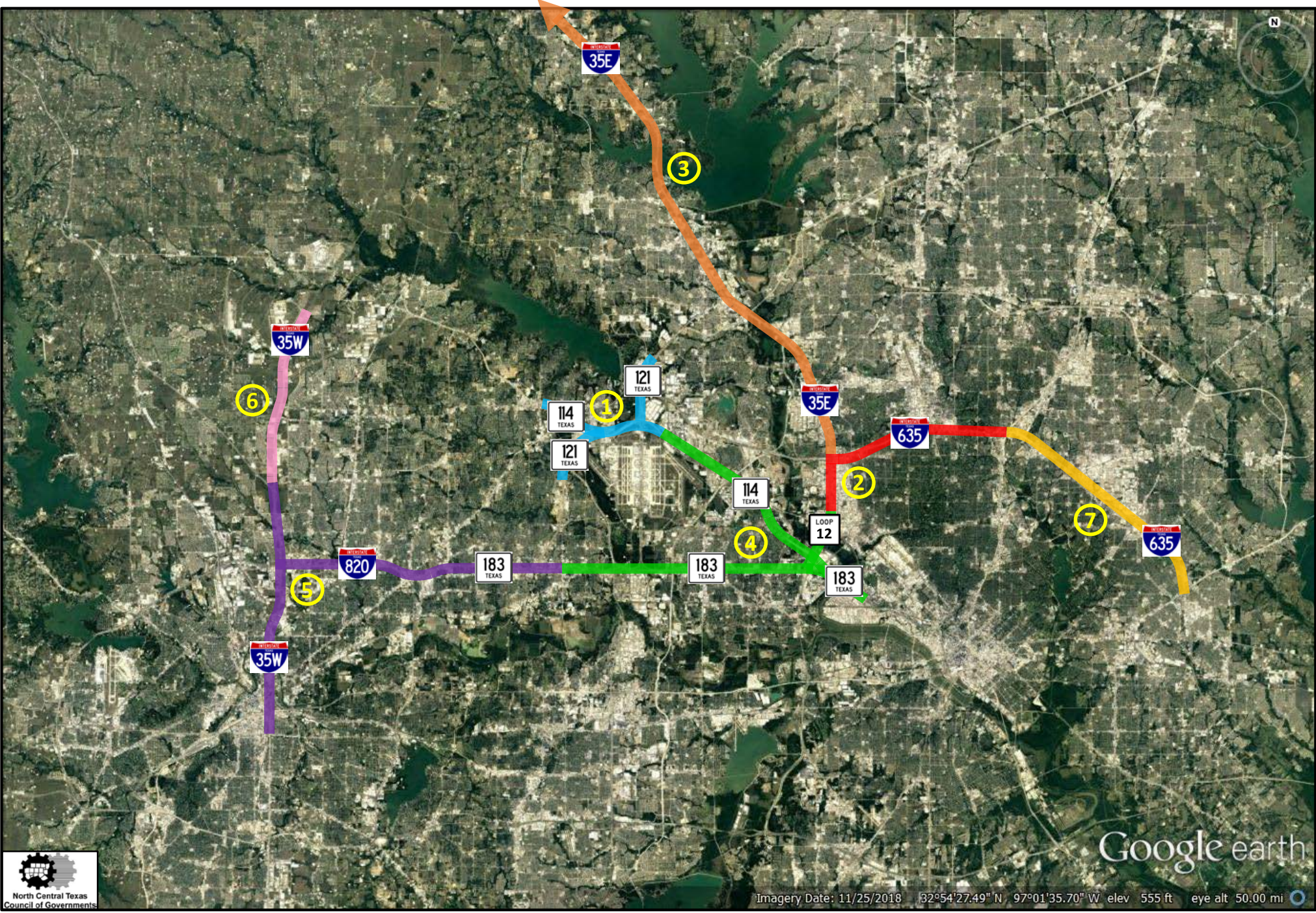
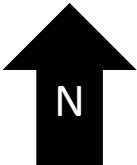


June 13, 2019

Base Highway System

LEGEND

- DFW Connector
- LBJ Express
- 35Express
- MidTown Express
- NTE Segment 1, 2, & 3A/3B
- NTE Segment 3C
- IH 635 LBJ East

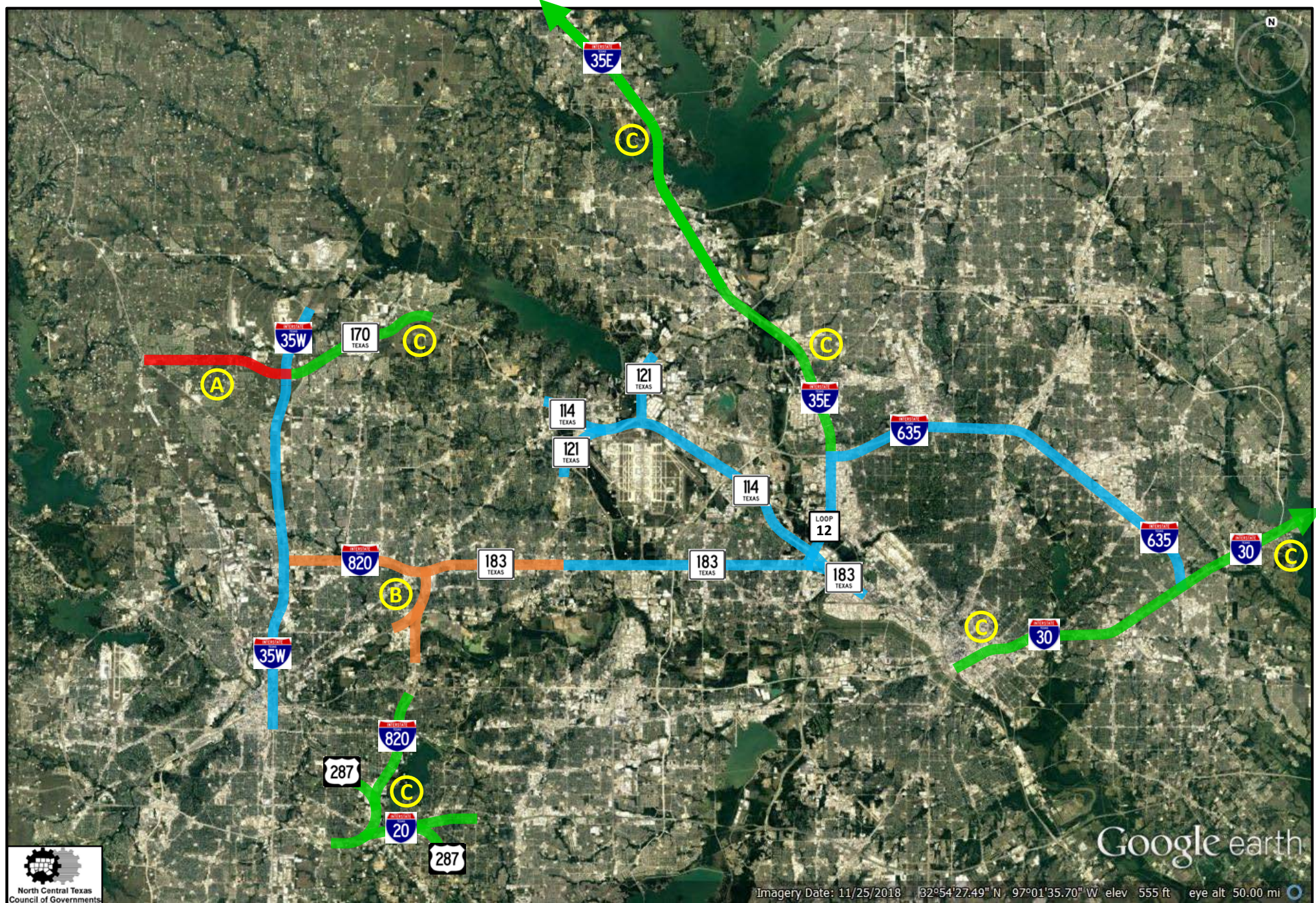
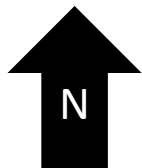


June 13, 2019

Leveraging Continued System Expansion

LEGEND

- PPP System (Previous Map)
- Fort Worth/BUILD/SH 170
- NTE "Follow-Up"
- UTP/10-Year Plan (Major Projects – Partial)



Imagery Date: 11/25/2018 32°54'27.49" N 97°01'35.70" W elev 555 ft eye alt 50.00 mi

Transportation Alternatives Set-Aside Program

2019 Call for Projects Recommendations
for the North Central Texas Region

Regional Transportation Council

June 13, 2019

Kevin Kokes, AICP



**North Central Texas
Council of Governments**

What is the Transportation Alternatives Set-Aside Program?

- Similar to the previous Transportation Alternatives Program (TAP) and Transportation Enhancements (TE)
- Requires states to sub-allocate to areas based on population
- MPOs serving urbanized areas with populations over 200,000 are responsible for selecting projects through a competitive process



Eligible Project Activities

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Bicycle/Pedestrian Signalization
- Sidewalks, Crosswalks, Curb Ramps
- Traffic Controls and Calming Measures
- Signage
- Road Diets



Federal Funding Allocation for Fiscal Year 20

	Western Region (Fort Worth District) (34%)	Eastern Region (Dallas District) (66%)	Total
TA Set-Aside Funds Available	\$ 2,700,960	\$ 5,243,040	\$ 7,944,000



Evaluation and Scoring Criteria

Category	Scoring	Description
Regional Network Connectivity	25	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties.
Mobility	20	Improves connections and access to transit.
Safety	15	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities.
Reducing Barriers	10	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.
Congestion Reduction	10	Provides alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling.
Destination Density	5	Provides access to areas with a high density of major employers and destinations.
Air Quality Benefits	5	Improves air quality by supporting non-motorized facility usage.
Equity	5	Improves access to disadvantaged populations and underserved communities.
Local Network Connectivity	5	Implements locally planned priorities.



Additional Considerations

Category	Scoring	Description
Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community and local match.
Project Innovation	5	Project implements innovative or new treatments and technology that can serve as a model for the region.



2019 TA Set-Aside Applications Received and Requested Federal Funding

	Western Region (Fort Worth District)	Eastern Region (Dallas District)	Total
Total Number of Applications Received	13	16	29
Federal Funding Requested	\$ 13,344,691	\$ 20,603,864	\$ 33,948,555
Federal Funding (FY 20) Available	\$ 2,700,960	\$ 5,243,040	\$ 7,944,000
Requested Funding Exceeding Available Funding	\$ 10,643,731	\$ 15,360,824	\$ 26,004,555



TA Set-Aside Funding Recommendations – Fort Worth District

	Nominating Entity	Project Name	Recommended TA Set-Aside Funds (FY20)
1	City of Grapevine ¹	Cotton Belt Trail Segment 2	\$ 1,923,024
2	City of Grapevine	Cotton Belt Trail Segment 1	\$ 777,936
Total			\$ 2,700,960

¹ = Project construction to be implemented by DART. Funding for design of the entire 26-mile Cotton Belt Trail corridor was approved by the Regional Transportation Council on October 11, 2018.

\$

= Highlighted project indicates reduced recommended federal funding based on availability and increased local match.



TA Set-Aside Funding Recommendations – Dallas District

	Nominating Entity	Project Name	Recommended TA Set-Aside Funds (FY20)	Recommended TA Funds (FY 21) ²
1	City of Plano ¹	Cotton Belt Trail Segment 26	\$ 1,700,718	\$ 0
2	City of Richardson ¹	Cotton Belt Trail Segment 21	\$ 460,851	\$ 0
3	City of Dallas ¹	Cotton Belt Trail Segments 18 and 20	\$ 2,419,157 ³	\$ 0
4	City of Coppell ¹	Cotton Belt Trail Segment 3	\$ 662,314 ³	\$ 1,567,454 ³
5	Dallas County	Harry Hines Multimodal Connection	\$ 0	\$ 2,399,747
Total			\$ 5,243,040	\$ 3,967,201

¹ = Project construction to be implemented by DART. Funding for design of the entire 26-mile Cotton Belt Trail corridor was approved by the Regional Transportation Council on October 11, 2018.

² = TA funds (FY 21) will be utilized assuming authorization as part of the next federal transportation bill. If not available it will be backfilled with CMAQ.

³= 929,785 Policy Bundle Transportation Development Credits requested and recommended to award.



Recommended Funding

Funding Categories	Western Region (Fort Worth District)	Eastern Region (Dallas District)	Total Federal	Local Match	Grand Total
TA Set-Aside Funds (FY 20) Recommended	\$ 2,700,960	\$ 5,243,040	\$ 7,944,000	\$ 2,599,744	\$ 10,543,744
TA Funds (FY 21) Recommended ¹	\$ 0	\$ 3,967,201	\$ 3,967,201	\$ 599,937	\$ 4,567,138
Total Recommended TA Set-Aside Funding	\$ 2,700,960	\$ 9,210,241	\$ 11,911,201	\$ 3,199,681	\$ 15,110,882

¹ TA funds (FY 21) will be utilized assuming authorization as part of the next federal transportation bill. If not available it will be backfilled with CMAQ.



Schedule

	Milestone	Date
✓	Bicycle and Pedestrian Advisory Committee (BPAC) – Info on CFP	11/14/18
✓	Surface Transportation Technical Committee (STTC) – Info on CFP	12/07/18
✓	Regional Transportation Council (RTC) – Info on CFP	12/13/18
✓	Call for Projects Opens	12/17/18
✓	Deadline for Meetings to Review Applications for Completeness	2/8/19
✓	Call for Projects Closes	3/01/19, 5 PM
✓	Resolutions Due (If not included with the Application)	3/29/19, 5 PM
✓	Review of Projects / Scoring by NCTCOG	March–April 2019
✓	Public Meetings	May 13, 2019
✓	Surface Transportation Technical Committee (STTC) – Action on Selected Projects	5/24/19
➔	Regional Transportation Council (RTC) – Action on Selected Projects	6/13/19
	Individual Meetings with TxDOT District Staff	June–July 2019
	Submittal Deadline for Transportation Improvement Program (TIP) Modifications (November 2019 Cycle)	7/26/19
	Approval of Statewide Transportation Improvement Program (STIP)	November / December 2019



Requested Action

RTC Approval of:

- The proposed list of projects to fund through the 2019 Transportation Alternatives Set-Aside Program (TA Set-Aside) Call for Projects, as provided in Reference Item 4.2.
- Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.



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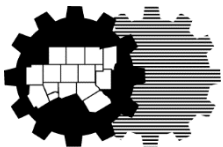
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Historical Joppa Neighborhood Improvements

Regional Transportation Council
June 13, 2019



Jeff Hathcock, Program Manager
NCTCOG Transportation Department



POLICIES



Mobility 2045

BP3-002: Implement pedestrian and bicycle facilities that meet accessibility requirements and provide safe, convenient, and interconnected transportation for people of all ages and abilities.

EJ3-002: Balance transportation investment across the region to provide equitable improvements.

TSSF3-003: Implementation of programs, projects, and policies that assist in reducing serious injuries and fatalities across all modes of travel toward zero deaths. (Toward Zero Deaths – no fatalities across all modes of travel)

LOCATION



BACKGROUND

New Union Pacific Funded Rail Bypass Track being Constructed through the Miller Yard

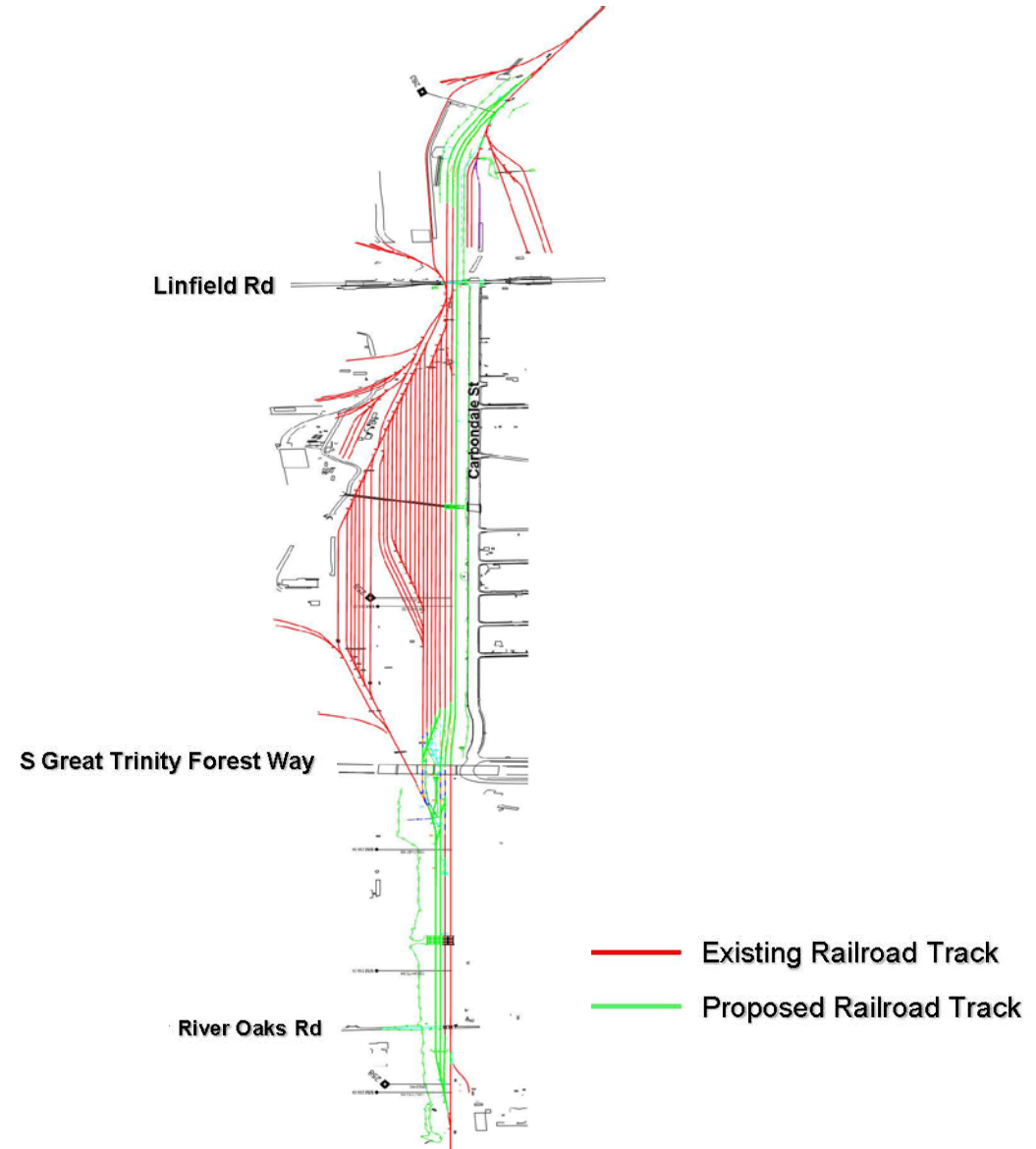
Current At-Grade Crossing on Linfield Road in addition to a Grade Separated Vehicular Bridge

Potential Safety Concern with Obstructed Sight Lines at Linfield Road At-Grade Crossing

Coordination with the City of Dallas and the Union Pacific Railroad has been ongoing since 2016

City of Dallas is proposing the Linfield Road At-Grade Crossing be Closed Based on Neighborhood Support Requiring Construction of a Pedestrian Bridge

Miller Yard Bypass Track



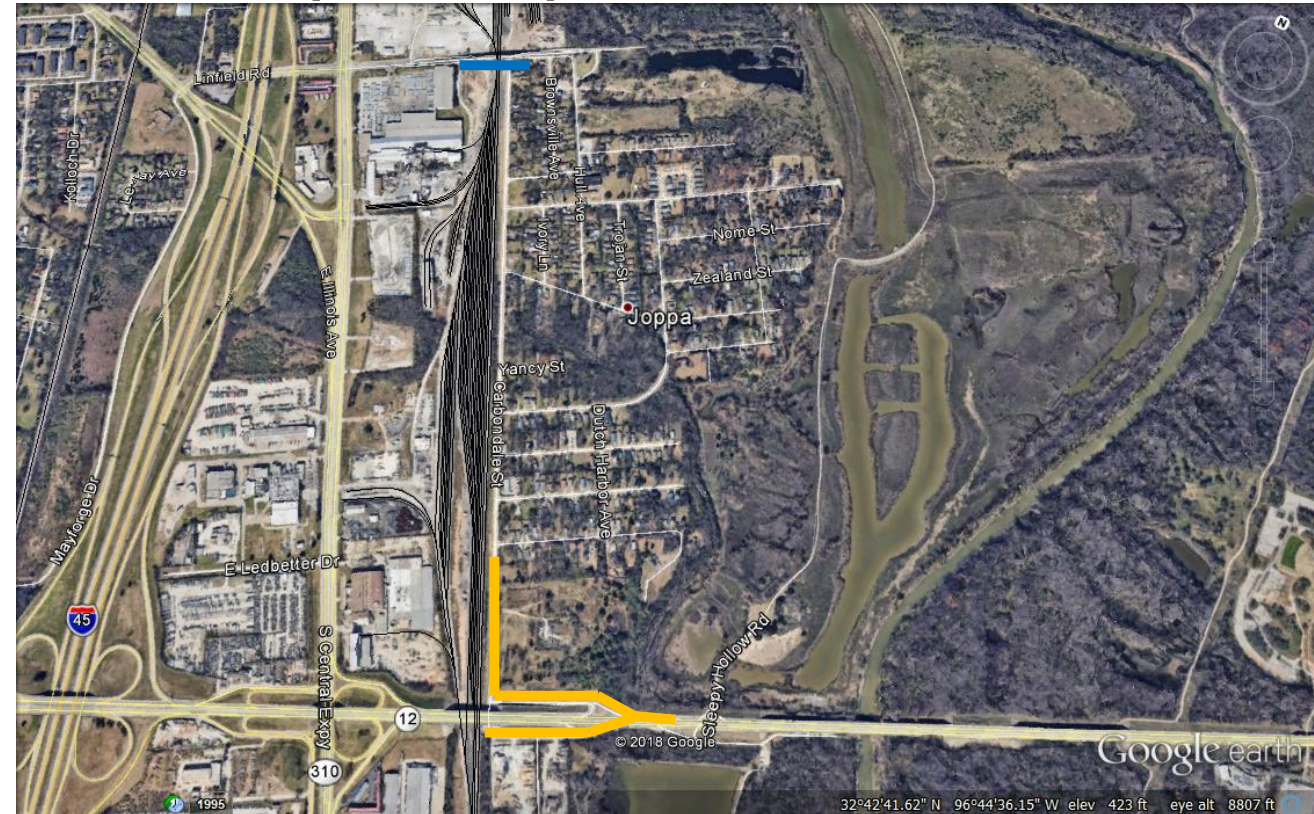
IMPROVEMENTS

Proposed Pedestrian Bridge over the Rail Line/Yard Adjacent to Linfield Road to Increase Safety and Mobility of Pedestrians

Loop 12 Intersection Roadway Improvements into the Neighborhood in Conjunction with Sidewalk Improvements on Loop 12

Discussions with TxDOT have been Held on the Loop 12 Improvements

Proposed Improvement Locations



- Loop 12 Improvements
- Pedestrian Bridge

FUNDING TOTALS (\$ IN MILLIONS)

Project	Agency	Amount
Bypass Track	UPRR	\$20.00
Pedestrian Bridge	RTC/City of Dallas	\$8.00
Loop 12 Improvements	RTC/TxDOT	\$1.25
Landscaping	UPRR	\$0.50
UP Funding for Ped Bridge*	UPRR	\$1.00
Transit Shelters	DART	TBD

*Funding Dependent on Crossing Closure

Project Improvements	RTC (Federal CMAQ)	City (TDC's)	TxDOT	Union Pacific	Total
Bike/Pedestrian Bridge**	\$7.00	\$0.60	\$0	\$1.00	\$8.00
Loop 12 Intersection	\$1.00	\$0.00	\$0.25	\$0	\$1.25

**Use of TDC's dependent upon federal rules, using Dallas Policy Bundle TDCs, & TDCs are not counted in the funding total, funding totals may be reduced to match eligible expenditures

ACTION REQUESTED

Staff Requests RTC Approval of:

- **The Funding Recommendation Identified on Slide 6**
- **Amending the Transportation Improvement Program (TIP)/
Statewide TIP, and other Administrative/Planning Documents to
Include the Recommended Project and Funding**

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Legislative Update

REGIONAL TRANSPORTATION COUNCIL | JUNE 13, 2019

REBEKAH HERNANDEZ

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS



Federal Update

Prospects for a bipartisan infrastructure bill

April: Trump and Democratic Congressional leaders had a productive meeting, agreed to work toward an ambitious \$2 trillion bill

May: Follow-up meeting to discuss funding/financing mechanisms stalled

Ahead: Congress still pursuing surface transportation reauthorization

House Appropriations Committee – FY 2020 Appropriations

House approved Transportation-HUD bill – \$25.3B goes to USDOT

FAA's aviation safety funding increases, but most programs stay at 2019 levels

86th Texas Legislature – State Budget

Fiscal Year 2020-21 Total: \$250.7B

Increase of 15.7% over FY18-19

TxDOT: \$31.1B

Includes Prop 1 (\$3.9B) and Prop 7 (\$5B)

Supplemental budget includes \$125M for areas of oil & gas production

Natural Resources/TCEQ

TERP: \$154.7M

LIRAP/LIP (AirCheckTexas): \$0

86th Texas Legislature

Bill Topics of Interest

High-Speed Rail

Over two dozen high-speed rail bills filed, none approved

Harmful rider in the budget was NOT included

- Matches current law – no state appropriations for HSR

Tolling/CDAs

No harmful toll bills approved

No new CDA authority

Toll bills on financial reporting and electronic invoicing approved

86th Texas Legislature

Approved Bills of Interest

Revenue

SB 69 (Nelson) Allows Comptroller to invest a portion of Rainy Day Fund, removed legislative committee from sufficient balance process

SB 962 (Nichols) Extends Prop 1 by 10 years to 2034

HB 4280 (Morrison) Amends the County Transportation Infrastructure Fund Grant Program for areas of oil & gas production

Air Quality

HB 3745 (Bell, C.) Creates TERP trust fund account

86th Texas Legislature

Miscellaneous Approved Bills

SB 282 (Buckingham) TxDOT to allocate liquidated damages paid by contractors for project delays to the affected district

HB 1631 (Stickland) Prohibits red light cameras

HB 2830 (Canales) Increases the number of design-build contacts TxDOT may enter into each biennium from 3 to 6

HB 3082 (Murphy) Restricts unmanned aircraft operations over military installations

Questions and Comments

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BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Source: USDOT BUILD Discretionary Grants - www.transportation.gov/BUILDgrants

June 13, 2019

Regional Transportation Council
Information Item – Program Overview and Notice of Funding Availability

BUILD Discretionary Grant Program

Program Overview

2

- **BUILD – Better Utilizing Intestments to Leverage Development**
- **\$900 Million Available Nationwide in FY 2019:**
 - Grant Awards Maximum = **\$25 Million**; Minimum = **\$5 Million** (Urban)/**\$1 Million** (Rural)
 - No more than **10%** (or **\$90 Million**) may be awarded to a single State
 - Up to **50%** (or **\$450 Million**) intended for projects in rural areas
- **Federal Cost Sharing:**
 - Up to 80% in urban areas (including BUILD); greater than 80% permitted for rural projects
 - Generation of non-Federal revenue no longer considered part of primary selection criteria
- **Non-Federal Cost Sharing:**
 - State, local, or private-sector funding
 - Other funds may include right-of-way contributions, toll credits, or recycled revenue from competitive sales/leases of publicly-owned/operated assets

BUILD Discretionary Grant Program

Submittal/Funding Deadlines

3

- **Application Submittal Deadline – July 15, 2019, 7:00 pm CDT**
- **USDOT Project Awards to be Announced by November 12, 2019**
- **Obligation Deadline – September 30, 2021**
 - Signed/executed agreement between USDOT and Grant Recipient
 - Completed environmental clearance, design, and ROW acquisition required
- **Expenditure Deadline – September 30, 2026**

BUILD Discretionary Grant Program

Merit Criteria Evaluation

4

- Safety
- State of Good Repair
- Economic Competitiveness
- Environmental Protection
- Quality of Life
- Innovation (Technology Applications/Project Delivery Methods)
- Partnership
- Project Readiness
- Benefit-Cost Analysis



BUILD Discretionary Grant Program

Regional Project Selection Methodology

5

- Select potential urban/rural projects in both the east and west sub-regions
- Evaluate partnership opportunities with TxDOT, other transportation providers, and/or local governments
- Review recent discretionary grant submittals (BUILD, INFRA, TIGER, FASTLANE, SGR, etc.) and existing project commitments (MTP, 10-Year Plan, TIP, etc.)
- Determine significant economic development opportunities with needed transportation catalysts and review transportation performance targets
- **Likely submittal outcome: 1 rail project; 2 roadway projects**



BUILD Discretionary Grant Program

Previously Submitted NCTCOG Projects

6

Grant	Project	Agency	Status
BUILD 2018	IH 635 (LBJ) East	NCTCOG	Not Selected
BUILD 2018	AllianceTexas/Haslet Accessibility Improvement Project	NCTCOG	<u>Awarded</u>
BUILD 2018	Trinity Railway Express (TRE) Multimodal Improvements	NCTCOG	Not Selected
INFRA 2019	Strategic NHS Bridge Program	NCTCOG	Pending
INFRA 2019	IH 30 Rockwall County – Lake Ray Hubbard Bridge	NCTCOG	Pending
INFRA 2019	North Texas MOVES Program	NCTCOG	Pending
State of Good Repair 2019 (FRA)	North Texas MOVES Program	NCTCOG	Pending

NOTE: INFRA 2018 – North Tarrant Express Segment 3C (IH 35W) – Awarded (TxDOT)

BUILD Discretionary Grant Program

Potential Project Candidates

7

■ Rail

□ North Texas MOVES Program – \$44 Million

- Project components include: 1) Trinity Railway Express (TRE) Double Track – Medical Market Center to Stemmons Freeway, 2) TRE Double Track near Trinity Lakes Station; 3) ClearPath Technology
- Project developed from recent BUILD, INFRA, and SGR Grants with components in both east and west sub-regions
- Local government approvals already obtained/confirmed for project components

■ Roadway

□ TxDOT/NCTCOG staff feedback has identified the following preferred projects:

- **EAST:** US 80 Reconstruction Project (Mesquite – IH 635 to Belt Line Road) – \$242 Million, – **OR** –
- **EAST:** US 75/Ridgeview Drive Interchange & US 75 Technology Lanes Extension to Sam Rayburn Tollway (Allen/Fairview) – \$31 Million
- **WEST:** SH 114 Frontage Road Gap Project (Southlake/Trophy Club/Westlake: FM 1938 to Dove Road) – \$44 Million

■ Project funding sources, amounts, and BUILD Grant requests to be determined

BUILD Discretionary Grant Program

Proposed Timeline

8

April 22, 2019	BUILD Grant Notice of Opportunity Announced
May 24, 2019	STTC Information (Identify Candidate Projects)
June 13, 2019	RTC Information (Identify Candidate Projects)
June 28, 2019	STTC Action (Project Identification, Scope, & Cost Estimate/Sources Finalized)
June 28, 2019	Request Deadline for Letters of Support Send to Rebekah Hernandez - rhernandez@nctcog.org
July 11, 2019	RTC Action
July 15, 2019	BUILD Application Submittal Deadline - www.grants.gov
July 25, 2019	Executive Board Endorsement

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June 13, 2019

Regional Transportation Council

Information Item – Program Overview and Notice of Funding Availability

Clean Fleets North Texas 2019 Call for Projects

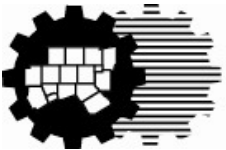
Regional Transportation Council

June 13, 2019

Lori Clark

DFW Clean Cities Coordinator

Program Manager



**North Central Texas
Council of Governments**



Air Quality Emphasis Areas

High-Emitting Vehicles/Equipment



Low Speeds

Idling



Vehicle Miles of Travel

Energy and Fuel Use



Cold Starts

Hard Accelerations

Available Funding

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

Funding Category	Amount
Remaining Funds from 2017 Award*	\$122,727 \$847,224
TCEQ SEP Funds for School Bus Replacements***	To Be Determined
New Funds from 2018 Award**	\$1,110,350
Total Funds Available	\$1,233,077 At Least \$1,957,574

Benefits Anticipated	Lifetime Impacts
Nitrogen Oxides (NO _x) Reductions	30.48 Tons
Particulate Matter Reductions	2.65 Tons

*Funds from 2017 Award Distributed Through Clean Fleets North Texas 2018 Call for Projects. Staff Proposes to Add Any Funds Released from Project Awards under the Clean Fleets North Texas 2018 Call for Projects to this Initiative.

**EPA Award Included \$39,789 for Staff Administration.

***Staff Proposes to Add Additional Funds from the Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP) Received During The CFP to this Initiative.

Project Eligibility

Eligible Applicants: Local Governments; Private Companies who Contract with Local Governments

Eligible Activities	Funding Threshold
<u>Replace On-Road Diesel Trucks*</u> 16,001 GVWR and Up; Model Year 1996-2006; (Also Model Year 2007-2009 if Replacing with Electric)	45% Cost if New is Electric 35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO _x Standards (Both Natural Gas and Propane Engines Currently Available)
<u>Replace Non-Road Diesel Equipment*</u> Must Operate >500 Hours/Year; Eligible Model Years Vary	25% Cost for All Others

*All Old Vehicles/Equipment Must be Scrapped; Other Model Years Eligible On Case-By-Case Basis.

Proposed Eligibility and Selection Criteria

Eligibility Screens:

Fleet Policy Adoption

Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy

Minimum Allowable Subaward: \$100,000

Purpose: Reduce Risk and Administrative Burden by Limiting Number of Subawards

Scoring Criteria:

Cost Per Ton NO_x Emissions Reduced 75%

Purpose: Maximize Emissions Reductions

Subrecipient Risk & Oversight Criteria 25%

Purpose: Balance Project Benefits with Administrative Burden

NCTCOG Funds VS Volkswagen Funds*

NCTCOG Eligibility	Volkswagen Eligibility
All On-Road Vehicles Class 5 - 8	Class 4 - 7 Local Freight Trucks
	Class 8 Local Freight Trucks and Port Drayage Trucks
	Class 7 - 8 Refuse Vehicles
	School Buses
	Transit and Shuttle Buses
All Non-Road Equipment Operating >500 Hours/Year	Electric Forklifts and Port Cargo Handling Equipment
	Electric Airport Ground Support Equipment
	Ocean-Going Vessel Shore Power

*Both Programs Require All Old Vehicles/Equipment To Be Diesel-Powered.

Proposed Schedule

Milestone	Estimated Timeframe
STTC Approval to Open CFP	May 24, 2019
RTC Approval to Open CFP	June 13, 2019
CFP Opens	June 14, 2019
Kickoff Webinar	July 9, 2019, at 2 PM
Application Deadline	Friday, September 6, 2019 at 5 pm
Staff Funding Recommendations Finalized	Early November 2019
STTC Action	November/December 2019
RTC Action	December 2019
Executive Board Authorization	December 2019
If Needed, Reopen CFP on Rolling 90-Day Basis to Fully Award Funds	As Needed Beginning October/November 2019
Project Implementation Deadline	March 31, 2021

Action Requested

Requesting RTC Approval Of:

Call for Projects Details

Integrate Any Funds Released from Previous Call for Projects

Incorporate TCEQ SEP Funds Received for Award to School Bus Projects

Eligibility Screens

Selection Criteria

Schedule

If Needed, Reopen Call for Projects for Rolling 90-Day Windows to Fully Award Funds

May Relax Minimum Subaward Requirement

For More Information

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Website

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SH 360 South Success: First Year Report

Construction by TxDOT (Nearing Project Transfer)

Operation by NTTA

Financial Risk by RTC

- Positive Baseline and Trend (10.1M vs. 9M)

- Significant Toll Tag Penetration (73.5%)

Trailblazing Pilot/Urban Design

Cross Streets Ultimate Design

Next Phase

- IH20 or Collector – Distribution

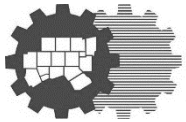
- Monitoring SH 360/US 287 Interchange

STATUS UPDATE ON INTEGRATED TRANSPORTATION AND STORMWATER MANAGEMENT PROJECT

Regional Transportation Council

June 13, 2019

Michael Morris, P.E
Director of Transportation



North Central Texas Council of Governments



RETURN ON INVESTMENT

2017 “Natural Hazard Mitigation Saves” report by: National Institute of Building Sciences Institute, Multi-hazard Mitigation Council (MMC), at the direction of the U.S. Congress

Riverine flooding – for \$1 invested in mitigation strategies and higher standards (versus recovery from flooding actions), communities save \$5-7

Source: http://www.wbdg.org/files/pdfs/MS2_2017Interim%20Report.pdf



National Benefit-Cost Ratio Per Peril *BCR numbers in this study have been rounded		Federally Funded	Beyond Code Requirements
Overall Hazard Benefit-Cost Ratio		6:1	4:1
Riverine Flood		7:1	5:1
Hurricane Surge		Too few grants	7:1
Wind		5:1	5:1
Earthquake		3:1	4:1
Wildland-Urban Interface Fire		3:1	4:1

Table 1. Benefit-Cost Ratio by Hazard and Mitigation Measure.

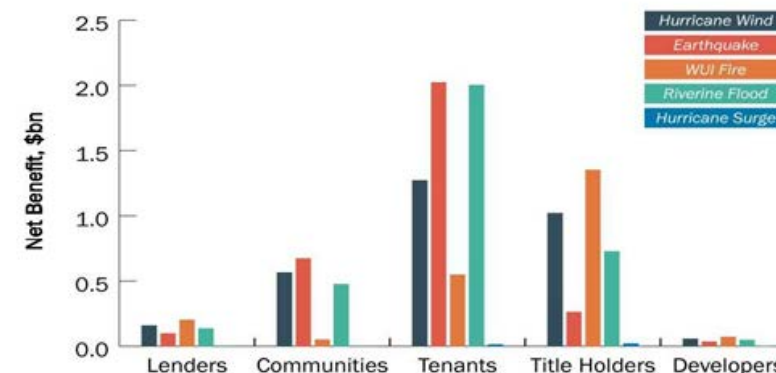
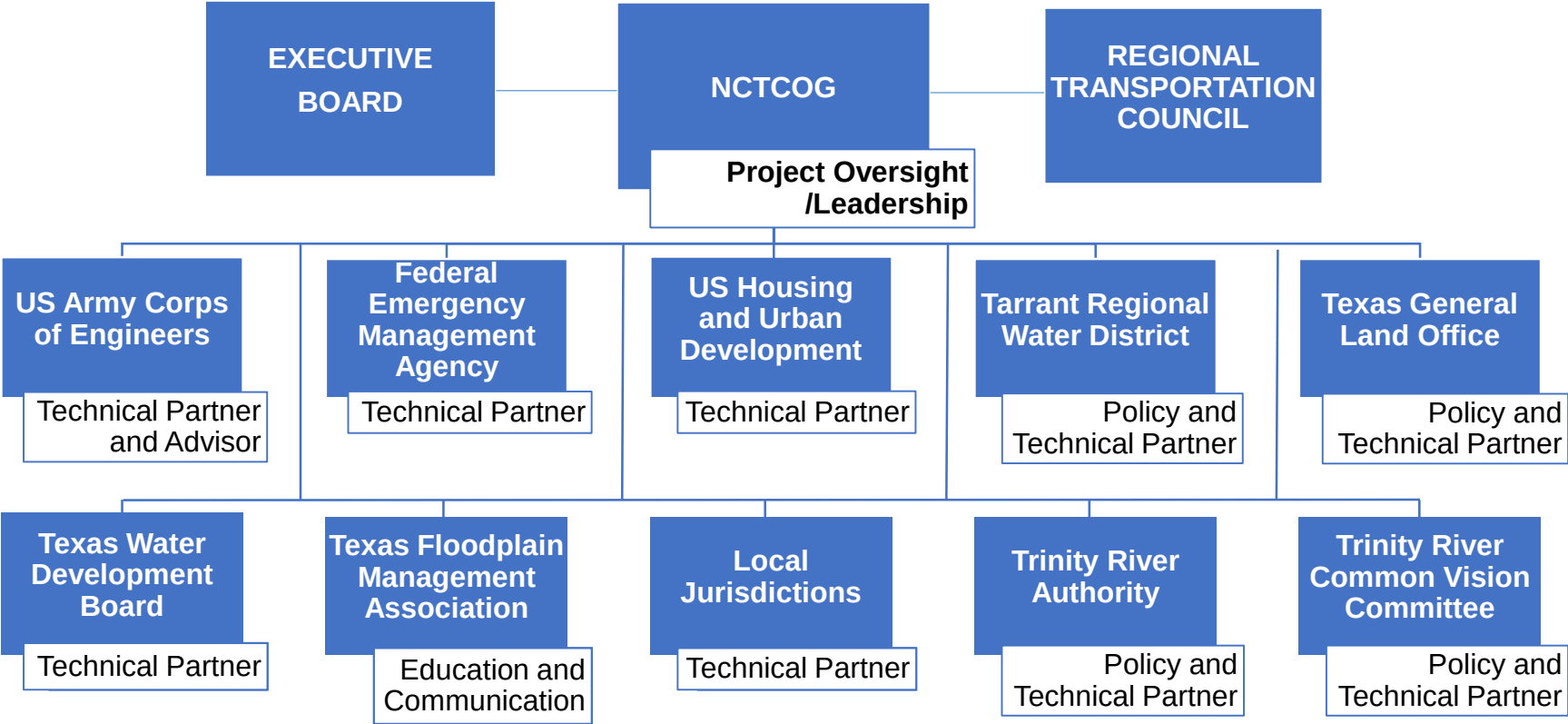


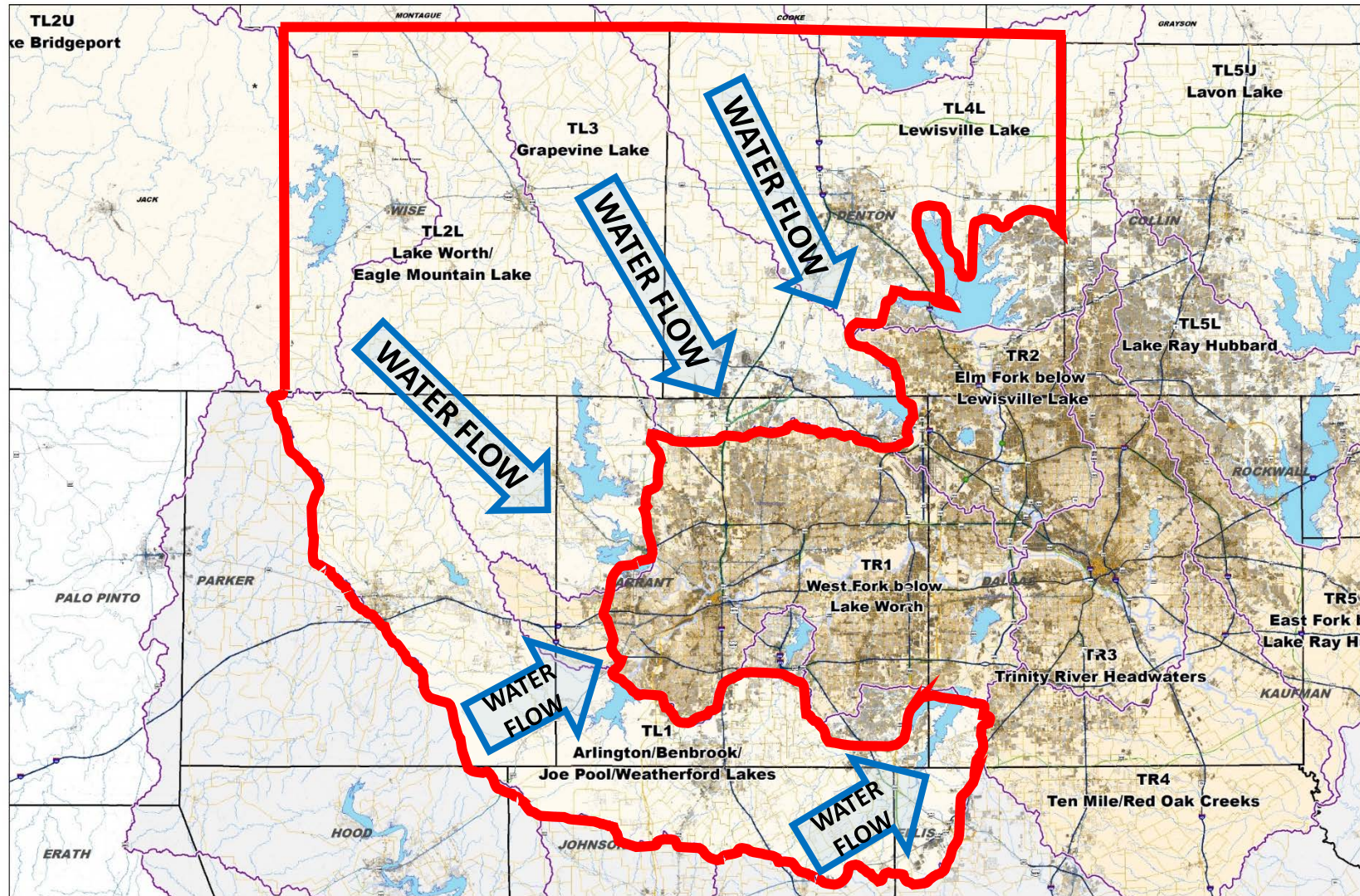
Figure 8. Stakeholder net benefits resulting from one year of constructing all new buildings to exceed select 2015 IBC and IRC requirements or to comply with 2015 IWUIC.

WHO: Project Team Members

A working group of partners and stakeholders to carry out a comprehensive planning effort in Wise County and portions of Dallas, Denton, Ellis, Johnson, Parker, and Tarrant counties



PRESERVING FLUVIAL GEOMORPHOLOGY

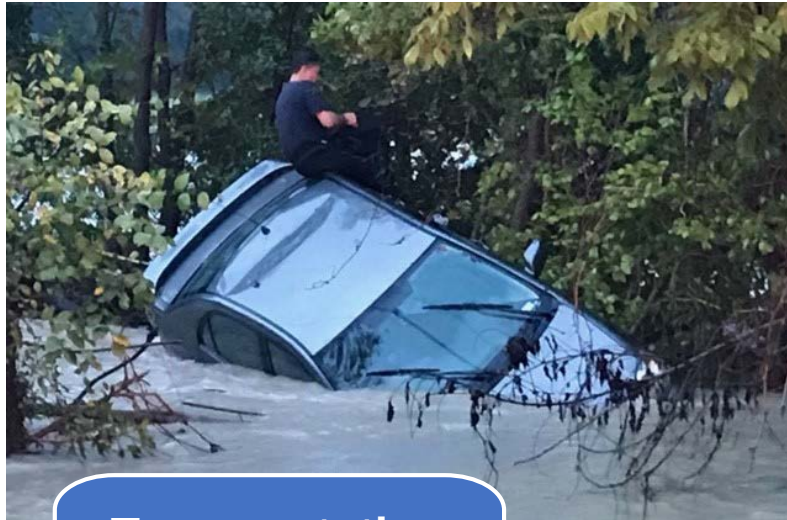


WHERE: Proposed Study Area



TMUC - Hydrologic Unit Code
Data Source: Watershed Boundary Dataset (WBD) by
USDA - Natural Resources Conservation Service
Stream Data by National Hydrography Dataset (NHD)
This map was created by the North Central Texas Council of Governments (NCTCOG) for use "as is" and as an informational representation only. This data is not intended for a registered and surveyed for the State of Texas, and is not intended to be used as such. NCTCOG, its officials, and its employees do not accept liability for any discrepancies, errors, or omissions that may exist.

WHY: Comprehensive, collaborative planning will dissolve silos and improve delivery of consolidated, adaptive infrastructure *before* expected population growth makes addressing these issues more difficult and costly



DeSoto Fire Rescue

Transportation
Infrastructure
and Safety



City of Waxahachie

Stormwater
Runoff



Teague Nail and Perkins, Inc.

Environmental
Features and
Tools

PREVENTION VS. RESPONSE

Transportation Infrastructure

Structure Elevation / Culverts / Model Growth

Mechanical Culverts?

Transportation “LEED” Certified (Ray Roberts / Lewisville)

Green Parkway Widths / Detention

Safety

Technology / Routing

Prioritization / Low Lying Facilities

Stormwater

Minimize / Reduce Downstream

Detention

Tools, Data, Experts

PREVENTION VS. RESPONSE CON'T.

Environmental Features

- Tree Farms / Intentional Saturation
- Filtration / Recharge

Wetland and Stream Bed Mitigation Banking

Environmental Stewardship as a Revenue Element

- Mitigation Banking
- Horse Farms
- Eco-Tourism

CONTRIBUTIONS:

Partners are critical to making this possible

Texas General Land Office (GLO)	US Housing and Urban Development (HUD)	US Army Corps of Engineers (USACE)	Federal Emergency Management Agency (FEMA)	Texas Department of Transportation (TxDOT)	Texas Water Development Board (TWDB)	Regional Transportation Council (RTC)
\$	\$	\$	\$	\$	\$	\$

Project Funding Goal: \$10 Million

Project Has Begun With Getting the Money

FY2020 and FY2021
***Unified Planning Work Program for
Regional Transportation Planning***

Regional Transportation Council
June 13, 2019

Unified Planning Work Program for Regional Transportation Planning

**Required by Fixing America's Surface Transportation
(FAST) Act**

Summarizes Annual MPO Funding

Addresses Regional and Local Issues

Inventories Planning and Programming Activities

Allocates Available Funds to Specific Tasks

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

Local Government/Agency Submittals

41 Submittals Received

16 Agencies Submitted Projects:

Cities of Dallas, Denton, Fort Worth, Irving, Kennedale, Lewisville, Mesquite, Plano, Terrell, and Richardson; Counties of Dallas and Hood; DFW Airport; Denton County Transportation Authority; Trinity Metro; NCTCOG

30 Projects Recommended for Inclusion

11 Projects Not Recommended for Inclusion

FY2020 and FY2021 Major Planning Initiatives

- **Monitoring of Mobility 2045**
- **2021-2024 Transportation Improvement Program**
- **Data Collection/Travel Model Enhancement**
- **Automated Vehicle Technology**
- **Freight Planning**
- **High-Speed Rail**
- **Bicycle/Pedestrian Plans**
- **Regional Transit Planning Assistance**
- **DFW Airport Innovative Transportation Initiatives: Goods Movement, Rail Passenger Connections to the TRE and Hyperloop**
- **Harry Hines Boulevard Corridor Study**
- **MATA M-line Extension**

FY2020 and FY2021 TPF Funding Summary

FY2020 and FY2021 US FTA (5303)	\$ 5,773,584
FY2020 and FY2021 US FHWA (Estimated PL)	\$14,910,150
FY2019 US FHWA (Estimated PL-Carryover)	<u>\$ 4,529,838</u>
Total Transportation Planning Funds	\$25,213,572
Anticipated Expenditures	\$22,770,600
PL Balance to Carry Over to FY2022	\$ 2,442,972

Development Schedule

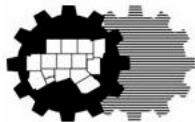
DATE	UPWP DEVELOPMENT
February 22	Initiation of Requests for NCTCOG Assistance
February 22	STTC Notification of UPWP Development
March 14	RTC Notification of UPWP Development
March 22	Project Submittals for NCTCOG Assistance Due
May 13	Public Meeting on Draft Recommendations
May 24	Draft Recommendations to STTC for Information
June 1	Draft Due to TxDOT and Concurrently Provided to STTC
June 13	Draft Provided to RTC for Information
June 28	STTC Action on Recommended UPWP
July 11	RTC Action on Recommended UPWP
August 1	Final Document Due to TxDOT
August 22	Executive Board Endorsement of Recommended UPWP

Unified Planning Work Program

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

<https://www.nctcog.org/trans/study/unified-planning-work-program>