<table>
<thead>
<tr>
<th>NCTCOG STAFF ACKNOWLEDGEMENT</th>
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<tbody>
<tr>
<td>Thomas Bamonte</td>
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<tr>
<td>Berrien Barks</td>
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<td>Kenny Bergstrom</td>
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<td>Natalie Bettger</td>
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<td>Victor Henderson</td>
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<td>Rebekah Hernandez</td>
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<td>Ernest Huffman</td>
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<td>Amy Johnson</td>
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<td>Mike Johnson</td>
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<td>Dan Kessler</td>
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<td>Ken Kirkpatrick</td>
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<td>Kevin Kokes</td>
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<td>Sonya Landrum</td>
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<td>James McLane</td>
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<td>Arash Mirzaei</td>
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<td>Jenny Narvaez</td>
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<td>Brock Pair</td>
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<td>Kim Wilder</td>
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<td>Amanda Wilson</td>
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<tr>
<td>Brian Wilson</td>
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<tr>
<td>Norma Zuniga</td>
</tr>
</tbody>
</table>

***And other NCTCOG staff members who may have been missed***
Blue-Green-Grey Funding Initiative

Purpose:

1. Promote the planning and construction of green or sustainable infrastructure in the region.

2. Advance small projects with innovative outcomes that can be replicated regionally.

SILO BUSTING

Water (Blue)
- Examples: Rainwater harvesting, Bioswales, Low-impact development

Environment (Green)
- Examples: Solar lighting, Native vegetation, Recycled materials

Transportation Infrastructure (Grey)
- Examples: Recycled trail materials, Porous pavements, LED roadway lighting
Blue-Green-Grey Funding Initiative

Previous Rounds
FY 18: $109,170 for three projects (RTC Local)
FY 19: $138,500 for three projects (RTC Local)
Project reports at: http://www.nctcog.org/greeninfrastructure

2021 Round
Up to $300,000 RTC Local available for the total; maximum of $75,000 awarded to each applicant

Eligible applicants: Universities, Cities, Counties, Transit Authorities, Private Firms, Non-Profits, School Districts, and Individuals

Pre-application workshop: Week of July 12, 2021
Proposals submittal period open: July 19, 2021
Proposals due: August 12, 2021
Announce funding awards: October-December 2021
FY2022 and FY2023
Unified Planning Work Program for Regional Transportation Planning

Regional Transportation Council
July 8, 2021
Cooperative Planning Agreement

Continuing Memorandum of Understanding Among the Dallas-Fort Worth Metropolitan Planning Organization, the Texas Department of Transportation, Public Transportation Operators, and Other Transportation Agencies

Metropolitan Planning Organization (Regional Transportation Council with the North Central Texas Council of Governments)
Texas Department of Transportation Dallas, Fort Worth, and Paris Districts
Dallas Area Rapid Transit
Fort Worth Transportation Authority
Denton County Transportation Authority
North Texas Tollway Authority
Collin County Toll Road Authority
Dallas Fort Worth International Airport
Cities of Arlington, Grand Prairie, McKinney and Mesquite
**Five Major Tasks**

Task 1 – Administration and Management
Task 2 – Transportation Data Development and Maintenance
Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations
Task 4 – Metropolitan Transportation Plan
Task 5 – Special Studies and System Operations

Implemented through:
- 30 Subtasks
- 150-200 Programs and Projects

Funded through:
- 15 Revenue Sources
- 120+ Grants
FY2022 and FY2023 Major Planning Initiatives

- Update of Mobility 2045
- 2023-2026 Transportation Improvement Program
- Air Quality Conformity Analysis
- Transportation Asset Management
- Data Collection/Travel Model Enhancements
- Automated Vehicle Technology
- High-Speed Passenger Technology
- Regional Automated Transportation System Initiatives (People Mover)
- Freight Planning/Regional Railroad Information System
FY2022 and FY2023 Major Planning Initiatives (cont’d)

- Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management
- Case Studies of Mixed-use Developments
- Comprehensive Transit Studies
- Bicycle/Pedestrian Plans
- Corridor/Area Studies
- Travel Demand Management Study
- Understanding Public Return on Investment of Transportation Infrastructure
- Regional Greenhouse Gas Emissions Inventory
- Support for Regional Military Installations
- Emphasis on Performance-Based Planning
FY2022 and FY2023 TPF Funding Summary

FY2022 and FY2023 US FTA (5303)       $ 6,221,628
FY2022 and FY2023 US FHWA
(Estimated PL)                 $16,926,430
FY2021 US FHWA
(Estimated PL-Carryover)         $ 4,774,364

Total Transportation Planning Funds       $27,922,422

Programmed Funds          $25,181,000

PL Balance to Carry Over to FY2024       $ 2,741,422
Summary of Total Funding

Estimated Total Funding (all sources): $169,768,209
Development Schedule

- **February 19**: Initiation of Requests for NCTCOG Assistance
- **February 19**: STTC Notification of UPWP Development
- **March 2**: RTC Notification of UPWP Development
- **March 12**: Project Submittals for NCTCOG Assistance Due
- **May 28**: Draft Recommendations to STTC for Information
- **June 4**: Draft UPWP Due to TxDOT and Concurrently Provided to STTC
- **June 7**: Initiation of Online Outreach for Public Comment
- **June 10**: Draft Recommendations to RTC for Information
- **June 25**: STTC Action on Recommended UPWP
- **July 8**: RTC Action on Recommended UPWP
- **July 22**: Executive Board Action on Recommended UPWP
- **July 30**: Final UPWP Due to TxDOT
Requested RTC Action

Approve the FY2022 and FY2023 Unified Planning Work Program (UPWP), including reaffirmation of the UPWP Policies contained in Exhibit I-8 of the Work Program.

And

Direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects.
Unified Planning Work Program
Contact Information

Dan Kessler
Assistant Director of Transportation
817-695-9248
dkessler@nctcog.org

Vickie Alexander
Program Manager
817-695-9242
valexander@nctcog.org

Copy of FY2022 and FY2023 UPWP can be found at
https://www.nctcog.org/trans/study/unified-planning-work-program
2022 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council
July 8, 2021
BACKGROUND

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

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Category 2</td>
<td>$3.784B</td>
<td>$3.607B</td>
<td>$3.832B</td>
<td>$3.516B</td>
<td>$2.913B</td>
<td>$2.931B</td>
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<td>Category 12</td>
<td>$812M</td>
<td>$2.130B</td>
<td>$1.395B</td>
<td>$3.041B</td>
<td>$3.089B</td>
<td>TBD</td>
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<td><strong>Total Allocation</strong></td>
<td><strong>$5.426B</strong></td>
<td><strong>$7.290B</strong></td>
<td><strong>$6.864B</strong></td>
<td><strong>$8.094B</strong></td>
<td><strong>$7.342B</strong></td>
<td><strong>$4.279B</strong></td>
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</table>
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 Fiscal Year (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.
# TIMELINE

<table>
<thead>
<tr>
<th>MEETING/TASK</th>
<th>DATE</th>
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<tr>
<td>Funding Targets Received</td>
<td>February 2021</td>
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<tr>
<td>Initial draft list due to TxDOT</td>
<td>March 12, 2021</td>
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<tr>
<td>STTC Information</td>
<td>May 28, 2021</td>
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<tr>
<td>RTC Information</td>
<td>June 10, 2021</td>
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<td>NCTCOG Public Involvement</td>
<td>June 2021</td>
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<td>STTC Action</td>
<td>June 25, 2021</td>
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<td><strong>RTC Action</strong></td>
<td><strong>July 8, 2021</strong></td>
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<td>TxDOT Public Meetings for 2022 UTP</td>
<td>June/July 2021</td>
</tr>
<tr>
<td>Anticipated TTC Approval of 2022 UTP</td>
<td>August 2021</td>
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</table>
NEXT STEPS

• Await decisions by the TTC on Category 12 funding
• Bring back any project changes to the Surface Transportation Technical Committee (STTC) and RTC once the TTC weighs in and approves the UTP
REQUESTED ACTION

- RTC approval of:
  - The 2021 Regional 10-Year Plan project listing
  - The proposed Category 2/STBG funding exchanges
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.
CONTACT/QUESTIONS?

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

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

Cody Derrick  
Transportation Planner III  
Ph: (817) 608-2391  
cderrick@nctcog.org
HIGH-SPEED TRANSPORTATION
Dallas-Fort Worth

07-08-2021 Regional Transportation Council
Brendon Wheeler, P.E. - NCTCOG

North Central Texas Council of Governments
Objective of this Study

Evaluate high-speed transportation alternatives (both alignments and technology) to:

- Connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state
- Enhance and connect the Dallas-Fort Worth regional transportation system

Obtain federal environmental approval of the viable alternative
DFW Leads the Way

National leader in technology advancement

Solidifies DFW as national hub with possible future connections to DFW International Airport through Arlington station.

DFW region as the “Gateway to Texas” with high-speed connections to:

- Dallas to Houston High-Speed Rail
- Fort Worth to Laredo High-Speed Transportation
Initial Set of Alignments/Corridors
Recommended Phase 1 Alignments

IH 30 West
Opportunity to reconstruct freeway
A) Redesign freeway to incorporate HST System as integrated corridor
B) Design HST System along periphery of existing freeway to avoid infrastructure conflicts

IH 30 East
No additional major improvements planned
A) Design HST System within managed lanes footprint
B) Design HST System along periphery of existing freeway to avoid infrastructure conflicts
Recommended Phase 1 Modes

- Conventional
- Higher-Speed
- High-Speed

Maglev: ELIMINATED DURING LEVEL 1
Maglev: RECOMMENDED FOR ELIMINATION DURING LEVEL 3
Hyperloop: ELIMINATED DURING LEVEL 2
Emerging Technologies: ELIMINATED DURING LEVEL 2

Imagery provided by NCTCOG Staff, Schon Noris Photography, Texas Central Partners, Ren Long/China Features Photos, AECOM, Virgin Hyperloop
Public Input

Public Meetings on May 19 and 20

- 140 attendees
- 26 questions answered

Received 45+ Comments during Official Comment Period

- General support for IH 30 alignments
- Support for both Hyperloop and High-Speed Rail
- Connectivity with Dallas to Houston High-Speed Rail
- Questions related to alignment and station location specifics
Phase 2 Activities

Preliminary Engineering

Environmental Documentation in NEPA Process
- Goal: Record of Decision or Finding of No Significant Impact
- Early coordination with federal partners on structure of process

Continued coordination with TxDOT, local governments, and stakeholders throughout

Expected 2-year timeframe
Requested RTC Action

Staff requests RTC adopt a high-speed corridor policy:

• Continued support of Mobility 2045 plan policies for 3-station concept and one-seat ride
• Staff directed to:
  ▪ Proceed with Phase 1 recommendations for alignments and modes
  ▪ Coordinate with federal partners to determine appropriate path forward into NEPA with advancing technology
  ▪ Continue coordination with TxDOT and local governments in Phase 2
  ▪ Integrate alignment and mode recommendations into other planning activities
Upcoming Schedule

- April 23 – STTC Briefing
- May 6 – FTA/FRA Progress Meeting
- May 13 – RTC Briefing
- May 14 – Elected Officials Briefing
- May 19 – Public Meeting, 12:00 noon
- May 20 – Public Meeting, 6:00pm
- May 27 – Resource Agency Meeting

- June 3 – FTA/FRA Progress Meeting
- June 4 – Technical Work Group #8
- June 25 – STTC Action
- July 1 – FTA/FRA Progress Meeting
- July 8 – RTC Action

- August 5 – FTA/FRA Progress Meeting
- August 2021 – Complete Phase 1
Contacts

Dan Lamers, PE
Senior Program Manager
817.695.9263
dlamers@nctcog.org

Rebekah Hernandez
Communications Supervisor
682.433.0477
rhernandez@nctcog.org

Brendon Wheeler, PE, CFM
Principal Transportation Planner
682.433.0478
bwheeler@nctcog.org

www.nctcog.org/dfw-hstcs
AV2.2/2.3 Projects

- AV Shuttle Service (Cedar Valley)
- Eastfield Community Connector
- Workforce Development Program
- Delivery Robots Serving Food Desert
- AV Love Link
- AV Truckport
- Connected Vehicle Innovation Zone
Building Nation’s First 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
Requested Action

RTC approval of the proposed projects under the AV2.2/2.3 Program, including authorizing staff to take all necessary and appropriate steps to administratively advance the projects and provide technical support to the local partners implementing the projects.
### Item 10: Recommended AV2.2/AV2.3 Projects

<table>
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<tr>
<th>Implementing Agency</th>
<th>Description</th>
<th>AV2.2: Infrastructure</th>
<th>AV2.3: AV Service</th>
<th>Local</th>
<th>Federal</th>
<th>Total (Local + Federal)</th>
<th>RTC TDCs</th>
<th>Agreement Expectation</th>
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<td>Cedar Valley College AV Service/Workforce Development</td>
<td>$1,150,000</td>
<td>$2,840,000</td>
<td>$997,500</td>
<td>$3,990,000</td>
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<td>City of Fort Worth</td>
<td>I-35W AV Truckport</td>
<td>$2,500,000</td>
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<td>$21,622,578</td>
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Contacts

Thomas Bamonte
Senior Program Manager
Connected and Automated Vehicles
North Central Texas Council of Governments
Email: tbamonte@nctcog.org
Twitter: @TomBamonte

Clint Hail
Transportation Planner
Connected and Automated Vehicles
North Central Texas Council of Governments
Email: chail@nctcog.org
July 8, 2021

Regional Transportation Council (RTC) – Action Item
FY 2021 RAISE Discretionary Grant Program – Overview & Proposed Candidate Projects

SOURCE: https://www.transportation.gov/RAISEgrants
RAISE Discretionary Grant Program
FY 2021 Program Overview

- 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

- 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

- Explicitly considers climate change and environmental justice in the planning and design stage, particularly in communities that may disproportionally 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 Grant – NCTCOG Project #1
Transform North Tarrant Express (NTE): IH 820/SH 183 “NexTE” Phase

Starting in 2022, revenue triggers can enable delivery of next IH 820/SH 183 construction phases (“NexTE”):

- **IH 35W – SH 121: $162 million (developer obligation)**
  - IH 820 – Add 1 general purpose (GP) lane in each direction
  - SH 183 – Add 1 TEXpress lane in each direction

- **SH 121 – SH 360/DFW Airport: $1 billion (developer obligation)**
  - Build 2+2 TEXpress lanes with direct SH 360, Amon Carter Blvd, & DFW Airport access

- **SH 360/DFW Airport – Story Road: $360 million (concession) + $25 million RAISE Grant**
  - Build 2+2 TEXpress lanes with direct SH 161/PGBT access and seamless MidTown Express transition
  - Improved GP lane interchanges, ramp spacing, & lane balancing
  - On-/off-street bicycle/pedestrian facility accommodations
  - Convert surplus right-of-way (ROW) to support commercial redevelopment, creation of usable open space, & provisions for added zero-emission vehicle infrastructure at Belt Line Road
  - Corridor-targeted expansion of “GoCarma” and “TryParkingIt” incentives to stimulate business activity and reduce user costs

TEXpress Lanes: https://www.texpresslanes.com/maps/texpress-lanes-map
Partnership with Trinity Metro, City of Fort Worth, & Baylor Scott & White for 2.1-mile TEXRail extension:

- **New single-track commuter rail service from existing Texas & Pacific (T&P) Station to new Near Southside Station**
  - Built to run adjacent to and unimpeded by existing Union Pacific (UP) and Fort Worth & Western (FWWR) railroad corridors
  - Replaces UP Steel Trestle Bridge (built in 1925) to accommodate TEXRail track alignment as it spans FWWR right-of-way (ROW)
  - Includes quiet zone and bicycle/pedestrian safety improvements for FWWR at-grade crossings at Mistletoe Blvd, Park Place Ave, & Windsor Place
  - Land donation from Baylor Scott & White enables Near Southside station platform, parking, vehicle drop-off/pick-up circulation, & adjacent transit-oriented development (TOD) opportunities

- **Project utilizes $38.9 million remaining from Federal Transit Administration (FTA) Grant to construct original Fort Worth – DFW Airport segment (opened in 2019)**
RAISE Grant – NCTCOG Project #3
Enhancing Mobility within the Southern Dallas Inland Port

Partnership with STAR Transit, DART, Oncor Electric Delivery, and multiple cities and collaborating agencies in south Dallas County:

- **Expanded transit service**
  - Eight electric buses for STAR Transit on-demand operation in southern Dallas, Kaufman, and Rockwall Counties
  - Electric vehicle supply equipment (EVSE) installed at strategic employment, education, & healthcare stops

- **Pedestrian infrastructure**
  - Construction of new sidewalks and safety equipment/treatments surrounding the Veterans Affairs (VA) Medical Center and adjacent DART light-rail station

- **Traffic signal improvements**
  - New signals and communications systems at 41 intersections
  - Additional equipment for traffic detection, pedestrian actuation, and transit vehicle prioritization at key locations

- **Proposed project recycles submitted 2020 BUILD and 2021 INFRA Grant proposals**
## RAISE Discretionary Grant Program
### Proposed Candidate Projects (DRAFT)

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<th>EAST/WEST</th>
<th>AGENCY</th>
<th>PREVIOUS SUBMITTAL</th>
<th>PROJECT</th>
<th>DESCRIPTION/LIMITS</th>
<th>TOTAL COST</th>
<th>GRANT FUNDS</th>
<th>UPDATED STATUS</th>
<th>DELIVERY (Other Means)</th>
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<tbody>
<tr>
<td>EAST</td>
<td>TxDOT (Dallas)</td>
<td>N/A</td>
<td>Dallas “Loop” – Trinity Forest Spine Trail (Phase 3)</td>
<td>Construct Trinity Forest Spine Trail segment from Bruton Avenue to reconstructed US 175/Lake June Road interchange (w/ trail branch to Pemberton Hill Road)</td>
<td>$34.0M</td>
<td>$13.0M</td>
<td>PENDING YES (partial)</td>
<td>NCTCOG/ City of Dallas</td>
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<td>BOTH</td>
<td>NCTCOG</td>
<td>N/A</td>
<td>Transform North Tarrant Express (NTE) – IH 820/SH 183 “NexTE” Phase</td>
<td>Addition of general purpose/TEXpress lane capacity west of SH 360 (to IH 35W), along with extra lane balancing, ramp, &amp; frontage road improvements east of SH 360 (to Story Rd), to address critical corridor bottlenecks</td>
<td>$1.547B</td>
<td>$25.0M</td>
<td>PENDING YES (partial)</td>
<td>TxDOT/Cintra</td>
</tr>
<tr>
<td>WEST</td>
<td>NCTCOG</td>
<td>N/A</td>
<td>TEXRail Fort Worth Near Southside/Medical District Extension</td>
<td>Extend TEXRail from Fort Worth T&amp;P Station to Near Southside/Medical District</td>
<td>$127.5M</td>
<td>$25.0M</td>
<td>PENDING YES (partial)</td>
<td>FTA/NCTCOG/City of Fort Worth</td>
</tr>
<tr>
<td>EAST</td>
<td>NCTCOG</td>
<td>INFRA (2021) BUILD (2020)</td>
<td>Enhancing Mobility Within the Southern Dallas Inland Port</td>
<td>Electric bus transit, sidewalk, &amp; traffic signal intersection improvements for enhanced employment, education, &amp; healthcare accessibility in southern Dallas/Dallas County</td>
<td>$12.8M</td>
<td>$10.2M</td>
<td>NO YES (partial)</td>
<td>COVID-19 #00X Round 3 (partial)</td>
</tr>
</tbody>
</table>

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

### Submittal Timeline

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 13, 2021</td>
<td>RAISE Grant FY 2021 NOFO Announced</td>
</tr>
<tr>
<td>May 28, 2021</td>
<td>STTC Information</td>
</tr>
<tr>
<td></td>
<td><em>(NCTCOG Projects – Candidates Identified)</em></td>
</tr>
<tr>
<td>June 10, 2021</td>
<td>RTC Information</td>
</tr>
<tr>
<td>June 18, 2021</td>
<td>STTC Agenda “Mail-Out”</td>
</tr>
<tr>
<td></td>
<td><em>(NCTCOG Projects – Scope, Cost, &amp; Funding Sources/Shares Finalized)</em></td>
</tr>
<tr>
<td>June 21, 2021</td>
<td>RTC Letter of Support Deadline</td>
</tr>
<tr>
<td></td>
<td><em>(for projects submitted by partnering agencies, submit to Kyle Roy – <a href="mailto:kroy@nctcog.org">kroy@nctcog.org</a>)</em></td>
</tr>
<tr>
<td>June 25, 2021</td>
<td>STTC Action</td>
</tr>
<tr>
<td>July 8, 2021</td>
<td>RTC Action</td>
</tr>
<tr>
<td>July 12, 2021</td>
<td>RAISE Grant Application Submittal Deadline – <a href="http://www.grants.gov">www.grants.gov</a></td>
</tr>
<tr>
<td>July 22, 2021</td>
<td>Executive Board Endorsement</td>
</tr>
</tbody>
</table>
RAISE Discretionary Grant Program

Requested RTC Action

- Recommend approval of:
  - Proposed projects to submit for funding consideration through the FY 2021 RAISE Discretionary Grant Program
  - Administratively amending the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include proposed projects, if selected for a FY 2021 RAISE Grant award
Contact Information

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

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

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

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

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

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

Application Preparation

July 8, 2021

Regional Transportation Council (RTC) – Action Item
FY 2021 RAISE Discretionary Grant Program – Overview & Proposed Candidate Projects
DEVELOPMENT OF THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Information and Upcoming Schedule

Regional Transportation Council
July 8, 2021
WHAT IS THE TIP?

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

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

• Timely Implementation of Projects:
  • Projects on the MPO Milestone Policy List
  • Projects on the Federal Highway Administration (FHWA) Inactive List
  • Projects on the FHWA Preliminary Engineering (PE) Audit List
  • Projects in the Transportation Alternatives Program (TAP)/Transportation Alternatives Set-Aside (TA) Program (to avoid lapses)

• Requests for projects to be placed in the first year of the new TIP (FY 2023)

• Closing out projects with RTR Funds
## TIMELINE/ACTION

<table>
<thead>
<tr>
<th>Meeting/Task</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meeting with Implementing Agencies</td>
<td>May-September 2021</td>
</tr>
<tr>
<td>Data Input, Financial Constraint, and Analysis</td>
<td>June 2021-January 2022</td>
</tr>
<tr>
<td>Draft Listings - STTC Information</td>
<td>February 2022</td>
</tr>
<tr>
<td>Draft Listings - RTC Information</td>
<td>March 2022</td>
</tr>
<tr>
<td>Public Meetings - Draft Listings</td>
<td>March 2022</td>
</tr>
<tr>
<td>Final Listings - STTC Action</td>
<td>April 2022</td>
</tr>
<tr>
<td>Final Listings - RTC Action</td>
<td>May 2022</td>
</tr>
<tr>
<td>Submit Final Document to TxDOT</td>
<td>Summer 2022</td>
</tr>
<tr>
<td>Anticipate TxDOT Commission Approval (for STIP)</td>
<td>August/September 2022</td>
</tr>
<tr>
<td>Anticipate Federal/State Approval (STIP)</td>
<td>October/November 2022</td>
</tr>
</tbody>
</table>
YOUR HELP IS NEEDED

• Please help us, help you.
• We have 830 active projects.
• Please reinforce to staff attending TIP development meetings that they need to be prepared.
• We need:
  • Scheduling information by phase
  • Status updates by phase
  • Cost information
  • Status of agreements
• Lack of preparation creates significant follow up efforts.
QUESTIONS/COMMENTS?

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

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

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

James Adkins
Transportation Planner
Ph: (682) 433-0482
jadkins@nctcog.org

Evan Newton
Transportation Planner
Ph: (817) 695-9260
enewton@nctcog.org
METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY (ROUND 2)
QUARTERLY STATUS UPDATE

Regional Transportation Council
July 8, 2021
The objective of the MPO Milestone Policy is to ensure that projects that have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.

The second round of the Milestone Policy was initiated in November 2019 to review projects currently over 10 years old that have not been implemented.

In February 2021, the RTC approved the second round Milestone Policy, including:
- Establishing deadlines by which projects must go to construction
- A revamped project tracking process
RTC APPROVED MILESTONE POLICY TRACKING PROCESS

- Quarterly status reports are required on all projects on the Milestone Policy list until they go to letting.

- Reports must detail steps that the project sponsor is taking to advance the project (e.g., executing funding or railroad agreements, engaging property owners or utility companies, etc.)

- NCTCOG staff evaluates the reports and "rates" the projects based on how well the project sponsor is implementing the project(s) and how many risk factors there are. The rating system is as follows:
  - Green – Low risk of project delays
  - Yellow – Medium risk of project delays
  - Red – High risk of project delays

- If the committed schedule is not met and the project has been graded as red/high risk, the project will likely be recommended for cancellation.
PROJECT MONITORING EFFORTS

- Questionnaires were sent to implementing agencies with projects on the Milestone Policy List that have not gone to construction and will continue to be sent on a quarterly basis until projects let.

- Projects that are deemed to be at medium or high risk of missing their deadlines may require further coordination between NCTCOG staff and implementing agencies.

- Assistance will be provided as needed to help ensure that projects stay on track (e.g., facilitating discussions with railroads).
# PROJECTS SUMMARY
## (FEBRUARY 2021)

<table>
<thead>
<tr>
<th>PROJECT CATEGORIES</th>
<th>NUMBER OF PROJECTS</th>
<th>FUNDING AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cancelled</td>
<td>10</td>
<td>$23,782,958</td>
</tr>
<tr>
<td>Under Construction or Complete</td>
<td>8</td>
<td>$246,173,091</td>
</tr>
<tr>
<td>FY 2021 Scheduled Letting</td>
<td>3</td>
<td>$7,486,958</td>
</tr>
<tr>
<td>FY 2022 Scheduled Letting</td>
<td>6</td>
<td>$121,639,209</td>
</tr>
<tr>
<td>FY 2023 Scheduled Letting</td>
<td>10</td>
<td>$93,552,660</td>
</tr>
<tr>
<td>Scheduled Letting in FY 2024+</td>
<td>4</td>
<td>$117,892,158</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>41</strong></td>
<td><strong>$610,527,034</strong></td>
</tr>
</tbody>
</table>

Note: Some projects have let, but actual construction has not begun. Staff will continue to monitor those projects.
### SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (JULY 2021)

<table>
<thead>
<tr>
<th>PROJECT CATEGORIES</th>
<th>NUMBER OF PROJECTS</th>
<th>TOTAL FUNDING OF PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Letting FY 2021</td>
<td>3</td>
<td>$7,486,958</td>
</tr>
<tr>
<td>Scheduled Letting FY 2022</td>
<td>6</td>
<td>$121,639,209</td>
</tr>
<tr>
<td>Scheduled Letting FY 2023</td>
<td>10</td>
<td>$115,442,016</td>
</tr>
<tr>
<td>Scheduled Letting FY 2024 or Beyond</td>
<td>4</td>
<td>$117,892,158</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>23</strong></td>
<td><strong>$362,460,341</strong></td>
</tr>
</tbody>
</table>

In future updates, the focus will be on projects that have not gone to construction (i.e., those that have not proceeded to actual construction and those not previously canceled or completed).
## SUMMARY OF PROJECT RISK

<table>
<thead>
<tr>
<th>PROJECT RATING</th>
<th>NUMBER OF PROJECTS</th>
<th>TOTAL FUNDING OF PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green (Low Risk of Delay)</td>
<td>15</td>
<td>$200,153,027</td>
</tr>
<tr>
<td>Yellow (Medium Risk of Delay)</td>
<td>7</td>
<td>$135,307,314</td>
</tr>
<tr>
<td>Red (High Risk of Delay)</td>
<td>1</td>
<td>$27,000,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>23</strong></td>
<td><strong>$362,460,341</strong></td>
</tr>
</tbody>
</table>
## Project Risk by Fiscal Year

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Project Rating</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Green (Low Risk of Delay)</td>
<td>Yellow (Medium Risk of Delay)</td>
<td>Red (High Risk of Delay)</td>
<td></td>
</tr>
<tr>
<td>Scheduled Letting FY 2021</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Scheduled Letting FY 2022</td>
<td>3</td>
<td>3</td>
<td>0</td>
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</tr>
<tr>
<td>Scheduled Letting FY 2023</td>
<td>9</td>
<td>1</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Scheduled Letting FY 2024 or Beyond</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>15</strong></td>
<td><strong>7</strong></td>
<td><strong>1</strong></td>
<td></td>
</tr>
</tbody>
</table>
NEXT STEPS

- Continue monitoring project progress and providing any assistance needed
- Provide quarterly updates moving forward
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

James Adkins  
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