpool
- Park-and-Ride Facilities
- Transportation Management Associations
Proposed Mobility 2045 Programs

Transportation System Management

- Intersection Improvements
- Traffic Signal Improvements
- Bottleneck Improvements
- Intelligent Transportation Systems Implementation
- Advanced Traveler Information System
- Special Events Management
- Regional ITS Architecture
- Advanced Traffic Management System Implementation
Proposed Mobility 2045 Programs

Transportation System Management (cont.)

- ITS Interoperability
- Advanced Public Transportation System Implementation
- Bottleneck Program for Regional Corridors

Transportation System Safety

- Freeway Incident Management
- Regional Mobility Assistance Patrol
- Regional Safety Information System
- Safety Education and Training
- Crash Casual Road Factors
Proposed Mobility 2045 Programs

Transportation System Security
- Improvements, Expansion, Management, Ops
- Transportation and Emergency Responder Uniform Communications System
- Transportation Security Education and Training
- Regional Response Plan Development

Active Transportation
- Planning and Design
- Network Implementation
- Education and Outreach
- Data Collection
Proposed Mobility 2045 Programs

Aviation

- Surface Access Planning
- Data Collection and Performance Tracking
- Continuous Aviation System Planning
- Encroachment Prevention and Compatible Land Uses
- Integrated Aviation Education System
- Coordinate Unmanned Aircraft Systems

Automated Vehicle and Technology

- Autonomous Vehicles in DFW
- Autonomous Vehicle Data Infrastructure
- Leverage Autonomous Vehicle Sensor Data
- New Vehicle Types
Proposed Mobility 2045 Programs

Natural Environment

Data Collection and Resource Agency Consultation

• Freight
  • Data Collection
  • Freight System/Network Planning
    • Highway/Rail Freight Safety
    • Freight Rail Improvements
    • Hazardous Materials Routing
  • Freight Outreach Activities
  • Land Use Planning
Proposed Mobility 2045 Programs

Public Transportation

Community Access Transit
Last-Mile Transit Connections
Regional Connections: Next Generation Transit
State and National Transit Connections
Transit Enhancements & Mobility Improvements

Roadway

Regionally Significant Arterials
Non-Regionally Significant Arterials
Proposed Policy Revisions

• Cotton Belt
  • Update Policy to Reflect Progress and 2045
    • Progress Toward Expediting Passenger Rail Within 4-years Noted
    • Revises References to Include 2045 Horizon Year
Surface Transportation Technical Committee
January 26, 2018

* Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant
## CMAQ/STBG FUNDING PROGRAMS

<table>
<thead>
<tr>
<th>STATUS</th>
<th>PROGRAM</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓</td>
<td>Federal/Local Funding Exchanges</td>
</tr>
<tr>
<td>✓</td>
<td>Automated Vehicle Program (May bring back a Round 2 effort)</td>
</tr>
<tr>
<td>✓</td>
<td>Strategic Partnerships (May bring back a Round 2 effort)</td>
</tr>
<tr>
<td>✓</td>
<td>Planning and Other Studies</td>
</tr>
<tr>
<td>■</td>
<td>10-Year Plan/Proposition 1 Adjustments</td>
</tr>
<tr>
<td>■</td>
<td>Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects</td>
</tr>
<tr>
<td>✓</td>
<td>Transit Program</td>
</tr>
<tr>
<td>□</td>
<td>Assessment Policy Programs/Projects</td>
</tr>
<tr>
<td>✓</td>
<td>Local Bond Program Partnerships</td>
</tr>
<tr>
<td>□</td>
<td>Safety, Innovative Construction, and Emergency Projects</td>
</tr>
<tr>
<td>□</td>
<td>Management and Operations (M&amp;O), NCTCOG-Implemented, and Regional/Air Quality Programs</td>
</tr>
</tbody>
</table>

✓ = Project Selection Completed  
■ = Pending STTC/RTC Approval  
■ = Program Partially Completed
# CMAQ/STBG FUNDING PROGRAM: SUSTAINABLE DEVELOPMENT PHASE 4

<table>
<thead>
<tr>
<th>Description/ Purpose</th>
<th>To support sustainable development initiatives by providing funds for Turnback Partnerships, Context Sensitive Design, and TOD projects.</th>
</tr>
</thead>
</table>
| Current Requests     | • Downtown Weatherford Turnback  
                        • Harwood Road in Bedford  
                        • Lewisville Turnback (Mill St./FM 1171)  
                        • Main Street in Crowley  
                        • SH 356 Couplet Turnback in Irving  
                        • Park Lane/Vickery Meadow in Dallas |
| Next Steps           | Coordinate with partnering agencies and TxDOT.  
                        Anticipate action in Summer or Fall 2017. |
SELECTION CRITERIA

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

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>AGENCY</th>
<th>Proposed RTC Funding1</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 356/Irving Blvd.</td>
<td>City of Irving</td>
<td>$12,000,000</td>
</tr>
<tr>
<td>US 180 (Northern Loop)</td>
<td>City of Weatherford</td>
<td>$11,552,000</td>
</tr>
<tr>
<td>Bus 287/Ennis Avenue at UP Railroad</td>
<td>City of Ennis</td>
<td>$9,000,000</td>
</tr>
<tr>
<td>DCTA Intermodal Transit Center</td>
<td>Denton County Transportation Authority</td>
<td>$7,858,799</td>
</tr>
<tr>
<td>Main Street</td>
<td>City of Crowley</td>
<td>$4,500,000</td>
</tr>
<tr>
<td>College Street</td>
<td>City of Lewisville</td>
<td>$3,000,000</td>
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<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$47,910,799</strong></td>
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</table>

1: All proposed funding amounts are federal with the exception of the City of Irving, to which staff is proposing to award Regional Toll Revenue (RTR) funds.
<table>
<thead>
<tr>
<th>MEETING/TASK</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Information</td>
<td>January 26, 2018</td>
</tr>
<tr>
<td>RTC Information</td>
<td>February 8, 2018</td>
</tr>
<tr>
<td>Public Meetings</td>
<td>February 2018</td>
</tr>
<tr>
<td>STTC Action</td>
<td>February 23, 2018</td>
</tr>
<tr>
<td>RTC Action</td>
<td>March 8, 2018</td>
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</table>
QUESTIONS?

Adam Beckom, AICP
Principal Transportation Planner
817-608-2344
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Christie J. Gotti
Senior Program Manager
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Brian Dell
Transportation Planner II
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bdell@nctcog.org
Background

Regional public transportation coordination plan to:

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

- Specify strategies to address needs and current challenges

- Avoid duplication of transit services, eliminate gaps in service and meet federal and State requirements for transit coordination in 16 counties
Progress Since 2013

New transit service in Hutchins (southeast Dallas County)

Transportation link from Hunt County to DART’s Downtown Rowlett Station

Cooperative vehicle procurement
Outreach

Reached out to over 2,350 individuals including: the public, transit riders, transit agencies, health and human service agencies, workforce agencies, businesses, educational institutions, elected officials and local government staff.

Conducted 14 outreach meetings with 611 attendees, numerous conference calls, emails and conversations.

Offered a public transportation poll in English and Spanish, received over 1,000 responses.
Data Collection & Analysis

Transit Accessibility Improvement Tool (TAIT) identifies populations that may depend on public transportation

Collected demographic data including population growth, Limited English Proficiency, and commute statistics

Identified existing transportation resources
Summary of Plan Recommendations

Regional strategies apply throughout North Central Texas

Explore partnerships to increase the affordability of fares for those most in need

In areas with no public transportation, assess need and implement transit

Explore non-traditional ways to deliver public transit

Simplify regional trips and reduce the number of transfers

County-by-county strategies were also developed
Next Steps

Early implementation opportunity: January RTC action

Public meetings and final review of strategies

Technical committee and policy board feedback and approvals

Regional partners will implement strategies identified in the plan

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

<table>
<thead>
<tr>
<th>Date</th>
<th>Deliverable</th>
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<tbody>
<tr>
<td>August 19, 2016</td>
<td>Kick-Off Meeting</td>
</tr>
<tr>
<td>September 2016 – July 2017</td>
<td>Outreach Meetings; Stakeholder and Public Involvement</td>
</tr>
<tr>
<td>July 2017 – December 2017</td>
<td>Additional Stakeholder Coordination</td>
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<tr>
<td>January 26, 2018</td>
<td>STTC: Information Item</td>
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<tr>
<td>February 5-13, 2018</td>
<td>Public Meetings</td>
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<tr>
<td>February 8, 2018</td>
<td>RTC: Information Item</td>
</tr>
<tr>
<td>February 23, 2018</td>
<td>STTC: Action Item</td>
</tr>
<tr>
<td>March 8, 2018</td>
<td>RTC: Action Item</td>
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<tr>
<td>March 22, 2018</td>
<td>Executive Board: Action Item</td>
</tr>
</tbody>
</table>

Review the plan at [www.AccessNorthTexas.org](http://www.AccessNorthTexas.org)
Questions or Comments

Contact:

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(817) 695-9287
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Sarah Chadderdon, AICP
Program Manager
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schadderdon@nctcog.org
Conceptual Drawing

General Motors
Freight Mover System
Bridge Over SH 360
(View is Looking North)
2017 Outstanding Fleet Recognition Recipients*

**Silver Awards**
- City of Carrollton
- City of Denton
- City of Euless
- City of Grapevine
- City of Lancaster
- City of Richardson
- City of Southlake
- Town of Addison

**2017 Silver Fleet**

**Bronze Awards**
- City of Allen
- City of Coppell
- City of Fort Worth
- City of Lewisville
- City of North Richland Hills
- City of Plano
- City of Rockwall
- City of Wylie
- Dallas Area Rapid Transit
- Denton ISD
- Town of Flower Mound

2017 Recognition Based on Reports of 2016 Fleet Activity
Connection Between Clean Cities and Fleet Policy

Policy Adoption + Annual Reporting = Eligible Funding

DFW Clean Cities Recognition Program
Connection Between Clean Cities and Fleet Policy

Policy Adoption + Annual Reporting = Eligible Funding

DFW Clean Cities Recognition Program
Clean Fleet Policy

Year RTC Approved a Resolution Supporting the Adoption and Implementation of a Revised Clean Fleet Policy for Fleets in the Nonattainment area

2014

Fleets That Have Adopted the Policy

64

Adoption and Reporting Necessary for Fleets to be Eligible for Vehicle Funding Through RTC. Also a Component of the Metropolitan Transportation Plan Policy Bundle.

Full List of Policy Adoptees and Resources: www.nctcog.org/fleetpolicy
Connection Between Clean Cities and Fleet Policy

DFW Clean Cities Recognition Program

Policy Adoption

Annual Reporting

Eligible Funding

DFW Clean Cities Recognition Program
DFW Clean Cities Annual Report

- DOE Goal to Save 2.5 Billion Gallons of Petroleum Per Year by 2020

- DFWCC Goal to Increase Petroleum Reduction by 15% Every Year

- Fleets Must Complete the Report & Adopt the Clean Fleet Policy to be Eligible for Fleet Recognition

- Reports due February 15 Annually

www.dfwcleancities.org/annualreport
Annual Report Components & Policy Goals

**Emissions Reductions**
- Anti-idling Policy
- Training and Orientation
- On-board Technology
- Vehicle Prioritization

**Fuel Reduction**
- Eco-driving Policy
- Right-sizing Vehicles to Operation
- Alternative Fuel/ Hybrid Vehicles

**Partnership**
- Promotion of Clean Fleet Policy/DFWCC to Partners
- Active in DFWCC Activities
- Reduce Environmental Impacts
- Annual Reporting

**Outreach and Awareness of Air Quality Goals**
- New Hire Orientation
- Driver Pledges
- Attend NCTCOG Trainings
- Performance and Recognition
- Shared Resources
Help Us Reach Our 2017 Goal!
Fill Out Your Fleet Report Here: www.dfwcleancities.org/annualreport

Annual Report: Petroleum Reduction Results By Year

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<th>Year</th>
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<td>2013</td>
<td>17.28</td>
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<tr>
<td>2014</td>
<td>22.01</td>
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<td>2015</td>
<td>23.26</td>
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<tr>
<td>2016</td>
<td>25.45</td>
</tr>
<tr>
<td>2017</td>
<td>29.27 (Current Goal)</td>
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<tr>
<td>2018</td>
<td>33.66 (Next Year's Goal)</td>
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</tbody>
</table>
Air Quality Emphasis Areas

- High-Emitting Vehicles/Equipment
- Low Speeds
- Idling
- Vehicle Miles of Travel
- Energy and Fuel Use
- Cold Starts
- Hard Accelerations
Contact Information

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www.dfwcleanCities.org