

Integrated Regional Transportation & Stormwater Management Study

Comprehensive, collaborative planning to assess existing/future areas vulnerable to flooding, dissolve “silos”, and improve delivery of consolidated adaptive infrastructure *before* population growth, urban development, and levels of service make addressing these issues more difficult and costly.

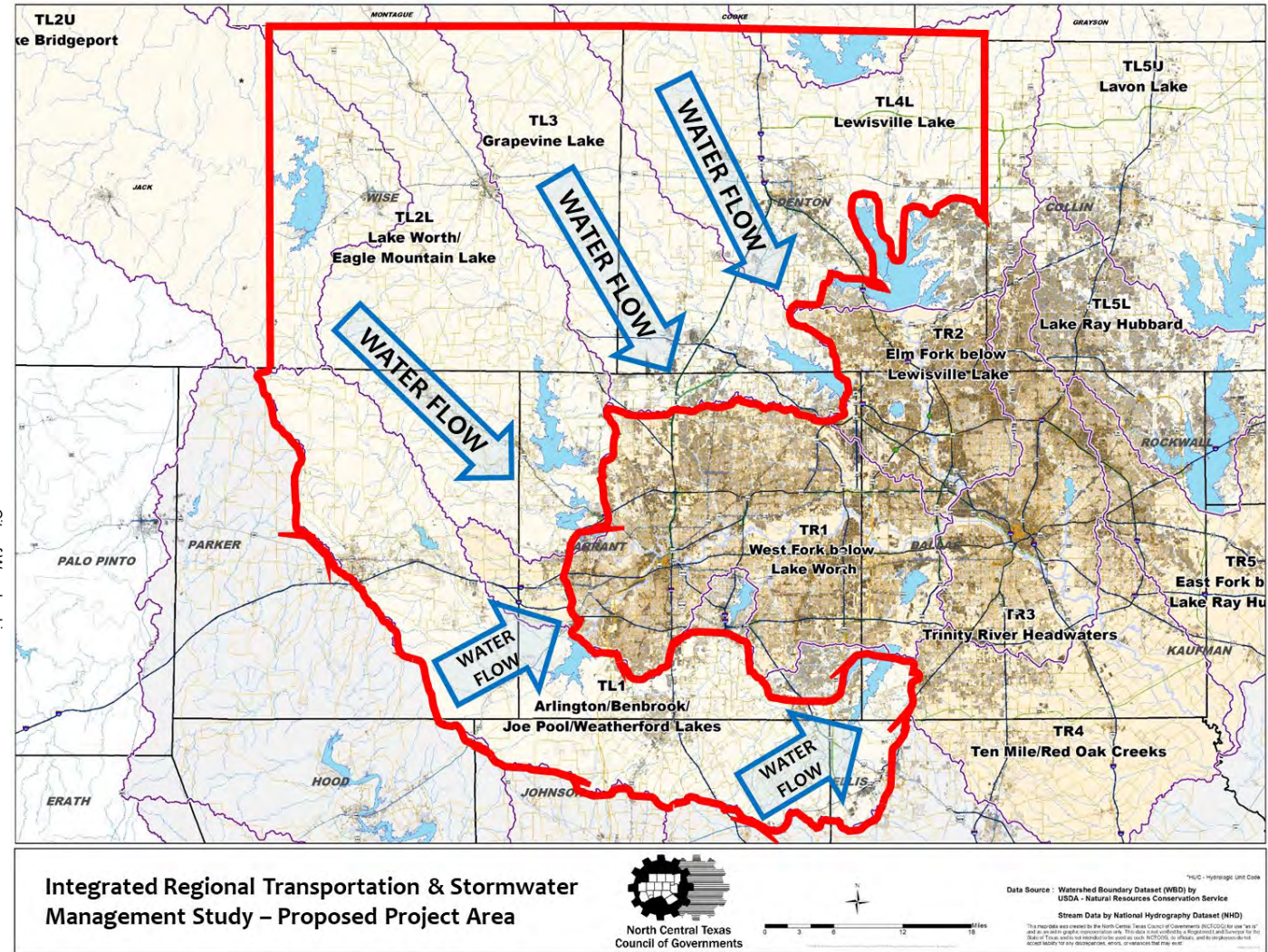


Transportation Infrastructure and Safety

Stormwater Runoff



Environmental Features and Tools



CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
June 2021

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+24%, April)



Freeway Volumes (-4%, April)

Toll Roads (-6%, March)



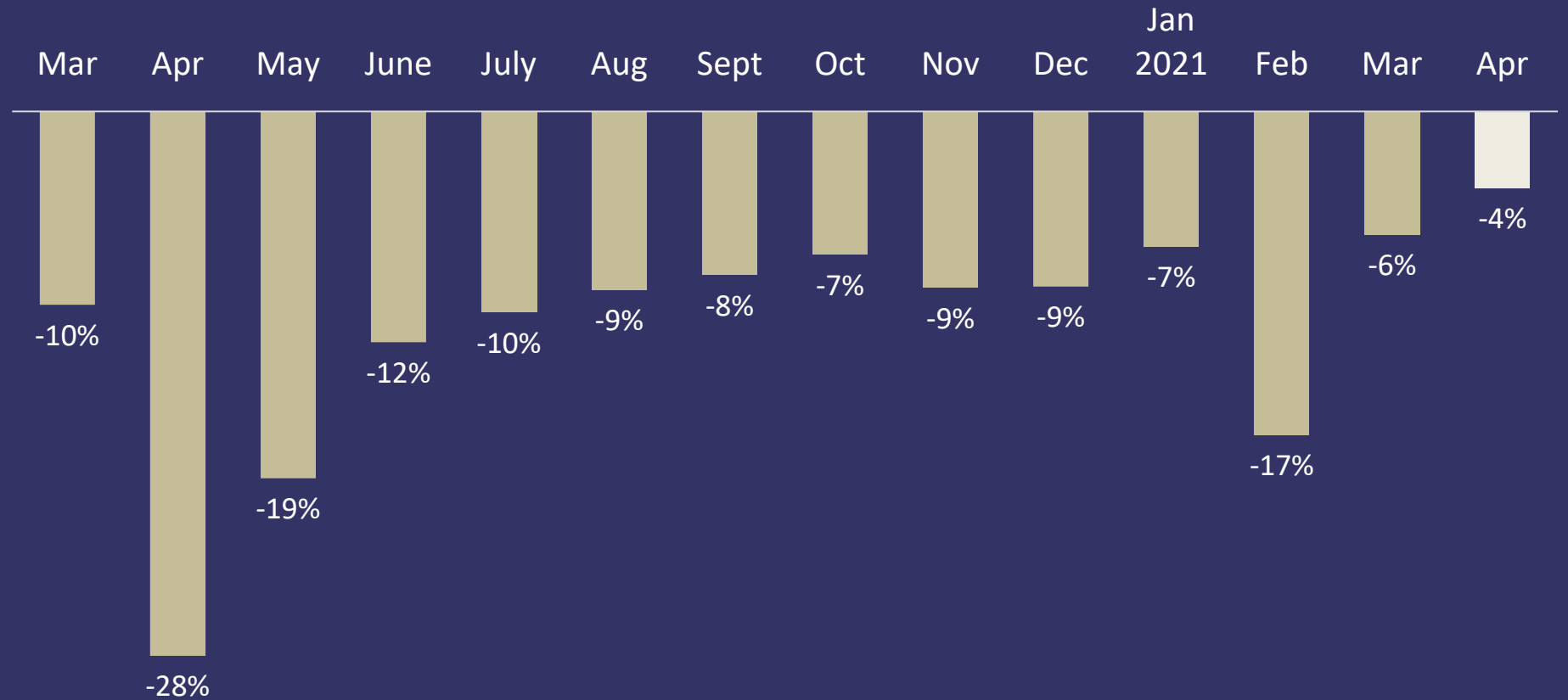
Airport Passengers (-22%, April)

Transit Ridership (-50%, March)

ROADWAY TRENDS

Traffic Decrease vs Baseline

Average
Weekday
Freeway
Volumes



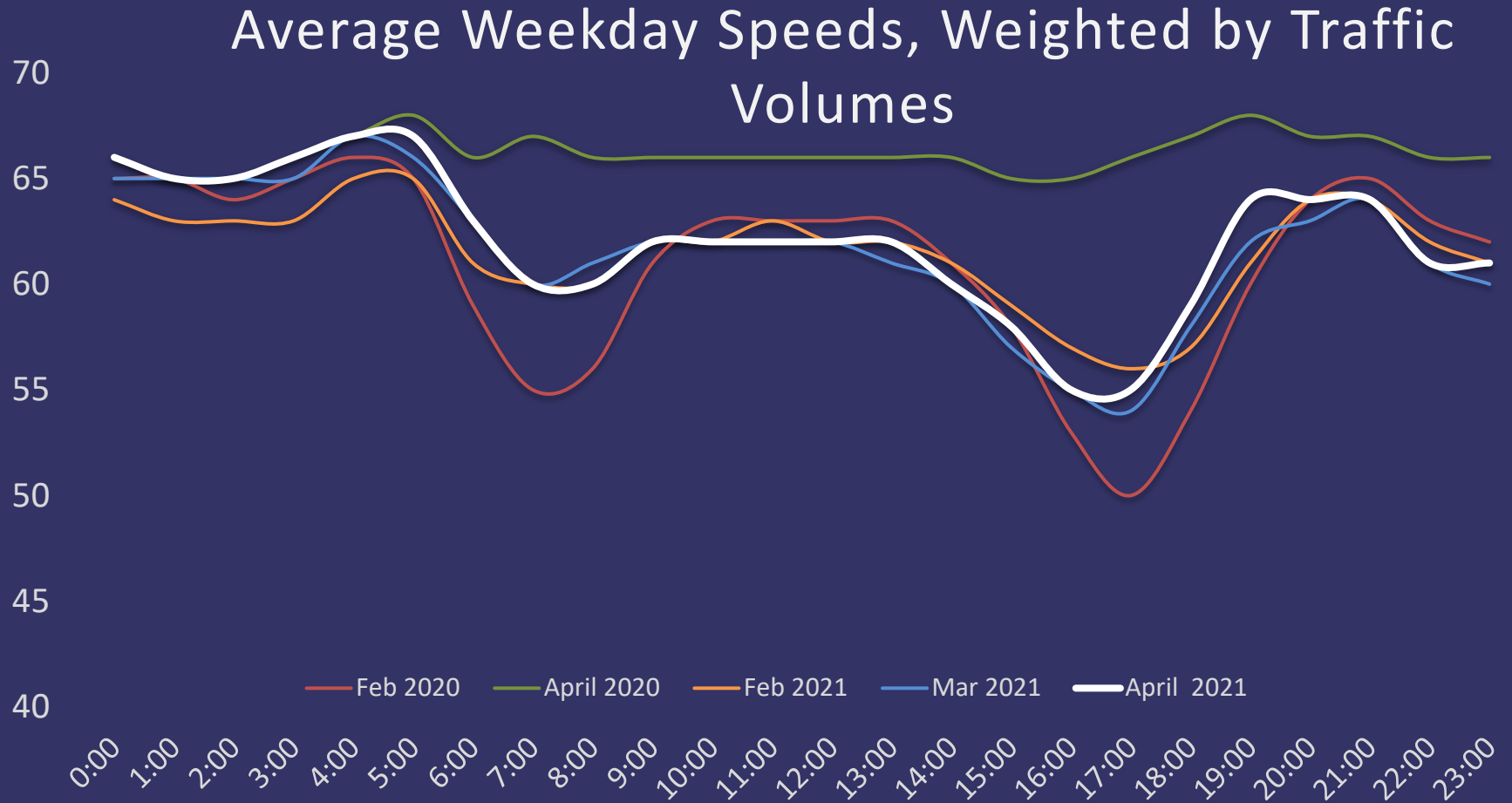
Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October, growth calculated based on Fort Worth

Note: Baseline is March 2019-February 2020.

Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

ROADWAY TRENDS

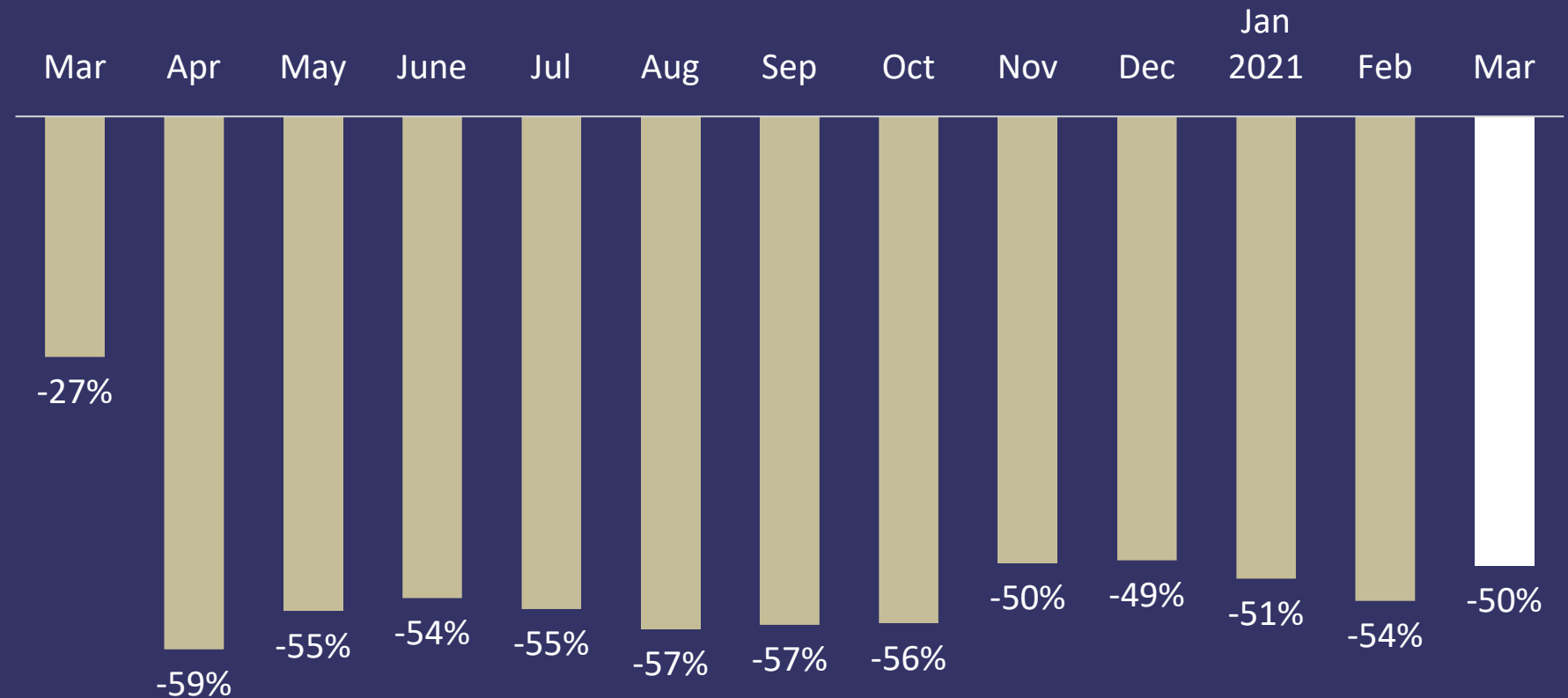
Regional Average
Freeway Speeds



TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

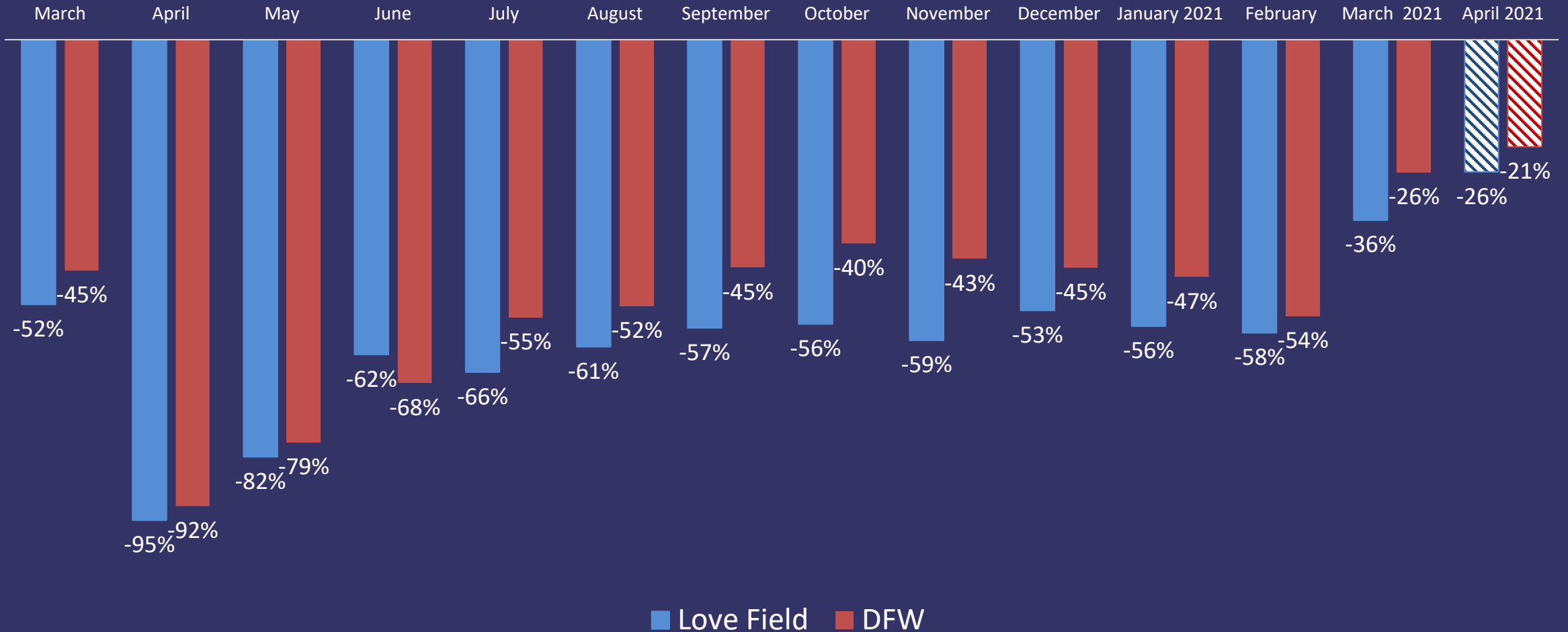
Note: Baseline is March 2019-February 2020.

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

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



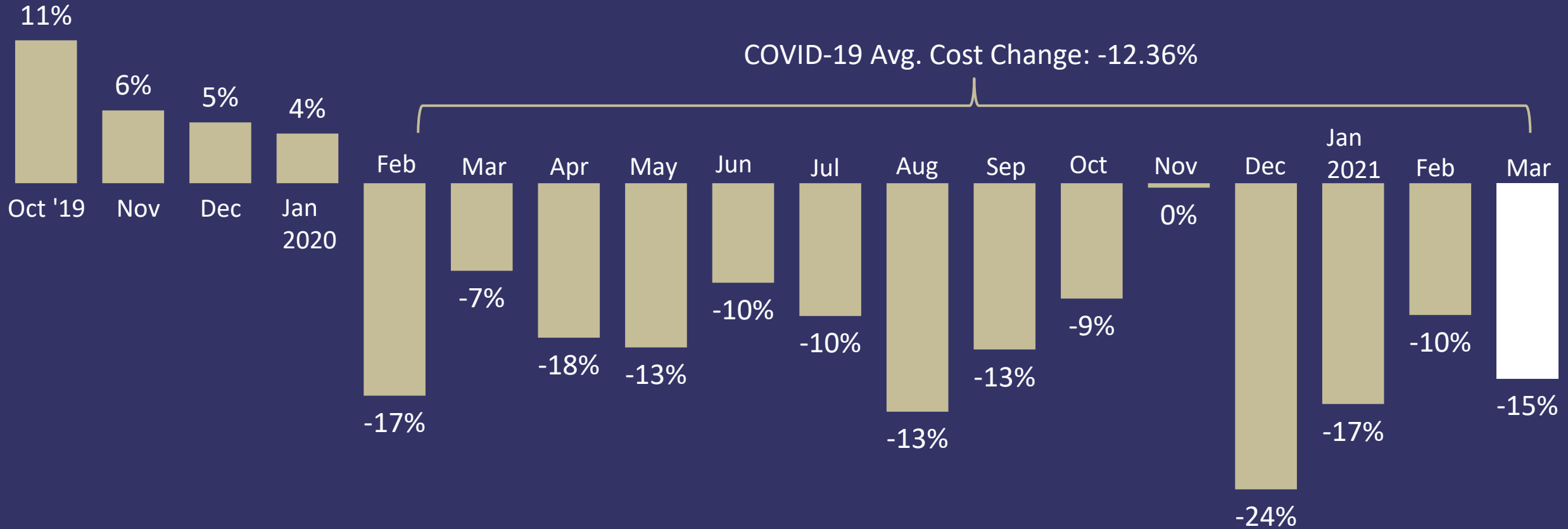
Source: Dallas Love Field and DFWIA Websites

Note: Baseline is March 2019-February 2020.

CONSTRUCTION COST CHANGES

October 2019 to March 2021

Monthly Average Construction Cost Changes
(Letting Low Bid vs. Sealed Engineer's Est.)



Sources: TxDOT Connect and Monthly TxDOT Letting Reports

Notes: Does not include CSJ 2266-02-151; Includes grouped and non-grouped projects; Includes Dallas and Fort Worth District data

DASHBOARD PLATFORM

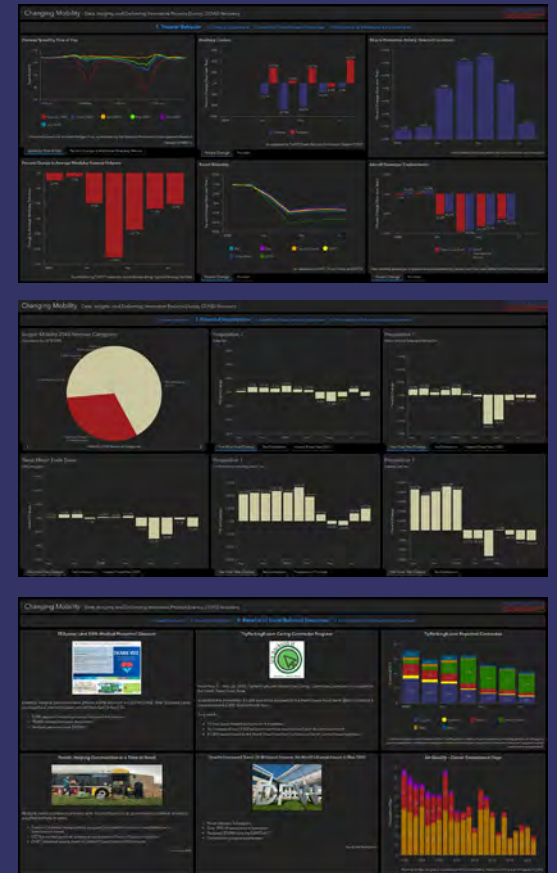
www.nctcog.org/pm/covid-19

Newly launched online dashboard to display Changing Mobility information to the public

Replicates material presented to committees with enhanced interactivity

Separate dashboard for each metric tracked

Clean layout to help the public understand the story of the metrics at a glance



REGIONAL SINGLE- OCCUPANCY VEHICLE TRIP REDUCTION TARGET DEVELOPMENT RESOLUTION

Regional Transportation Council

Sonya J. Landrum, Program Manager

June 10, 2021





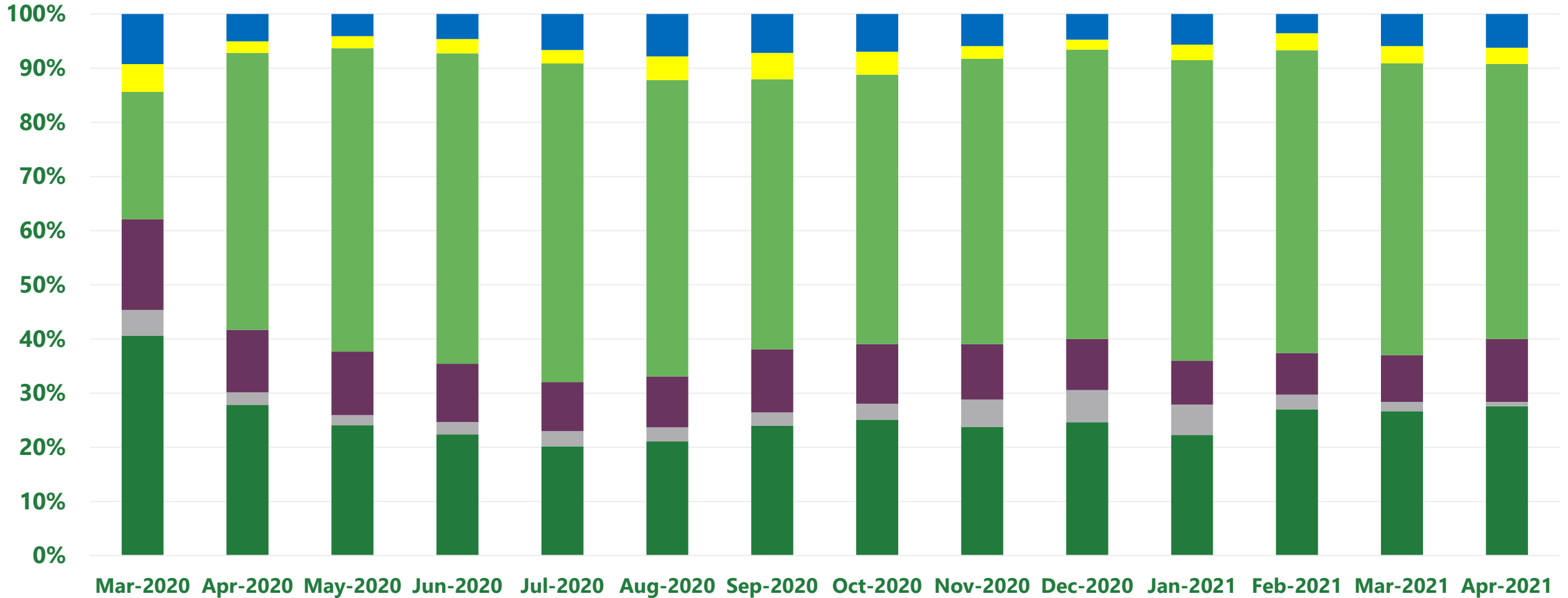
Background

- As a result of changes in traffic and commute patterns experienced during COVID-19 restrictions, our region recorded a decrease in traffic congestion and improvement in our region's air quality.
- In an effort to sustain the positive benefits of changes in travel behavior on congestion experienced during the COVID-19 restrictions, NCTCOG researched the impacts of establishing a regional trip reduction target to reduce single-occupancy vehicle or drive alone trips.
- A thorough analysis was conducted of travel demand management (TDM) strategies utilized by both the private and public sectors in comparable sized regions throughout the US to assist in establishing a realistic regional target.
- Available TDM strategies include carpooling, vanpooling, transit, biking, walking, telecommuting, and flexible work schedules.



NCT Commuter Behavior During COVID-19

2020 - 2021 Try Parking It Commuter Tracking



■ Carpool

■ Vanpool

■ Transit

■ Telecommute


■ Walk

■ Bike



Trip Reduction Target Setting

Areas of Consideration

- Possible Public Policy Tradeoffs (Higher vs. Lower Target)
- Higher Target Results in:
 - Improved air quality
 - Decreased roadway congestion
 - Increased efficiency of the transportation system
- Possible Unintended Consequences of a Higher Target:
 - Decreased Safety: Less roadway congestion  increased roadway speeds, increased fatalities
 - Completely removing trips may inadvertently impact transit
 - Impact to downtown livability and/or urban lifestyle
 - Negative impact to sales tax collections and downtown tourism
- Recommending a realistically achievable target that results in high benefits and reduced negative impacts
- All TDM strategies are encouraged to achieve the regional target

Regional Transportation Council Resolution

- Resolution Supporting the Establishment of a Regional Single-Occupancy Vehicle Trip Reduction Target to Reduce Drive Alone Trips in North Central Texas
- Sustaining Benefits of Changes in Travel Behavior on Congestion Experienced During COVID-19





RTC SOV Trip Reduction Target Resolution

Section 1. The Regional Transportation Council supports the establishment of a regional trip reduction target of 20 percent to reduce the number of single-occupancy vehicle (SOV) commute trips during the peak period.

Section 2. The Regional Transportation Council strongly encourages both public and private sector employers to reduce employees' SOV trips consistent with Section 1 of this resolution through the establishment of a formal Employee Commute Program.



RTC SOV Trip Reduction Target Resolution

Section 3. The Regional Transportation Council strongly encourages both public and private sector employers to monitor and track agency participation of the Program through an online commute tracking platform.

Section 4. To aid in Program tracking and monitoring activities, both public and private sector agencies are strongly encouraged to utilize TryParkingIt.com, the region's commute tracking and ride-matching website and application. Employers may utilize an existing tracking platform comparable to Try Parking It for this purpose.



RTC SOV Trip Reduction Target Resolution

Section 5. For public sector agencies, the Regional Transportation Council will evaluate the agency's participation and implementation of the Program through a new policy established as part of the Metropolitan Transportation Plan Policy Bundles. Non-participation may impact the level of Transportation Development Credits received through the Policy Bundle Survey process.

Section 6. For private sector agencies, the Regional Transportation Council will monitor the agency's participation and implementation of the Program through TryParkingIt.com or a comparable tracking platform. Participation may result in awarding regional funding for TDM-related efforts (e.g., transit passes).



RTC SOV Trip Reduction Target Resolution

Section 7. NCTCOG staff will provide the Regional Transportation Council with annual updates on the status of the Regional Trip Reduction target to reduce SOV commute trips. Reported performance measures shall include Try Parking It utilization rates, number of users, trips reduced, and emissions reduced.

Section 8. This resolution shall be in effect immediately upon its adoption.



Schedule

Date	Action
October 23, 2020	STTC (Information) – Presented Resolution Development Concept
December 10, 2020	RTC (Information) – Presented Resolution Development Concept
February 10, 2021	(Information) - NCTCOG Transportation Department Peer Review Presentation
February 24, 2021	(Information) - Bicycle & Pedestrian Advisory Committee Presentation
March 26, 2021	STTC (Action) – Approval of SOV Trip Reduction Resolution
April 12 – May 11, 2021	Public Input Comment Submittal Period
June 10, 2021	RTC (Action) – Approval of SOV Trip Reduction Resolution



Recommended Action

Recommend RTC Action to:

Approve the Resolution to Develop a Regional Single-Occupancy Vehicle Trip Reduction Target to Reduce Drive Alone Vehicle Trips in North Central Texas

Contacts



Sonya J. Landrum
Program Manager
slandrum@nctcog.org



Natalie Bettger
Senior Program Manager
nbettger@nctcog.org

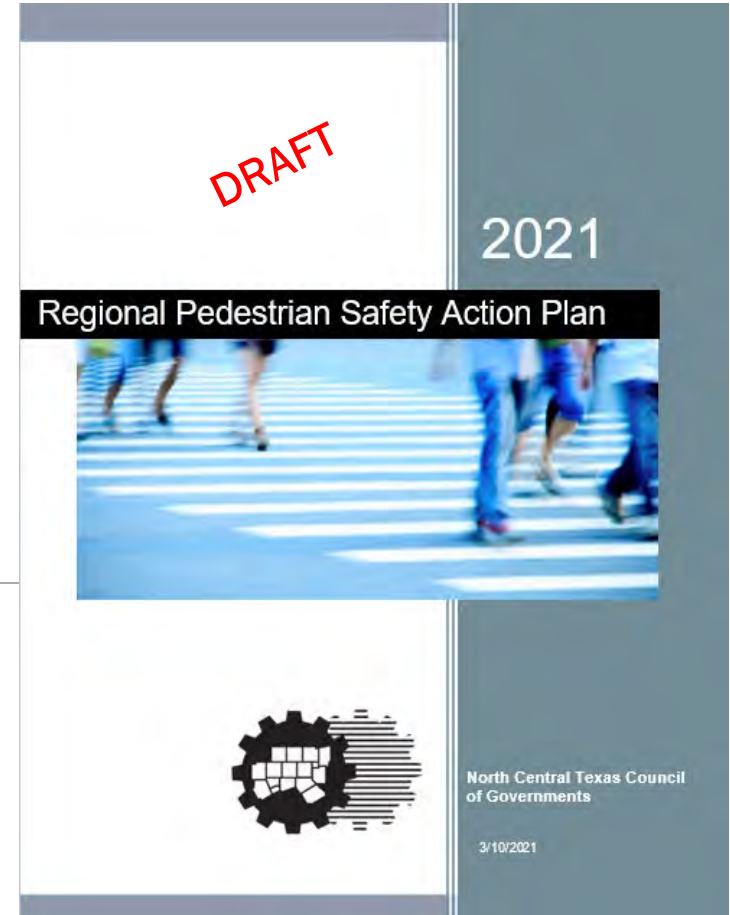


Caryn Sanders
Transportation Planner III / Commuter
Outreach Specialist
csanders@nctcog.org



REGIONAL PEDESTRIAN SAFETY ACTION PLAN

Regional Transportation Council
June 10, 2021



Regional Pedestrian Safety

Action by Regional Transportation Council (RTC)
February 14, 2019

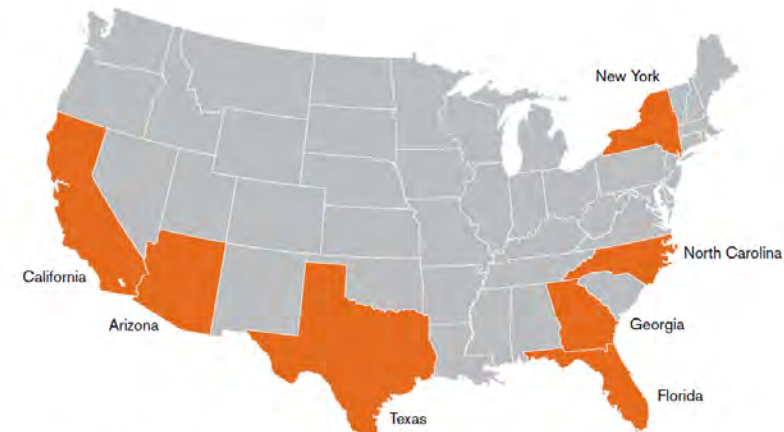
Regional Safety Position

“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel”

Dallas and Fort Worth

are designated by FHWA as
Pedestrian Safety Focus Cities

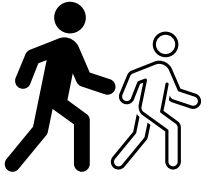
7 States
Account for 54% of Pedestrian Deaths,
Jan-June 2020



Source: State Highway Safety Offices

Regional Pedestrian Safety Action Plan

NCTCOG initiated the regional PSAP in response to a decade of increasing pedestrian-involved crashes and fatalities



- Complements Mobility 2045
- Enhances Mobility 2045 goals and policies with a more targeted focus on pedestrian safety
- Creates a specific roadmap for activities, investments, and improvements in the region
- Creates a guide/template for partners to develop detailed local plans

Note: A future request will entail an equivalent bicycle safety plan to be completed.

Plan Goals:

- ❖ **Eliminate** all serious injury and fatal pedestrian crashes across the region by 2050
(Supports RTC and the TxDOT/TTC safety goals)
- ❖ **Balance the safety and needs** of all users of all ages and abilities in the transportation system design, maintenance and operation phases, with priority given to the most vulnerable users
- ❖ **Provide a high level of comfort** in the design, construction and maintenance of transportation facilities
- ❖ **Integrate** within roadway design the most direct facility alignments that prioritize safe pedestrian movements
- ❖ **Implement** all reasonable pedestrian safety countermeasures to achieve adopted regional safety performance targets

Plan Policies:

(Infrastructure and Non-Infrastructure Projects and Programs)

1	Education/Evaluation/ Encouragement	Collaborate to implement the Plan
2	Education/Evaluation/ Encouragement	Develop educational programs and resources
3	Engineering	Integrate proven safety countermeasures as part of all future roadway projects
4	Engineering	Prioritize implementation of safety countermeasures along the regional pedestrian safety corridors
5	Engineering	Perform Multimodal Level of Service (MMLOS) analysis as part of the roadway design process
6	Enforcement	Provide law enforcement information and training of the laws concerning the most vulnerable roadway users
7	Enforcement	Support state legislation on safety topics (lower speed limits in urban districts, motorists to stop/ yield to pedestrians, the use of a wireless communication device while operating a motor vehicle)

Plan Action Items:

(Infrastructure and Non-Infrastructure Projects and Programs)

1	Education/ Evaluation/ Encouragement	Develop performance measures
2	Education/ Evaluation/ Encouragement	Coordinate/support educational programs/campaigns
3	Education/ Evaluation/ Encouragement	Coordinate/support policies, programs and marketing campaigns
4	Education/ Evaluation/ Encouragement	Update the Plan at least every five years
5	Education/ Evaluation/ Encouragement	Conduct annual monitoring
6	Engineering	Facilitate projects and programs that improve pedestrian safety
7	Engineering	Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors
8	Engineering	Implement safety improvements in the pedestrian safety corridors
9	Enforcement	RTC legislative program related to safety
10	Enforcement	Information for law enforcement personnel (pedestrian rights/responsibilities and pedestrian crash reporting)

Next Steps



2021-2022:

Road Safety Audits for Select Corridors


2022+:

Future Regional **Bicycle** Safety Action Plan to be developed

June 2022:

STTC and RTC will be requested to approve the PSAP **by reference** with the ***Mobility 2045 Update***

Project Schedule

April 2019:	Stakeholder Committee Meeting #1
May 6 – July 5, 2019:	Online public opinion safety survey
May 2020:	Stakeholder Committee Meeting #2
January 2021:	Stakeholder Committee Meeting #3
February 24, 2021:	Bicycle and Pedestrian Advisory Committee Briefing
April 23, 2021:	STTC Information
May 13, 2021:	RTC Information
May 28, 2021:	STTC Action
 June 10, 2021:	RTC Action

Requested Action

The Regional Transportation Council endorse the Pedestrian Safety Action Plan.

Direct staff to incorporate the recommendations, including projects, programs and policies, into future metropolitan transportation plans, specifically the upcoming Mobility 2045 Update, as appropriate.

Thank You!

Contacts

Karla Weaver, AICP

Senior Program Manager

kweaver@nctcog.org

Matt Fall

Senior Transportation Planner

mfall@nctcog.org

Kevin Kokes, AICP

Program Manager

kkokes@nctcog.org

Bobby Kozub

Transportation Planner II

rkozub@nctcog.org



LEGISLATIVE UPDATE



Rebekah Hernandez, Communications Manager
NCTCOG

Regional Transportation Council

June 10, 2021

FEDERAL UPDATE

American Jobs Plan (Biden Infrastructure Bill)

- Negotiations between President Biden and GOP Senators ended—no agreement on top-line spending or definition
- Bipartisan group of House moderates working on compromise bill, contains \$1.25 trillion in new spending
 - Proposes \$959 billion in traditional infrastructure, no funding source at this time

FEDERAL UPDATE

Surface Transportation Reauthorization—expires Sept. 30

Bipartisan Senate Environment & Public Works Committee bill

- Highway section only, \$304 billion for five years—22% above adjusted baseline

House Transportation & Infrastructure Committee: \$547 billion, 5 years

- Roads, Bridges, and Safety: \$343 billion
- Transit: \$109 billion
- Passenger and Freight Rail: \$95 billion

TEXAS LEGISLATURE

State Budget

Texas Legislature approved SB 1

- \$248 billion FY22-23 statewide budget
- \$13.5 billion decrease from FY20-21, due to federal stimulus funding
- Increases in Prop 1 (\$4.53 billion) and Prop 7 (\$5.06 billion)

Next steps:

- Governor to sign by June 20, has line-item veto authority
- \$16 billion in federal funds to be allocated in a fall special session

A circular logo with a teal background and a white border, containing the text "TEXAS LEGISLATURE" in white, uppercase letters. The logo is positioned on the left side of the slide, partially overlapping a dark grey vertical bar.

TEXAS
LEGISLATURE

Approved Bills: Transportation Funding

- **HB 2219** (Canales) Texas Mobility Fund obligations, not to be used for toll projects
- **HJR 99** (Canales) Constitutional Amendment on Transportation Reinvestment Zones for counties, not to be used for toll projects



TEXAS
LEGISLATURE

Approved Bills: Air Quality/Transportation Funding

- **HB 4472** (Landgraf) TERP funding changes, funding for certain transportation and air quality programs
- *No EV registration fee bills were approved*



TEXAS
LEGISLATURE

Approved Bills: Safety

- **SB 1055** (Huffman) Pedestrian in a crosswalk
- **HB 2048** (Krause) Criminal offense for passing toll road maintenance vehicles
- **HB 3319** (Meyer) Public awareness campaign for Move Over, Slow Down law
- **HB 3282** (Canales) TxDOT to temporarily lower speed limits in construction areas



TEXAS
LEGISLATURE

Approved Bills: Technology

- **HB 5** (Ashby) Creates State Broadband Office
- **SB 507** (Nichols) Use of highway right of way for broadband providers
- **SB 149** (Powell) Prohibits unmanned aircraft operation near military installations and airports
- **SB 763** (Powell) Creates Urban Air Mobility Advisory Committee

A large teal circle with a white border, containing the text "TEXAS LEGISLATURE" in white, uppercase letters. The circle is positioned on the left side of the slide, partially overlapping a dark grey vertical bar.

TEXAS
LEGISLATURE

Approved Bills: Miscellaneous Transportation

- **HB 113** (Oliverson) Uniform, statewide regulations for peer-to-peer car sharing services
- **HB 2223** (Canales) TxDOT study on impact of vehicles on roads and bridges

CONTACT INFORMATION

Amanda Wilson

Program Manager

(817) 695-9284

awilson@nctcog.org

Rebekah Hernandez

Communications Manager

(682) 433-0477

rhernandez@nctcog.org

Kyle Roy

Communications Supervisor

(817) 704-5610

kroy@nctcog.org

Nicholas Allen

Communications Coordinator

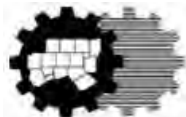
(817) 704-5699

nallen@nctcog.org

www.nctcog.org/legislative

2022 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

**Regional Transportation Council
June 10, 2021**



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

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods
- Includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission selected)
- 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

ACTIVITIES UNDERTAKEN SINCE LAST UPDATE

- TxDOT began developing the 2022 UTP.
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects.
- Proposed new projects were scored using the same process used in previous years.
- To satisfy a March 12, 2021 deadline set forth by TxDOT, a draft project listing was developed that included project scores, project revisions, and potential new projects.

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in Mobility 2045
- Focus on system versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- 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 2022 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2022 UTPs

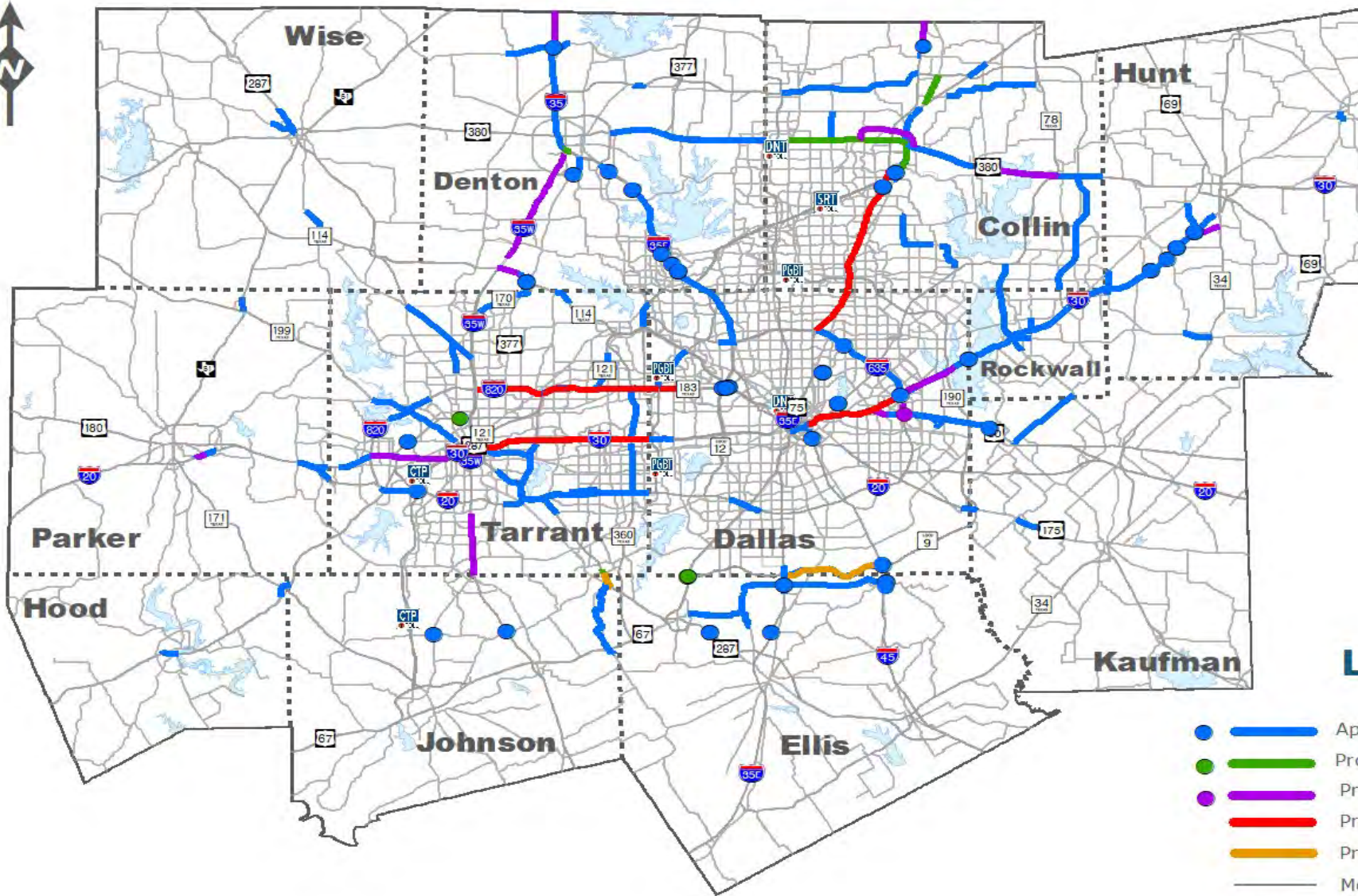
Funding Category	2017 Allocation	2018 Allocation	2019 Allocation	2020 Allocation	2021 Allocation	2022 Proposed Allocation
Category 2	\$3.784B	\$3.607B	\$3.832B	\$3.516B	\$2.913B	\$2.931B
Category 4	\$830M	\$1.553B	\$1.637B	\$1.537B	\$1.340B	\$1.348B
Category 12	\$812M	\$2.130B	\$1.395B	\$3.041B	\$3.089B	TBD
Total Allocation	\$5.426B	\$7.290B	\$6.864B	\$8.094B	\$7.342B	\$4.279B

PROPOSED STBG/CATEGORY 2 FUNDING EXCHANGE

- Given that Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, a STBG/Category 2 funding exchange is being proposed.
- Two projects were identified for this proposal: US 287 in Johnson and Tarrant Counties and State Loop 9 in Dallas and Ellis Counties
- The US 287 projects have ~\$34M of Category 2 funding, which will be exchanged with ~\$34M of STBG funds
- The State Loop 9 projects have ~\$107M of Category 2 funding, which will be exchanged with ~\$107M of STBG funds
- Both projects were selected because they can be let in FY 2021, which will allow the region to quickly reduce the carryover balance of STBG funds.
- A proposal will be brought back with specific projects on which to program the freed-up Category 2 funds.

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2031



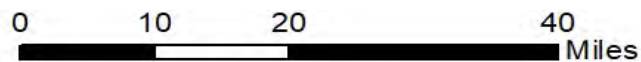
Dallas CBD



Fort Worth CBD

Legend

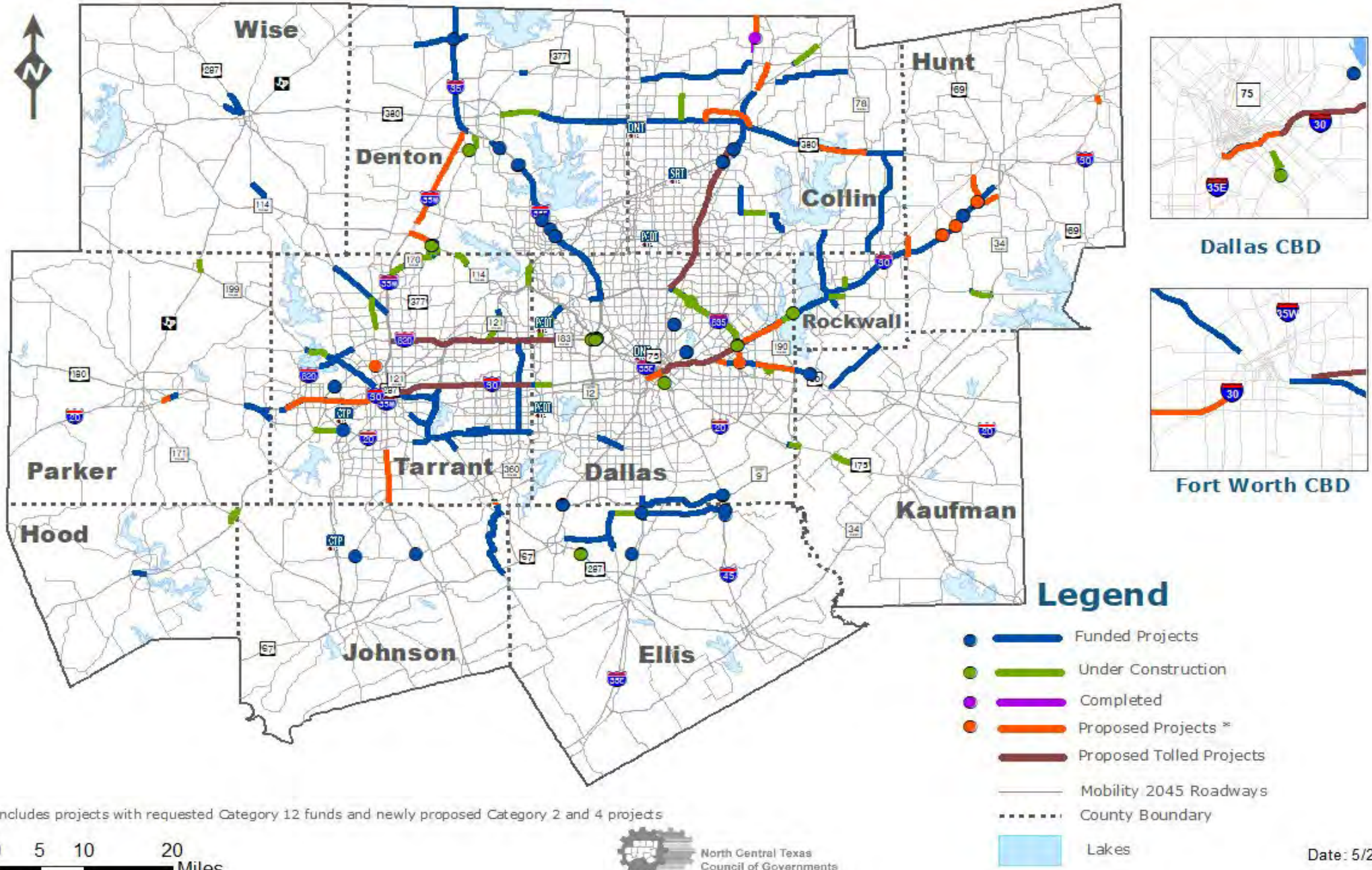
-  Approved 10 Year Plan Projects
-  Proposed New Category 2 and 4 Projects
-  Proposed New Category 12 Projects
-  Proposed Tolled Projects
-  Proposed STBG/Category 2 Funding Swap
-  Mobility 2045 Roadways
-  County Boundary
-  Lakes



North Central Texas
Council of Governments

Dallas-Fort Worth Regional 10 Year Plan Project Status

FY 2017 - FY 2031



* Includes projects with requested Category 12 funds and newly proposed Category 2 and 4 projects

NEXT STEPS

- Finalize project selection/update efforts in coordination with TxDOT staff
- Await decisions by the TTC on Category 12 funding
- Bring back listings to the committees for approval
- Bring back any project changes to the STTC and RTC once the TTC weighs in and approves the UTP

TIMELINE

MEETING/TASK	DATE
Funding Targets Received	February 2021
Initial draft list due to TxDOT	March 12, 2021
STTC Information	May 28, 2021
RTC Information	June 10, 2021
Public Involvement	June 2021
STTC Action	June 25, 2021
RTC Action	July 8, 2021
TxDOT Public Meetings for 2022 UTP	June/July 2021
Anticipated TTC Approval of 2022 UTP	August 2021

CONTACT/QUESTIONS?

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

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

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

PROJECT PROPOSALS: *AV2.2/2.3*

REGIONAL TRANSPORTATION COUNCIL

Thomas Bamonte, Senior Program Manager

Connected and Automated Vehicles Program

June 10, 2021

AV2.2/2.3 BACKGROUND

October 2018: Regional Transportation Council approves “AV 2.0”

- AV2.1: Regional planning exercise for future mobility technology (\$1.5m)
- AV2.2: AV deployment support for local partners (\$10m)
- AV2.3: Strategic investments in AV services (\$20m)

September – November 2020: STTC/RTC funding availability announcements

November 2020: RTC approves consolidated project approach

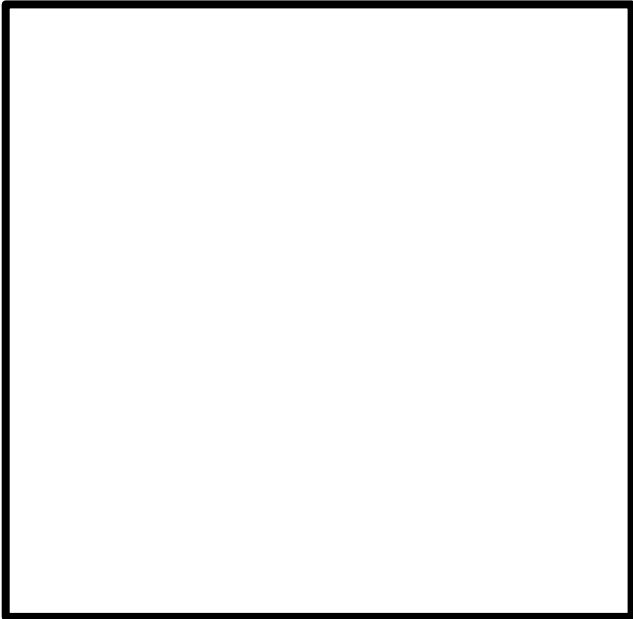
December 2020: Information forum for STTC members

December 2020 – March 2021: Staff technical support to interested parties and applicants

March 2021: Applicants submit proposals

April 2021: Staff review

AV FREIGHT: ZERO TO NETWORK



Aurora

Kodiak

tu simple

AV trucks making regular runs between DFW-Houston and other destinations



2017:

2021: DFW AV Truck Hub



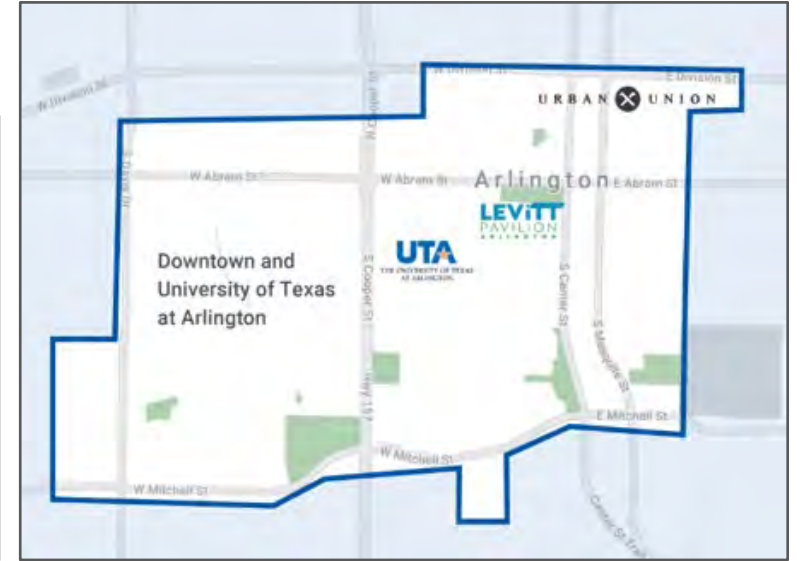
AV EVOLUTION: DEMO -> PILOT -> SERVICE



2017: Public demo



2019: Fixed route service pilots



2021: Area-wide service



NEXT STEP: REGIONAL AV PROGRAM

Multiple AV types: 18 wheelers to sidewalk delivery bots

Multiple use cases: Moving freight, people, and data

Workforce: Preparing tomorrow's transportation workforce

Infrastructure: Vehicles and infrastructure working together

Equity: Targeted use cases to support community needs

Economic development: DFW as innovation center

Regional coordination: Ongoing staff support for project sponsors

CEDAR VALLEY CAMPUS AV CLUSTER

Project Location: Dallas College Cedar Valley Campus and environs to the south.

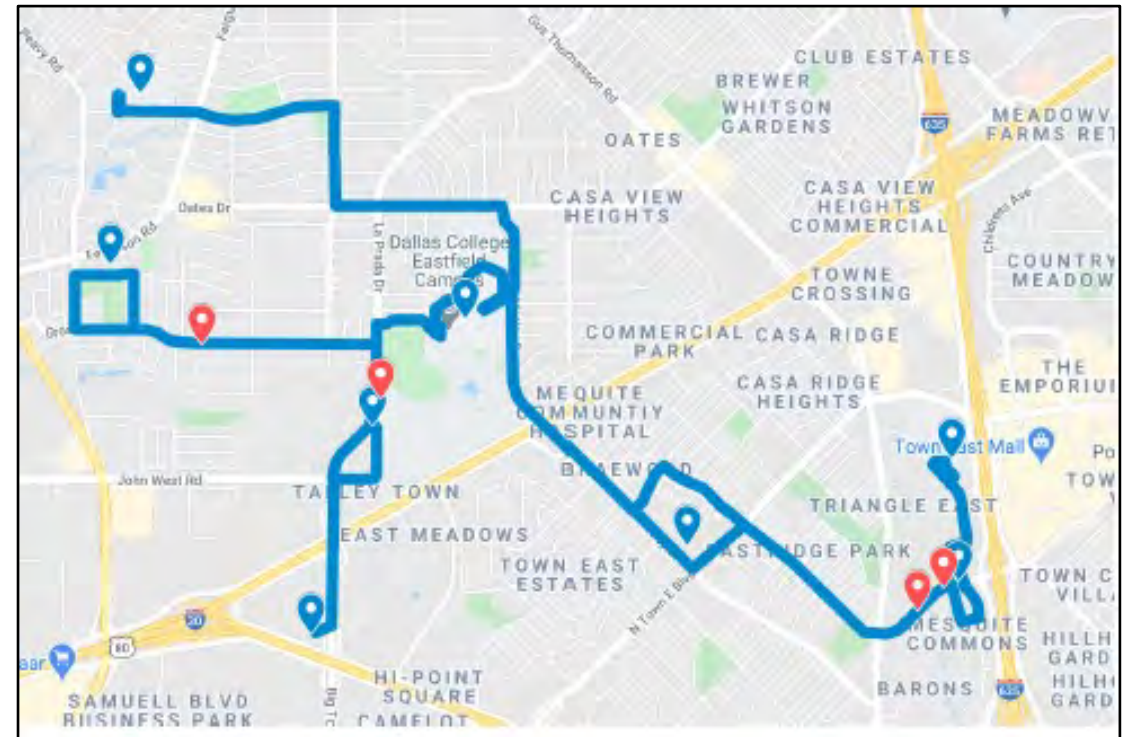
Description: Use automated vehicles to serve the campus, neighboring “feeder” high school, community centers, and neighborhood. Workforce development component.



EASTFIELD CAMPUS COMMUNITY CONNECTOR

Project location: Dallas College Eastfield Campus and environs.

Description: Automated vehicle transportation for campus and neighboring communities in Dallas and Mesquite. Transit, job center, community connections. Workforce development component.



WORKFORCE DEVELOPMENT: EASTFIELD CAMPUS & CEDAR VALLEY CAMPUS PROJECTS

Description: Workforce development program for:

- (1) transportation technology;
- (2) trucking transportation; and
- (3) goods delivery.



PAUL QUINN COLLEGE COMMUNITY FOOD DELIVERY BOT SERVICE

Project location: Neighborhood immediately surrounding Paul Quinn College in South Dallas.

Description: Automated vehicle delivery service of produce from PQC's campus farm to nearby households (approx. 250 at a time). Includes equipping approximately 500 households over life of project with Internet access and training necessary to access bot delivery service and other opportunities.

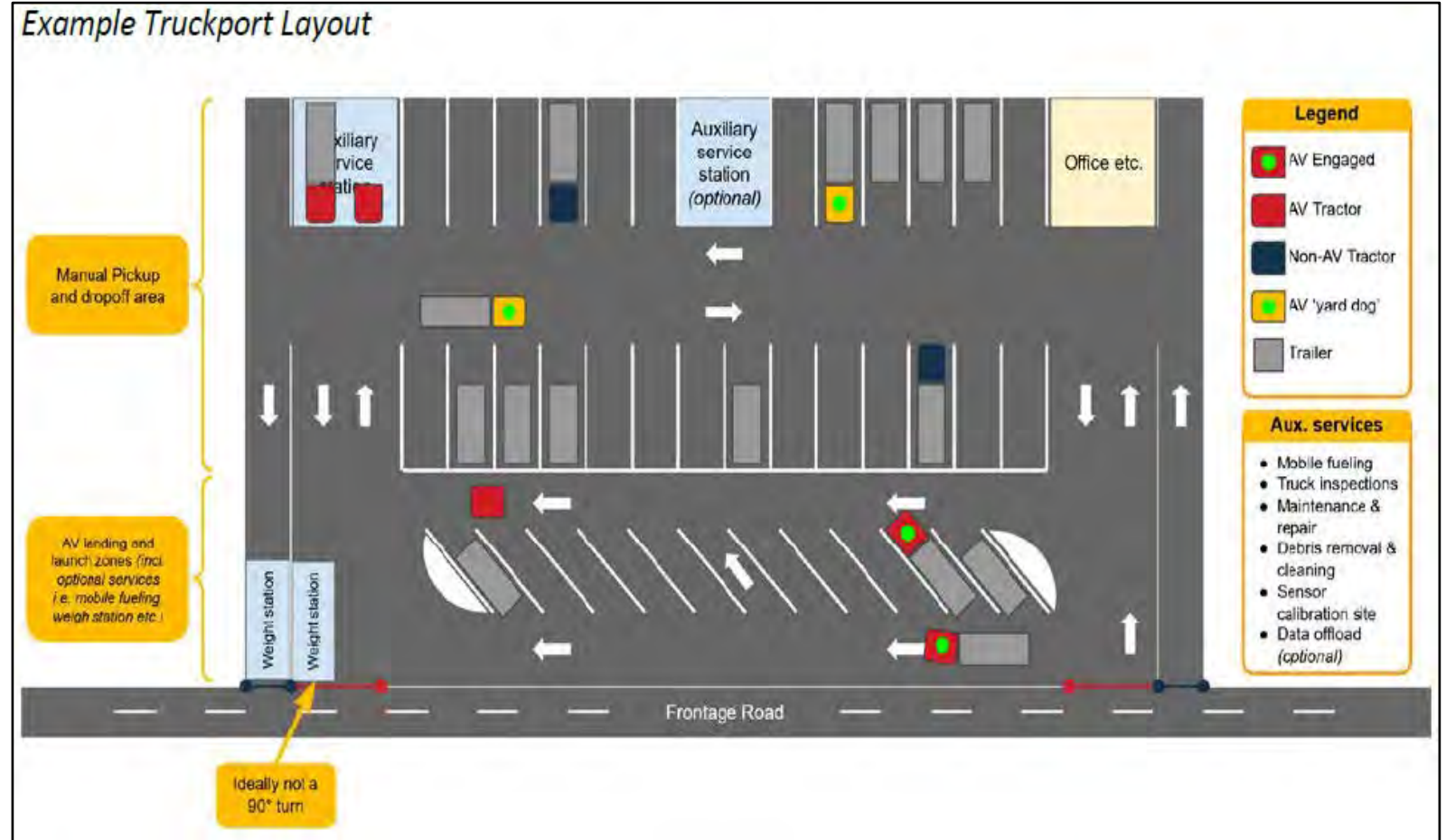
Low-income, Low-access to food – The map below is a representation of the above service area with an overlay of the USDA food desert designated neighborhoods, nearly the entire service area.



TARRANT AV TRUCKPORT

Project location: Northwest Fort Worth (I-35W/SH-170)

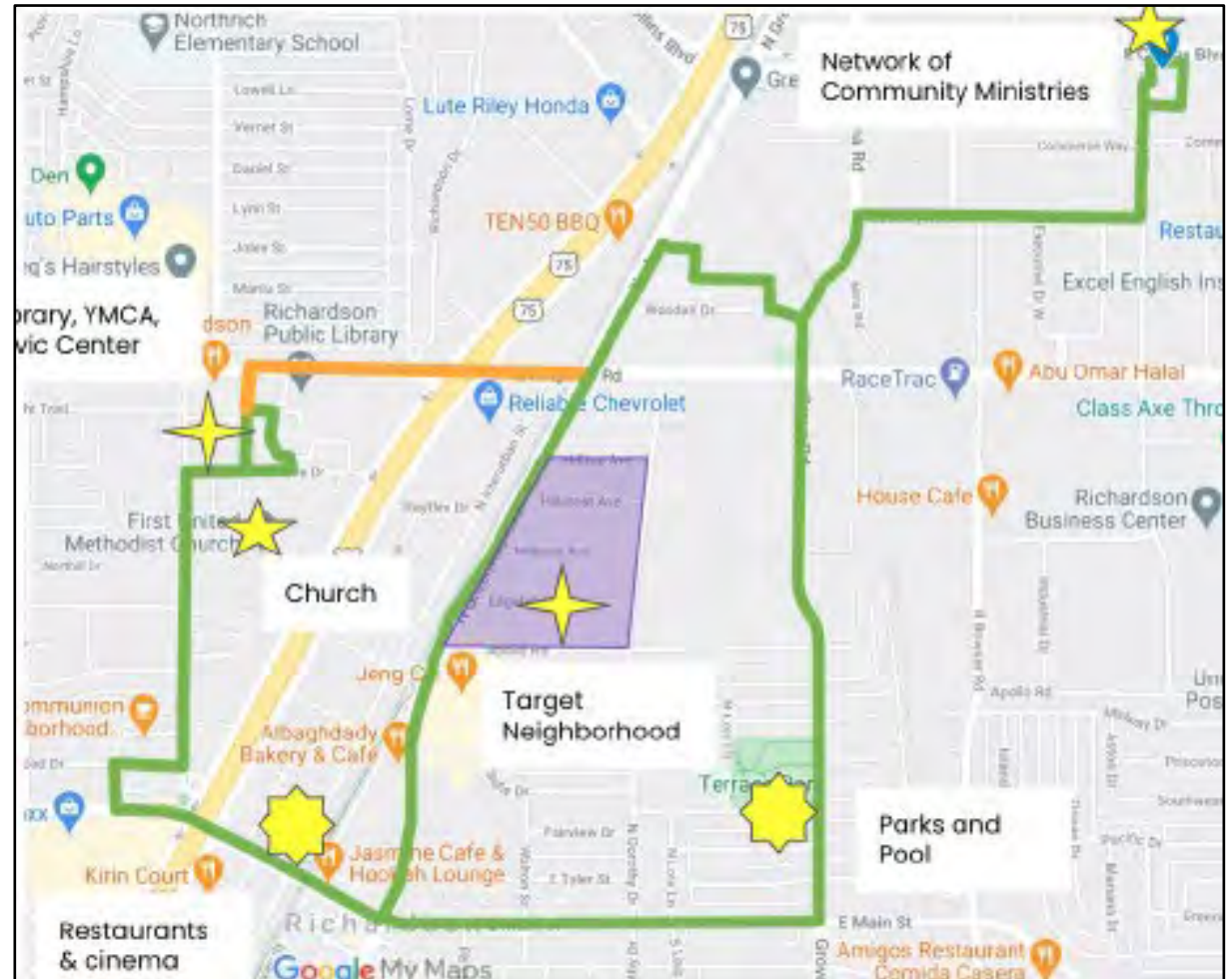
Description: Build and operate nation's first AV truckport where AV freight companies can pick up and drop off trailers. Serves as a first mile/ last mile stop for human driven trucks before the long haul in AV mode.



RICHARDSON CAV TEST BED & COMMUNITY CONNECTOR

Project Location: Northeast Richardson

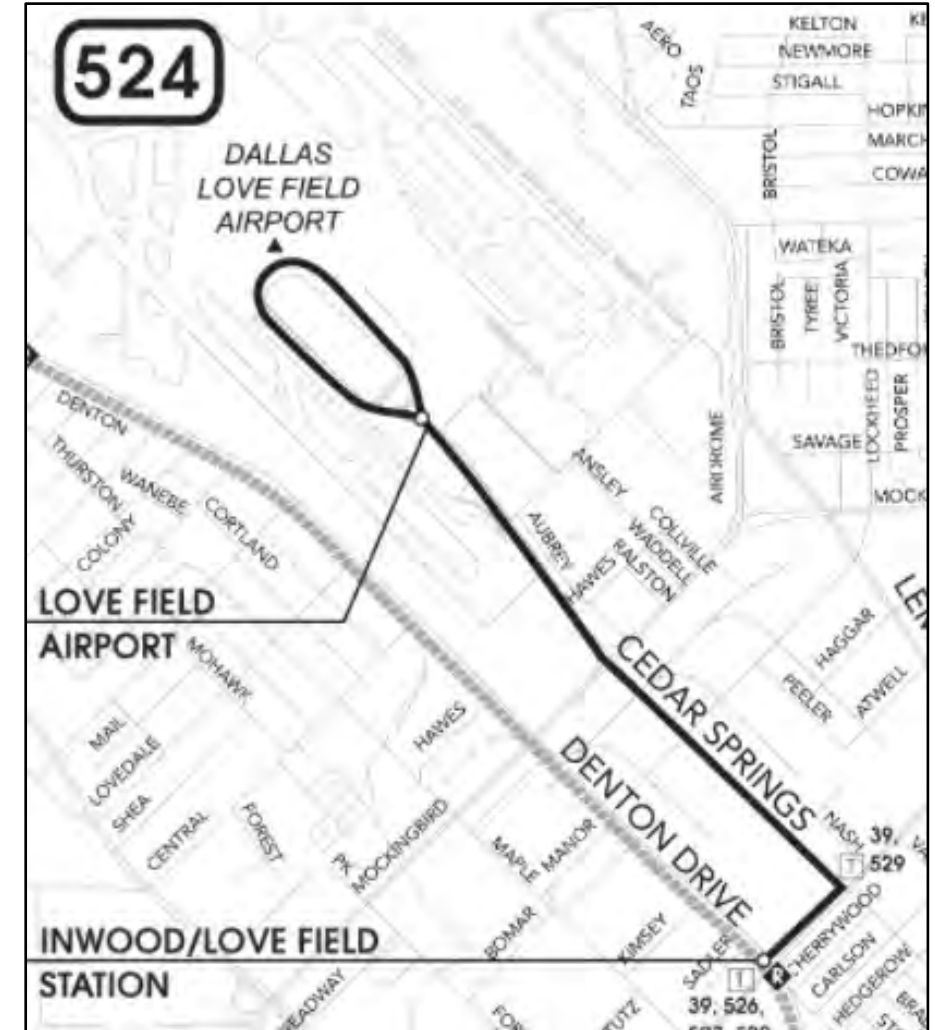
Description: Applying CAV solutions to intersections in the technology district to support AV operations as part of AV deployment serving a wide variety of destinations—including City Hall, senior-heavy neighborhood, transit-oriented developments, social service center, the Innovation Quarter, and new UTD Center for Smart and Connected Mobility.



DART LOVE LINK AV AIRPORT CONNECTOR

Project location: Service between Inwood Station and Love Field in Dallas.

Description: Four electric and automated buses serving an established route that includes a major airport (Love Field) and already has special route-branding.



SUMMARY OF AV2.2/2.3 PROJECTS

Item 10: Recommended AV2.2/2.3 Projects

Implementing Agency	Description	AV2.2: Infrastructure	AV2.3: AV Service	Local	Federal	Total (Local + Federal)	RTC TDCs	Agreement Expectation
Dallas College	Cedar Valley College AV Service/Workforce Development	\$1,150,000	\$2,840,000	\$810,000	\$3,990,000	\$4,800,000	0	Dallas College & TxDOT
Dallas College	Eastfield College AV Service/Workforce Development	\$1,150,000	\$3,560,000	\$990,000	\$4,710,000	\$5,700,000	0	Dallas College & TxDOT
NCTCOG	Paul Quinn College Food & internet delivery	\$250,000	\$1,325,000	\$0	\$1,575,000	\$1,575,000	375,000	NCTCOG & TxDOT
City of Fort Worth	I-35W AV Truckport	\$2,500,000	\$2,297,578	\$0	\$4,797,578	\$4,797,578	1,009,516	City of Fort Worth & TxDOT
City of Richardson	Richardson CAV Infrastructure	\$1,500,000	\$3,300,000	\$171,000	\$4,800,000	\$4,971,000	789,000	City of Richardson & TxDOT
DART	DART Love Link AV Bus Service	\$500,000	\$1,250,000	\$0	\$1,750,000	\$1,750,000	350,000	DART & FTA
		AV2.2	AV2.3	Local	Federal	Total (Local + Federal)	RTC TDCs	
Total		\$7,050,000	\$14,572,578	\$1,971,000	\$21,622,578	\$23,593,578	2,523,516	

NEXT STEPS

June 2021:

- Action item presented to STTC

July 2021: Action item presented to RTC

Fall 2021: S/TIP approval expected

Summer 2022: TxDOT agreements expected to be finalized by project teams

FY23: Project implementation

Contacts

Thomas Bamonte

Senior Program Manager

Connected and Automated Vehicles

North Central Texas Council of
Governments

Email: tbamonte@nctcog.org

Twitter: [@TomBamonte](https://twitter.com/TomBamonte)

Clint Hail

Transportation Planner

Connected and Automated Vehicles

North Central Texas Council of
Governments

Email: chail@nctcog.org

MOBILITY 2045 – 2022 UPDATE

Regional Transportation Council
June 10, 2021



MOBILITY 2045

RTC Adopted June 14, 2018

Must adopt updated plan within four years

Transportation Conformity achieved
November 21, 2018

Expires November 21, 2022



MOBILITY PLAN UPDATE

Target Adoption: June 2022

Base Year: 2023

Horizon Year: 2045

Revised 2045 Demographics

Revised 2045 Revenue Forecast

Refine Project Recommendations

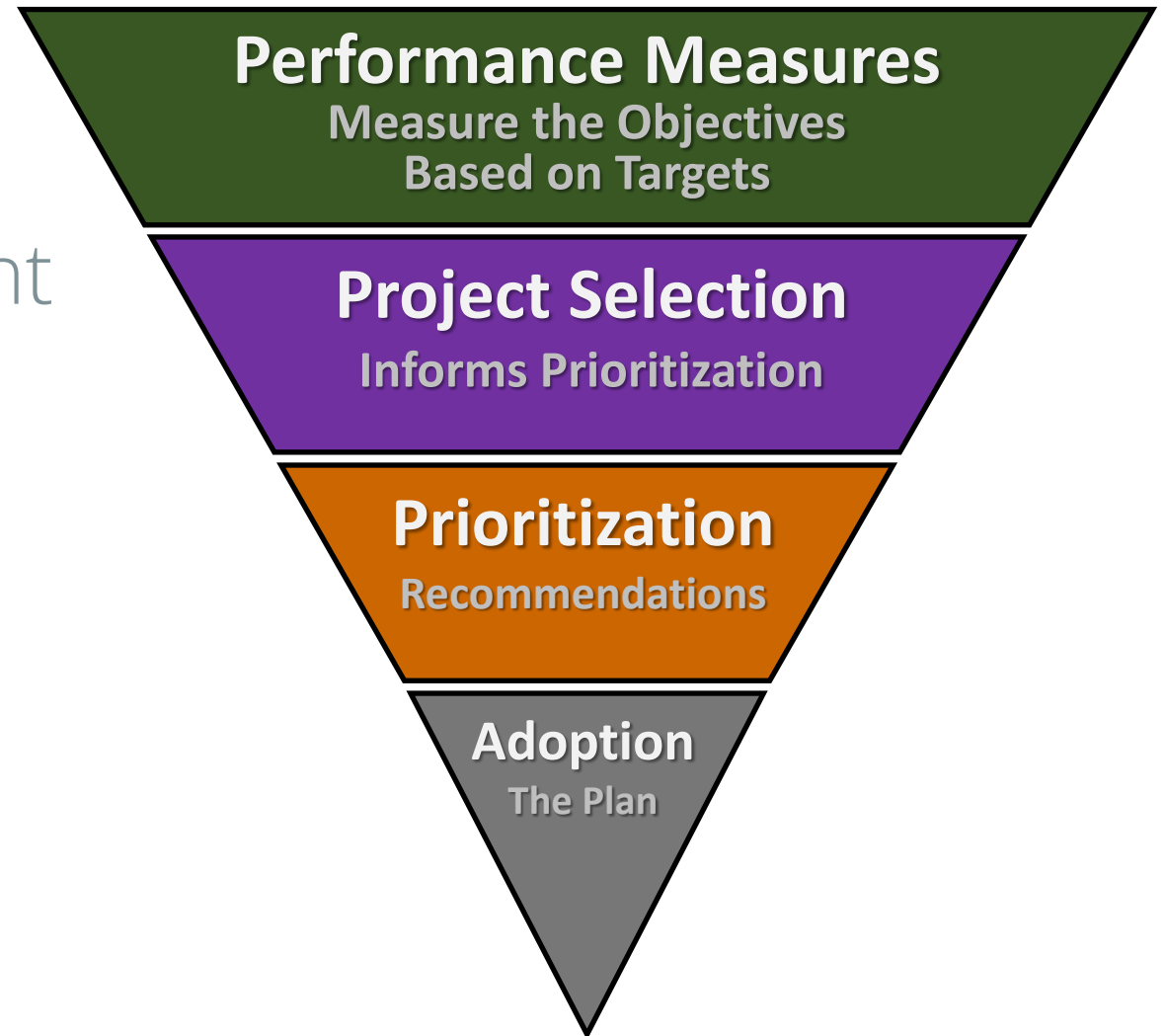
MOBILITY PLAN FOUNDATION

Strengthening the Mobility Plan through performance-based framework

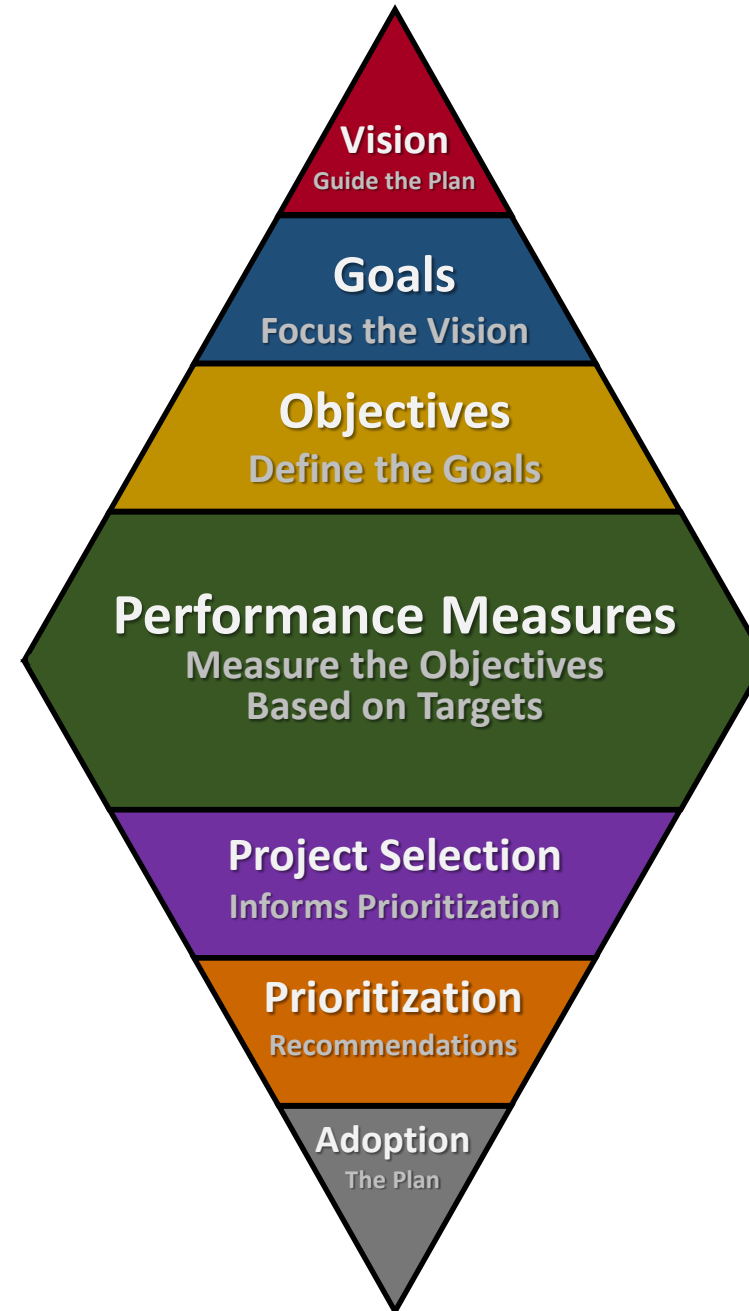


MOBILITY PLAN CONSTRUCTION

Performance measurement
informs Mobility Plan
recommendations



MOBILITY PLAN DEVELOPMENT



MOBILITY PLAN GOALS

Four goal themes

Nine goals

Mobility

- Improve Transportation Options
- Support Travel Efficiency Strategies
- Ensure Community Access to System and Process

Quality of Life

- Enhance Environment and Lifestyles
- Encourage Sustainable Development

System Sustainability

- Ensure Adequate Maintenance, Safety, and Reliability
- Pursue Long Term, Sustainable Financial Resources

Implementation

- Provide Timely Planning and Implementation
- Develop Cost Effective Projects and Programs

PLAN IN PROGRESS

COMPLETED

- ✓ Reaffirm vision, goals
- ✓ Public involvement framework
 - ✓ Mobility Plan Update webpage
www.nctcog.org/PlaninProgress
 - ✓ Map Your Experience webpage
www.nctcog.org/MapYourExperience

CURRENT EFFORTS

- ❑ Performance measure refinement
- ❑ Policy and program review
- ❑ Policy Bundle review
- ❑ Agency and partner coordination
- ❑ Financial plan

MAP YOUR EXPERIENCE

Map Your Experience!

Navigation: +, Home, -, Location, Search, Menu

Filter Menu:

- Comment on Roadway Issues ⓘ
- Comment on Transit, Microtransit, and Other Modes ⓘ
- Comment on Pedestrian/Bicycle Issues ⓘ

Map Labels: Mineral Wells, Weatherford, Fort Worth, Arlington, Cedar Hill, Cleburne, Waxahachie, Corsicana, Esri, HERE, NPS | Esri, HERE, NPS

Map Labels (Right Side): Denton, McKinney, Greenville, Lewisville, Flower Mound, Plano, Garland, Mesquite, Terrell, Athens

Footer: POWERED BY **esri**

BASIC FUNCTIONALITY



Online mapping tool to gather public comments



Users click on a point and describe an issue they experience as users of the region's transportation system at that location

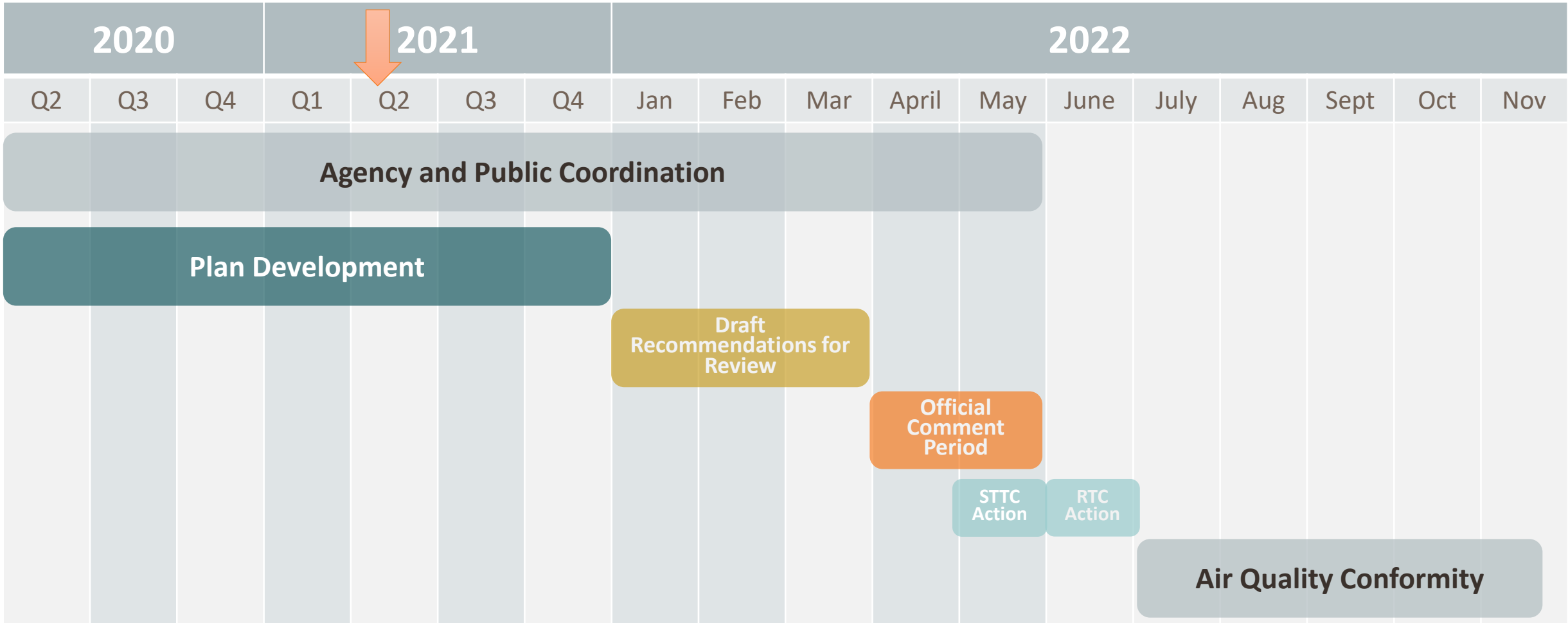


Focus on specific issues, not projects; desire to quantify needs holistically



Designed to provide input to multiple planning initiatives

MOBILITY PLAN SCHEDULE



Notes:

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 scheduled for June 9, 2022.

CONTACT US



nctcog.org/PlanInProgress



mobilityplan@nctcog.org



Brendon Wheeler

Senior Transportation Planner

bwheeler@nctcog.org

(682) 433-0478

Dan Lamers

Senior Program Manager

dlamers@nctcog.org

(817) 695-9263



SOURCE: <https://www.transportation.gov/RAISEgrants>

June 10, 2021

Regional Transportation Council – Information Item
FY 2021 RAISE Discretionary Grant Program – Overview & Potential Candidate Projects

RAISE Discretionary Grant Program

FY 2021 Program Overview

2

Funding Availability

\$1 Billion

– Capital Projects (Nation)

\$30 Million

– Planning Grants (Nation)

50% / 50%

– Urban / Rural Areas

Federal Cost Share / Match

Up to 80%

– Urban Areas

Up to 100%

- Rural Areas
- Planning Grants in “Areas of Persistent Poverty”

Maximum Award

\$25 Million

– per Project

\$100 Million

– per State

Minimum Award

\$5 Million

– Urban Areas

\$1 Million

– Rural Areas

No Minimum

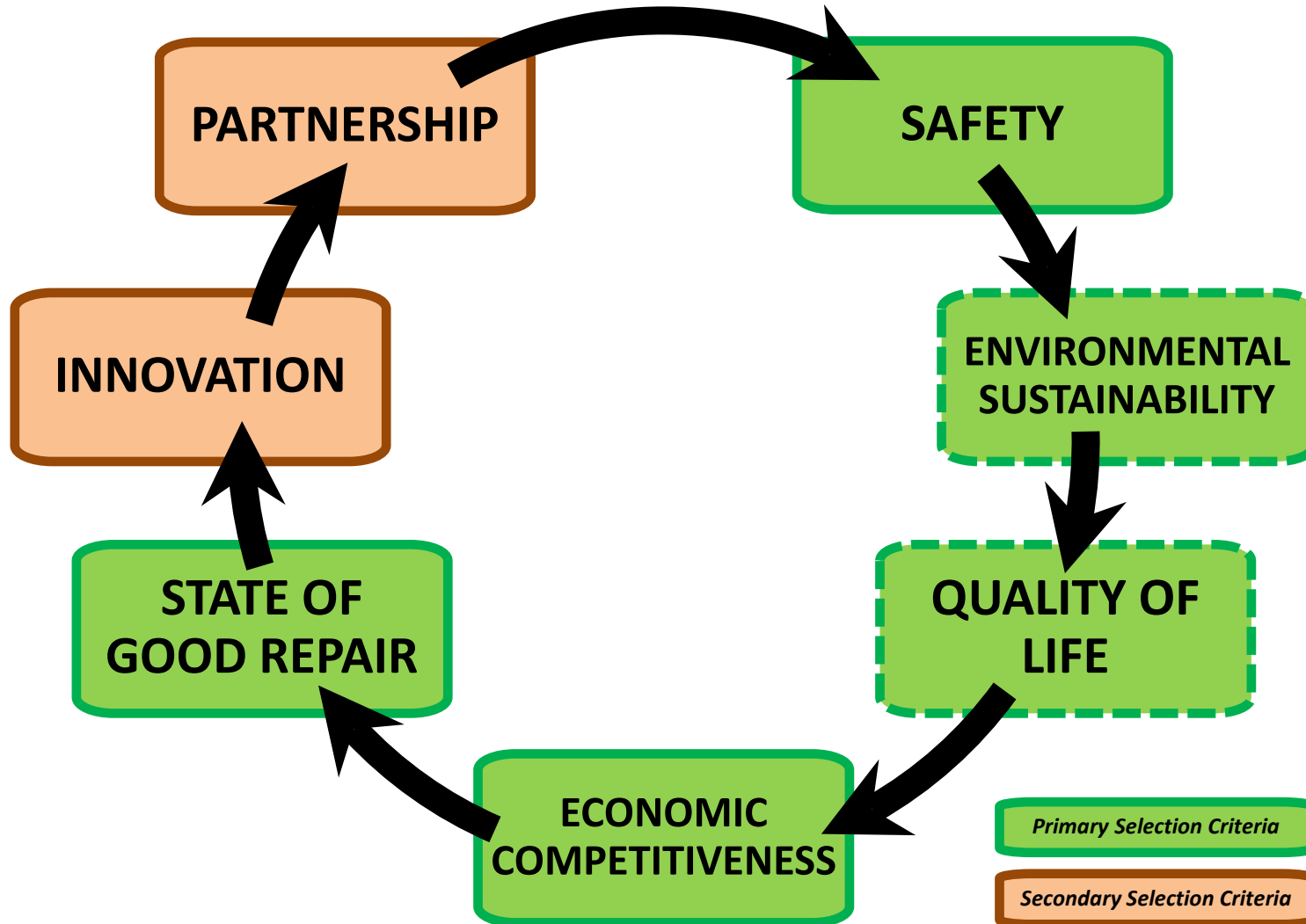
– Planning Grants

- Replaces the Better Utilizing Investments to Leverage Development (BUILD) Grant Program
- Project awards to be announced by November 22, 2021
- Obligation Deadline: September 30, 2024; Expenditure Deadline: September 30, 2029

RAISE Discretionary Grant Program

Merit Criteria – Additional Considerations

3



- Explicitly considers climate change and environmental justice in the planning and design stage, particularly in communities that may disproportionately experience climate change consequences
- Incorporates infrastructure and/or results in a modal shift that reduces emissions and can support a renewable energy supply chain
- Increases resiliency and disaster preparedness
- Increases transportation choices and equity for all individuals
- Expands access and connectivity to essential services, particularly for underserved or disadvantaged communities
- Proactively addresses racial equity and barriers to opportunity through the planning process or design elements

RAISE Discretionary Grant Program

Possible Opportunity to Advance North Tarrant Express (NTE) / SH 183

4

- Per prior RTC direction, staff continues to work with TxDOT and private sector partners to complete additional NTE phases and other public/private partnership (PPP) projects.
- Recent projections indicate general purpose and TEXpress capacity improvements are anticipated to be triggered in mid-2022, with an open-to-traffic date of June 2024.
- The private sector partner is currently coordinating with TxDOT to advance the first item.
- The private sector partner will be paying for these improvements in these amounts:

Capacity Improvements	\$ in Millions	Notes
SH 183/NTE Segment 1 (IH 35W/IH 820 interchange to west of IH 820/SH 121 interchange) & 2W Widening (east of Bedford/Eules Road to east of Westpark Way)	\$162	<i>Add 1 general purpose lane in NTE Segment 1 Add 1 TEXpress lane in NTE Segment 2W</i>
Reliance Parkway to SH 161 (former Segment 2E): Build 2+2 TEXpress lanes	\$860	<i>Segment (5.3 miles) would be built and operated by private sector as an extension of the current facility</i>
SH 161 to Story Road: Build 2+2 TEXpress lanes	\$270	<i>Segment (2 miles) where Cintra funds would be paid to TxDOT for lane balancing east of SH 161</i>
	\$1,292	

RAISE Discretionary Grant Program

Proposed Candidate Projects (DRAFT)

5

EAST/ WEST	AGENCY	PREVIOUS SUBMITTAL	PROJECT		TOTAL COST	GRANT FUNDS	UPDATED STATUS		
			TITLE	DESCRIPTION/LIMITS			NEPA	FUNDING	DELIVERY (Other Means)
EAST	TxDOT (Dallas)	N/A	Dallas “Loop” – Trinity Forest Spine Trail (Phase 3)	Construct Trinity Forest Spine Trail segment from Bruton Avenue to reconstructed US 175/Lake June Road interchange (w/ trail branch to Pemberton Hill Road)	\$34.0M	\$13.0M	PENDING	YES (partial)	NCTCOG/City of Dallas
BOTH	NCTCOG	N/A	NTE/SH 183 Capacity & Safety Improvements (IH 35W – Story Road)	Addition of ultimate general purpose/ TEXpress lane capacity west of SH 161, with lane balancing improvements east of SH 161	\$1.317B	\$25.0M	PENDING	YES (partial)	TxDOT/Cintra
WEST	NCTCOG	N/A	TEXRail Fort Worth Near Southside/Medical District Extension	Extend TEXRail from Fort Worth T&P Station to Near Southside/Medical District	\$127.0M	\$25.0M	PENDING	YES (partial)	FTA/NCTCOG/City of Fort Worth
EAST	NCTCOG	INFRA (2021) BUILD (2020)	Enhancing Mobility Within the Southern Dallas Inland Port	Electric bus transit, sidewalk, and traffic signal intersection improvements for enhanced employment, education, and healthcare accessibility in southern Dallas/Dallas County	\$12.8M	\$7.7M	NO	YES (partial)	COVID-19 #00X Round 3 (partial)

 Selected by TxDOT (Dallas) w/ NCTCOG providing benefit-cost analysis (BCA) technical assistance; does not count against NCTCOG’s three submittal choices

 Proposed NCTCOG candidate projects

RAISE Discretionary Grant Program

Proposed Submittal Timeline

6

April 13, 2021	RAISE Grant FY 2021 NOFO Announced
May 28, 2021	STTC Information <i>(NCTCOG Projects – Candidates Identified)</i>
June 10, 2021	RTC Information
June 18, 2021	STTC Agenda “Mail-Out” <i>(NCTCOG Projects – Scope, Cost, & Funding Sources/Shares Finalized)</i>
June 21, 2021	RTC Letter of Support Deadline <i>(for projects submitted by partnering agencies, submit to Kyle Roy – kroy@nctcog.org)</i>
June 25, 2021	STTC Action
July 8, 2021	RTC Action
July 12, 2021	RAISE Grant Application Submittal Deadline – www.grants.gov
July 22, 2021	Executive Board Endorsement

Contact Information

Natalie Bettger

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

Christie Gotti

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

Chris Klaus

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

Dan Lamers

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



Karla Weaver

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

Application Preparation

Jody Loza

Principal Planner
(817) 704-5609
jloza@nctcog.org

Jeffrey C. Neal

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

Shannon Stevenson

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

June 10, 2021

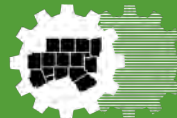
Regional Transportation Council – Information Item
FY 2021 RAISE Discretionary Grant Program – Overview & Potential Candidate Projects

Congestion Management Process Update

Regional
Transportation Council

June 10, 2021

Natalie Bettger



North Central Texas
Council of Governments

CMP Overview

One of 5 federally-mandated planning documents
(MTP, TIP, UPWP, Public Participation Plan, CMP)

**Required for urbanized areas with populations exceeding 200,000
(also known as Transportation Management Areas “TMA”)**

First enacted under ISTEA (1991) as Congestion Management System (CMS)

1994: First regional CMS adopted by Regional Transportation Council

2005: CMS amended via MTP Update

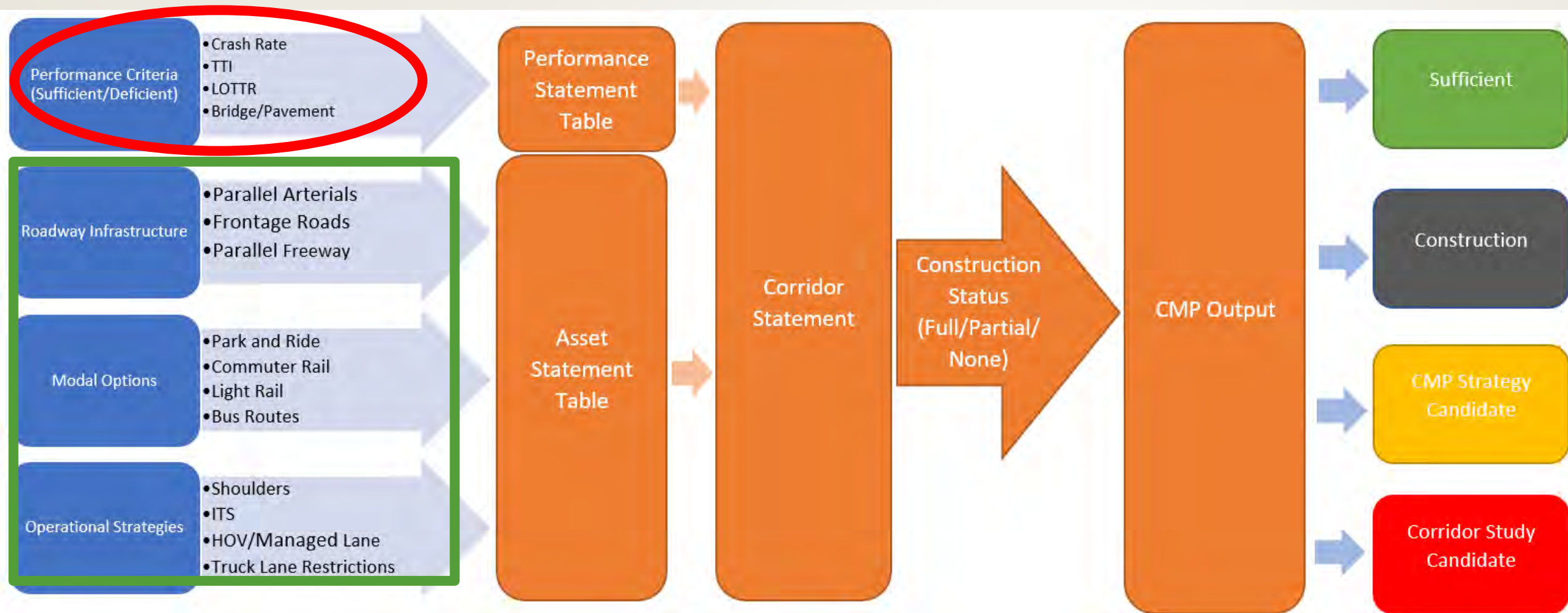
2007: CMS renamed CMP by SAFETEA-LU (2007)

2013: Most recent update of CMP for NCTCOG

Why Do We Need Such a Process?

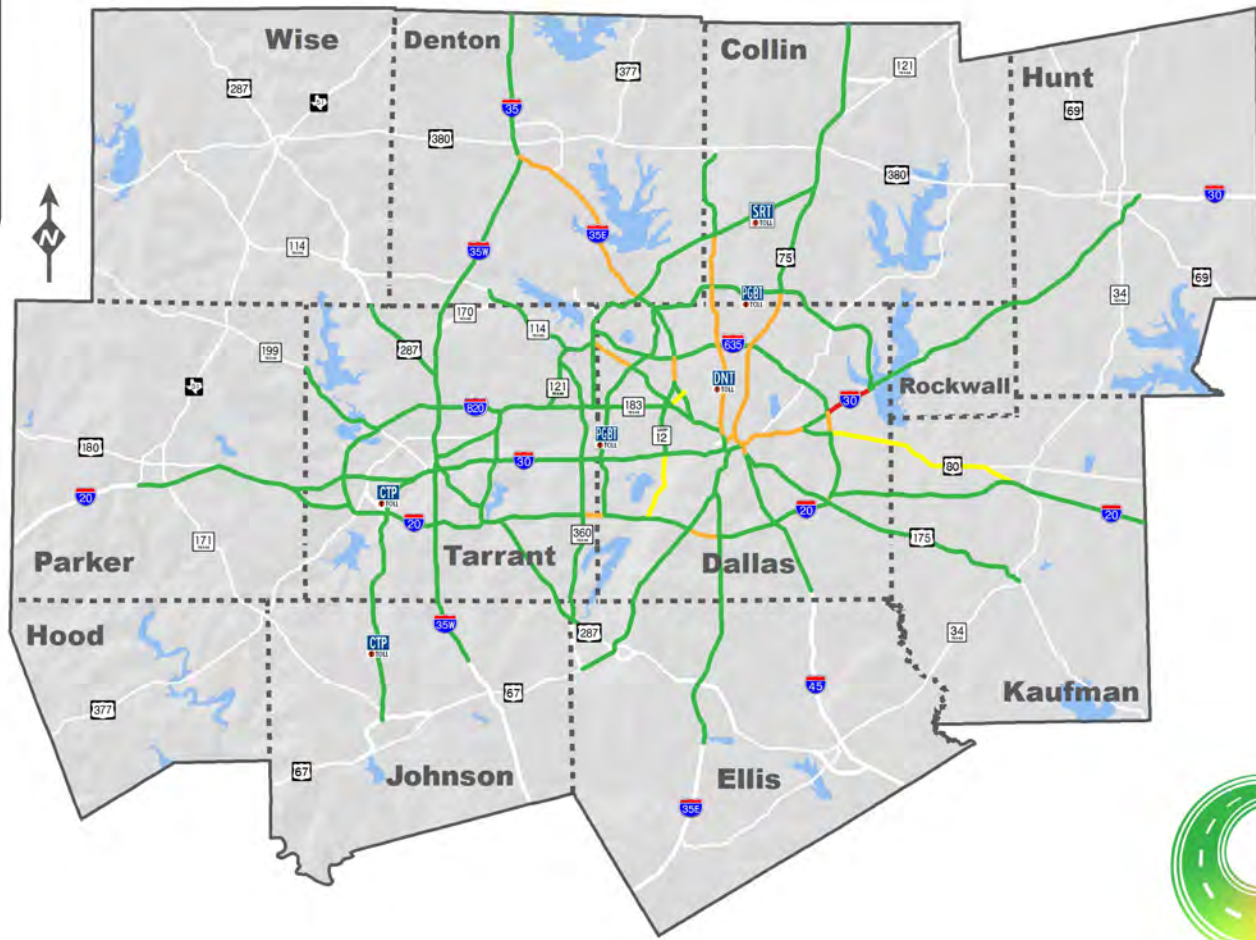
- Manage Travel Demands
- Reduce Single Occupancy Vehicle Travel
- Improve Efficiency of Transportation System
- Improve Safety for all Using System
- Maximize Transportation Funds
- Justify Additional Capacity is Needed
- Coordinate with Regional Partners

Congestion Management Process Flow



Process Outputs

- Construction (Recent or Planned) (61)
- Continue to Monitor (45)
- CMP Strategy (16)
- Rehab (3)
- Corridor Study (1)



CMP Strategy Selection

Internal Review Process

Performance
Criteria
Deficiencies

Available Assets

Identify Possible
Strategies

CMP Strategy Selection (cont.)

Expert Review Process

Review
Possible
Strategies

Evaluate
Smaller
Segments

Select
Strategies

Add to TIP

CMP Strategy Corridor Review Process

- Organize Review Group for CMP Strategy Corridors
 - Cities, TxDOT/NTTA, Transit Agencies, Counties
 - NCTCOG staff in associated program areas
- Review Existing TIP Projects on Corridor
- Group Selects Strategies
- Establish CMP Program of Projects for CMP Strategy Corridors
 - Request STTC and RTC Approval
 - Program into TIP

Project Performance Evaluation

- Develop a Set of Baseline Performance Measures to Evaluate Strategies for Effectiveness
- Look to Existing Before/After Studies for Relevant Measures
 - Before/After Speeds
 - Before/After Volumes
 - Before/After Crash Rate
 - Transit Ridership/Mode Split
 - Changes in Asset Condition
 - Changes in Criteria Performance Measures, Peak Hour LOS, Crash Rate, Travel Time Reliability
- Focus on “Initial Criteria” Performance Measures (Crash Rate, Reliability, etc.)
- Use Process to Track Federal Performance Measures as Necessary

CMP Schedule

Committee	Dates
STTC Workshop and STTC Information	May 28, 2021
Public Online Input Opportunity	June 7, 2021-July 6, 2021
RTC Information	June 10, 2021
STTC Action	June 25, 2021
RTC Action	July 8, 2021

Contacts

Michael Bilis

Transportation Planner

817-695-9294

mbilis@nctcog.org

Eric Quintana

Transportation Planner

(817)608-2381

equintana@nctcog.org

Natalie Bettger

Senior Program Manager

(817)614-8083

nbettger@nctcog.org