

CHANGING MOBILITY

**DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY**

**Regional Transportation Council
August 2022**

**Michael Morris, P.E.
Director of Transportation**

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+11%, May)

Toll Road (+7%, April)

Freeway Volumes (+2%, May)

Airport Passengers (1%, May)



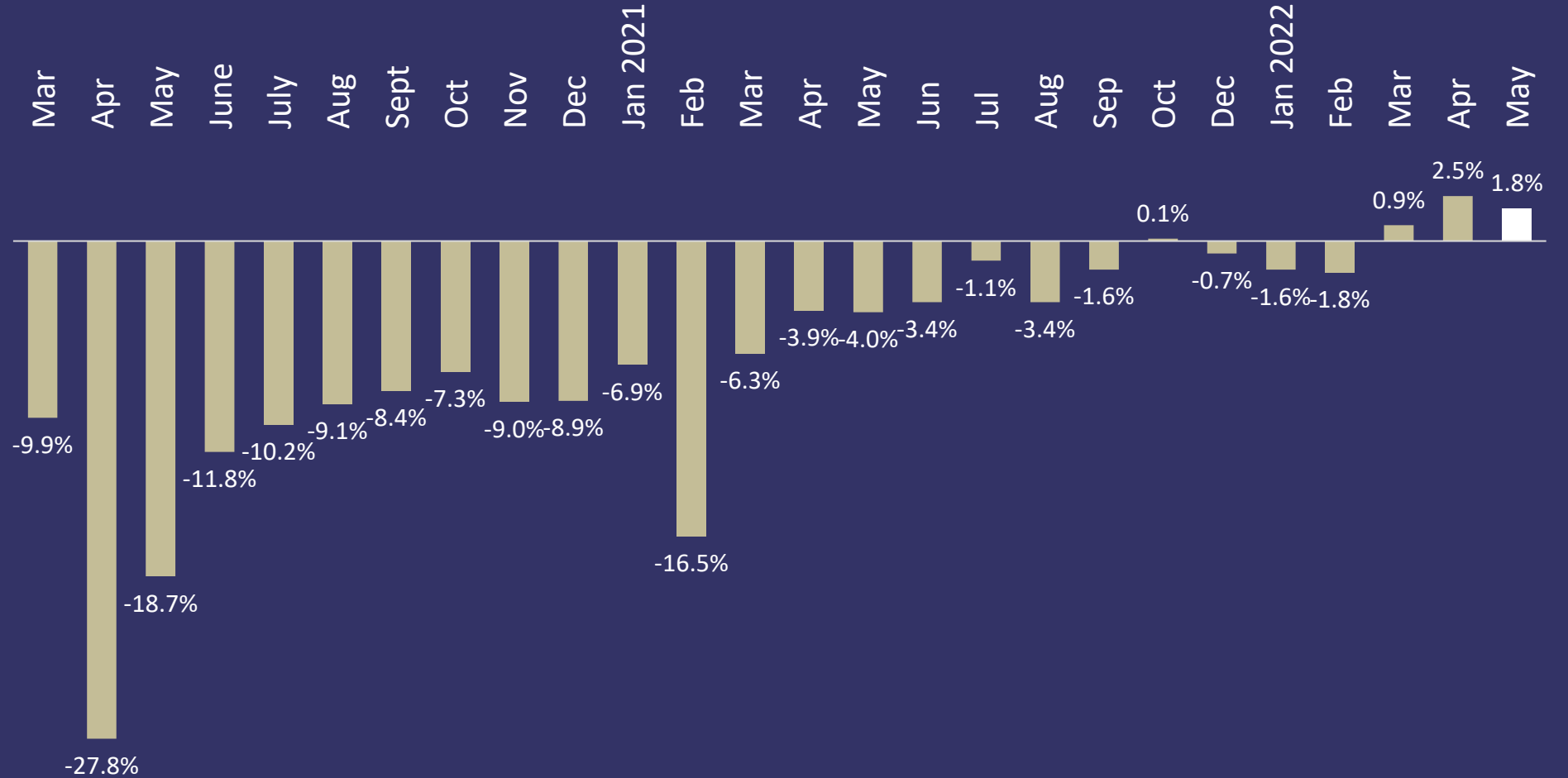
Transit Ridership (-39%, May)



ROADWAY TRENDS

Traffic Decrease vs Baseline

Average
Weekday
Freeway
Volumes



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020, growth was calculated based on Fort Worth.

Note: Baseline is March 2019-February 2020.

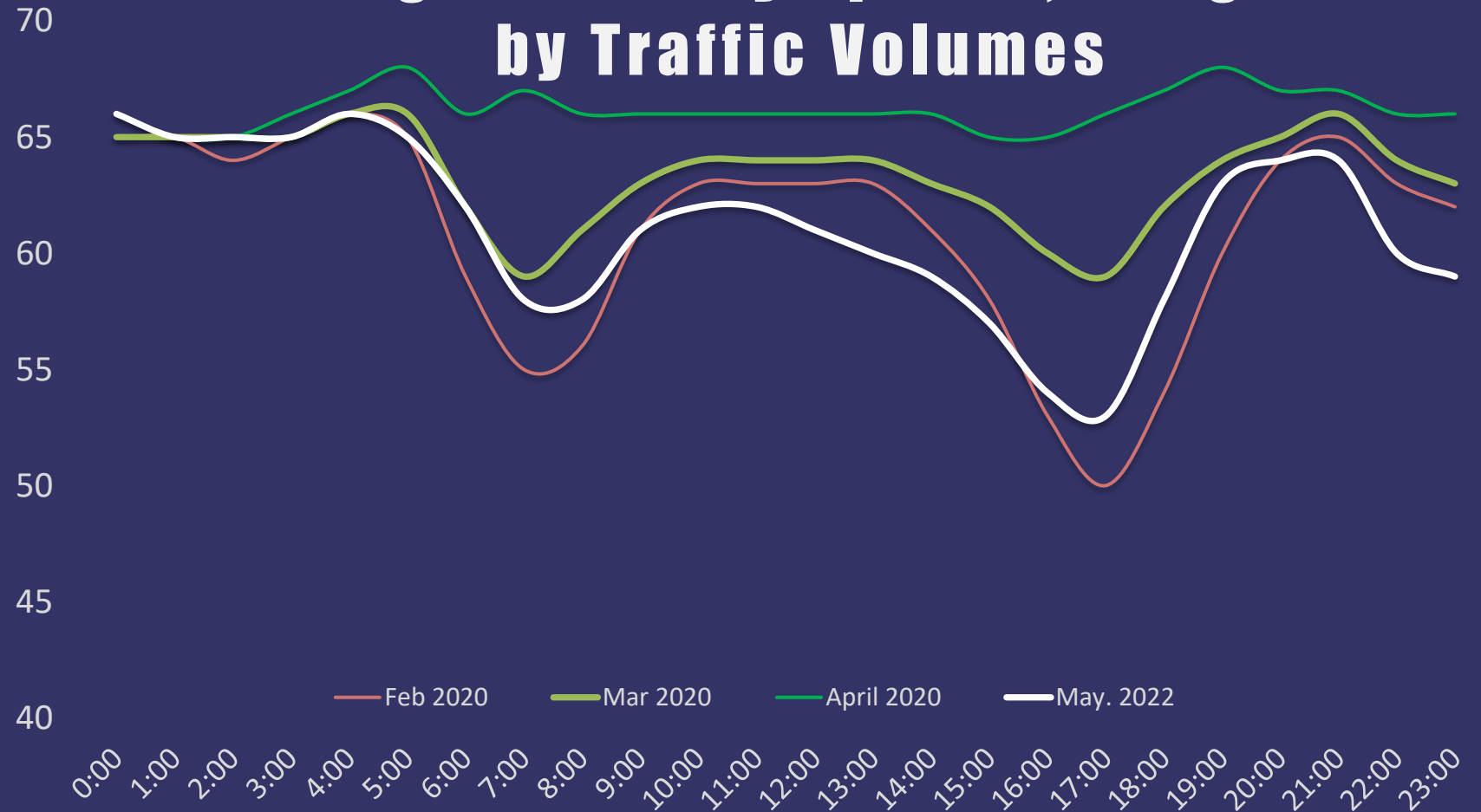
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

Note: Data for November 2021 was not collected for the majority of the locations.

ROADWAY TRENDS

Regional Average
Freeway Speeds

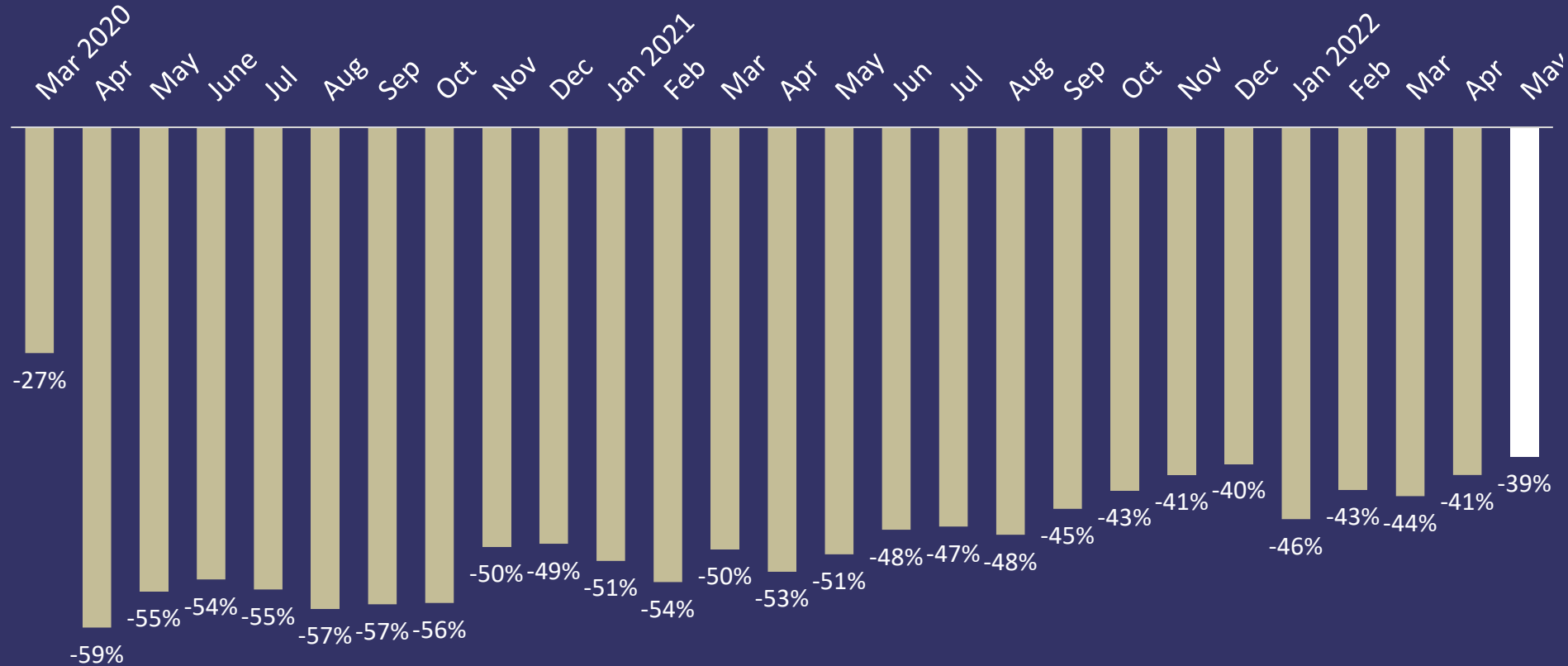
Average Weekday Speeds, Weighted by Traffic Volumes



TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

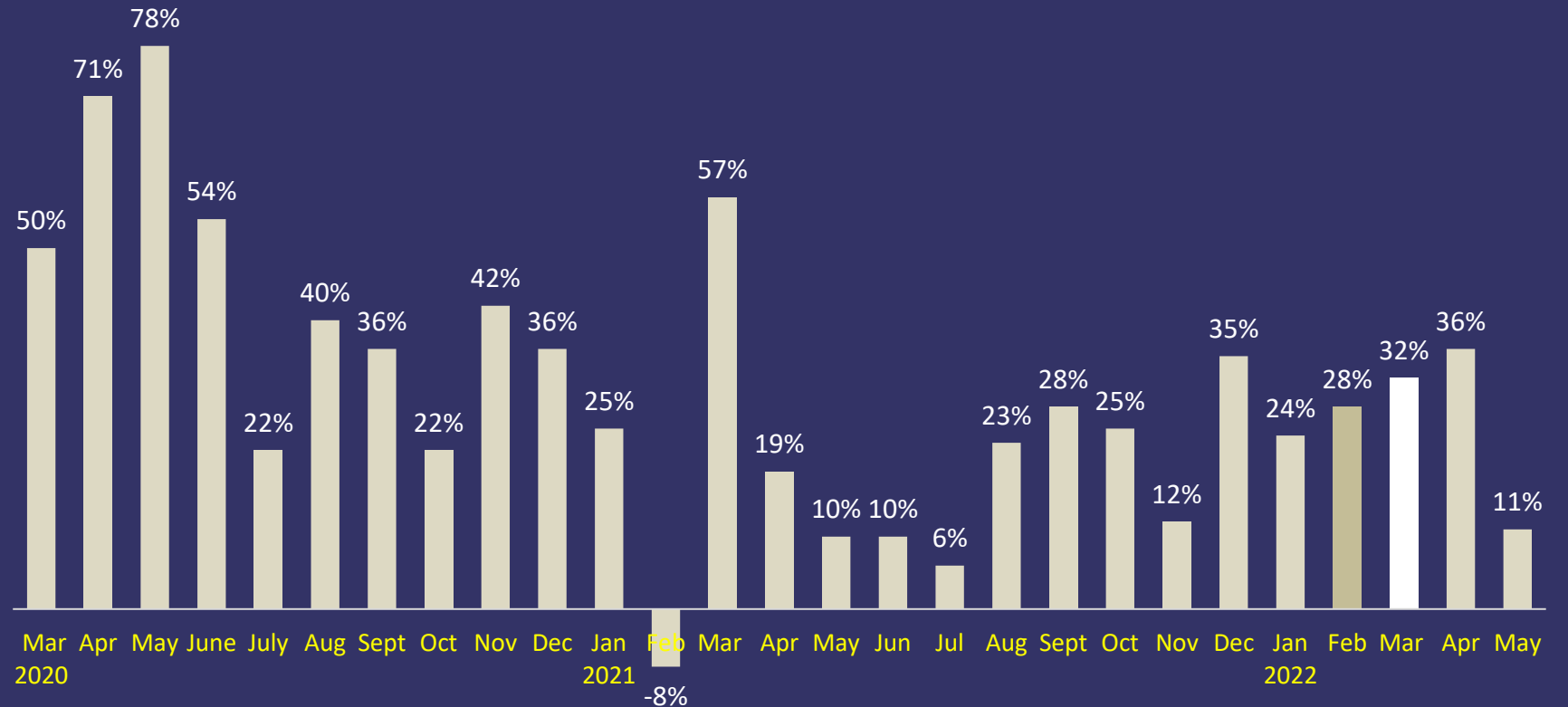
Note: Baseline is March 2019-February 2020.

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

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage vs Baseline



Source: NCTCOG - collected at sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen

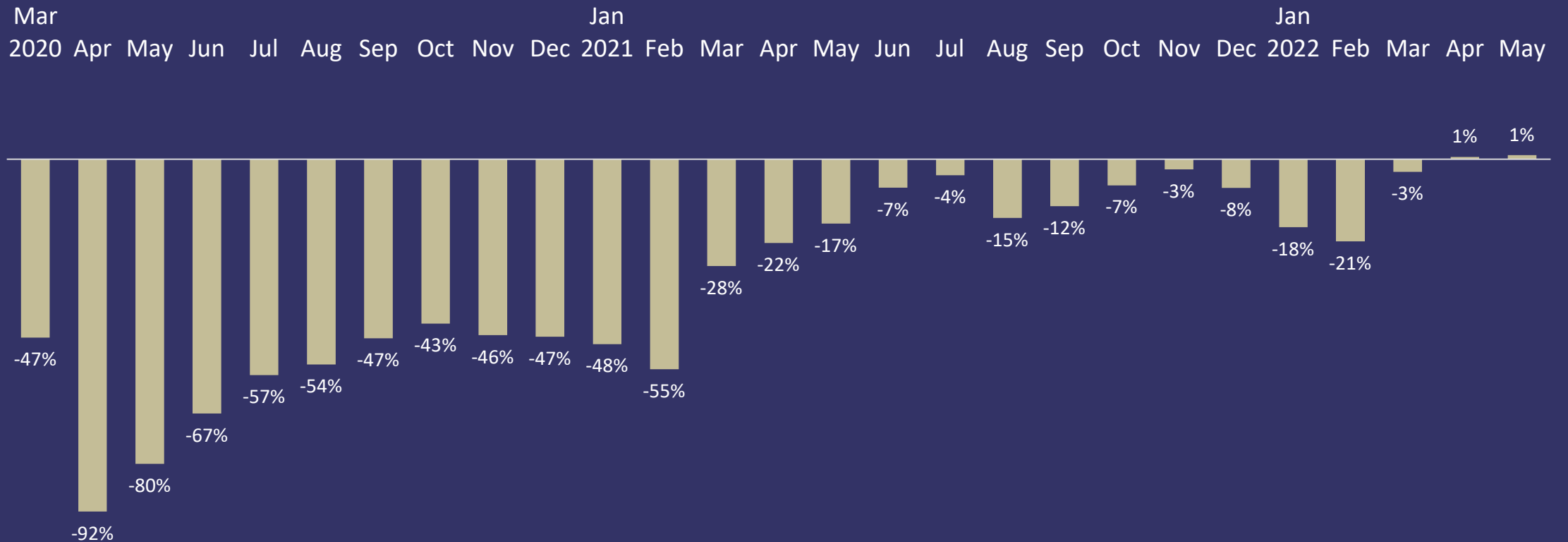
Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

Note: Trail usage 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.

Note: Airlines experienced many flight cancellations in Dec. 2021 due to omicron variant affecting staff.

FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline



Source: NTTA

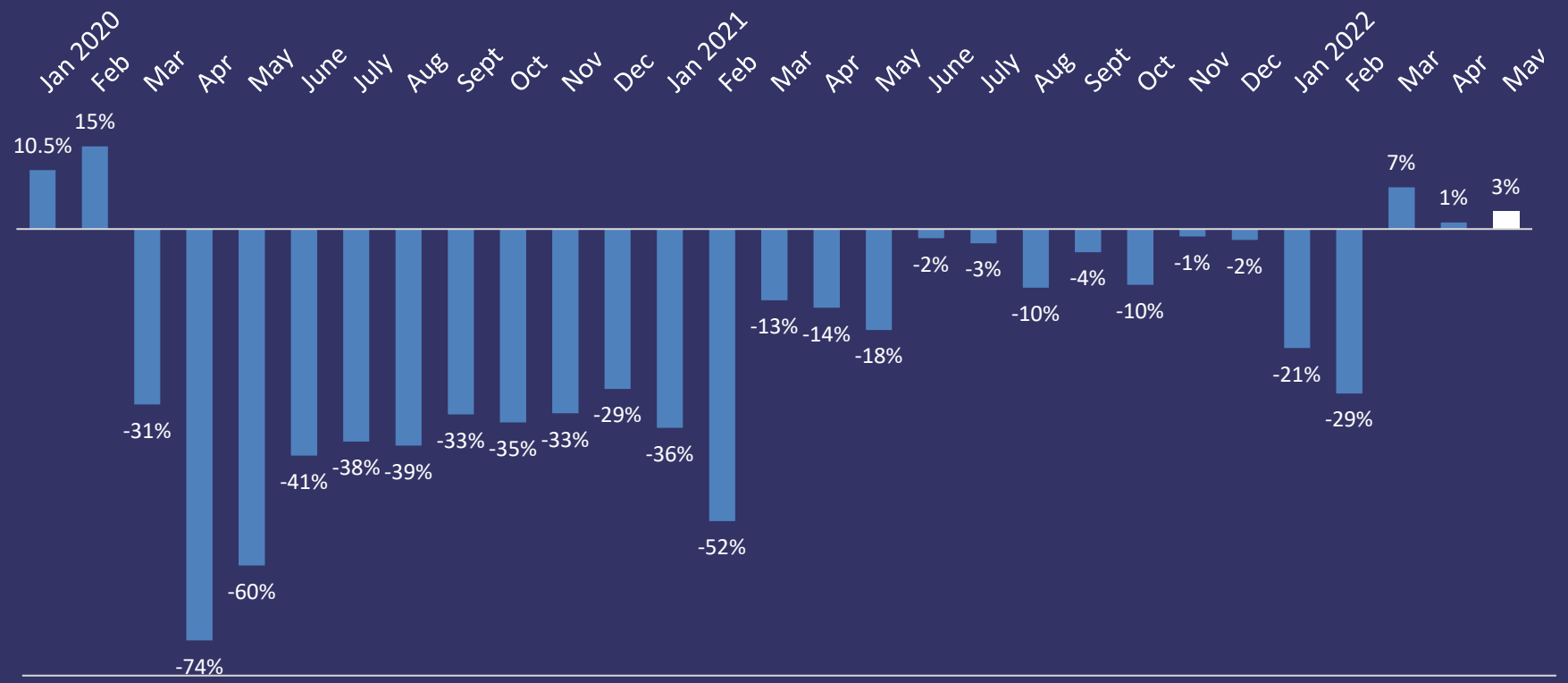
Notes: Baseline is March 2019-February 2020.

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

FUNDING IMPACT

I-35E TEXpress
Lane
Transactions

Change in Transactions vs Baseline



Source: TxDOT

Note: Baseline is March 2019-February 2020.

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

Transportation Infrastructure Certification Program

Applicant Status

Applicant/ Technology Provider	Technology / Mode	Market Solution	Purpose / Benefit	Application Status
TransPod	Hyperloop (ultra-high-speed pod in near vacuum environment)	Statewide/ Intercity/Regional	People and Goods/ Air Quality and Congestion Reduction	Proposal submitted; staff review ongoing
JPod	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People/ Air Quality and Congestion Reduction	Proposal submitted; staff review ongoing
The Boring Company	Tunnel Solutions (subgrade transportation)	¹⁰ Regional/Local	People, Goods, and Utility/ Air Quality and Congestion Reduction	Proposal submitted; staff review ongoing
<i>Company A</i>	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People / Air Quality and Congestion Reduction	Interest in submitting proposal; discussions ongoing



Opinions of Ordinary Texans Needed to Make High-Speed Trains Reality

by Michael Morris

Recent media communication in Texas is trending around the subject of high-speed rail between Houston and Dallas. The question most often raised is what is the status of Texas Central Partners and its proposed high-speed rail project? Perhaps a more important question is, as Texans, what is our interest in continuing to pursue high-speed rail corridors. Can our voices be heard? Whether you are for or against it, your voice is needed now in order to explore the future of high-speed rail under an updated vision. What if the vision eliminated fatalities, mitigated hurricane evacuation challenges and had the public own the right-of-way? What if high-speed rail met your desires?

High Speed Rail: Existing Version 1.0

In the mid-1980s, Japanese Railway and Japanese bank interests came to Texas to explore high-speed rail between Dallas and Fort Worth but did not pursue it to fruition. Since that

time, federal, state and private sector interests have continued to explore high-speed opportunities in corridors across the country. Frequent studies and analyses have concluded a need for a high-speed rail connection between Dallas and Houston. The Federal Railroad Administration began requesting states to provide high-speed rail plans. In Texas, private-sector interest re-surfaced in 2009 focusing on the Houston to Dallas line. The Japanese reentered the conversation and eventually decided to form Texas Central Partners. Environmental studies have advanced, legal questions appear answered, and private sector ownership of rail right-of-way remains. The very positive aspects of this effort are the proposed development of a world class project that will reduce highway congestion, offer exceptional travel times between the two large metropolitan areas and reduce harmful mobile air emissions.

A limiting factor is a technology that restricts other providers to

use the corridor, which prevents a competitive market from forming. Also, there continues to be a concern that a workable business plan has yet to materialize and right-of-way is still privately owned.

High Speed Rail: Existing Version 2.0

There have been many new opportunities that have emerged along with many advances in the high-speed rail arena over the past 15 years. A proposed high-speed rail line project between Fort Worth-Arlington-Dallas is entering the environmental review phase. Connecting this line to the Dallas-to-Houston route presents an opportunity to expand rail service from Fort Worth to Houston as a "one seat" ride, no need to transfer. Plus, current planning is underway to look at the feasibility of creating a branch-off point of this line that would connect to Austin and on to San Antonio. By planning for the new connection points now, there is

continued

Opinions of Ordinary Texans Needed to Make High-Speed Trains Reality *continued*

the opportunity to reduce overall long-term costs. This new vision is a major reason for introducing High-Speed Rail Version 2.0 as an alternative to Version 1.0.

Version 2.0 also helps foster the emergence of a megaregion by better connecting the major population centers of Texas and thereby creating super economies and maximizing gross domestic product through the resulting synergy. The concept of megaregions has been around for several years but a new book published in 2022, *Megaregions and America's Future*, gives the reader a deeper understanding of how the economics work to create these better results.

Under this newly proposed version, the rail lines would be publicly owned with the private sector being responsible for providing and operating the vehicles. Rather than one company having exclusive rights to the rail lines, it is envisioned that it would operate more like airports, which allow for many carriers. Thus, the traveling public could benefit from a competitive marketplace.

Below is a list of factors that need to be remembered as you consider your interest in the value of high-speed rail:

It can deliver consistent and reliable travel times compared to the intercity freeway system, which is often affected by congestion, traffic accidents and other automobile related incidents. It can speed up hurricane evacuation operations which are an ever-growing challenge due to the rapidly increasing population of south Texas and an increased frequency of weather events.

Its safety record is much better than that of automobile related travel which produces a staggering number of deaths each year. It also complements the State's Vision Zero Program which is focused on reducing deaths from automobile accidents.

It makes advanced medical services more readily available by providing easier access to specialized care that is being developed and delivered in each of these large metropolitan regions.

It can also be used to move light weight, high-end goods as well as people and, thereby, create more roadway capacity for high-volume freight movement by traditional rail and intercity trucks.

Funding options today are very different than those of the past. New federal legislation provides tax and fee supported funding for which high-speed rail is eligible. Getting our fair share should be an imperative, especially if Texans own the right-of-way.

As referenced, having multiple rail providers in Version 2.0 brings greater competition enhancing consumer protections similar to our airports. In addition, a new business model using latest federal funding tools, and potential State surpluses, creates an opportunity to assist land owners with additional royalty payments.

Agree or disagree with high-speed rail, but don't be silent. However, I believe we have a chance to take ownership of this decision and lead our State and nation to a new future – one where high-speed rail is transformed from concept to reality. What are your ideas?



Michael Morris, P.E.

Director of Transportation

North Central Texas Council of Governments

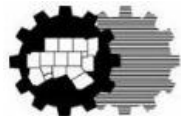
Staff Director to the Regional Transportation Council



North Central Texas
Council of Governments

2023 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council
August 18, 2022



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 [TTC]-selected)
- This plan is updated annually in conjunction with the development of TxDOT's UTP.

ACTIVITIES SINCE LAST UPDATE AND PROPOSED PATH FORWARD ON CATEGORY 2 REQUESTS

- Received feedback in early June from TxDOT Headquarters regarding the region's funding requests
 - Not all of the region's requested Category 2 funds were picked up
 - Discrepancies between the carryover balances that TxDOT Headquarters and NCTCOG/TxDOT Districts are showing led to more funding requested than is available.
- Several Category 2 projects that were part of the SL 9/US 287 funding exchange the RTC approved in 2021 must still be included in the UTP:
 - TxDOT Headquarters prefers not to include all projects at this time
 - Include IH 820 at Trinity Railway Express (TRE) project in the 2023 UTP as it lets May 2023 (\$18 million)
 - Remaining projects from the SL 9/US 287 trade to be added to the 2024 UTP
 - To stay under the available funding, the Category 2 request for US 81/US 287 from South of North Tarrant Parkway to Avondale Haslet Road must be reduced temporarily by \$18 million

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in Metropolitan Transportation Plan
- 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 2023 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2023 UTPs

Funding Category	2017 Allocation	2018 Allocation	2019 Allocation	2020 Allocation	2021 Allocation	2022 Allocation	2023 Proposed Allocation
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132
Total Allocation	\$5.426	\$7.290	\$6.864	\$8.094	\$7.342	\$6.880	\$7.930

Amounts shown in billions

PROPOSED SOUTHEAST CONNECTOR FUNDING EXCHANGES

- The Southeast Connector project came in \$800 million over the estimate
- The project was split into four pieces, with only the first one being fully funded
- Seeking funding for only one additional segment, which costs \$468 million
- A partnership with the TTC is proposed to move Category 2 funds from existing projects in out-years to the Southeast Connector, with Category 12 funds replacing those Category 2 funds.
- If TxDOT and the TTC agree to this proposal, the RTC will request that an Interlocal Agreement be developed so the Category 12 funding cannot be rescinded.

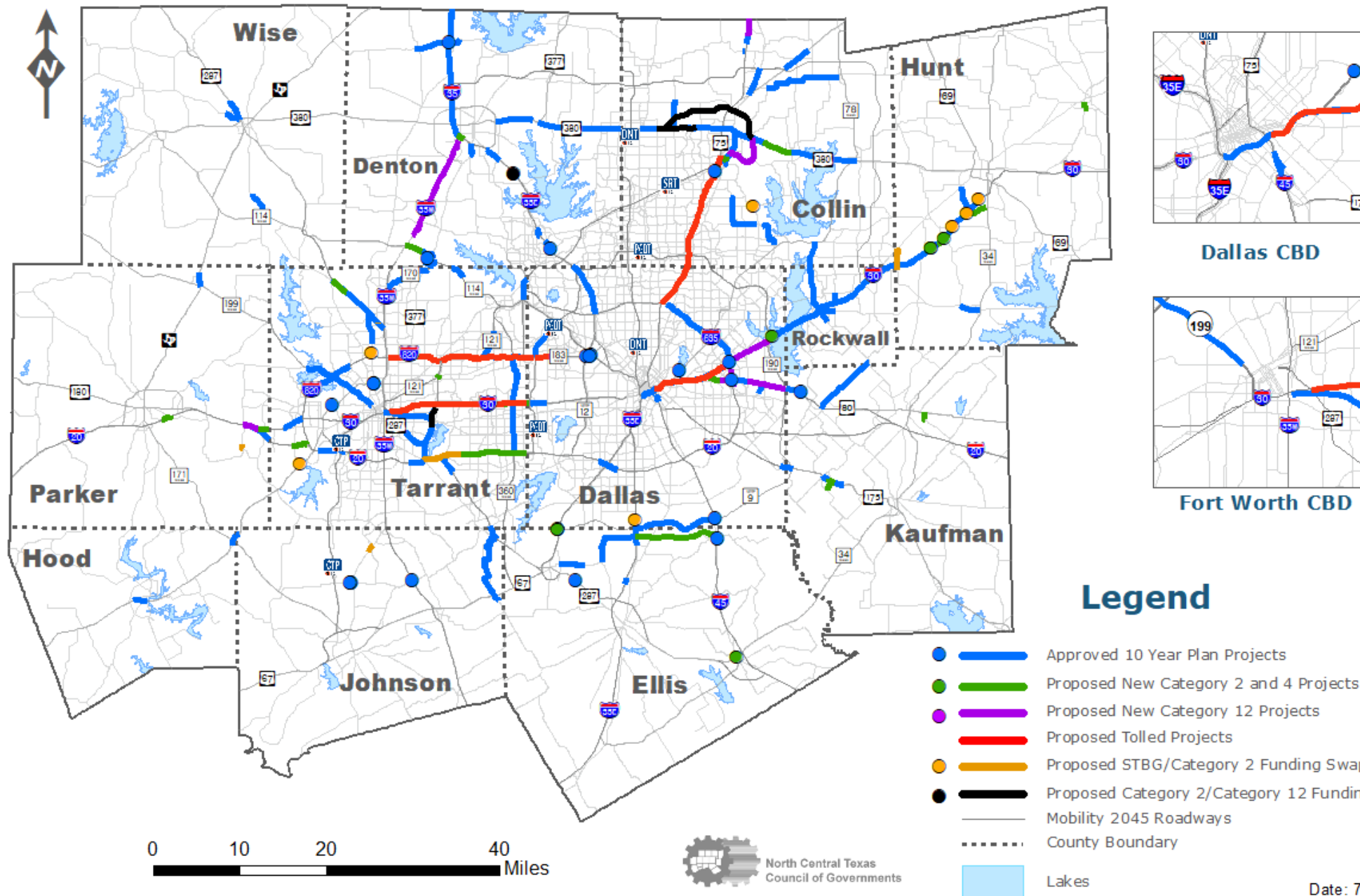
PROPOSED SOUTHEAST CONNECTOR FUNDING EXCHANGES

(CONTINUED)

- Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, so a Category 2/STBG funding exchange is proposed.
- \$97.9 million of Category 2 funds currently on the Southeast Connector project are proposed to be exchanged with STBG funds on existing projects since this section can go to construction in FY2022.
- All projects/actions proposed in the exchanges are included in the draft 2023 UTP.
- Refer to comment section in Planned Project list for specific projects.

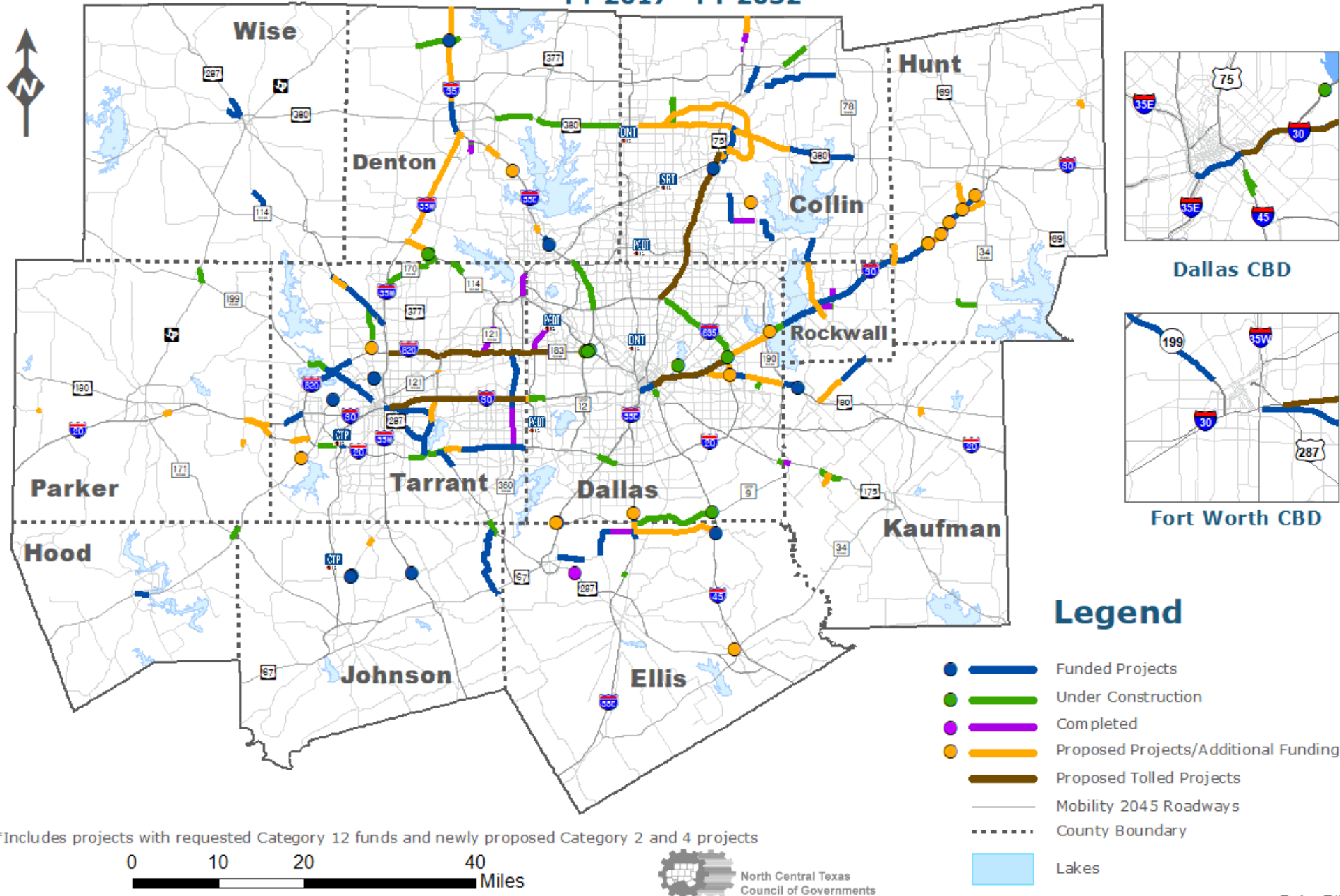
Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2032

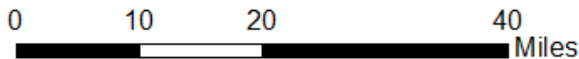


Dallas-Fort Worth Regional 10 Year Plan Project Status

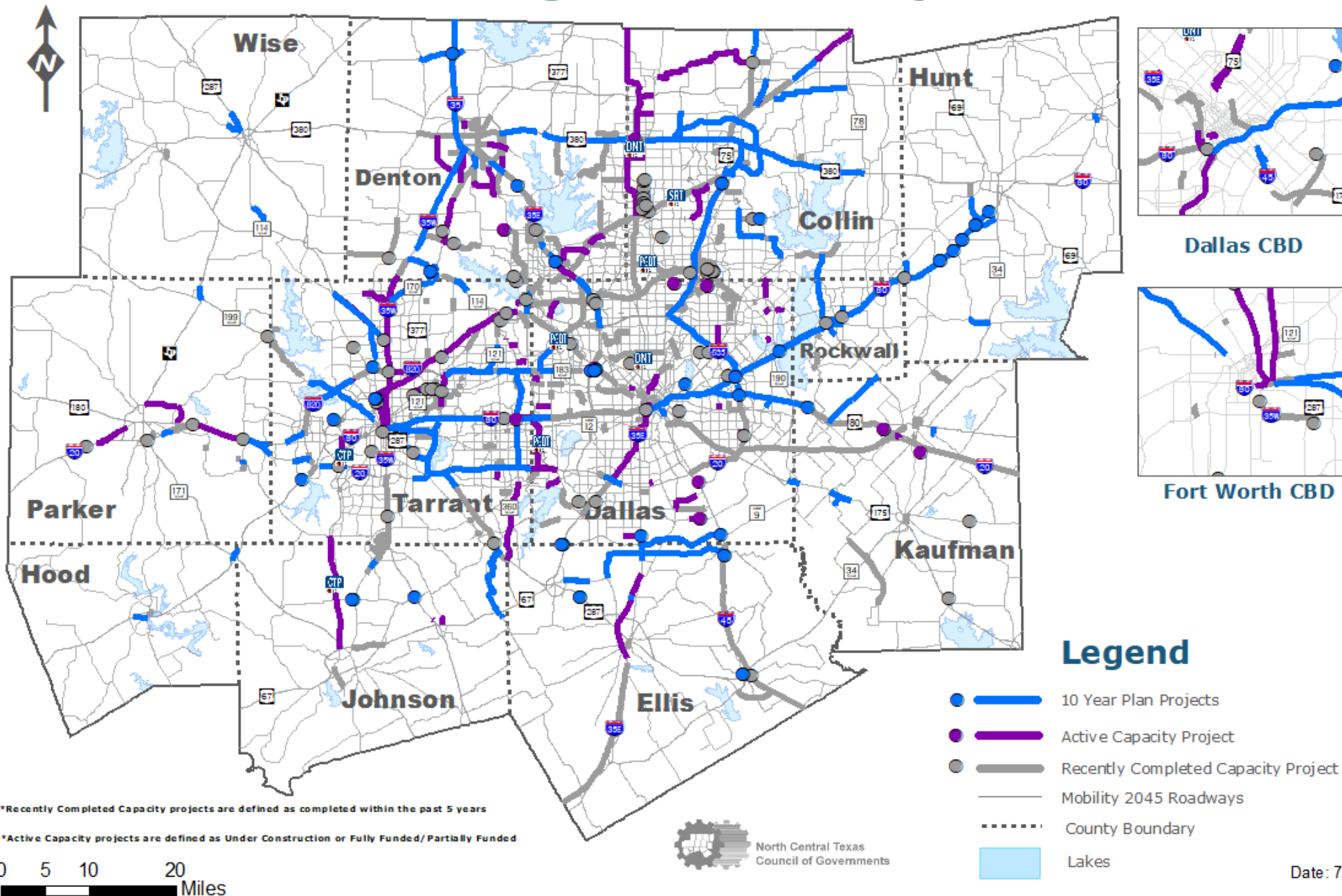
FY 2017 - FY 2032



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



Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



*Recently Completed Capacity projects are defined as completed within the past 5 years

*Active Capacity projects are defined as Under Construction or Fully Funded/Partially Funded

NEXT STEPS

- Bring back any project changes (if needed) to the committees once the TTC approves the 2023 UTP
- Continue to coordinate with TxDOT on resolving issues with the region's Category 2 carryover balance
- Finalize overall distribution between the Eastern and Western subregions as a result of the trades/lettings over time

TIMELINE

MEETING/TASK	DATE
Funding Targets Received	February 2022
Initial draft list due to TxDOT	March 1, 2022
Public Involvement	June 2022
STTC Information	June 24, 2022
RTC Information	July 14, 2022
STTC Action	July 22, 2022
RTC Action	August 18, 2022
TxDOT Public Involvement for 2023 UTP	July 8–August 8, 2022
Anticipated TTC Approval of 2023 UTP	August 30, 2022

REQUESTED ACTION

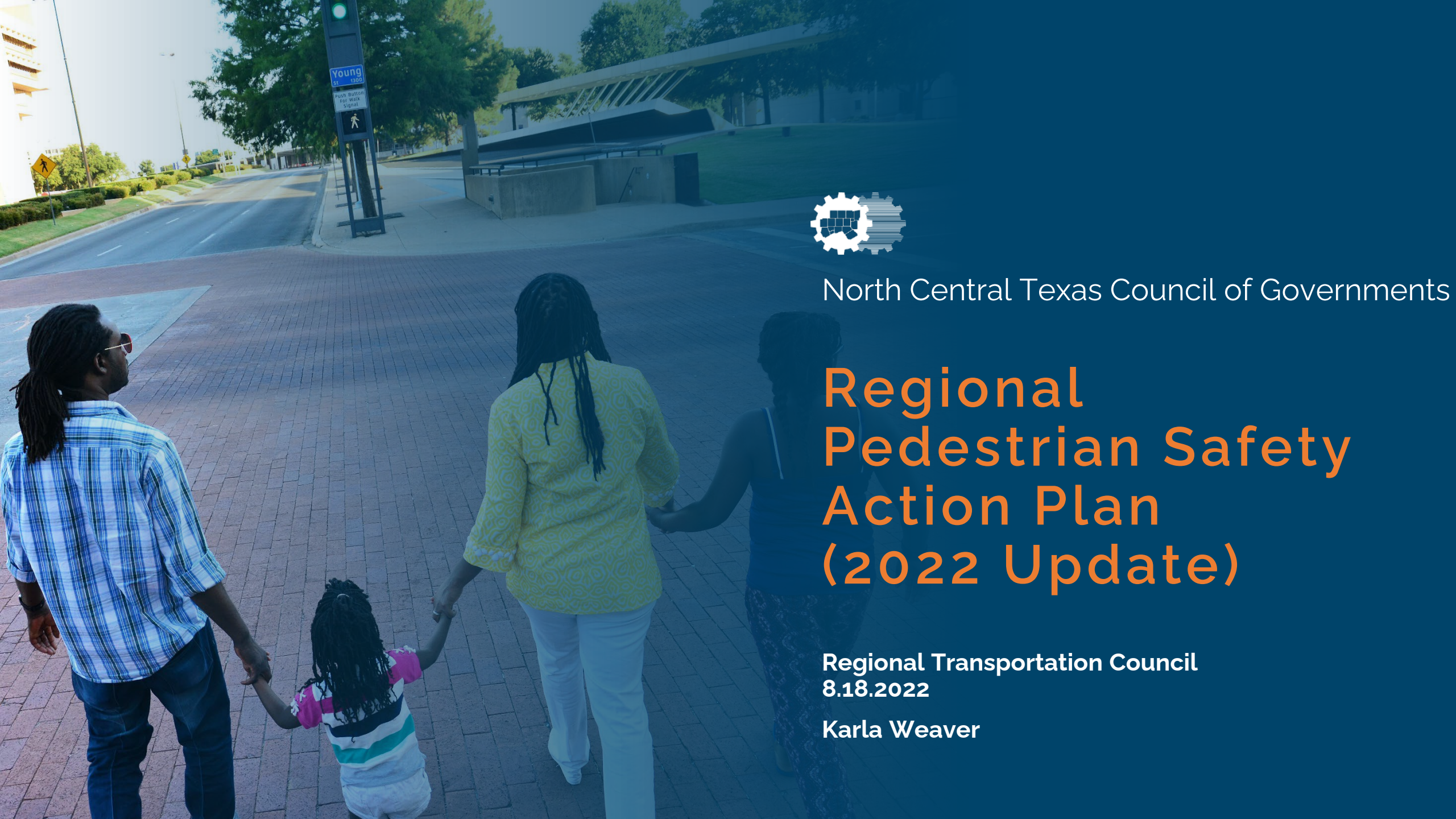
- RTC approval of:
 - The 2022 Regional 10-Year Plan project listing
 - The proposed funding exchanges
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes

CONTACT/QUESTIONS?

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North Central Texas Council of Governments

Regional Pedestrian Safety Action Plan (2022 Update)

Regional Transportation Council
8.18.2022

Karla Weaver

BACKGROUND

“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.”

Regional Safety Position,
approved by the Regional Transportation Council, December 14, 2017
and reaffirmed on February 14, 2019



BACKGROUND

The **Regional Pedestrian Safety Action Plan (PSAP)** was endorsed by the RTC on June 20, 2021.

RTC adopted the Plan by reference as part of Mobility 2045 (2022 Update) on June 9, 2022.



2021

Regional Pedestrian Safety Action Plan



North Central Texas
Council of
Governments

The Surface Transportation Technical Committee took action to recommend the Plan on 05/28/2021, and action was taken by the Regional Transportation Council to endorse the Plan on:

06/10/21

ANNUAL IMPLEMENTATION SUMMARY REPORT

Action Item Status

Underway
Ongoing
Future

Action Item	Timeline	Status
1) Facilitate collaboration with TxDOT, local governments, and regional organizations in support of projects and programs that improve regional pedestrian safety.	Continuous	Ongoing
2) Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors.	2-3 years	Underway
3) Implement safety improvements based on RSA findings for pedestrian safety corridors.	10 years	Future
4) Develop performance measures to evaluate the effectiveness of implemented countermeasures based on measurable data.	2-5 years (short-term) 10 years (long-term)	Future



ANNUAL IMPLEMENTATION SUMMARY REPORT

Action Item Status	Underway
	Ongoing
	Future

Action Item	Timeline	Status
5) Coordinate and/or support the development of educational workshops and webinars aimed at informing law enforcement of pedestrian rights and responsibilities and the importance of accurate pedestrian crash reporting.	2-3 years	Underway
6) Coordinate and/or support educational programs and marketing campaigns aimed at informing the public, including drivers and pedestrians, of their rights and responsibilities when traveling on the roadway. Education campaigns, including Look Out Texans, should be cognizant of their intended audience, based on the demographics historically involved in reported pedestrian crashes.	1-2 years; Continuous	Underway
7) Coordinate and/or support the development and implementation of policies, programs, and marketing campaigns aimed at improving safety and higher levels of physical activity for students.	10 years	Underway



ANNUAL IMPLEMENTATION SUMMARY REPORT

Action Item Status	Underway
	Ongoing
	Future

Action Item	Timeline	Status
8) Complete updates to the Regional Pedestrian Safety Action Plan at least every five years to integrate as part of the Metropolitan Transportation Plan, using updated data and regional analysis.	5 years	Underway
9) Conduct annual monitoring of pedestrian safety trends and reported crashes.	1-2 years; Continuous	Underway
10) Support a Regional Transportation Council (RTC) legislative program that addresses lower traffic speeds, yielding to pedestrians, and the use of wireless communication devices while operating a motor vehicle.	2-3 years	Future



PEDESTRIAN SAFETY ACTION PLAN (2022 UPDATE)

- ❑ Added Environmental Justice Analysis
- ❑ Added more information on annual monitoring and outcomes
- ❑ Removed duplicative tables of Safety Corridors in Appendix B

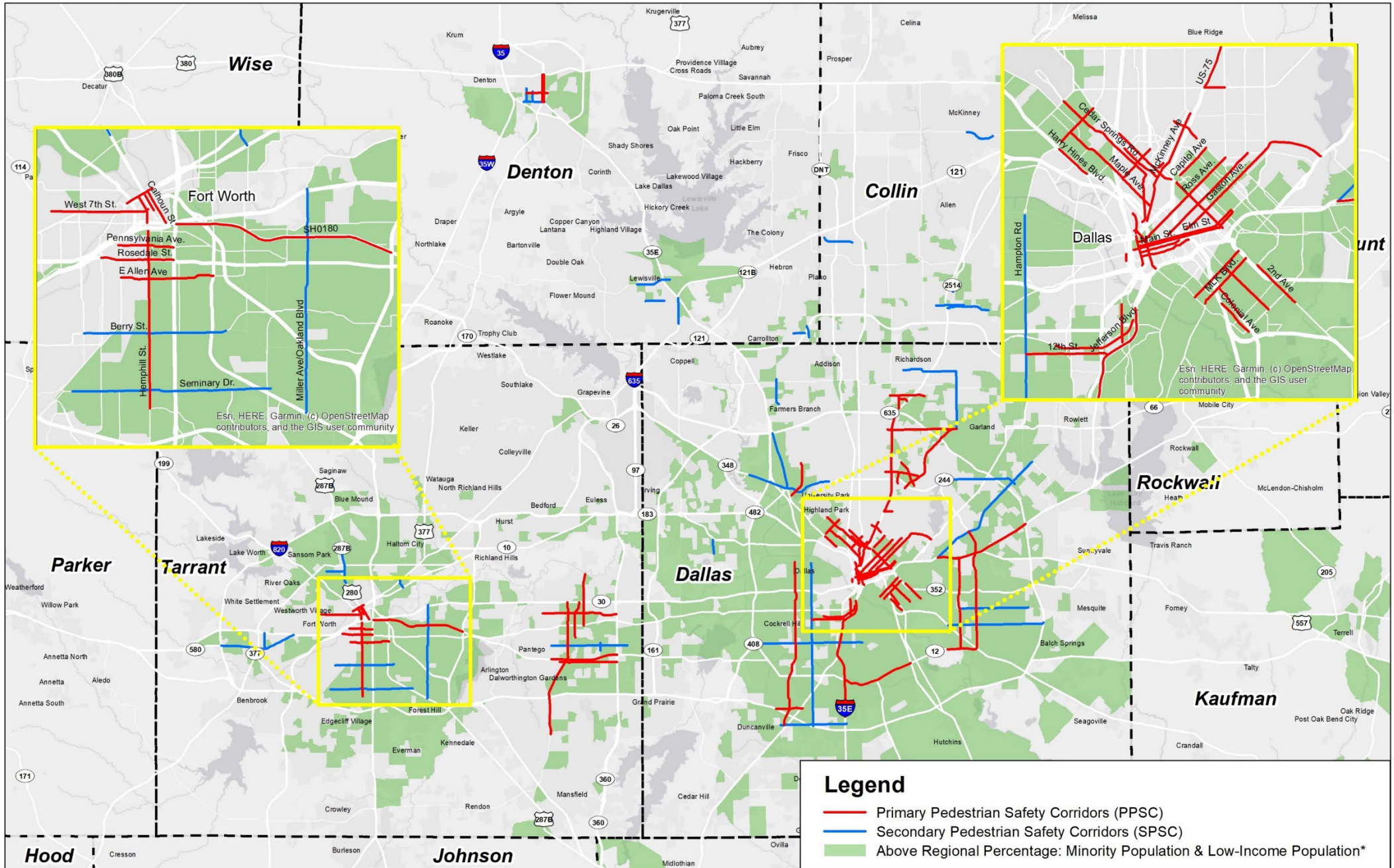
Public comment period open
June 21 – August 8

A redline version was posted to
the NCTCOG website.

Information was provided to
the PSAP Committee and the
Bicycle and Pedestrian Advisory
Committee to review and
provide comments.



Primary and Secondary Pedestrian Safety Corridors (PPSC/SPSC) Urbanized Area: Environmental Justice Index



* = Boundaries are from NCTCOG's 2021 Environment Justice Index (EJI) based on the 2015-2019 ACS 5-year Estimates



81%

of identified **PEDESTRIAN SAFETY CORRIDORS**
are located in a low income/
minority population area.



Source: NCTCOG's 2021 Environmental Justice index, 2015-2019 ACS 5-year estimates



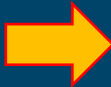
PEDESTRIAN SAFETY ACTION PLAN (2022 Update)

Monitoring and Outcomes

- PSAP reviewed on an annual basis
- Produce an annual implementation summary report
- Track progress towards goal of zero pedestrian fatalities by 2050



PEDESTRIAN SAFETY ACTION PLAN (2022 Update)

Date	Milestone
June 21 – August 17, 2022	Public Comment Period
June 21, 2022	PSAP Updates Redline distributed to PSAP Committee and BPAC for review and comment
July 22, 2022	STTC Action
August 8, 2022	Public meeting
August 17, 2022	BPAC briefing
 August 18, 2022	RTC Action



REQUESTED ACTION

*Regional Transportation Council
Approval of the Pedestrian Safety
Action Plan (2022 Update)*



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Parking Garage Funding Policy

The Regional Transportation Council directs North Central Texas Council of Governments staff to support publicly owned surface and structured parking for strategic **limited** purposes that generally meet criteria including, but not limited to:

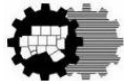
- ~~reuse of public lands~~ **provide gap funding**
- advancing safety
- support of technology solutions and/or ~~companies~~ **economic development**
- support special event use or location needs
- significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions
- supports transit operation
- provides environmental, air quality, and/or equity benefits



PROJECT STATUS REPORT

Regional Transportation Council

August 18, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- MPO Milestone Policy
 - Focuses on projects funded 10+ years that have not gone to construction
 - Creates agency accountability to implement projects
- FY2022 Project Tracking
 - Focuses on projects slated for implementation in FY2022
 - Highlights potential problems in order to prevent delays
 - Provides earlier monitoring
 - Enables the Regional Transportation Council (RTC) to take corrective actions to avoid accumulation of carryover balances
 - With this status report, we are ten months into the fiscal year (83 percent complete), but two funding categories have not obligated an equivalent amount

**METROPOLITAN PLANNING
ORGANIZATION (MPO)
MILESTONE POLICY**

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (JULY 2022)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2022	2	\$73,929,721
Scheduled Letting FY2023	9	\$93,435,636
Scheduled Letting FY2024 or Beyond	3	\$130,739,407
Total	14	\$298,104,764

1: To date, six projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency.

PROJECT RISK BY FISCAL YEAR

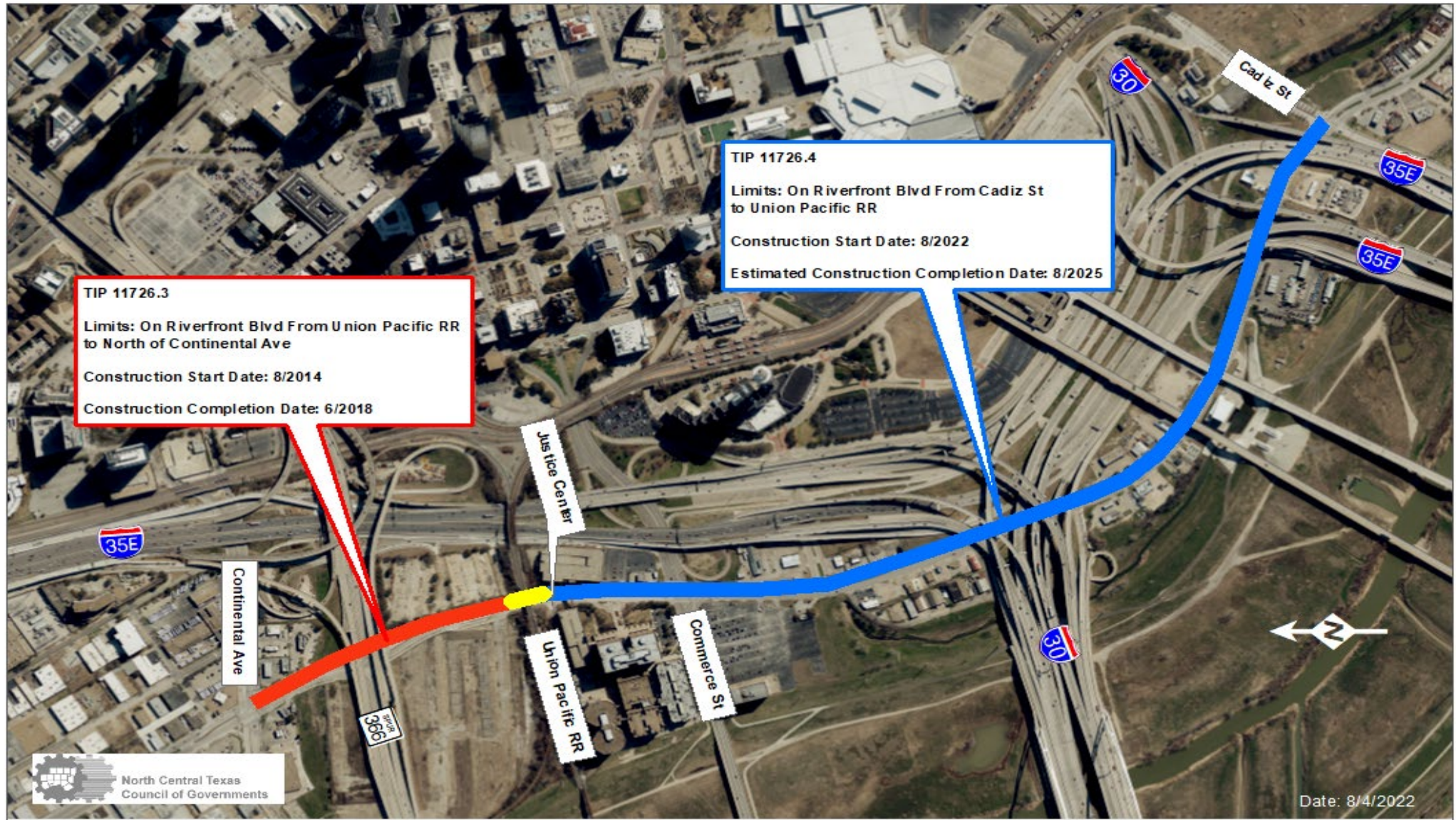
PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY2022	0	0	2
Scheduled Letting FY2023	4	5	0
Scheduled Letting FY2024 or Beyond	1	2	0
TOTAL	5	7	2

- Projects at High Risk
 - Conflans Road (City of Irving) – likely to let with active monitoring by the City and Texas Department of Transportation
 - Riverfront Blvd. (Dallas County) – likely to be delayed; developing a plan of action

RIVERFRONT BLVD. PROPOSAL

- The project originally went from Cadiz St. to Continental Ave.
- The project was later divided in to two sections/projects:
 - City of Dallas led the Continental Ave. to Union Pacific Railroad (UPRR) project
 - Dallas County leading the Cadiz St. to UPRR project
- The first section was completed in 2018, but due to ongoing railroad coordination, the Dallas County project has been delayed
- Dallas County has proposed a solution:
 - Reduce the limits to Cadiz St. to Justice Center Way (omitting ~350 feet around UPRR)
 - Allows the project to go to construction by next spring/summer 2023
- Dallas County and NCTCOG staff will continue to work on a solution for the remaining section (Justice Center Way to UPRR)

Riverfront Blvd Projects



FISCAL YEAR 2022 PROJECT TRACKING

SUMMARY OF TIP FY2022 PROJECT FUNDING - CMAQ

	OCTOBER 2021	JUNE 2022
Total Federal Funding Programmed ¹	\$70,669,684	\$40,004,608
Federal Funding Obligated (2022) ^{2, 3}	\$0	\$28,133,105
FY2022 Project Phases ⁴	44	15
Project Phases Obligated to Date	0	7
Project Phases Past Their Original Estimated Start Date ⁵	4	14

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Obligation amounts as of 07/01/2022

4: 29 project phases have been delayed to future years through TIP actions or were canceled

5: Includes projects that were initially in FY2022 and have been delayed to a later year

43% of federal funds delayed to future FY

70% obligated (only 40% of initial amount)

SUMMARY OF TIP FY2022 PROJECT FUNDING - STBG

	OCTOBER 2021	JUNE 2022
Total Federal Funding Programmed ¹	\$178,455,967	\$154,729,664
Federal Funding Obligated (2022) ^{2, 3}	\$0	\$145,928,206
FY2022 Project Phases ⁴	77	26
Project Phases Obligated to Date	0	16
Project Phases Past Their Original Estimated Start Date ⁵	3	34

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Obligation amounts as of 07/01/2022

4: 51 project phases have been delayed to future years through TIP actions or were canceled

5: Includes projects that were initially in FY2022 and have been delayed to a later year

13% of federal funds delayed to future FY

94% obligated (only 38% w/o Cat. 2/7 funding swap)

SUMMARY OF TIP FY2022 PROJECT FUNDING – TRANSPORTATION ALTERNATIVES SET ASIDE

	OCTOBER 2021	JUNE 2022
Total Federal Funding Programmed ¹	\$17,356,430	\$5,676,345
Federal Funding Obligated (2022) ^{2, 3}	\$0	\$3,257,856
FY2022 Project Phases ⁴	18	7
Project Phases Obligated to Date	0	3
Project Phases Past Their Original Estimated Start Date ⁵	0	8

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Obligation amounts as of 07/01/2022

4: 11 project phases have been delayed to future years in the TIP

5: Includes projects that were initially in FY2022 and have been delayed to a later year

67% of federal funds delayed to future FY

57% obligated (only 19% of initial amount)

REQUESTED ACTION

- RTC approval of:
 - The proposed changes to the Riverfront Blvd. project limits and MPO Milestone Policy deadline of December 2023
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed

QUESTIONS/COMMENTS?

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Preservation of BUILD Grant on Trinity Railway Express

BUILD Discretionary Grant \$25M

BNSF Construction Funds \$ 2M

Remaining Federal, Public and Private Funds \$46M

TOTAL PROGRAM \$73M



RTC Ratification of Emergency Action (Agreed to by All Parties)

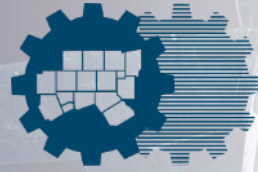
Ratify RTC Transportation Director (Emergency) \$2M Backstop

Priority is to Get Grant Agreements Completed (*September 26, 2022*)

90 Day “Cooling Off” Period with Transportation Director Hosting Negotiations

Trackage Rights Agreement Amendment Triggers BNSF \$2M Commitment





NCTCOG PRESENTATION

BRIDGE INVESTMENT PROGRAM (BIP) – 2022

**JEFFREY C. NEAL – Senior Program Manager
REGIONAL TRANSPORTATION COUNCIL (RTC) – ACTION ITEM
August 18, 2022**

BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW

Funding Availability

\$20 Million
Planning Grants

\$1.17 Billion
Large Bridges (> \$100M)

\$1.013 Billion
Bridge Projects (≤ \$100M)

\$40 Million
Tribal Facilities

\$117 Million
Culvert Rehab / Replacement

**TOTAL FY 22 FUNDING:
\$2.36 BILLION**

Minimum Award

\$2.5 Million
Bridge / Culvert Projects

\$50 Million
Large Bridges

Maximum Award

50% of Cost
Large Bridges

80% of Cost
Bridge / Culvert Projects

Federal Cost Share Limit

80% of Cost
On-System Bridges¹

90% of Cost
Off-System Bridges

Applicant Eligibility

1. State DOT (or group of State DOTs)
2. Metropolitan Planning Organization (MPO)
3. Local Government (or consortium)
4. Political Subdivision of State / Local Government
5. Special Purpose District / Public Authority
6. Federal Land Management Agency (FLMA)
7. Tribal Government (or consortium)
8. Multi-Jurisdictional Group of Above Entities

Project Cost Eligibility / Commitments

1. Development Phase Activities:
Planning, feasibility analyses, revenue forecasting, NEPA / design
2. Bridge Construction Activities:
Preservation, rehab, removal, replacement, or reconstruction
ROW / equipment acquisition
Operational improvements related to system performance
3. Bridge Protective Measures (e.g., seismic / scour defenses)
4. Federal Credit Assistance Subsidy / Administrative Costs
5. Maintenance (Responsible entity, lifecycle costs, & funding sources)
6. Bicycle / Pedestrian Accommodation²



1. Bridges on roadways maintained by a State DOT.

2. Federal financial participation requires safe accommodation of bicyclists / pedestrians if such operations are allowed at each bridge end, and FHWA determines safe accommodation can be provided at a reasonable cost.

BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW *(cont.)*

▪ Project Goals:

- Reduce number of & total person-miles traveled over bridges:
 - In poor condition, or in fair condition with risk of falling into poor condition within three years
 - Not meeting current geometric design standards
 - Not meeting load & traffic requirements of the regional transportation network
- Improve safety, efficiency, & reliability of people / freight movements over bridges
- Provide financial assistance leveraging & encouraging non-Federal contributions

▪ US DOT Priority Considerations:

- Bridge(s) in poor condition or at risk of falling into poor condition, plus one or more of the following:
- Large Bridge Projects (> \$100 Million):
 - Does not meet current geometric design standards
 - Total future eligible project costs > \$1 Billion
 - Grant need > \$100 Million
 - Readiness verifies award could be distributed over 4-year period
 - FLMA bridge to be divested to a non-Federal entity
 - Next delivery stage can proceed within 12 months of NEPA completion
 - Incorporates transit, such as bus express lanes
 - Demonstrates national or regional economic significance
- Bridge Projects (≤ \$100 Million):
 - Final design readiness within 12 months of NEPA completion
 - Final design completion within 12 months of initial obligation
 - Construction initiation within 18 months of initial obligation
 - Construction could not begin without FY 22 grant before 9/30/2025



STATE OF REGIONAL BRIDGES – NATIONAL BRIDGE INVENTORY (NBI)

- Total Bridges (12-county NCTCOG MPA) = **9,265**
- National Highway System (NHS) Bridges = **3,523** (38.0% of total)
- Asset Ownership / Maintenance:
 - TxDOT – **4,922** “On-system” bridges (2,826 on NHS facilities)
 - Others – **4,343** “Off-system” bridges (697 on NHS facilities)
- Condition (2022 NBI Data):
 - “**Good**” – **4,611** total bridges (49.8% of total); **1,640** – NHS bridges (46.6% of total NHS)
 - “On-System” – 2,391 total (51.9%); 1,256 – NHS (76.6%)
 - “Off-System” – 2,220 total (48.1%); 384 – NHS (23.4%)
 - “**Fair**” – **4,562** total bridges (49.2% of total); **1,834** – NHS bridges (52.0% of total NHS)
 - “On-System” – 2,479 total (54.3%); 1,525 – NHS (83.2%)
 - “Off-System” – 2,083 total (45.7%); 309 – NHS (16.8%)
 - “**Poor**” – **92** total bridges (1.0% of total); **49** – NHS bridges (1.4% of total NHS)
 - “On-System” – 52 total (56.5%); 45 – NHS (91.8%)
 - “Off-System” – 40 total (43.5%); 4 – NHS (8.2%)
- Age / Geometry: Of 3,000 “Fair” bridges above 40 years of age, 472 of them have insufficient design



IDENTIFYING BIP CANDIDATES

- NCTCOG coordinated with the TxDOT Bridge Division, local TxDOT Districts, and local governments to determine “Poor” bridge candidates
- BIP statutory requirements for rapid implementation were evaluated
- INFRA Grant (2019) – North Central Texas Strategic NHS Bridge Program
 - Original Submittal – \$229 million (\$113 million INFRA requested) for 12 projects
 - Awarded Project – \$45.5 million (\$8.8 million INFRA) for seven projects (3 – DAL ; 4 – FTW)
 - Implementation – \$28.5 million for four projects (1 – DAL; 3 – FTW)
 - Three projects now under construction with remaining project to be let prior to 2023
 - All projects from original submittal have treatments underway or funded/scheduled, except for one (still on “Poor” condition list)
- “Poor” Bridges – Breakdown by TxDOT District (Electronic Item 10.1):
 - DAL: 57 bridges; 39 – “On-System” (36 – NHS); 18 – “Off-System” (1 – NHS)
 - FTW: 32 bridges; 12 – “On-System” (9 – NHS); 20 – “Off-System” (3 – NHS)
 - PAR (Hunt County): 3 bridges; 1 – “On-System” (0 – NHS); 2 – “Off-System” (0 – NHS)
 - Treatments for all but 11 total bridges are funded / scheduled for construction, under construction, or completed
 - 10 bridges – More study / coordination for treatment scope, cost, and funding needed to prepare for future BIP rounds
- Proposed Project: **Ultimate IH 35W / SH 121 Interchange Phase One – Sylvania Avenue Bridge**



IH 35W / SH 121 INTERCHANGE - SYLVANIA AVENUE BRIDGE

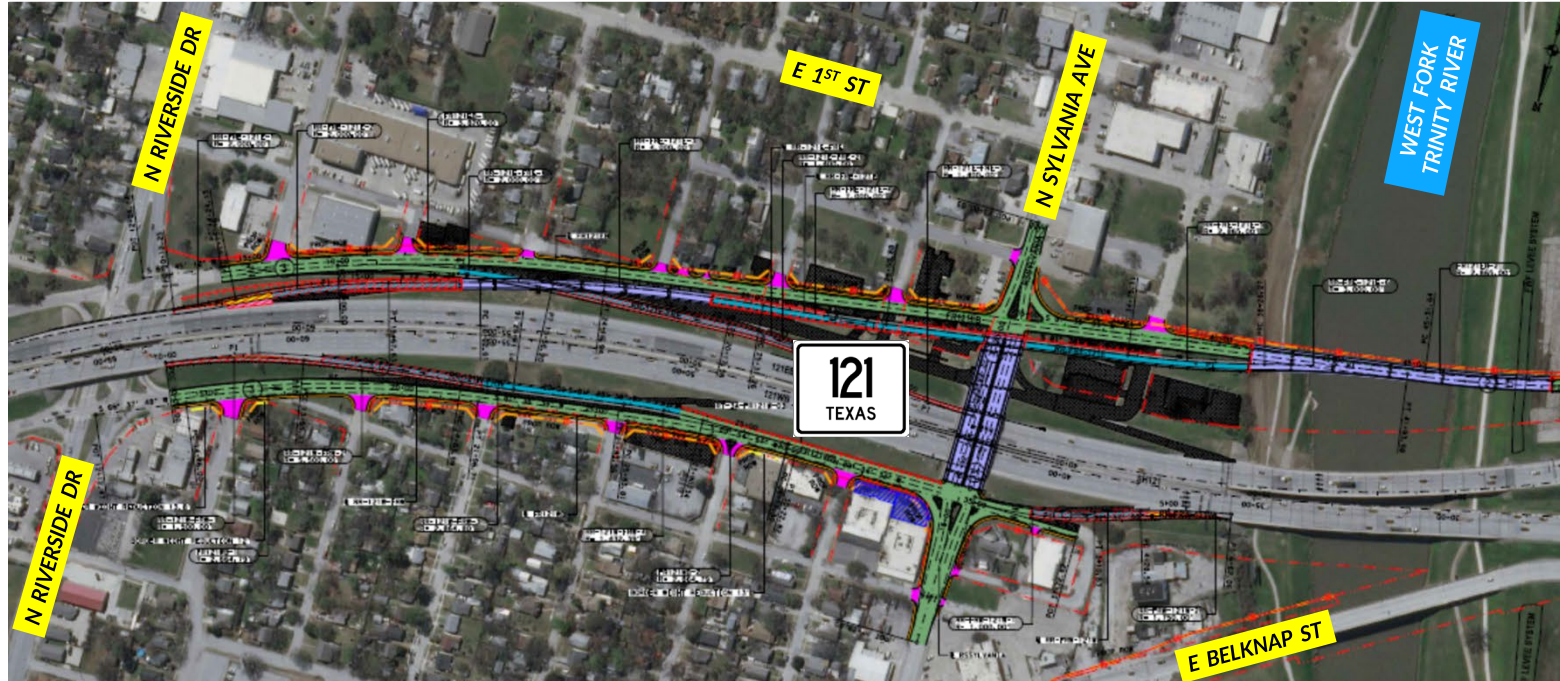


- Built in 1963
- “On-System”, NHS, and on National Truck Network
- Posted for weight limit (< 10%)
- Does not meet currently acceptable design standards
- Vertical clearance: 14’-2” (NB), 13’-6” (SB)
- Overheight Vehicle Detection System (OHVeD) installed
- 13 vehicle strikes since 2004 (twice this year)



IH 35W / SH 121 INTERCHANGE - SYLVANIA AVENUE BRIDGE

PROJECT		COST / FUNDING STATUS				
TITLE	DESCRIPTION/LIMITS	TOTAL COST	NON-ELIGIBLE COST	ELIGIBLE COST	BIP GRANT (Federal)	MATCH (Non-Federal)
Ultimate IH 35W / SH 121 Interchange Phase One - Sylvania Ave. Bridge	For ultimate IH 35W / SH 121 footprint, reconstruct SH 121 / Sylvania Ave. bridge, build new NB IH 35W / SH 121 frontage road (with Trinity River bridge) - 4th St. to Riverside Dr., & build new SB SH 121 frontage road - Riverside Dr. to Sylvania Ave. (plus new entry / exit ramps & bicycle / pedestrian accommodations)	\$ 106 Million	\$ 81 Million ¹	\$ 25 Million	\$ 20 Million	\$ 5 Million ¹



1. State Funds (revenue from refinanced North Tarrant Express financial obligations, plus interest)

BRIDGE INVESTMENT PROGRAM (BIP) – SCHEDULE

June 10, 2022	BIP Notice of Funding Opportunity (NOFO) Released
June 24, 2022	STTC Information
July 14, 2022	RTC Information
July 22, 2022	STTC Information – State of Regional Bridges (NBI Data / BIP Analysis)
July 25, 2022	BIP “Planning” Grant Application Submittal Deadline – NOT PURSUED
August 9, 2022	BIP “Large Bridge” Grant Application Submittal Deadline – NOT PURSUED
August 18, 2022	RTC Action – “Bridge” Grant
August 25, 2022	Executive Board Endorsement – “Bridge” Grant
August 26, 2022	STTC Endorsement – “Bridge” Grant
September 8, 2022	BIP “Bridge” Grant Application Submittal Deadline



BRIDGE INVESTMENT PROGRAM (BIP) – REQUESTED RTC ACTION

- Request RTC approval of:

Submittal of **Ultimate IH 35W / SH 121 Interchange Phase One – Sylvania Avenue Bridge** for funding consideration through the FY 22 Bridge Investment Program

Administratively amending NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY 22 BIP Grant award



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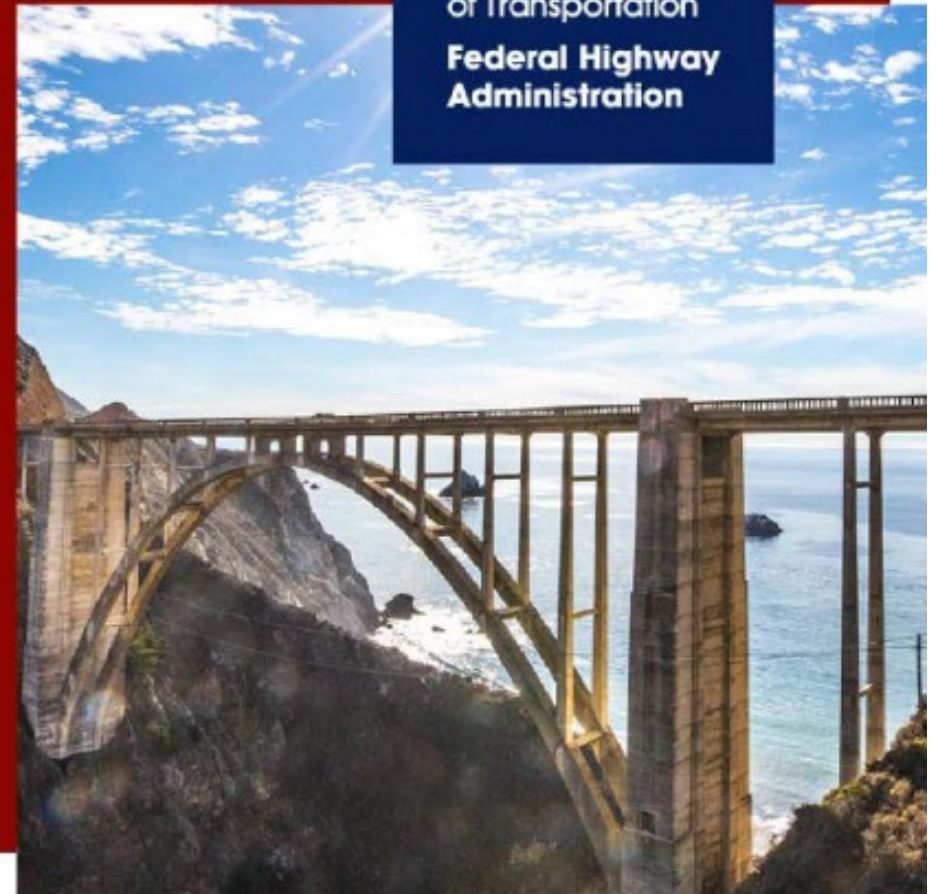
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U.S. Department
of Transportation
**Federal Highway
Administration**



RTC Action Item – Bridge Investment Program

USDOT Bipartisan Infrastructure Law (BIL): <https://www.transportation.gov/bipartisan-infrastructure-law>
USDOT Bridge Investment Program (BIP): <https://www.fhwa.dot.gov/bridge/bip/>



FEDERAL PERFORMANCE MEASURES UPDATE

SYSTEM PERFORMANCE, FREIGHT, AIR QUALITY (PM₃),
TRANSIT ASSET MANAGEMENT, and
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

JENNY NARVAEZ AND SHANNON STEVENSON
REGIONAL TRANSPORTATION COUNCIL

08.18.2022

Federal Performance Measure Rules

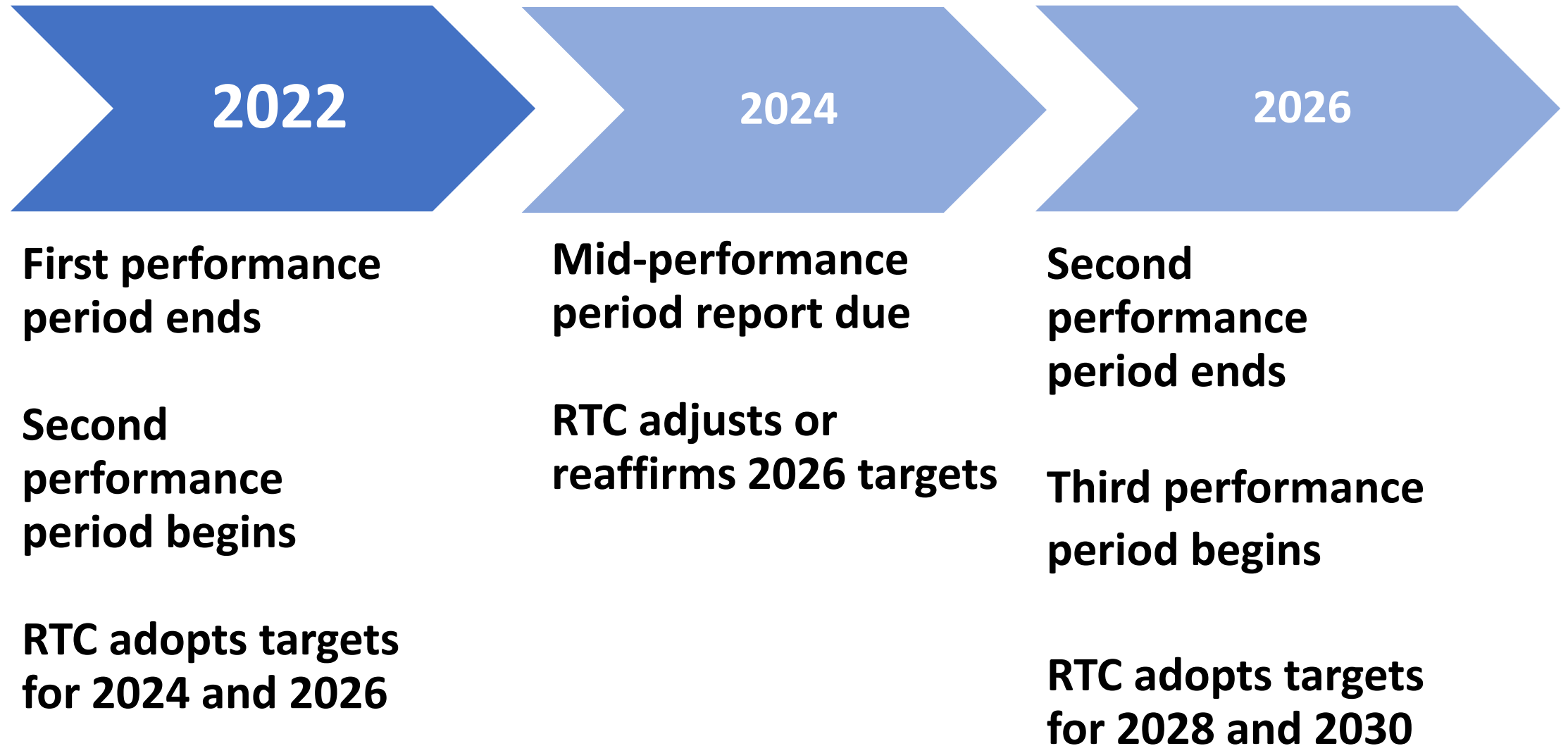
Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Upcoming Measure Milestone
PM1 – Roadway Safety	Late 2022	Late 2022 Early 2023	February 27, 2023 180-day mark for MPOs to agree with DOT targets or establish their own
PM2 – Pavement and Bridge	Early 2023	Early 2023	April 2023 180-day mark for MPOs to agree with DOT targets or establish their own
PM3 – System Performance, Freight, and CMAQ	August 26, 2022	September 8, 2022	September 19, 2022 MPOs submit Planning Management Forms to DOT
Transit Safety (PTASP)	Early 2025	Early 2025	Early 2025 Provide targets to TxDOT and FTA
Transit Asset Management	August 26, 2022	September 8, 2022	October 2022 Provide targets to TxDOT and FTA

STTC – Surface Transportation Technical Committee
 RTC – Regional Transportation Council
 MPO – Metropolitan Planning Organizations

DOT – Department of Transportation
 TxDOT – Texas Department of Transportation
 FTA – Federal Transit Administration

PM3: System Performance, Freight, and CMAQ

PM3 Schedule



Interstate Reliability

Percentage of travel on Interstates in the Metropolitan Planning Area (MPA) that are reliable


Measures predictability of travel times

Measure has been steadily improving over time

Somewhat impacted by COVID-19 pandemic

2021 values returned to near normal

The RTC continues to implement policies and programs aimed at maximizing the existing system capacity, reducing demand through implementation of travel demand management strategies, and strategically adding new Interstate capacity.

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Interstate Reliability		78.6%	79.5%	78.9%	80.9%	82.1%



Non-Interstate Reliability

Percentage of travel on Non-Interstates in the MPA that are reliable


Measures predictability of travel times

Measure has been steadily improving over time

More significantly impacted by COVID-19 pandemic

2021 values remain high, but expected to return to normal patterns over time similarly to Interstates

The RTC continues to implement policies and programs aimed at increasing traffic flow through signal timing coordination, implementing travel demand management strategies, and strategically adding new arterial street capacity.

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Non-Interstate Reliability		N/A	71.1%	86.1%	77.8%	79.5%



Peak Hour Excessive Delay

Hours of “excessive” delay experienced per capita on the National Highway System (NHS) in an urbanized area

Now required for Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas (**2010 boundaries**) - Less data and stability for newer reporting areas

Measure has been slightly improving over time

Strongly impacted by COVID-19 pandemic – 2022 data indicates return to previous trends for Dallas-Fort Worth-Arlington

The RTC continues to implement policies and programs such as robust incident management during peak hours, as well as providing other travel options such as express managed lanes, regional rail, and express bus service

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Dallas-Ft. Worth-Arlington		N/A	15.00 hrs.	11.40 hrs.	12.91 hrs.	12.51 hrs.
Denton-Lewisville		New Measure		4.70 hrs.	4.10 hrs.	3.70 hrs.
McKinney		New Measure		1.90 hrs.	1.30 hrs.	0.90 hrs.

Truck Travel Time Reliability

Measures predictability of travel times for trucks

Measure has been worsening over time

Addressed by Freight Policies and Programs:

- **FP3-007:** Improve efficiency by promoting safety, mobility, and accessibility on the freight networks.
- **FP3-002:** Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability
- **FP2-120:** Freight System/Network Planning

Somewhat impacted by COVID-19 pandemic - analysis indicates a return to previous pre-pandemic trends

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Truck Travel Time Reliability		1.83	1.90	1.76	2.10	2.60



Percent Non-Single Occupancy Vehicle Travel

Percentage of commuters who use a mode other than “Drove Alone” (bicycle, transit, carpool, etc.)

Now required for Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas




Recent trends:

- Changes to travel patterns during the COVID-19 pandemic

- Census Bureau data collection issues in 2020

- Assumption that some changes to travel patterns will persist

Addressed by Regional Trip Reduction Program, implementation of additional transit service and infrastructure, implementation of bicycle-pedestrian connections



Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Dallas-Ft. Worth-Arlington		19.8%	20.2%	22.2%	22.7%	23.0%
Denton-Lewisville		New Measure		22.7%	22.8%	22.9%
McKinney		New Measure		22.7%	22.8%	22.9%

Total Emissions – NO_x and VOC

Total emission reductions for carbon monoxide (CO), nitrogen oxides (NO_x), volatile organic compounds (VOC), and Particulate Matter (PM₁₀ and PM_{2.5}) for CMAQ-funded projects in designated nonattainment areas for those pollutants

Established for National Performance Management Measures to assess the CMAQ Program – On-Road Mobile Source Emissions

CMAQ-funded projects that fall within Dallas-Fort Worth Ozone 10-County Nonattainment Area

Measure		Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
			2020	2022		2024	2026
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)		5,884.42	7,403.95	1,942.20	2330.64	4,195.15
	VOC (kg/day)		1,418.56	1,814.02	466.90	599.90	1,035.83



TAM: Transit Asset Management

**PTASP: Public Transportation
Agency Safety Plans**

TAM: Performance & Target Update

Business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair (SGR)

Regional targets established in coordination with providers





Challenge to establish uniform definition for vehicle useful life benchmark due to varying operating environments across region

Proposing to establish targets for large transit agencies and separate targets for small transit providers

NCTCOG is actively working with small transit providers to meet targets through the Cooperative Vehicle Procurement Program







TAM: Targets & Regional Performance (Large Agencies)

Asset Category	Metric	Desired Trend Indicating Improvement	2018 Target	Performance		
				FY 2018	FY 2019	FY 2020
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	2%	5.7%	5.8%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0.34%	0.14%	3.39%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	23%	50.4%	59.8%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	0%	2.2%	1.7%



TAM: Targets & Regional Performance (Small Providers)

Asset Category	Metric	Desired Trend Indicating Improvement	2018 Target	Performance		
				FY 2018	FY 2019	FY 2020
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	24%	24%	14.7%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	56%	64.9%	62.2%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	0%	0%	0%



TAM: Various Target Setting Methods

Providers in region employ a variety of methods to set targets and measure performance

Most set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks (ULB)

TxDOT (Transit Division) Group Plan contains 15% targets

NEW: 2021 Bipartisan Infrastructure Law added that USDOT now requires project sponsors for **Fixed Guideway Capital Investment Grant** applications to have made progress toward TAM targets. This is also a consideration for **State of Good Repair Grant** rail vehicle replacement applications.

TAM: Targets Recommendation (Large Agencies)

Recommend maintaining previous targets for all asset categories and types, except Equipment, for FY2023-2026

Goals for Maintained Targets

- Continue the consistent approach from the original adopted targets
- Encourage continued improvement for individual providers and the overall region
- Provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair

Category	Target
Rolling Stock Target	0%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%



TAM: Targets Recommendation (Small Providers)

Recommend new targets for all asset categories and types be adopted for FY2023-2026

Goals for Proposed Targets

- Maintain strong performance in Infrastructure and Facilities asset categories
- Provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers
- Reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles

Category	Target
Rolling Stock Target	5%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%



Public Transportation Agency Safety Plan (PTASP) Annual Progress Update

Targets have four-year time horizon, adopted in 2021 by RTC, to be met by 2025

Most recent year of available data (FY2020, "Year 1") has been calculated to determine progress toward the targets

Measure	Desired Trend Indicating Improvement	Target*	FY 2020
1. Fatalities - Total Number	↘	0.00	10
2. Fatalities - Rate per 100K Miles	↘	0.00	0.015
3. Injuries - Total Number	↘	142.98	293
4. Injuries - Rate per 100K Miles	↘	0.22	0.445
5. Safety Events - Total Number	↘	490.20	148
6. Safety Events - Rate per 100K Miles	↘	0.77	0.22
7. System Reliability - Miles Between Major Mechanical Failures	↗	19,841	16,328

*Except Fatalities, all targets are a 5% Improvement over initial baseline average (2016-2019)



Committee Schedule

Date	Committee Meeting
July 22	STTC Information Item - Performance Measures and Draft Targets
August 18	RTC Information Item - Performance Measures and Draft Targets
August 26	STTC Action Item - Recommend Approval of Final Targets
September 8	RTC Action Item - Approval of Final Targets
October 1	Deadline for Targets



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North Central Texas Council of Governments

Safe Streets and Roads for All Regional Grant Application

Regional Transportation Council
8.18.2022

Karla Windsor

Federal Funding Overview

Bipartisan Infrastructure Law (BIL)

Active BIL Grant NOFOs – FY22

- **Safe Streets and Roads for All (SS4A)**

- Bridge Investment Program
- Railroad Crossing Elimination Program
- Reconnecting Communities Pilot Program

Pending BIL Grant NOFOs – FY22

- Nationally Significant Federal Lands and Tribal Project Program (August)
- Consolidated Rail Infrastructure & Safety Improvements Grant Program (August)
- Strengthening Mobility & Revolutionizing Transportation (SMART) Program (September)
- Federal/State Partnership for Intercity Passenger Rail Grant Program (October)
- Thriving Communities Grant Program (November)

Completed MPO-eligible BIL solicitations

- Local and Regional Project Assistance Program (RAISE)
- Multimodal Projects Discretionary Grant Program* (INFRA/MEGA/RURAL)
- Port Infrastructure Development Grant Program (PIDG)
- Transit-Oriented Development Pilot Program

**Submitted*



Safe Streets Grant Program

Funding Availability

\$400 Million

- Action Plan (Nation)

\$600 Million

- Implementation (Nation)

< 15% per State

- Overall Program

Minimum Award*

\$200,000

- Action Plan (All Applicants)

\$3 Million

- Implementation (Rural/Tribal)

\$5 Million

- Implementation (MPO/Group)

Maximum Award*

\$1 Million

- Action Plan (Local/Tribal/Rural)

\$5 Million

- Action Plan (MPO/Group)

\$30 Million

- Implementation (Local/Rural/Tribal)

\$50 Million

- Implementation (MPO/Group)

Cost Sharing

80% Federal | 20 % non-Federal

Applicant/Condition Eligibility

1. MPOs
2. Political Subdivision of a State
(City, Town, County, Transit Agency, Special District, etc.)
3. Tribal Government
4. Multi-Jurisdictional Group of Above Entities

* There is no minimum or maximum award amount; however, the NOFO provides expected minimum and maximum ranges for applicant consideration.



Safe Streets Grant Purpose & Priorities

Purpose: Improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries; focused on all users.

Priorities:

- Promote safety
- Employ low-cost, high-impact strategies
- Ensure equitable investment in the safety needs of underserved communities
- Incorporate evidence-based projects and strategies
- Align with USDOT priorities of equity, climate sustainability, quality job creation, and economic strength and global competitiveness



**Application due
September 15**



Safe Streets – Implementation Grant

NCTCOG will submit an application based on the Regional Pedestrian Safety Action Plan (PSAP)

- Focused on addressing Pedestrian Safety Corridors
- Implementing Safety Countermeasures
- Will continue internally to advance development on various strategic corridors for future opportunities



Safe Streets - Implementation Grant Project

Martin Luther King, Jr Blvd/Cedar Crest Blvd

Implement safety countermeasures to address the safety of all modes of transportation including motor vehicles, transit, bicycle, and pedestrian:

- Complete/context-sensitive street retrofit
- Upgrade to DART Smart Shelters
- Technology upgrades



Safe Streets Grant Application

Draft Project Budget

Component Name	Project Cost	Federal (SS4A)	Non-Federal Match	Match Source
Complete Street (Context Sensitive) Retrofit, Safety, and Technology Upgrades	\$21,000,000	\$16,800,000	\$4,200,000	City of Dallas
DART Bus Stop / Smart Bus Shelter Upgrades	\$1,000,000	\$800,000	\$200,000	DART
Total	\$22,00,000	\$17,600,000	\$4,400,000	



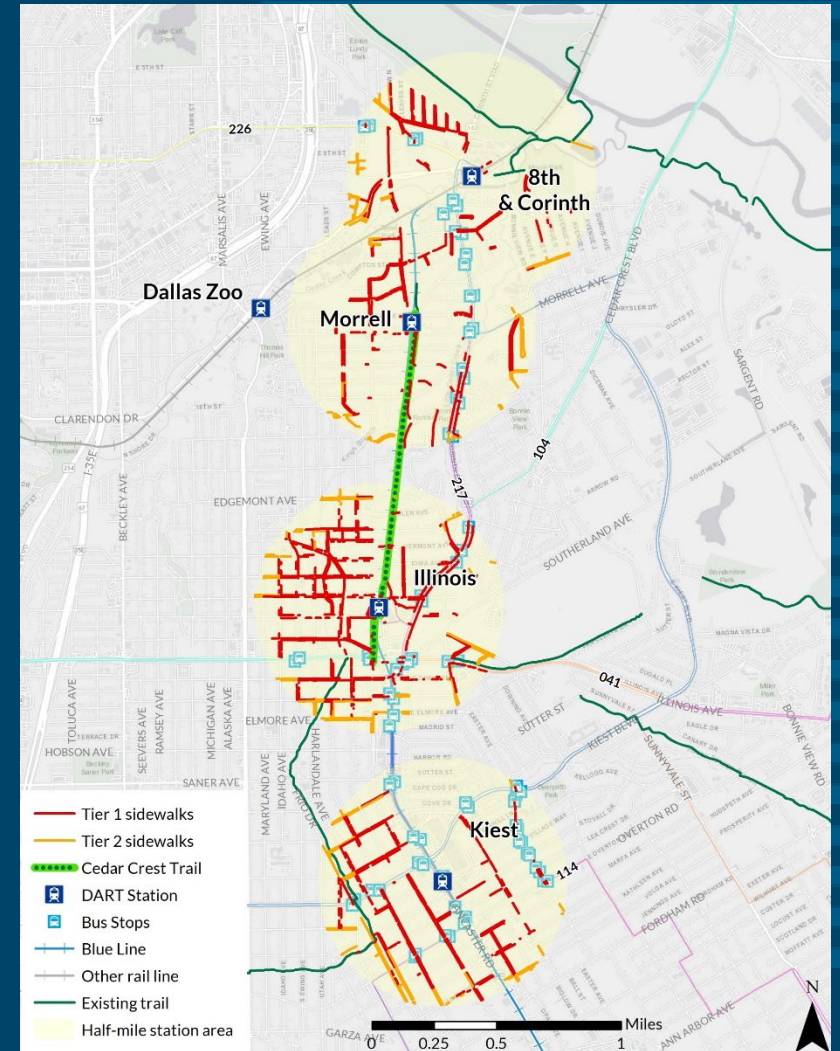
Safe Streets Grant Schedule

Date	Milestone
May 16, 2022	NOFO Released
July 22, 2022	STTC Information
August 18, 2022	RTC Information
August 26, 2022	STTC Action
September 8, 2022	RTC Action
September 15, 2022	Application Due
September 28, 2022	Executive Board Endorsement



UPDATE: South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades

- \$43.75M project budget
- Received \$25M maximum award
- 30 miles of sidewalks around four DART Blue Line Stations
- 1.5-mile trail extension
- Next Gen. Smart Bus Shelters
- Upgrades and safety features at DART route 217 bus stops



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