Regional Model Supporting Complete Streets (Context Sensitive Design)

Kevin Kokes | Surface Transportation Technical Committee
10.28.2022

Complete Streets

Standards or policies that ensure the **safe and adequate accommodation** of all users of the transportation system, including **pedestrians, bicyclists, personal conveyance and micromobility users, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles**.

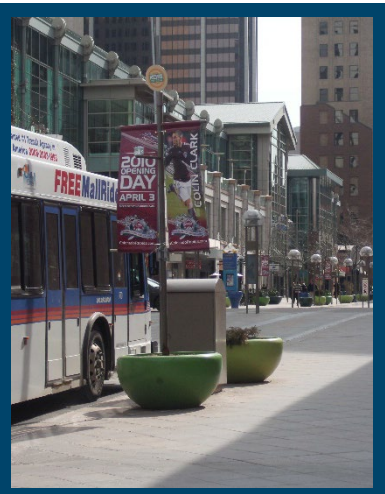
Source: FHWA's "Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges", March 2022

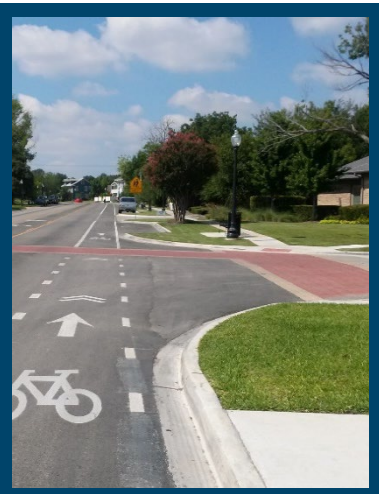
Context Sensitive Design

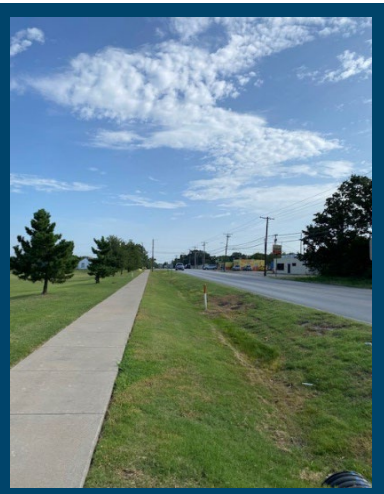
A design process that not only considers physical aspects or standard specifications of a transportation facility, but also the **economic, social, and environmental resources in the community** being served by the facility.

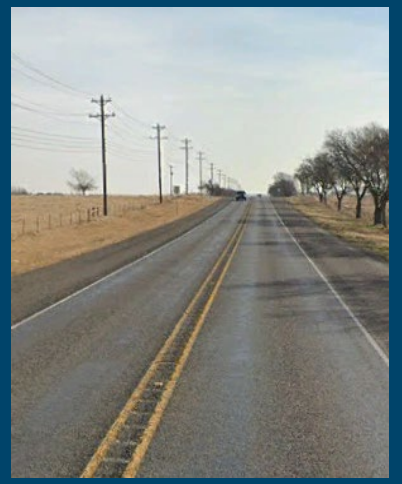
Source: FHWA, What is Context Sensitive Design
https://www.fhwa.dot.gov/planning/css/what_is_css/

Urbanized Context *(Urban Core / Urban / Suburban / Small Town)* ***Rural Context***









Regional Model Supporting
Complete Streets/Context Sensitive Design

Federal and State Guidance

FHWA and FTA Guidance

Planning Emphasis Areas (PEAs) for MPO and State Planning and Research

Develop tasks in work programs

- Transition to a Clean Energy, Resilient Future
- Equity and Justice in Transportation Planning
- ***Complete Streets***
- Public Involvement
- Strategic Highway Network/ Dept of Defense Coordination
- Federal Land Management Agency Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

Source: USDOT, December 30, 2021

FHWA and FTA Guidance

Complete Streets

GOAL:
To provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.

"FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations ***for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists.*** ***This vison is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network."***

Source: USDOT, December 30, 2021

Federal Guidance: Bipartisan Infrastructure Law

Infrastructure Investment and Jobs Act (IIJA)

Section 11206 Safe and Accessible Transportation Options:

MPOs must spend at least 2.5 percent of funds made available to them under Federal Highway Aid to activities that increase safe and accessible options for multiple travel modes for people of all ages and abilities, which may include:

- Adoption of Complete Streets standards or policies
- Development of Complete Streets prioritization plan
- Development of transportation plans to create active transportation facilities
- Development of transportation plans and policies that support transit-oriented development

TxDOT Guidance

Roadway Design Manual (RDM) Update, May 2022

- The updated Ch 6., Sect. 4 Bikeway Facilities emphasizes "***context***" considerations and Bikeway Planning Principles: ***safety, comfort, connectivity, and cohesiveness***

- TxDOT Districts now using the updated bicycle facility guidance for new projects

- The Federal Highway Administration approved the RDM updates last summer

Regional Model

The purpose of a Complete Streets (Context Sensitive Design) policies and resolutions

- ❑ Provides strategic direction for transportation planning
- ❑ Encourages collaboration regarding transportation functions
- ❑ Incorporates local and regional priorities for mobility (not a one-size-fits-all solution)

A Policy/Resolution does NOT:

- ❑ Prescribe solutions for specific streets
- ❑ Mandate immediate retrofits
- ❑ Treat rural areas the same as urban areas

Approach

Resolution objectives:

- **Policy**: Support the adoption and implementation of local government policies/resolutions related to "Complete Street/Context Sensitive Design" with local transportation projects
- **Guide**: Checklist and/or Guide for projects with complete street/context sensitive design elements
- **Evaluate**: Review complete street/context sensitive elements in project development and performance measures

Potential Elements of the Regional Model

Safety | Equity | Multimodal | Context-Sensitive | Technology | Sustainable Design

Regional Model Resolution

1. The RTC directs staff to collaborate with local governments and transportation providers to develop a Complete Streets (Context Sensitive Design) checklist and/or guide to be used for regional transportation planning and project implementation.

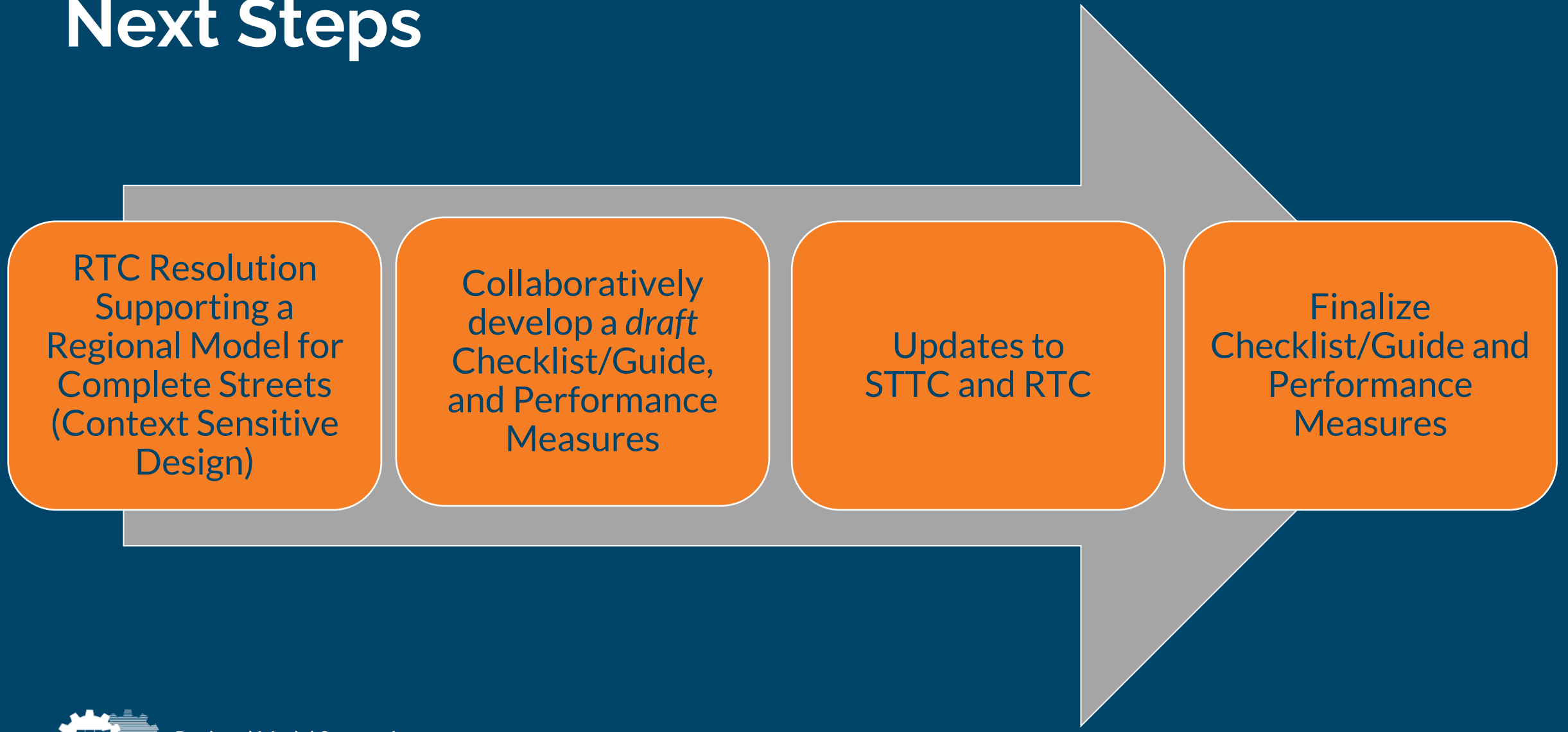
2. The RTC encourages local governments to adopt Complete Streets (Context Sensitive Design) Policies.

3.The RTC encourages local governments to consider Complete Streets (Context Sensitive Design) elements when developing, modifying, or updating local comprehensive plans, thoroughfare plans, local roadway design manuals, zoning and subdivision ordinances, development codes, and other associated rules and/or regulations.

4. The RTC encourages local governments and TxDOT to collaborate closely and implement transportation projects in their jurisdictions that apply context sensitive solutions in a manner consistent with local community characteristics.

5. The RTC directs staff to provide technical support to local governments for development of local Complete Streets policies, resolutions, and methodologies/applications for performance management.

Next Steps


RTC Resolution Supporting a Regional Model for Complete Streets (Context Sensitive Design)
Collaboratively develop a *draft* Checklist/Guide, and Performance Measures
Updates to STTC and RTC
Finalize Checklist/Guide and Performance Measures

Schedule

Date	Milestone
August 2021	BPAC Briefing
August 17, 2022	BPAC Briefing
October 28, 2022	**STTC Action**
November 7, 2022	Public Input Meeting
November 10, 2022	RTC Action
2023	Develop Guide/Checklist and Performance Measures

Requested Action

Recommend Regional Transportation Council Approve the Resolution supporting a regional model for complete streets (context sensitive design) and directing staff to develop a complete street checklist/guide and performance measures, to be returned at a future date for approval.

Staff Contacts:

Karla Windsor, AICP
Senior Program Manager
kwindsor@nctcog.org

Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org

Julie Anderson
Sr. Transportation Planner
janderson@nctcog.org

NCTCOG PRESENTATION

Advancing Transportation Technologies and Innovative Program

Surface Transportation Technical Committee
10.28.2022

Natalie Bettger
Senior Program Manager

Advanced Transportation Technology and Innovation (ATTAIN) Program

Continuation of Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program

$60M/yr.

5-10 awards up to $12M apiece

20 percent local match required

NOFO issued 9/19/22

Applications due: 11/18/22

ATTAIN Model Deployments

Reduced fatalities and injuries
Reduced traffic congestion/improved travel time reliability
Reduced emissions
Optimized multimodal system performance
Improved access to transportation alternatives
Integration of payment systems
Integrated multimodal transportation information
Transportation-related cost savings

USDOT ATTAIN Priorities

Climate

Resiliency

Environmental justice

Equity

Removing barriers to opportunity

Job creation

TSMO Data Engine:
Foundation for Success

Description: A data broker that will consume standard data inputs from applications, enable sharing of data, deploy best-of breed applications and allow each agency the freedom to procure systems that best meet their needs.

Location: Regionwide

Amount: $10M

Local match: $2M

Benefits: Cost savings, enhanced data sharing, common interfaces, future-proof design, extensibility and high-quality software

TSMO Data Engine:
Foundation for Success

Two Primary Initiatives

- **Data Initiative** to create the digital infrastructure to support advanced smart community technologies and systems within the NCTCOG region

- **Mobility Initiatives** to focus on improving air quality, improve safety, reduce congestion in the region

Schedule

9/23/22: STTC Briefing / Information
10/13/22: RTC Briefing / Information
10/28/22: STTC Action
11/10/22: RTC Action
11/17/22: NCTCOG Executive Board Action

NCTCOG letters of support requests due: 11/4/22
Contact: Nicholas Allen

REQUESTED STTC ACTION

- Request STTC approval of:

  Submittal of **TSMO Data Engine** for funding consideration through the FY22 Advanced Transportation Technology and Innovation (ATTAIN) Program ($8M) and Regional Toll Revenue (RTR) ($2M) for a total of ($10M)

  Administratively amend 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 FY22 ATTAIN Grant total award ($10M)

Contacts

Natalie Bettger [Lead]
Senior Program Manager
Congestion Management, Innovative Project Delivery and Outreach Program
Email: nbettger@nctcog.org

Thomas Bamonte
Senior Program Manager
Transportation Technology & Innovation
Email: TBamonte@nctcog.org

Arash Mirzaei
Senior Program Manager
Model and Data Development Program
Email: AMirzaei@nctcog.org

NCTCOG PRESENTATION

TRANSPORTATION

SMART Grant Program: Applications

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Thomas J. Bamonte

10.28.2022

SMART Program & Purpose

Program: Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

Purpose: Demonstration projects using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector

Funding: $100M/yr.

First year: 30-50 planning grants/$2M maximum grant

Local match: None for planning grants

Later years: Implementation grants up to $15M

Application Deadline: 11/18/22

Eligible Projects

Coordinated Automation

Connected Vehicles

Intelligent Sensor-Based Infrastructure

Smart Technology Traffic Signals

Systems Integration

Commerce Delivery and Logistics

Innovative Aviation Technology

Smart Grid for EVs

SMART: Staff Outreach Efforts

6/21/22: NCTCOG staff briefing

6/28/22: Briefing for STTC members and other regional partners

8/2/22: Distributed notice of USDOT webinar on SMART program

9/20/22: Distributed Notice of Funding Opportunity and schedule

9/23/22: STTC briefing

Various: Multiple brainstorming sessions

NCTCOG letters of support requests due: 11/4/22
Contact: Nicholas Allen

Project 1: North Texas Micro-Weather Infrastructure for Advanced Air Mobility

Description: Feasibility study to determine viability of regional solution for low altitude weather detection and reporting to support safe deployment of advanced aerial vehicles such as last mile drone delivery services and Electric Vertical Take-off and Landing (eVTOL) vehicles

Location: Regionwide

Amount: $2 million

Local match: None

Key Partners: NASA North Texas Cohort, Hillwood, CASA WX Executive Council, Google Wing, DroneUp, Wisk Aero, Supernal, Overair, City of Arlington, DFWIA

Benefits: Will allow regional stakeholders on equitable basis to scale up Advanced Aerial Mobility operations safely

Project 2: Flooded Roads Information System

Description: Use advanced sensors and big data tools to improve prediction, identification, and reporting of flooded roadways.

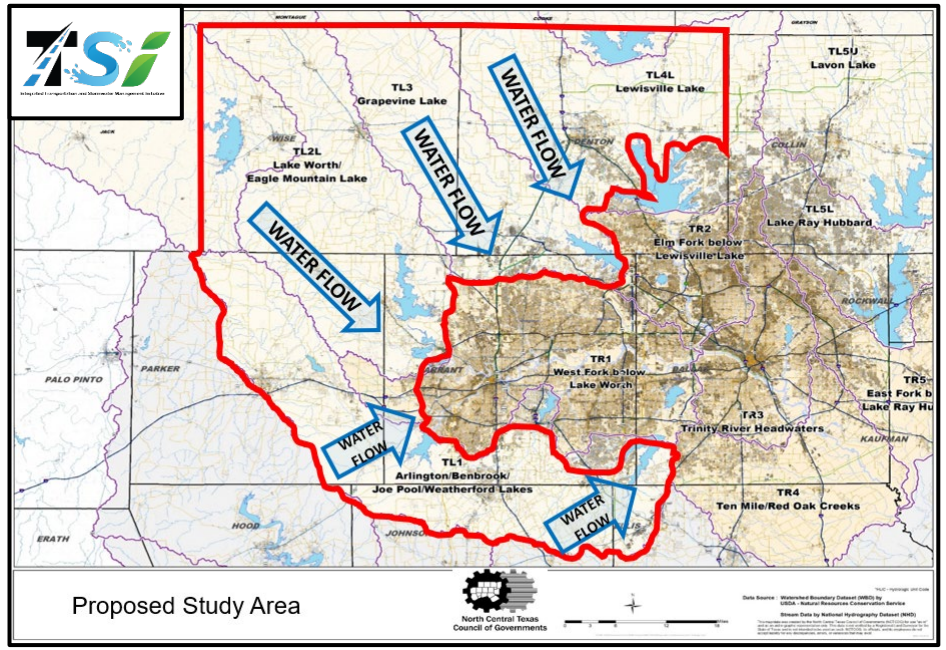
Location: TSI Study Area *(portions of Dallas, Denton, Ellis, Hood, Johnson, Parker, and Tarrant Counties, and all of Wise County)*

Amount: $2 million

Local match: None

Key Partners: See list at right

Benefits: Optimizing emergency response routes/procedures, use of critical facilities, and improving safety at vulnerable areas



North Central Texas Council of Governments

US Army Corps of Engineers

trwd Tarrant Regional Water District

University of Texas Arlington

Texas A&M Institute for a Disaster Resilient Texas

Texas A&M AgriLife

Project 3: Traffic Signal Technology and Deploying AI based ATMS Platforms

Description: Leverage NCTCOG's recent survey of traffic signal equipment to identify, test, and evaluate detection and other technologies. Pilot and evaluate multiple platforms to optimize traffic signals

Location: Regionwide, US 77, US 67, and FM 1382

Amount: $2 million

Local match: None

Key Partners: TxDOT, City of Cedar Hill, City of Waxahachie, NCTCOG

Benefits: Safety, air quality, congestion, and reliability

Action Requested

Recommendation for RTC approval (i) of the submission of the three SMART grant applications described above and (ii) for staff to take all necessary steps to submit the applications and administer any grant that is awarded based on the applications.

Contact

Thomas Bamonte [SMART Program]
Senior Program Manager
Transportation Technology & Innovation Program
Email: tbamonte@nctcog.org
Twitter: @TomBamonte

NCTCOG PRESENTATION

UPDATED RULES FOR PUBLIC COMMENT AT REGIONAL TRANSPORTATION COUNCIL MEETINGS

KEN KIRKPATRICK
SURFACE TRANSPORTATION TECHNICAL COMMITTEE
10.28.2022

OVERVIEW OF HB 2840*

Members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item

A governmental body may adopt reasonable rules regarding public comments, including rules that limit the amount of time for each public comment

If no simultaneous translation equipment is used, a member of the public using a translator must be given double the amount of time to comment

A governmental body may not prohibit public criticism of the body

Bill took effect on September 1, 2019

*Texas Government Code Section 551.007

RULES FOR PUBLIC COMMENTS AT RTC MEETINGS

Current Rules

- Comments at RTC meetings began in September 2019
- Initial rules adopted March 2020
- Rules are included in the Public Participation Plan as an appendix
- Four public comments have been received to date
- Comments documented in RTC minutes and Public Comments Report

Updated Rules

- Add decorum standard for audience members and public commenters with clear enforcement rules
- Overall time period limit for public comments, which may be extended
- Clarify when public comments will be in-person or virtual
- Public comment and decorum requirements referenced in RTC Bylaws (proposed)

TIMELINE

August

RTC Information

September

Public Meeting

October

RTC Information

STTC Action

November

RTC Action

Comments from the public on the updated rules were welcomed for a 45-day period per the Public Participation Plan.

ACTION REQUESTED

Recommend Regional Transportation Council approval of the Updated Rules for Public Comments at RTC Meetings (Electronic Item 6.1).

Amend the Public Participation Plan to include the updated rules as an appendix.

CONTACT US

Amanda Wilson
Public Involvement Manager
awilson@nctcog.org | 817-695-9284

Carli Baylor
Communications Supervisor
cbaylor@nctcog.org | 817-608-2365


Scenario Planning
Outside of Transportation
New Business Plans
Bank Financial Solvency Test
Professional Sports
Military Exercises
Approval of New Medicines
Financial Investments
NASA Space Exploration
Equity and Inclusion
2nd Conference on
Scenario Planning in Transportation
TRB TRANSPORTATION RESEARCH BOARD
NATIONAL ACADEMIES Sciences Engineering Medicine

CONNECTING NORTH TEXAS COMMUNITIES with EMERGING TRANSPORTATION TECHNOLOGIES

PROJECT SUMMARY

Clint Hail, Transportation Planner
Transportation Technology & Innovation Program
Surface Transportation Technical Committee
October 2022

AGENDA

1. Project Overview

2. Report Summaries

1

PROJECT OVERVIEW

WHAT IS THIS PROJECT?

What is the need?

Transportation technology is evolving

Our planning process must evolve to keep up

What is the purpose?

Understand the region's mobility challenges

Identify ways transportation automation and related technologies can address those challenges

Recommend policies and best practices to achieve positive results for the region

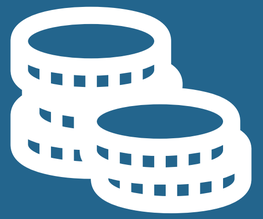
WHAT IS NCTCOG's VISION FOR AUTOMATION IN THE REGION?

- Lead automated vehicle (AV) deployment
- Use automation to achieve region's mobility goals
- Provide communities with AV planning and deployment resources
- Build effective partnerships with AV developers
- Strategically invest in use cases and communities overlooked by AV developers

Goals

Improve Safety & Efficiency

Share Real-Time Travel Information



Improve economy

Prioritize quality of life

WHAT IS THE AV2.0 PROGRAM?

Objectives

- Make future mobility planning resources available to stakeholders in the region
- Provide resources for stakeholders to prepare for and support future mobility
- Look beyond tech available today to plan for future scenarios, impacts

Planning Horizon

2045

AV2.1

Support for planning

2023-2025

AV2.2 / 2.3

Support for deployment costs

Implement regional-strategic investments

WHAT QUESTIONS DID AV2.1 ANSWER?

How will transformational technologies affect regional decision making?

How can agencies predict and monitor the impacts of transformational technologies?

What are the potential future scenarios for automation in the region?

What are best-practices and funding opportunities for AV deployments?

AV2.1 STUDY TEAM

Abby Morgan, PhD, PE,
Project Manager
AV Policy & Impacts
KITTELSON & ASSOCIATES

STAKEHOLDER & PUBLIC ENGAGEMENT

Leigh Hornsby, PhD
Stakeholder messaging
PIA PUBLIC INFORMATION ASSOCIATES

Royalyn Reid
Focus groups
cmi

Denise Smith, PhD
Virtual community engagement
Hummingbird

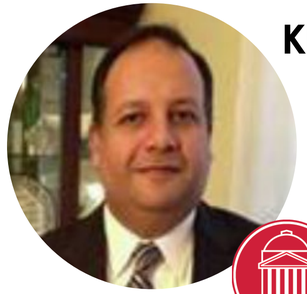
LOCAL & NATIONAL RESEARCH EXPERTS

Janille Smith-Colin, PhD
Future Mobility Needs & Impacts
SMU

John Hicks, AICP
AV Policy & Impacts
KITTELSON & ASSOCIATES

Darcy Bullock, PhD
AV Hosting Best Practices
PURDUE UNIVERSITY

LOCAL PLANNING EXPERTS



Khaled Abdelghany, PhD
AV Scenario Development and Evaluation
SMU

Mike Chaney
NCTCOG Travel Demand Modeling
ATG ALLIANCE TRANSPORTATION GROUP

Behruz Paschai, PhD, PE
NCTCOG Travel Demand Modeling
C&M
C&M Associates, Inc.

2

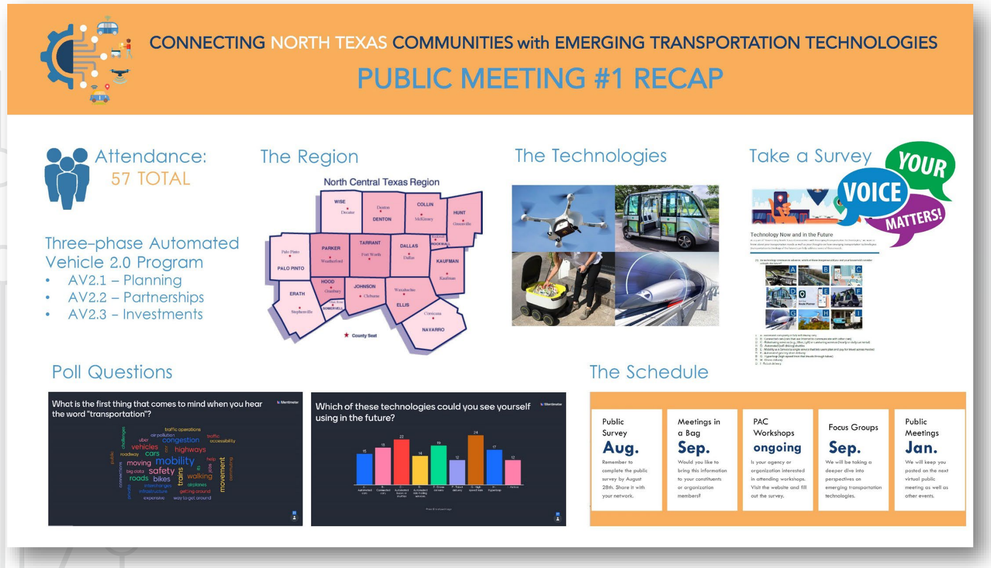
PROJECT REPORTS

Available on Project Website:

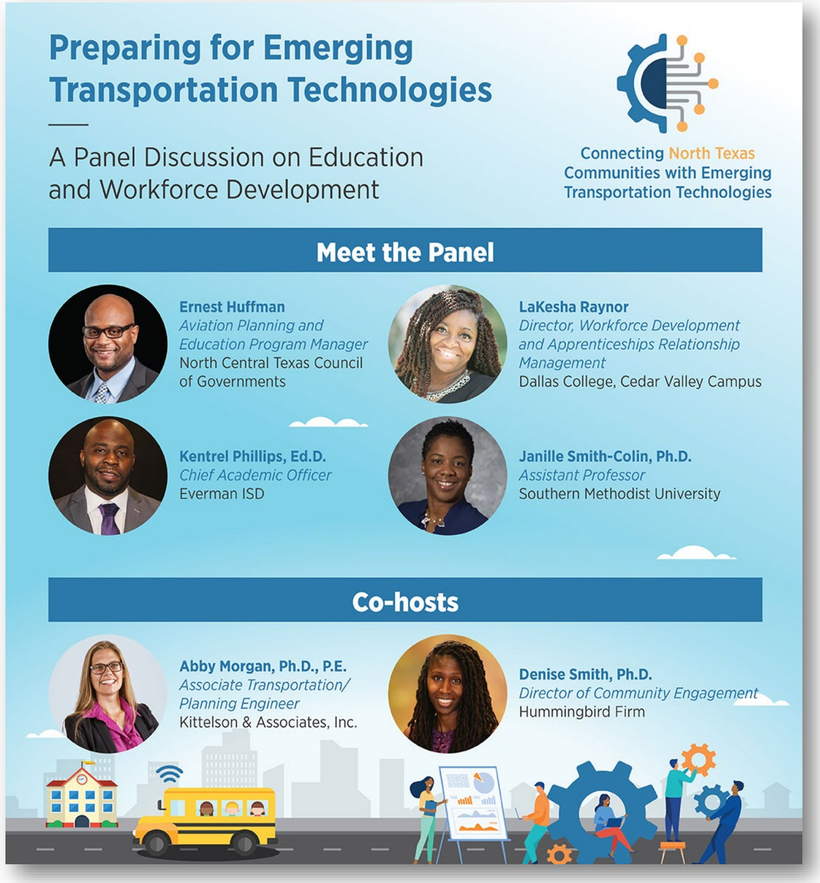
www.ConnectNTxFutures.org/Learn

PUBLIC MEETINGS & STUDENT LESSON PLAN

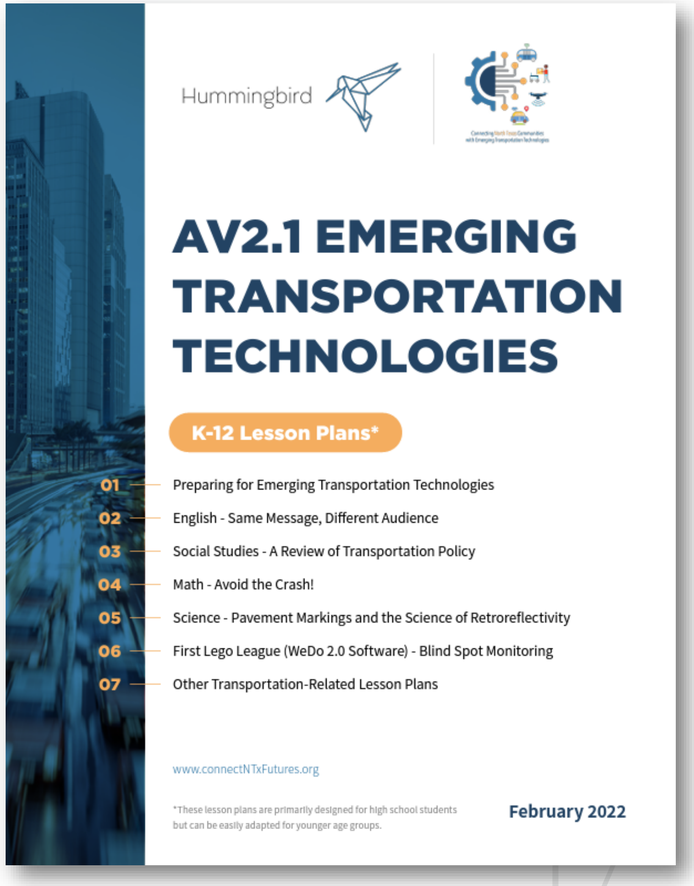
www.ConnectNTxFutures.org/Get-Involved



Public Meeting #1



Public Meeting #2



Lesson Plans

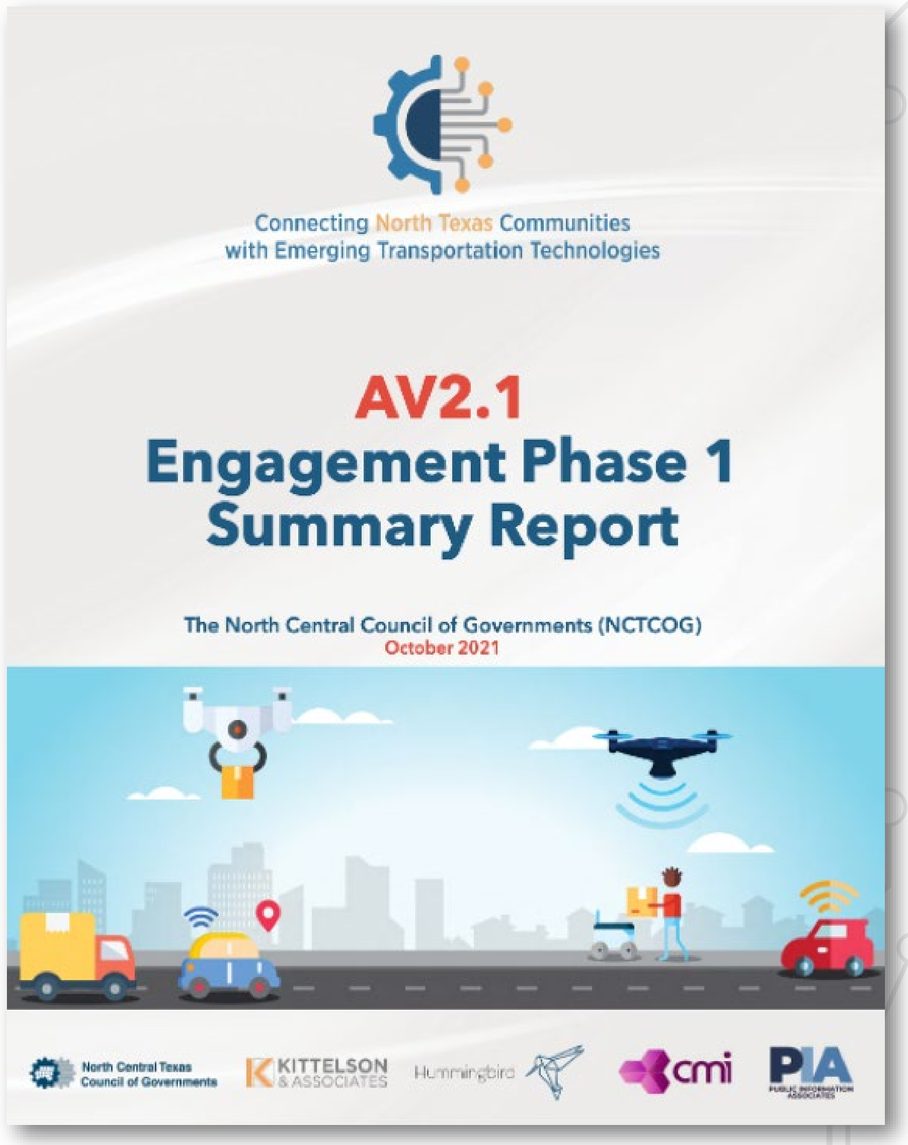
ONLINE PUBLIC SURVEY

Purpose

- Learn public needs and interests around automated transportation

Key takeaways:

- 483 responses (most from Tarrant and Dallas counties)
- Mixed willingness to use automation technologies for travel around DFW area
- Differences in willingness by race and age
- Older generations less willing to use the technologies



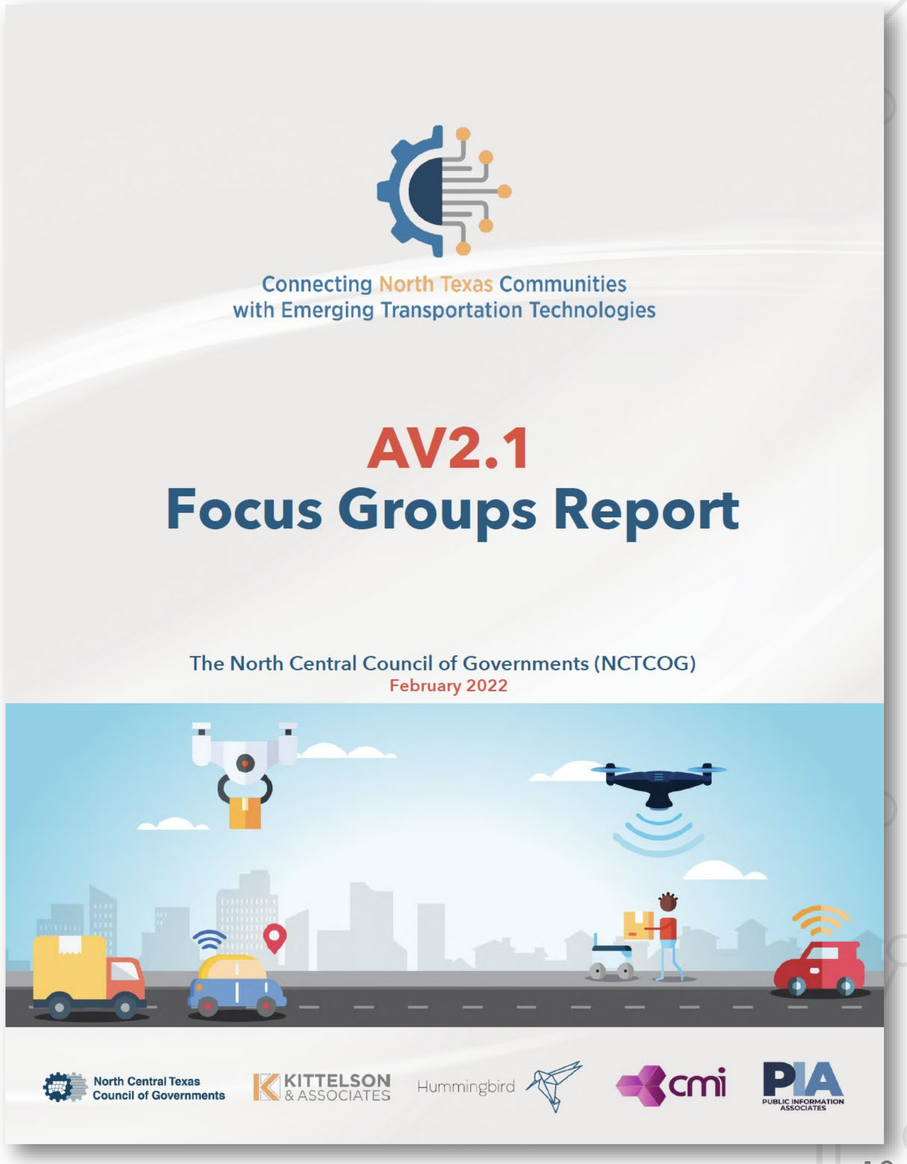
FOCUS GROUPS

Purpose

- Gain deeper awareness of public's perspectives on current and emerging transportation technologies

Key takeaways:

- 83 participants from 12 focus groups
- Focus group findings align with survey
- Map apps are most used tech (smartphone cost is concern for one minority group)
- Rural residents want more transportation options (transit, ridehail), faster internet, fewer freight train backups
- Minorities most excited about new tech, but doubt fair/equitable access



STAKEHOLDER & PUBLIC ENGAGEMENT SUMMARY

PAC Meeting Slides & Notes:

www.connectntxfutures.org/Get-Involved

Project Advisory Committee Meetings & Workshops

The Project Advisory Committee (PAC) is a diverse group of stakeholders and subject matter experts, from NCTCOG, local cities and counties, transportation agencies, educational institutions, and transportation-related businesses.

Members of the PAC:

- **Serve** as liaison between COG, project team, and broader communities
- **Represent** subset of region's decision makers and technology users
- **Mentor** next generation of participating agencies
- **Envision** multi-generational planning horizon

While PAC meetings are not open to the public, representatives of local governments are welcome to attend PAC workshops! We also encourage those interested to view the meeting minutes and presentations.

PAC Meeting 1 - March 12, 2021

Meeting Minutes

*****

PAC Meeting 2 (Workshop 1) - May 26, 2021

Meeting Minutes (morning | afternoon)

Presentation Slides

*****

PAC Meeting 3 (Workshop 2) - July 13, 2021

Meeting Minutes

*****

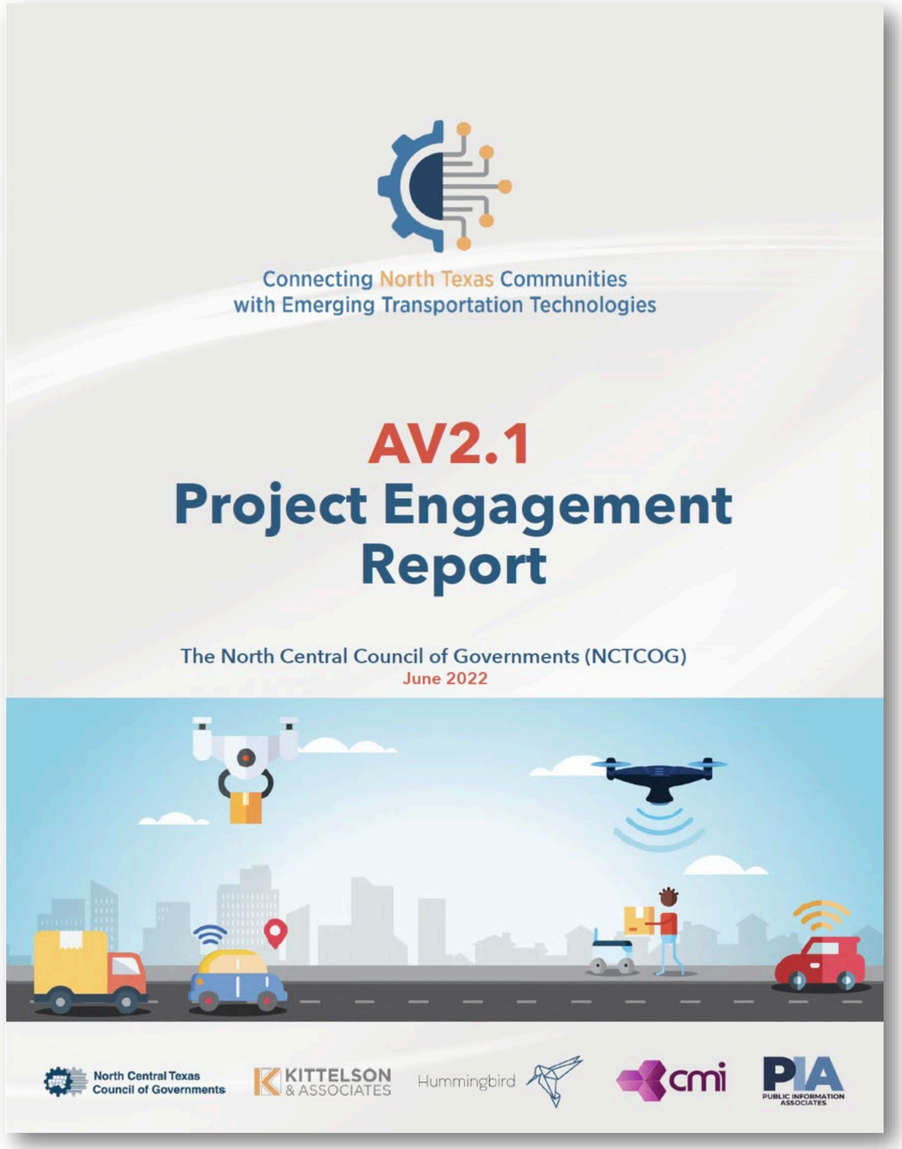
PAC Meeting 4 (Workshop 3) - Sept 8, 2021

Meeting Minutes

*****

PAC Meeting 5 - October 27, 2021

Meeting Minutes



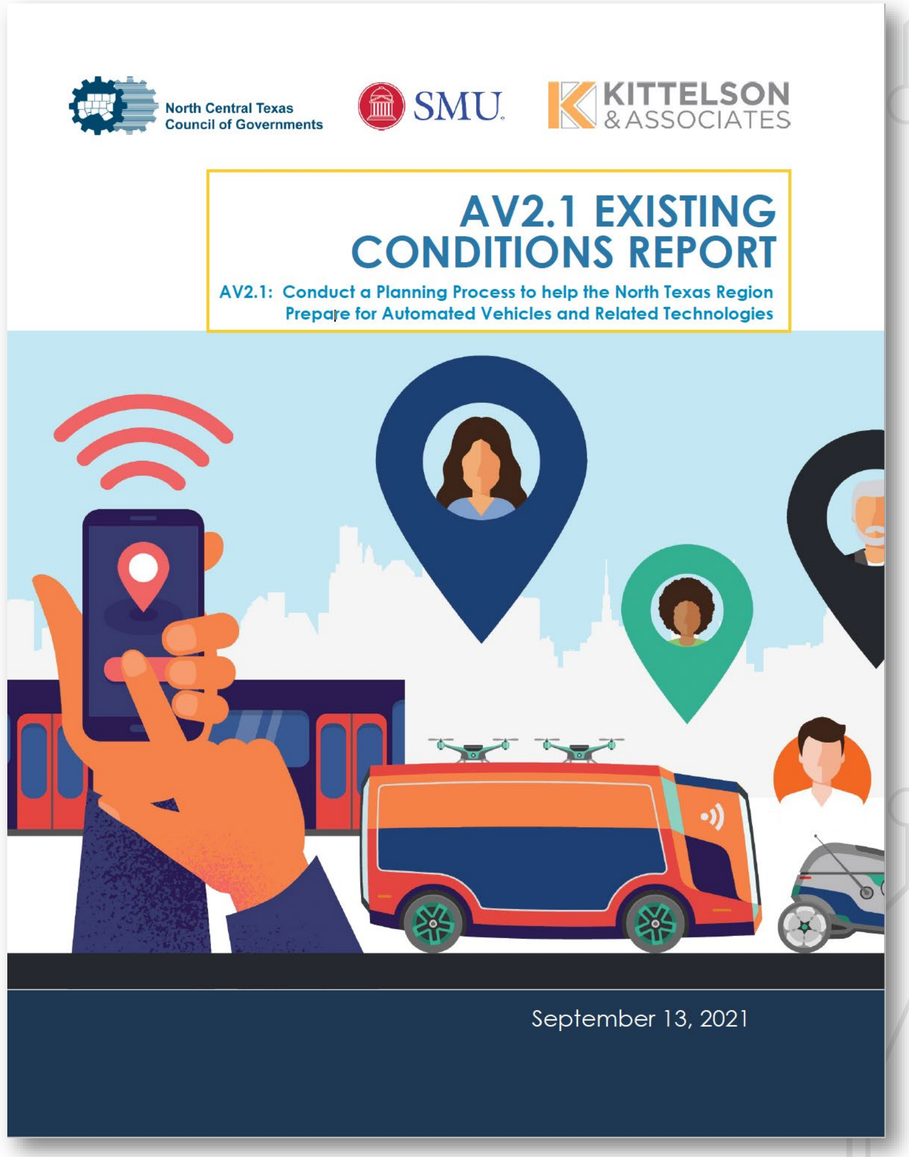
EXISTING NEEDS

Purpose

- Detail current state of transportation in North Central Texas
- Identify local needs and deployments

Five categories:

- Personal mobility
- Freight movement
- Equity
- Safety
- Infrastructure readiness + resilience

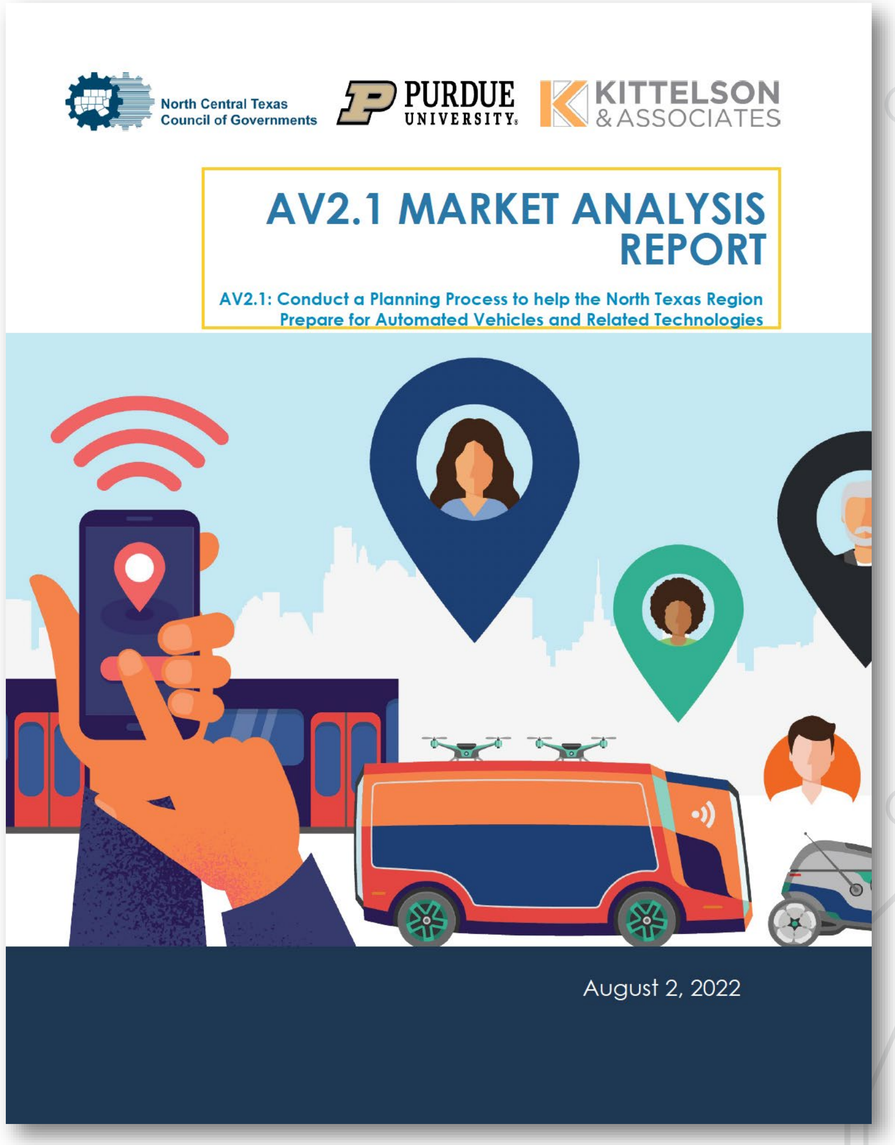


MARKET ANALYSIS

Purpose

- Understand possible impacts from automated transportation and related technologies in communities.

This understanding and readiness will help the region apply for federal, state, or local deployment funding to deploy or support new technologies.



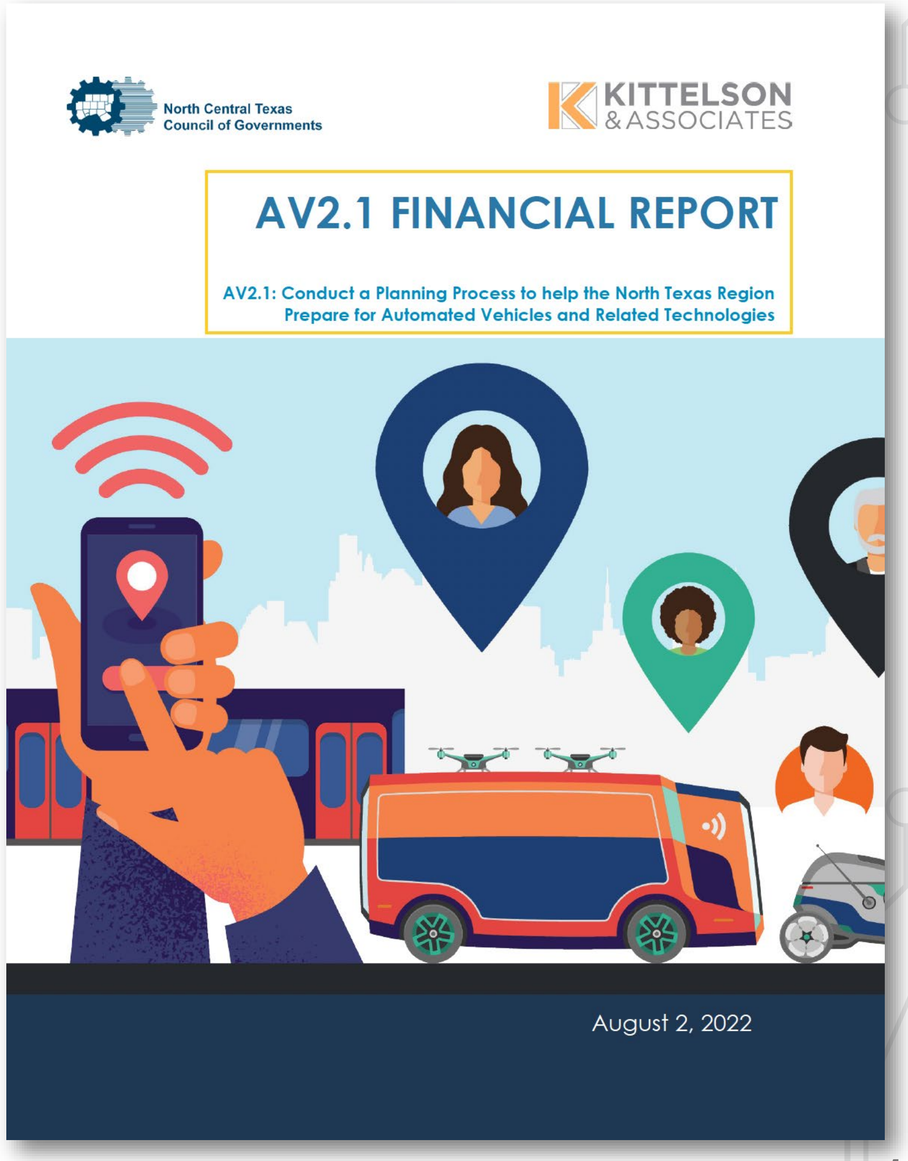
FINANCIAL REPORT

Purpose

- High-level assessment of how automated transportation may affect local entity finances.

Considers Scenario Development and Evaluation to understand potential impacts of automated transportation on existing funding mechanisms available to:

- Counties
- Municipalities
- Public transit agencies
- Airports



SCENARIO DEVELOPMENT

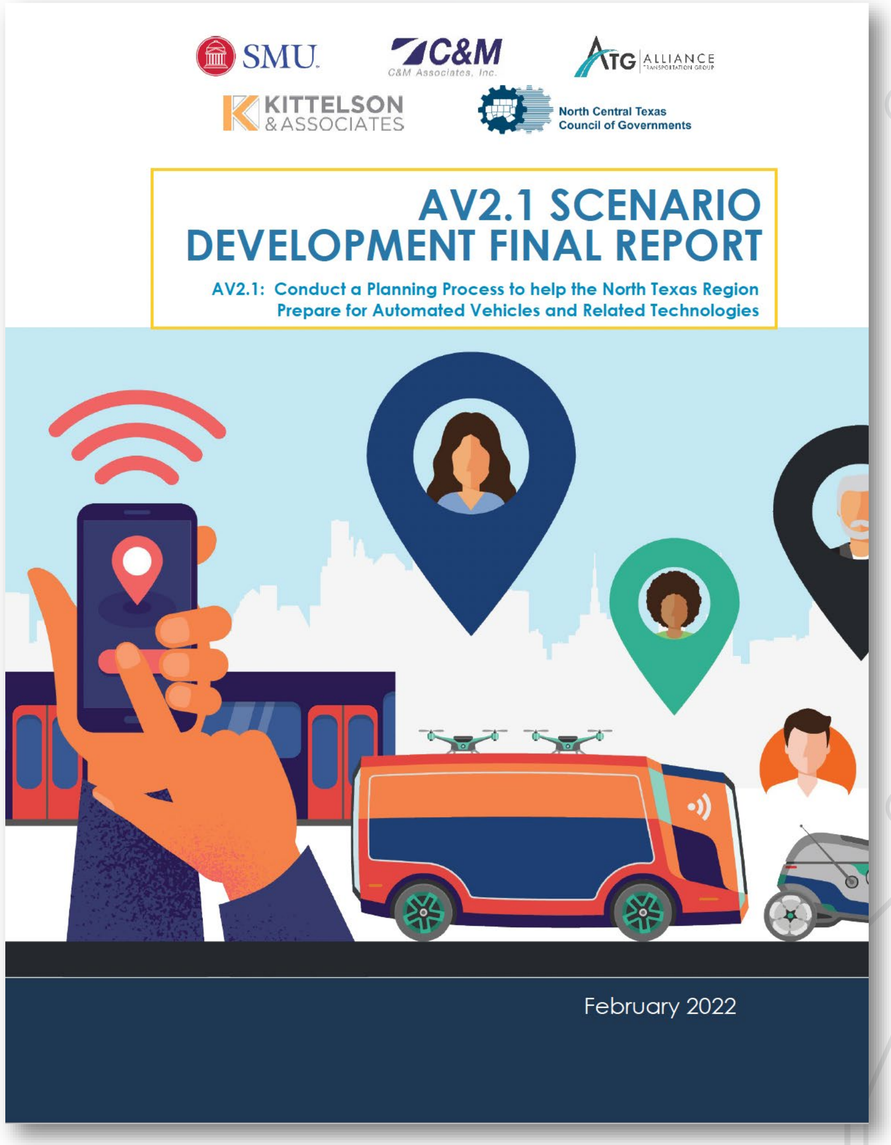
Purpose

- Identify potential future transportation automation scenarios for the North Central Texas region

Developed seven potential scenarios

Selected three scenarios for modeling evaluation:

- Connected Autonomous Vehicle (CAV) Impact on Roadway Network Capacity
- CAV Impact on Intersection Performance
- CAV Impact on Population & Employment Distributions



MODEL TOOL SELECTION

Purpose

- Select the tool(s) to evaluate the three selected scenarios

Tools Considered:

- Microscopic traffic simulation models
- Mesoscopic simulation-based dynamic traffic assignment models
- Regional travel demand model ("TAFT") developed and maintained by NCTCOG

Research Team coordinated throughout process with NCTCOG Modeling Team

Tool Selected:

- AV-TAFT: Regional travel demand model upgraded by UT Austin to enable AV traffic modeling*

Modifications:

- CMAV-TAFT: Slightly modified to further upgrade AV-TAFT's ability to model the three scenarios selected

* The AV-TAFT model was developed by The University of Texas at Austin Center for Transportation Research under the NCTCOG project Travel Modeling in an Era of Connected and Automated Transportation Systems: An Investigation in the Dallas-Fort Worth Area (2017-2021).

SCENARIO EVALUATION

Purpose:

- Predict potential impacts of three future automation scenarios using travel demand model

Modeling Summary:

- Studied 29 different scenario runs
- Tested 0, 25, 50, and 100% penetration rates
- First application of new CAV Capacity Adjustment Factors in *Highway Capacity Manual 7th Edition*

Key Assumption:

- Vehicles are both connected and automated. They follow closely at high speeds. They move through intersections more effectively.

Key Findings:

- Vehicle Miles Traveled (VMT) generally *increases*
- Vehicle Hours Traveled (VHT) generally *decreases*
- Average Daily Speed generally *increases*
- Daily Delay generally *decreases*
- CAVs alone will not solve the region's future congestion problems.

AV HOSTING HANDBOOK

Key Guidance:

- What is the current state of AV technology?
- What do cities need to know about AVs?
- How can cities prepare for AVs?

FINAL REPORT

Purpose

- Summarize key findings from each project task
- Recommend next steps for municipalities and NCTCOG

Key Recommendations:

- Self-assess gaps (staffing, planning, infrastructure, policy)
- Pursue funding opportunities
- Disseminate key findings
- Continue to monitor trends (technology and impacts)
- Develop financial revenue assessment toolkit
- Develop tools to evaluate pilots and prioritize new projects or investments

Project Website:
www.ConnectNTxFutures.org

NCTCOG
Clint Hail
Project Manager
chail@nctcog.org

NCTCOG
Thomas Bamonte
Project Senior Advisor
tbamonte@nctcog.org

STUDY TEAM
Abby Morgan, PhD, PE
Kittelson & Associates, Inc.
amorgan@kittelson.com

FISCAL YEAR 2022 & 2023 PROJECT TRACKING

Surface Transportation Technical Committee

October 28, 2022

North Central Texas Council of Governments

Transportation Department

BACKGROUND

- Due to significant implementation delays on projects across the region and a need to draw down the region's carryover balances the TIP team performs a robust project tracking effort in order to highlight potential problems and prevent delays.
- At the beginning of the fiscal year, staff provided the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) with a list of projects (by phase) scheduled to advance during the coming year.
- Agencies are being asked to report project status on a more frequent basis.
- The status of projects scheduled for the year will continue to be presented at STTC and RTC on a regular basis.
- This will provide opportunities for sponsors to raise issues that may be hindering project progress and help ensure funds are being obligated in a more timely manner.

SUMMARY OF TIP FY2022 PROJECT FUNDING - CMAQ

	OCTOBER 2021	SEPTEMBER 2022
Total Federal Funding Programmed[1]	$70,669,684	$83,993,969
Federal Funding Obligated (2022)[2, 3]	$0	$83,402,443
FY2022 Project Phases[4]	44	14
Project Phases Obligated to Date	0	14
Project Phases Past Their Original Estimated Start Date[5]	4	36

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/advancing projects or delaying projects to future years)
2. Obligations based on the federal fiscal year, which runs from October to September
3. Obligation amounts as of 09/30/2022
4. 36 project phases have been or will be delayed to future years through TIP actions or were canceled and 6 phases were advanced to 2022
5. Includes projects that were initially in FY2022 and have been delayed to a later year

The region obligated more funding than was programmed at the beginning of the fiscal year as a result of a TxDOT project being let on time, and despite 36 projects not obligating as expected.

SUMMARY OF TIP FY2022 PROJECT FUNDING - STBG

	OCTOBER 2021	SEPTEMBER 2022
Total Federal Funding Programmed[1]	$178,455,967	$155,518,801
Federal Funding Obligated (2022)[2, 3]	$0	$155,518,801
FY2022 Project Phases[4]	77	28
Project Phases Obligated to Date	0	28
Project Phases Past Their Original Estimated Start Date[5]	3	52

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/advancing projects or delaying projects to future years)
2. Obligations based on the federal fiscal year, which runs from October to September
3. Obligation amounts as of 09/30/2022
4. 52 project phases have been or will be delayed to future years through TIP actions or were canceled and 3 phases were advanced to 2022
5. Includes projects that were initially in FY2022 and have been delayed to a later year

Despite 52 project phases not obligating as expected, 87% of STBG was obligated due to the Category 2/STBG funding exchange.

SUMMARY OF TIP FY2022 PROJECT FUNDING – TRANSPORTATION ALTERNATIVES SET ASIDE

	OCTOBER 2021	SEPTEMBER 2022
Total Federal Funding Programmed[1]	$17,356,430	$8,661,010
Federal Funding Obligated (2022)[2, 3]	$0	$8,150,643
FY2022 Project Phases[4]	18	8
Project Phases Obligated to Date	0	8
Project Phases Past Their Original Estimated Start Date[5]	0	11

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/advancing projects or delaying to future years)

2. Obligations based on the federal fiscal year, which runs from October to September
3. Obligation amounts as of 09/30/2022
4. 11 project phases have been or will be delayed to future years in the TIP and one was advanced from 2023
5. Includes projects that were initially in FY2022 and have been delayed to a later year

While the region was able to obligate enough funding to avoid federal funding lapse, 11 project phases were delayed leading to a sizeable carryover balance.

SUMMARY OF TIP FY2023 PROJECT FUNDING - CMAQ

	OCTOBER 2022
Total Federal Funding Programmed[1]	$137,223,374
Federal Funding Obligated (2023)[2, 3]	$0
FY 2023 Project Phases	37
Project Phases Obligated to Date	0

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 or delaying projects to future years)
2. Obligations based on the federal fiscal year, which runs from October to September
3. Obligation amounts as of 10/18/2022

SUMMARY OF TIP FY2023 PROJECT FUNDING - STBG

	OCTOBER 2022
Total Federal Funding Programmed[1]	$178,908,388
Federal Funding Obligated (2023)[2, 3]	$0
FY 2023 Project Phases	75
Project Phases Obligated to Date	0

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 or delaying projects to future years)
2. Obligations based on the federal fiscal year, which runs from October to September
3. Obligation amounts as of 10/18/2022

SUMMARY OF TIP FY2023 PROJECT FUNDING – TRANSPORTATION ALTERNATIVES SET ASIDE

	OCTOBER 2022
Total Federal Funding Programmed[1]	$19,963,595
Federal Funding Obligated (2023)[2, 3]	$0
FY 2023 Project Phases	20
Project Phases Obligated to Date	0

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 or delaying projects to future years)
2. Obligations based on the federal fiscal year, which runs from October to September
3. Obligation amounts as of 10/18/2022

NEXT STEPS

- Continue monitoring project progress
- Work with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation
- Bring updates to the committees throughout the fiscal year

QUESTIONS?

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

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

Cody Derrick
Transportation Planner III
817-608-2391
cderrick@nctcog.org