Proposed 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
Proposed August RTC Action (Agreed to by All Parties)

Ratify RTC Transportation Director (Emergency) $2M Backstop

Priority is to Get Grant Agreements Completed *(September 22, 2022)*

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

Trackage Rights Agreement Amendment Triggers BNSF $2M Commitment
# Recommendations in South and Southeast Fort Worth

<table>
<thead>
<tr>
<th>Project</th>
<th>Funds</th>
<th>Source</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Technology Application of Expanded ZIPZONE Transit Service in Zip Code 76104</td>
<td>$700K</td>
<td>CMAQ with Regional TDC</td>
<td>Added to $300K Planning Submittal to FTA (two years)</td>
</tr>
<tr>
<td>Pilot Project on Design and Implementation of Equal Access to the Internet as a Travel Demand Management Tool: Southeast Fort Worth Lancaster and Rosedale</td>
<td>$3000K</td>
<td>STBG with Regional TDC</td>
<td>$200K RTC Local, Lancaster (new) and Rosedale (retrofit)</td>
</tr>
<tr>
<td>Western Application of Next Generation Traffic Signals: Emergency Vehicles and Transit Vehicles</td>
<td>$500K</td>
<td>STBG with Regional TDC</td>
<td>Hospital District (emergency) and Lancaster (transit)</td>
</tr>
</tbody>
</table>

---

1 Supporting City of Fort Worth Resolution 5028-12-2018 (Task Force on Race and Culture)
2022 WTS Innovative Transportation Solutions Award

DFW High-Speed Transportation Connections Study Team

Project Management
Dan Lamers
Brendon Wheeler

Marketing/Public Outreach
Amanda Wilson
Rebekah Gongora
Norma Zuniga
Carli Baylor
Taylor Benjamin
Teresa Taitt

Mapping Support
James McLane

Fiscal Management
Michelle Ward
Nathaniel Dover

HNTB (Project Consultant)
Management Team
Ian Bryant
Chris Masters
Nicole Alldredge

Engineering/NEPA Support
Sandy Wesch

Legal Services
Ken Kirkpatrick
Emily Beckham

Modeling
Arash Mirzaei
Hua Yang

Document Review / Quality Assurance
Cile Grady

Mapping Support
James McLane
Transportation Alternatives
Set-Aside Program

2022 Call for Projects
for the North Central Texas Region

Regional Transportation Council
July 14, 2022
Eligible Project Activities

May include:
• Shared-Use Paths (Trails)
• On-Street Bikeways
• Sidewalks, Crosswalks, Curb Ramps
• Pedestrian and Bicycle Safety Countermeasures and Technology
• Protected Intersections
• Education Activities for Safe Routes to School Projects
## Application Categories and Projects

<table>
<thead>
<tr>
<th>Eligible Projects</th>
<th>Active Transportation</th>
<th>Safe Routes to School</th>
<th>Safe Routes to Rail</th>
<th>Safety and Technology</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Parking</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>-</td>
</tr>
<tr>
<td>Bicycle and/or Pedestrian Count Equipment</td>
<td>○</td>
<td>-</td>
<td>-</td>
<td>●</td>
</tr>
<tr>
<td>Crossing Safety Improvements (HAWK, RRFB, refuge islands, etc.)</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>●</td>
</tr>
<tr>
<td>Education Activities for Safe Routes to School</td>
<td>-</td>
<td>●</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>On-Street Bikeways (separated bike lanes, bike boxes, etc.)</td>
<td>●</td>
<td>○</td>
<td>○</td>
<td>-</td>
</tr>
<tr>
<td>Pedestrian Improvements (sidewalks, crosswalks, curb ramps, etc.)</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Pedestrian Scale Lighting</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>●</td>
</tr>
<tr>
<td>Protected Intersections</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>●</td>
</tr>
<tr>
<td>Road Diets</td>
<td>●</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>Shared-Use Paths (Trails)</td>
<td>●</td>
<td>○</td>
<td>○</td>
<td>-</td>
</tr>
</tbody>
</table>

- Primary eligible project in an application
- Supporting eligible project in an application
- Not Eligible
Funding Overview

Approximately $40+ million in federal funding is anticipated to award

<table>
<thead>
<tr>
<th>Project Activity</th>
<th>Minimum Federal Funding Award per Project</th>
<th>Maximum Federal Funding Award per Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>$500,000</td>
<td>No Limit</td>
</tr>
<tr>
<td>Safe Routes to School Education Activities</td>
<td>$250,000</td>
<td></td>
</tr>
</tbody>
</table>
Funding Overview, cont.

• Construction-implementation projects
  o Engineering and Environmental Phases: 100 percent locally funded
  o Construction Phases: Minimum 20 percent local match

• Safe Routes to School education activities: Minimum 20 percent local match

• Local match must be cash or Transportation Development Credits (TDCs)
  o No in-kind contributions
  o Agencies may request use of TDCs (in lieu of a local match) if qualified through the MTP Policy Bundle process, OR
  o Agencies may request Regional Transportation Council (RTC) TDCs (in lieu of a local match) for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update). Use of RTC TDCs will be limited to 2 applications per agency.
Eligible Project Areas

All proposed projects must be within one of the three urbanized areas (exceeding 200K population)
Program Rules
(Required Documentation)

Funding Commitment
Confirm the availability of the local match contribution or the requested use of TDCs in lieu of local cash match

Right-of-Way/Easement
Property must be under public ownership. If easement cannot be obtained by deadline, a consent letter from the “public” property owner or utility company is required. Pending easements on private properties are not eligible.

If Applicable:
Railroad Right of Entry Letter/Agreement
(if project is in railroad right-of-way)

TxDOT District Engineer Letter of Consent
(if project is in TxDOT right-of-way)

Letter of Support from School District Superintendent or Top Administrator
(SRTS Projects Only)

Documentation of Support from Supporting Entity
(if project includes or crosses another jurisdiction)
Program Rules, cont.

- Project sponsor must execute an agreement (LPAFA) with TxDOT within **one year** of the funding award by the RTC

- Projects must advance to construction within **three years (or less)** of the funding award by the RTC or the funding may be reprogrammed

- Projects must be implemented consistent with the funding application as approved by the RTC and as included in the project agreement with TxDOT
## Anticipated Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle and Pedestrian Advisory Committee (BPAC) - Information</td>
<td>May 18, 2022</td>
</tr>
<tr>
<td>Surface Transportation Technical Committee (STTC) – Action</td>
<td>June 24, 2022</td>
</tr>
<tr>
<td><strong>Regional Transportation Council (RTC) – Action</strong></td>
<td><strong>July 14, 2022</strong></td>
</tr>
<tr>
<td>Call for Projects Opens</td>
<td>July 18, 2022</td>
</tr>
<tr>
<td>Call for Projects Workshop</td>
<td>July 19, 2022</td>
</tr>
<tr>
<td><strong>Call for Projects Closes (Applications Due by 5PM)</strong></td>
<td><strong>Sept 9, 2022</strong></td>
</tr>
<tr>
<td>Review of Projects/Scoring by NCTCOG Staff</td>
<td>Sept – Oct 2022</td>
</tr>
<tr>
<td>Public Meeting</td>
<td>Nov 2022</td>
</tr>
<tr>
<td>Surface Transportation Technical Committee (STTC) – Action to Recommended Project Funding Awards</td>
<td>Dec 2, 2022</td>
</tr>
<tr>
<td>Regional Transportation Council (RTC) – Action to Approve Project Funding Awards</td>
<td>Dec 8, 2022</td>
</tr>
<tr>
<td>Submittal Deadline for TIP Modifications</td>
<td>Jan. 27, 2023</td>
</tr>
<tr>
<td>Deadline for Project Sponsors to Execute Agreements with TxDOT</td>
<td>December 2023</td>
</tr>
<tr>
<td>Deadline for Project Sponsors to Open Bids and Obligate Funds</td>
<td>December 2026</td>
</tr>
</tbody>
</table>
Requested Action

Approval of Call for Projects elements related to:

eligible project areas, eligible activities, application categories, funding and local match, program rules, and schedule
Process to Update DBE Goal

- Project Potential Contract Awards (FY23-25)
- DBE Goal Development
- Initiate Public Input/Stakeholder Involvement
- Publish Goal for Public Comment/Review
- Committee Review/Consideration

Implement New DBE Goal – October 1, 2022
Development of DBE Goal

Step 1: Determine Relative Availability of Ready, Willing & Able DBE Firms

- Determined by Market Area
  - DFW MSA (NCTCOG)
  - Individual Market Area Transit Subs (County)
- Includes weighting by Contract opportunities for FY23-25
  - NCTCOG & Subs
  - Funding Source

Establishes Base Figure

Step 2: Consideration of Other DBE Data

- Historical DBE Expenditures
- DBE goals from other, similar agencies in DFW Market area
- Stakeholder comment
- Public comment

Adjustments to Base Figure
## Step 1
Preliminary DBE Availability Analysis - *NCTCOG & Subrecipients*

<table>
<thead>
<tr>
<th>Procurement Type</th>
<th>Potential Awards (in $1,000s)</th>
<th>DBE Firms</th>
<th>Total Firms</th>
<th>DBE Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>$4,105</td>
<td>3,699</td>
<td>13,900</td>
<td>26.6%</td>
</tr>
<tr>
<td>Marketing, Advertising, and Public Outreach</td>
<td>$1,991</td>
<td>427</td>
<td>1,784</td>
<td>23.9%</td>
</tr>
<tr>
<td>Office Supplies &amp; Equipment (Rental &amp; Purchase)</td>
<td>$1,002</td>
<td>35</td>
<td>629</td>
<td>5.6%</td>
</tr>
<tr>
<td>Operational Administrative, Communications, Support Services</td>
<td>$2,603</td>
<td>890</td>
<td>11,220</td>
<td>7.9%</td>
</tr>
<tr>
<td>Planning/Engineering</td>
<td>$10,725</td>
<td>1,810</td>
<td>5,655</td>
<td>32.0%</td>
</tr>
<tr>
<td>Software and Ancillary Information Technology Professional Services</td>
<td>$4,065</td>
<td>727</td>
<td>5,156</td>
<td>14.1%</td>
</tr>
<tr>
<td>Transportation Equipment</td>
<td>$13,721</td>
<td>22</td>
<td>251</td>
<td>8.8%</td>
</tr>
<tr>
<td>Vehicle Maintenance and Operations Support</td>
<td>$3,965</td>
<td>71</td>
<td>2,403</td>
<td>3.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$42,176</strong></td>
<td><strong>7,681</strong></td>
<td><strong>40,998</strong></td>
<td><strong>18.7%</strong></td>
</tr>
</tbody>
</table>

*Numbers are rounded to the nearest thousand

**Total Weighted Summary**

17.0%
**Step 1**

Preliminary DBE Availability Analysis - *Subrecipients*

<table>
<thead>
<tr>
<th>Procurement Type</th>
<th>Potential Awards (in $1,000s)</th>
<th>DBE Firms</th>
<th>Total Firms</th>
<th>DBE Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>$4,105</td>
<td>3,699</td>
<td>13,900</td>
<td>26.6%</td>
</tr>
<tr>
<td>Marketing, Advertising, and Public Outreach</td>
<td>$191</td>
<td>427</td>
<td>1,784</td>
<td>23.9%</td>
</tr>
<tr>
<td>Office Supplies &amp; Equipment (Rental &amp; Purchase)</td>
<td>$429</td>
<td>35</td>
<td>629</td>
<td>5.6%</td>
</tr>
<tr>
<td>Operational Administrative, Communications, Support Services</td>
<td>$2,603</td>
<td>890</td>
<td>11,220</td>
<td>7.9%</td>
</tr>
<tr>
<td>Software and Ancillary Information Technology Professional Services</td>
<td>$1,060</td>
<td>146</td>
<td>3,047</td>
<td>4.8%</td>
</tr>
<tr>
<td>Transportation Equipment</td>
<td>$721</td>
<td>19</td>
<td>109</td>
<td>17.4%</td>
</tr>
<tr>
<td>Vehicle Maintenance and Operations Support</td>
<td>$3,965</td>
<td>71</td>
<td>2,403</td>
<td>3.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$13,074</td>
<td>5,287</td>
<td>33,092</td>
<td>16.0%</td>
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<tr>
<td><strong>Total Weighted Summary</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>12.7%</strong></td>
</tr>
</tbody>
</table>
Step 2
Consideration of Other DBE Data

Items Reviewed for Potential Adjustments

- Historical DBE Achievement/Expenditures
- Similar Entity DBE Goals
- Stakeholder Comment
- Public Comment
## Step 2
### Historical DBE Performance

<table>
<thead>
<tr>
<th>Fiscal Years^*</th>
<th>Total Contract Amount</th>
<th>DBE Goal</th>
<th>DBE Contract Percent</th>
<th>DBE Expenditure Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006-2010</td>
<td>$17,028,000</td>
<td>13%</td>
<td>22.00%</td>
<td>24.1%</td>
</tr>
<tr>
<td>2011-2013</td>
<td>$7,122,596</td>
<td>25%</td>
<td>27.40%</td>
<td>24.5%</td>
</tr>
<tr>
<td>2014-2016</td>
<td>$20,010,463</td>
<td>25%</td>
<td>27.93%</td>
<td>24.63%</td>
</tr>
<tr>
<td>2017-2019</td>
<td>$10,657,099</td>
<td>25%</td>
<td>31.59%</td>
<td>33.69%</td>
</tr>
<tr>
<td>2020-2022</td>
<td>$41,807,606</td>
<td>19.4%</td>
<td>19.18%</td>
<td>14.78%</td>
</tr>
</tbody>
</table>

*expenditures through April 8, 2022
^2006-2019 NCTCOG activity only, 2020-2022 NCTCOG & Subrecipient activities
Step 2
Similar Entity DBE Goals/Feedback

Similar Entity DBE Goals

<table>
<thead>
<tr>
<th>Agency</th>
<th>Goal</th>
<th>Program Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trinity Metro</td>
<td>13%</td>
<td>FY2020-2022</td>
</tr>
<tr>
<td>DART</td>
<td>31%</td>
<td>FY2020-2022</td>
</tr>
<tr>
<td>DCTA</td>
<td>10%</td>
<td>FY2022-2024</td>
</tr>
</tbody>
</table>

Stakeholder Feedback
DBE Consultation Workshop (April 11th) – positive feedback

Public Comment Period May 13th – July 12th

No recommended adjustments
# FY2023-2025 DBE Goal Update

## Proposed Goal

*NCTCOG and Subrecipients (FTA, FHWA Funds)*

<table>
<thead>
<tr>
<th>CONTRACTING ENTITY</th>
<th>FTA</th>
<th>FHWA</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCTCOG</td>
<td>8.8%</td>
<td>26.6%</td>
<td>18.6%</td>
</tr>
<tr>
<td>SUBRECIPIENTS</td>
<td>12.7%</td>
<td>N/A</td>
<td>12.7%</td>
</tr>
<tr>
<td>TOTAL WEIGHTED GOAL*</td>
<td>9.8%</td>
<td>26.6%</td>
<td>17.0%</td>
</tr>
</tbody>
</table>

*Weighted by Contract Service Type, Contract Award Amount, and Market Area*
<table>
<thead>
<tr>
<th>TASK</th>
<th>DATE</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Meeting: Information Item on DBE Goal Update</td>
<td>March 25</td>
<td>✔️</td>
</tr>
<tr>
<td>Consultation Meeting with Stakeholders</td>
<td>April 11</td>
<td>✔️</td>
</tr>
<tr>
<td>Meeting: Information Item on DBE Goal Update</td>
<td>April 14</td>
<td>✔️</td>
</tr>
<tr>
<td>STTC: Information Item on Proposed Goal</td>
<td>April 22</td>
<td>✔️</td>
</tr>
<tr>
<td>RTC: Information Item on Proposed Goal</td>
<td>May 12</td>
<td>✔️</td>
</tr>
<tr>
<td>Notice to Public of Proposed Goal (start 45-Day Public Comment Period)</td>
<td>May 13</td>
<td>✔️</td>
</tr>
<tr>
<td>DBE Open House</td>
<td>June 6</td>
<td>✔️</td>
</tr>
<tr>
<td>Public Meeting on DBE Goal Update Process</td>
<td>June 13</td>
<td>✔️</td>
</tr>
<tr>
<td>STTC: Approval of DBE Goal</td>
<td>June 24</td>
<td>✔️</td>
</tr>
<tr>
<td>End of 45-day Public Comment Period</td>
<td>July 12</td>
<td>✔️</td>
</tr>
<tr>
<td>RTC: Approval of DBE Goal</td>
<td>July 14</td>
<td>✔️</td>
</tr>
<tr>
<td>Executive Board: Approval of DBE Goal</td>
<td>July 28</td>
<td>✔️</td>
</tr>
<tr>
<td>Submit Final Electronically to FTA</td>
<td>August 1</td>
<td>✔️</td>
</tr>
<tr>
<td>DBE Program Update and Goal Effective</td>
<td>October 1</td>
<td>✔️</td>
</tr>
</tbody>
</table>

DBE Program – Fiscal Year 2023-2025 Goal Update
Requested Action

Staff requests Regional Transportation Council approval of the 17% Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2023-2025 for US Department of Transportation assisted contracting opportunities.
CONTACT US

Ken Kirkpatrick
General Counsel, DBE Liaison Officer
kkirkpatrick@nctcog.org | 817-695-9278

Emily Beckham
Program Manager
ebeckham@nctcog.org | 817-608-2308
Regional Parking Garage Policy and Initial Projects

Regional Transportation Council
July 14, 2022
Mobility 2045 Background

Mobility 2045 Goals

• Travel efficiency measures and system enhancements targeted at congestion reduction
• Encourages livable communities which support sustainability and economic vitality

SD02-001: Land Use-Transportation Connections Program

• Addresses land use-transportation connections by utilizing parking management strategies and innovative parking technologies
Previous Partnerships: Uber Funding

Request for technology company campus surrounding improvements

Became a commitment to the community for safety and technology-based solution in TxDOT surplus property

Total funding: $10.4M
- Technology parking lots: $4.5M
- Rideshare plaza, pedestrian and signal improvements: $5.9M
Previous Partnerships: Northwest Highway/Preston Center Study

Parking that will significantly change the transportation/land use balance of the area and solve a transportation problem using land use solutions

Approximately $48M estimated total cost in 2020

- $10M Commitment from the Regional Transportation Council (RTC)
- $10M from the City of Dallas
- $28M to be committed from the private sector
Previous Partnerships: Collin Creek

Request from City of Plano to support redevelopment of mall into dense mixed-use district

Support transit connection to downtown Plano DART Station

February 2020 - $55 million for garage and transit service*

- $30 million commitment from the Regional Transportation Council
  - $15 million to be repaid as loan
- $25 million local funding from City of Plano

*Federal funds were ultimately not used for this project due to incompatible construction procurement methods
Policy
Parking Policy Purpose

Through a policy, NCTCOG seeks to support surface and structured parking for a **limited strategic purpose with guiding criteria such as**:

- Parking on public lands or that constitute a reuse of public lands
- Parking advancing safety
- Parking that supports technology solutions and/or companies
- Parking that meets a special event use or location need
- Parking that significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions
- Parking that supports transit operation
- Parking that provides environmental, air quality, and/or equity benefits
Policy Purpose

What it will NOT do:
Create more auto trips at the expense of transit ridership
Subsidize development costs without
- a strong regional benefit and/or public interest
- being transit-supportive

What it WILL do:
- Be part of a funding partnership (gap funding)
- Create efficient use of land to accommodate regional growth and fiscal resiliency
- Increase economic impact and expanded transportation options, especially in historically disadvantaged communities
- Promote data-driven decisions and technology as a solution
- Support air quality goals
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 purposes that generally meet criteria including, but not limited to:

- reuse of public lands
- advancing safety
- support of technology solutions and/or companies
- 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
Funding Requests
Current Request: Mockingbird Station

Currently 725 surface spaces exist and will be replaced with structured parking to enable:

- Mixed income, multi-family residential going into site (20% affordable housing)
- Mixed use, transit-oriented (future hotel and office tower)
- Phase 1 mixed-income residential and site infrastructure development cost is $117.8M
- City is contributing $29M to support phase 1 development

Underground public parking garage requested, 500 spaces, three levels

Located adjacent to Dallas Area Rapid Transit (DART) Light Rail Station at the Mockingbird Station

$31.2M cost estimate for the garage

- DART has committed $10M for garage
- City is requesting the RTC fill the gap, NCTCOG staff recommends a maximum $20M RTC commitment (to be split with DART, details on slide 16 “DART Partnership”)
- Developer working on cost savings to reduce cost gap, will cover remaining gap

Facility will be owned and operated by DART
Mockingbird Station
Evaluation of Policy: Mockingbird Station Garage

Guiding Principles:

✓ Public Land
X Safety
? Technology/Parking Management
✓ Special Events/Location
✓ Land Use/Transportation Connection
✓ Transit-Supportive
X Environmental/Equity

Image source: DART, 2021
Current Request: Dallas Zoo

- 811-space garage requested
- Located adjacent to DART Light Rail Station at the Dallas Zoo, provides parking for Southern Gateway Deck Plaza
- $21.5M cost estimate
  - City of Dallas has committed $3.5M
  - $10M proposed with federal STBG funds from the RTC
  - $8M to be paid by Dallas Zoological Society (private donations)
- Facility will be owned by the City of Dallas
- Discussions underway regarding potential fee structure for garage users
Evaluation of Policy: Dallas Zoo Garage

Guiding Principles:

✓ Public Land
✓ Safety
?
Technology/Parking Management
✓ Special Events/Location
X Land Use/Transportation Connection
✓ Transit-Supportive
✓ Environmental/Equity

Image source: Dallas Zoo, 2021
DART/City of Dallas Partnership

Create approximately $100 million partnership with DART/City of Dallas

• $10 million trade (federal to local) for Zoo garage
• $20 million trade (federal to local) for Mockingbird Station project
  • Some portion of $20 million (to be determined)
• Partnership will involve request for $10 million MPO Revolver
• Trade with DART/City of Dallas to create additional RTC local funding capacity (amount to be determined)
Other Requests Under Development

[NOT part of today’s requested action]

Existing Transit Stations
- Downtown Plano
- Addison Circle
- Downtown Farmers Branch

Future Transit Stations
- Mansfield

Regional Destination & Public Lands Reuse
- Trinity Park Conservancy

Draft parking locations for Harold Simons Park
Requested Action

- Approval of the parking policy with strategic purpose/criteria for parking funding requests.

- Fund City of Dallas request for SMU/Mockingbird Station parking garage with $20 million in federal STBG funds to be matched by existing local funds on project.

- Fund City of Dallas Zoo parking garage request for $10 million in federal STBG funds to be matched by local funds.

- Direct staff to pursue DART/City of Dallas funding partnership as presented.

- Direct staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to include these projects.
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APPROVAL OF US 75 TECHNOLOGY LANE FOR PARTNERSHIP WITH LOCAL GOVERNMENT AND TEXAS DEPARTMENT OF TRANSPORTATION

MICHAEL MORRIS, P.E.

REGIONAL TRANSPORTATION COUNCIL

July 14, 2022
Removal of Pylons and Joint Operation of all Freeway Lanes

Aggressive Response to Incidents and Accidents for More Reliability

Advancing Green Signal Timing on Frontage Road to Bypass Incidents

Begin, Again, Permanent Improvement Plan for US 75
<table>
<thead>
<tr>
<th>USDOT June 16, 2020 Negotiated Position</th>
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<tr>
<td><strong>Southbound</strong></td>
</tr>
<tr>
<td>22 Hours</td>
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<tr>
<td>2 Hours a.m. Weekly</td>
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<td><strong>Allowed Vehicles</strong></td>
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<tr>
<td>HOV/SOV/Motorcycles</td>
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<tr>
<td><strong>Northbound</strong></td>
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<td>2 Hours p.m. Weekly</td>
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<td><strong>Allowed Vehicles</strong></td>
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<tr>
<td>HOV/SOV/Motorcycles</td>
</tr>
<tr>
<td>HOV/Motorcycles Only</td>
</tr>
</tbody>
</table>
Proposed Action

Advance RTC Approval of $57M

Add Green Vehicles to Peak Periods
  • Alternative Fuel (methanol, natural gas, hydrogen, LNG)
  • Electric (all battery and predominantly electric hybrid with plug in)

Weekend Open to All Vehicles

Endorsement by Dallas, Richardson, Plano, Allen and McKinney
Metropolitan Planning Organization Certification

FHWA/FTA Required to Review Transportation Planning Process Every 4 Years

Dallas-Fort Worth Transportation Management Area
- Dallas-Fort Worth-Arlington Urbanized Area
- Denton-Lewisville Urbanized Area
- McKinney Urbanized Area

Overall Conclusion:
- DFW TMA Planning Process is Certified
- Meets Planning Requirements under Title 23 and Title 49

20 Review Areas:
- 1 - Marginally Meets Provisions
- 2 - Recommendations
- 12 - Commendations
2023 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council
July 14, 2022
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)

• 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 TxDOT’s UTP.
ACTIVITIES SINCE LAST UPDATE

• TxDOT began developing the 2023 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.
• To satisfy a March 1, 2022 deadline set forth by TxDOT, a draft project listing was developed that included project revisions and potential new projects.
• 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
  • Staff coordinating with TxDOT to determine reasons and path forward
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

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<td><strong>$7.342</strong></td>
<td><strong>$6.880</strong></td>
<td><strong>$7.930</strong></td>
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* Amounts shown in billions
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 being 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.

TxDOT has tentatively agreed with the proposal.
PROPOSED CATEGORY 2/CATEGORY 12 FUNDING EXCHANGE (CONTINUED)

• Below are the projects with Category 2 funding ($468 million in total) which were proposed to change to Category 12 to offset the funding being added to the Southeast Connector segment:
  • TIP 13070/CSJ 0135-15-002
    • US 380 from JCT US 380/West University (West of McKinney) to JCT US 380/East of University (East of McKinney)
    • Exchange $283,996,800
  • TIP 13067/CSJ 0135-02-065
    • US 380 from Coit Road to JCT US 380/University Drive
    • Exchange $120,000,000
  • TIP 13033.5/CSJ 0196-01-113
    • IH 35E at Dobbs Road
    • Exchange $61,486,864
  • FM 428 Greenbelt
    • Exchange $2,516,336 (after re-funding project with $50 million)

• Instead of funding the FM 428 Greenbelt project, TxDOT is proposing to increase the amount of the swap on TIP 13070 by the same amount (to $286,513,136).
PROPOSED SOUTHEAST CONNECTOR FUNDING EXCHANGE (CATEGORY 2/STBG FUNDS)

• 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 a section of the Southeast Connector project are proposed to be exchanged with STBG funds.
• Since this Southeast Connector section can go to construction in Fiscal Year 2022, the region will be able to quickly reduce the carryover balance of STBG funds and take advantage of additional STBG funding that became available to the State.
• To complete the exchange, 15 projects across the region that are currently funded with $97.9 million of STBG funds are proposed to be funded with Category 2 funds instead (refer to comment section in Planned Project list for specific projects).
Dallas-Fort Worth Regional 10 Year Plan Projects
FY 2017 - FY 2032

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

Date: 01/14/2022
NEXT STEPS

• Finalize project selection/update efforts in coordination with TxDOT staff
• Bring back the listings for approval
• Bring back any project changes to the committees once the TTC weighs in
# TIMELINE

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<td>August 11, 2022</td>
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<td>TxDOT Public Involvement for 2023 UTP</td>
<td>July 2022 and August 2022</td>
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<tr>
<td>Anticipated TTC Approval of 2023 UTP</td>
<td>August 2022</td>
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