

REQUESTED RTC ACTION:

Request Regional Transportation Council Authorization for RTC Local Funds in the amount of \$2,700,000 to Support Land Banking for Critical Regional Infrastructure

MOBILITY 2045 UPDATE

SCHEDULE AND DRAFT PLAN PROGRESS

March 10, 2022

Regional Transportation Council

PLAN SCHEDULE

4-Year Federal
Requirement

June 2018

Mobility 2045
Adopted

November
2018

**Air Quality
Conformity
Determination**

May/June
2022

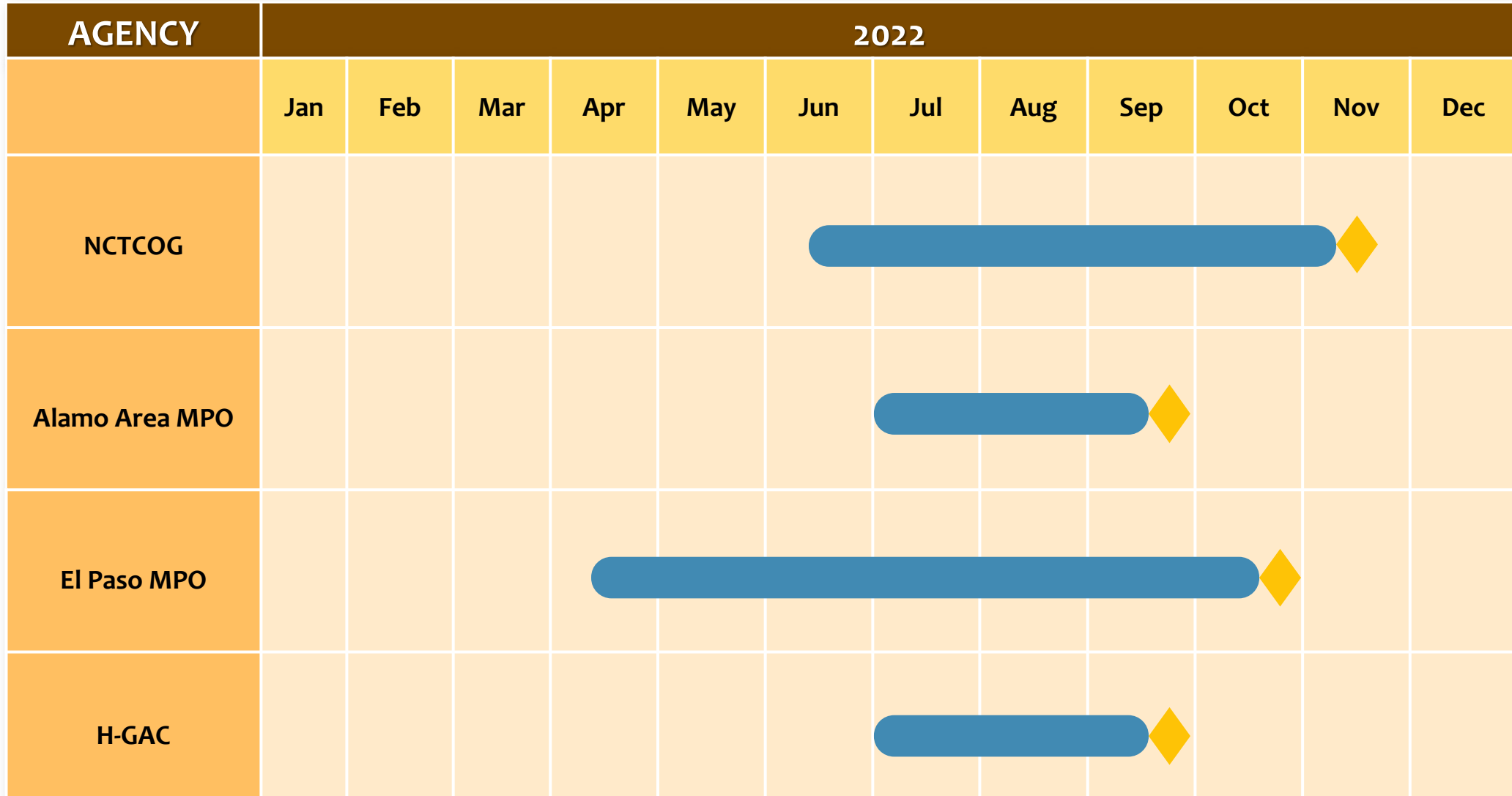
ACTION
Mobility 2045
Update



November
2022

DEADLINE 
**Air Quality
Conformity**

Texas Conformities in 2022 (Tentative Schedule)

DRAFT



 = Conformity Documents Partners' Review
 = Potential USDOT Conformity Determination

Source: NCTCOG and TTI (For Other Area MPOs)

MAJOR PLAN UPDATE EMPHASIS

Updated travel and demographic data

Updated travel demand forecasting tool

Updated financial forecast

Project, Program, and Policy refinements

Updated performance-based planning framework

Updated Policy Bundle

Draft Policy and Program Listing
www.nctcog.org/PlanInProgress



HIGHLIGHTED POLICY AND PROGRAM UPDATES



Safety

References new Pedestrian Safety Action Plan endorsed by the Regional Transportation Council on June 10, 2021



Health Accessibility Program

Identify and support transportation solutions to address health disparities in underserved communities, including solutions that improve access to healthy food and medical care



Environmental Considerations

Build on air quality, resiliency, and environmental programs and incorporate new strategies



TDM Strategies

RTC Resolution R21-04 supports the establishment of a regional SOV trip reduction target of 20% annually

HIGHLIGHTED TECHNOLOGY PROGRAM UPDATES



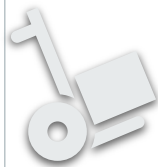
Advance High-Speed Transportation recommendations

Advance high-speed rail between Dallas-Arlington-Fort Worth and monitor hyperloop technology advancement per policy P22-01; ensure connectivity with the proposed Houston-Dallas high-speed rail and Fort Worth-Laredo high-speed rail/hyperloop



Safe Integration of Vertical Mobility Technology in the NCTCOG region

New policy to safely and efficiently integrate Vertical Mobility Technology, Advanced Air Mobility, Urban Air Mobility, Unmanned Traffic Management, and Unmanned Aircraft Systems into the NCTCOG region



Advance Automated Transportation Systems (ATS)

Apply ATS technology in passenger and freight applications for local circulation and first/last mile access to regional rail



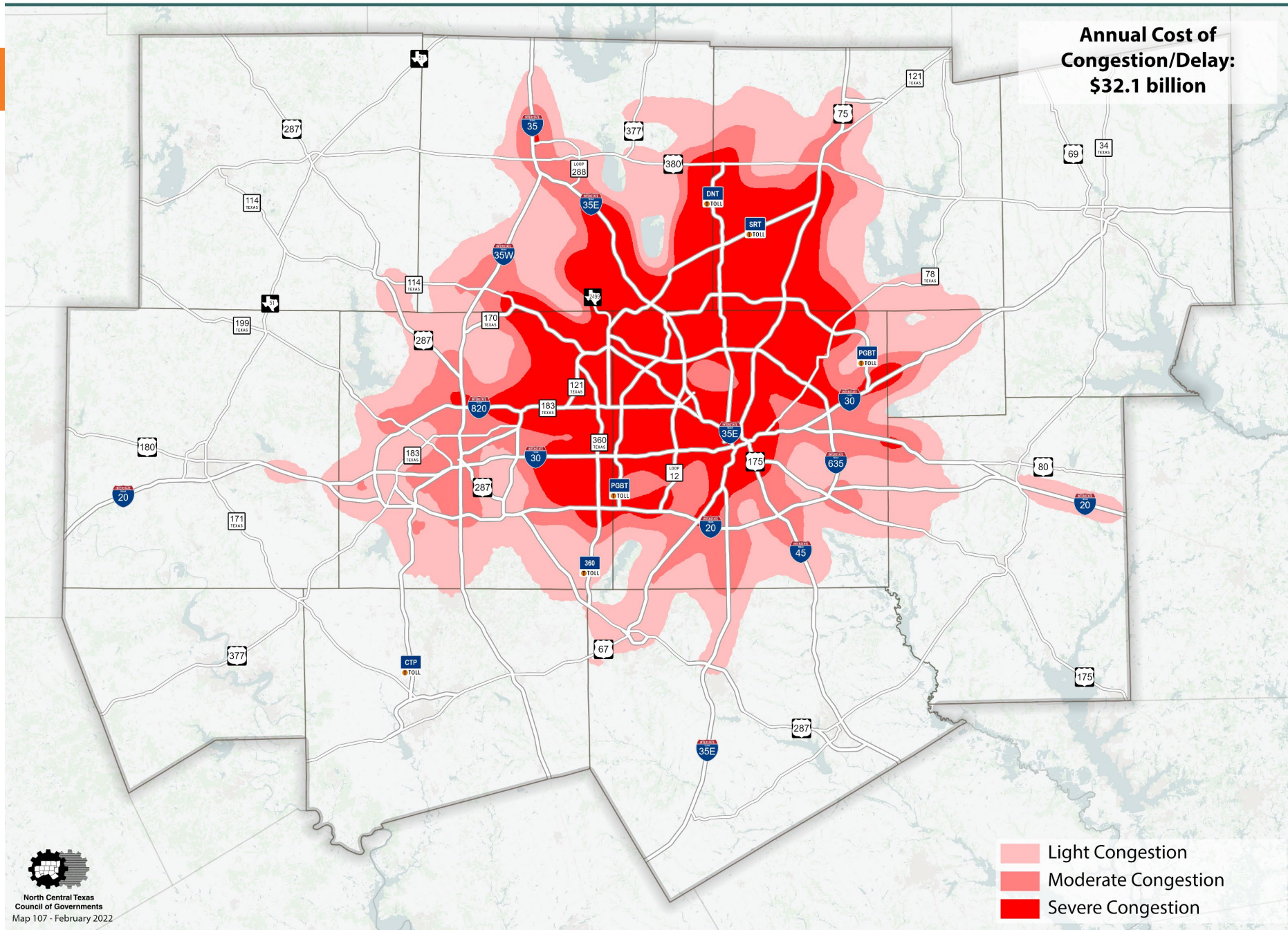
Automated Vehicles

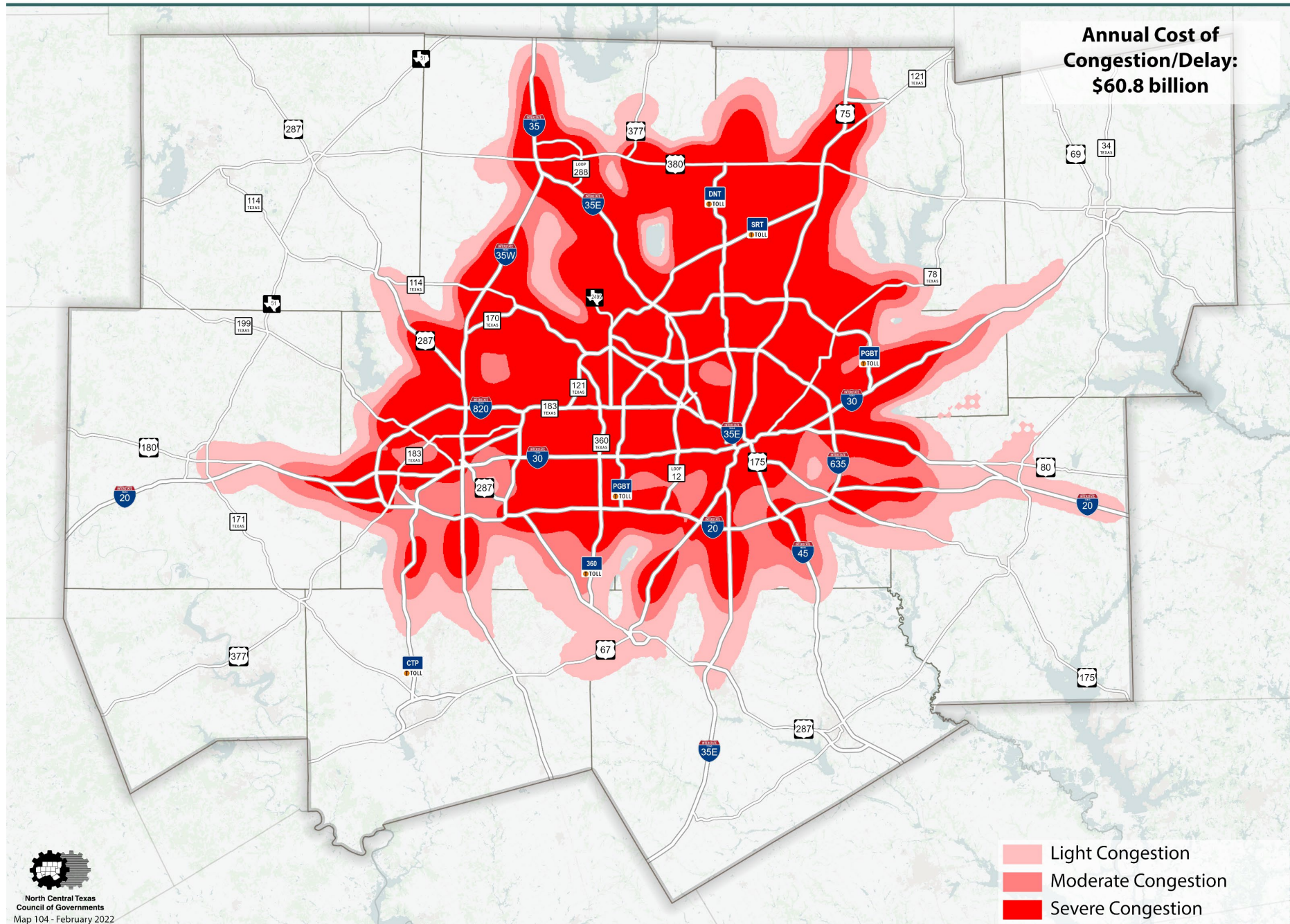
Incorporate the new Automated Vehicle 2.0 initiative launched since the adoption of the last Mobility Plan

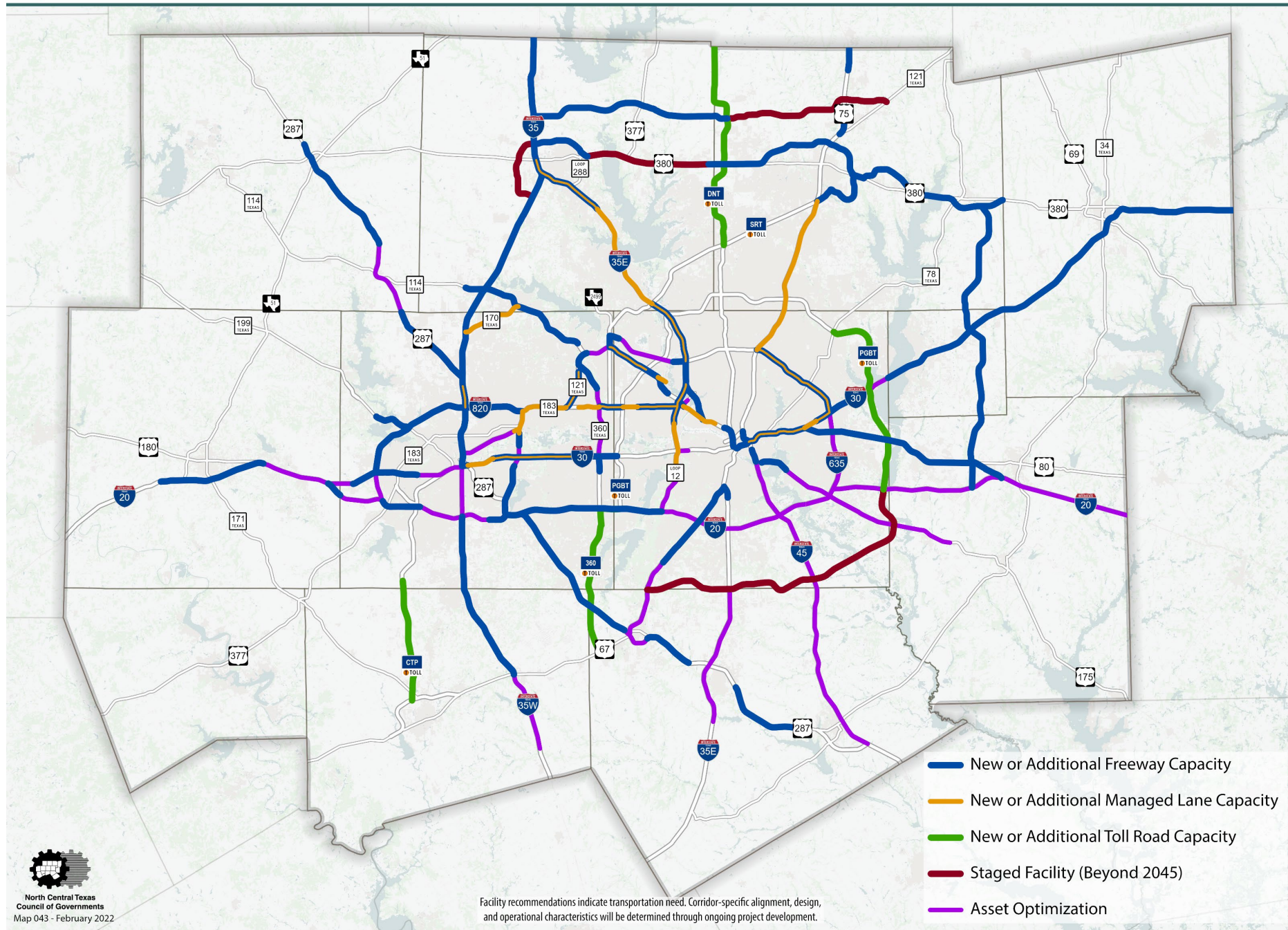


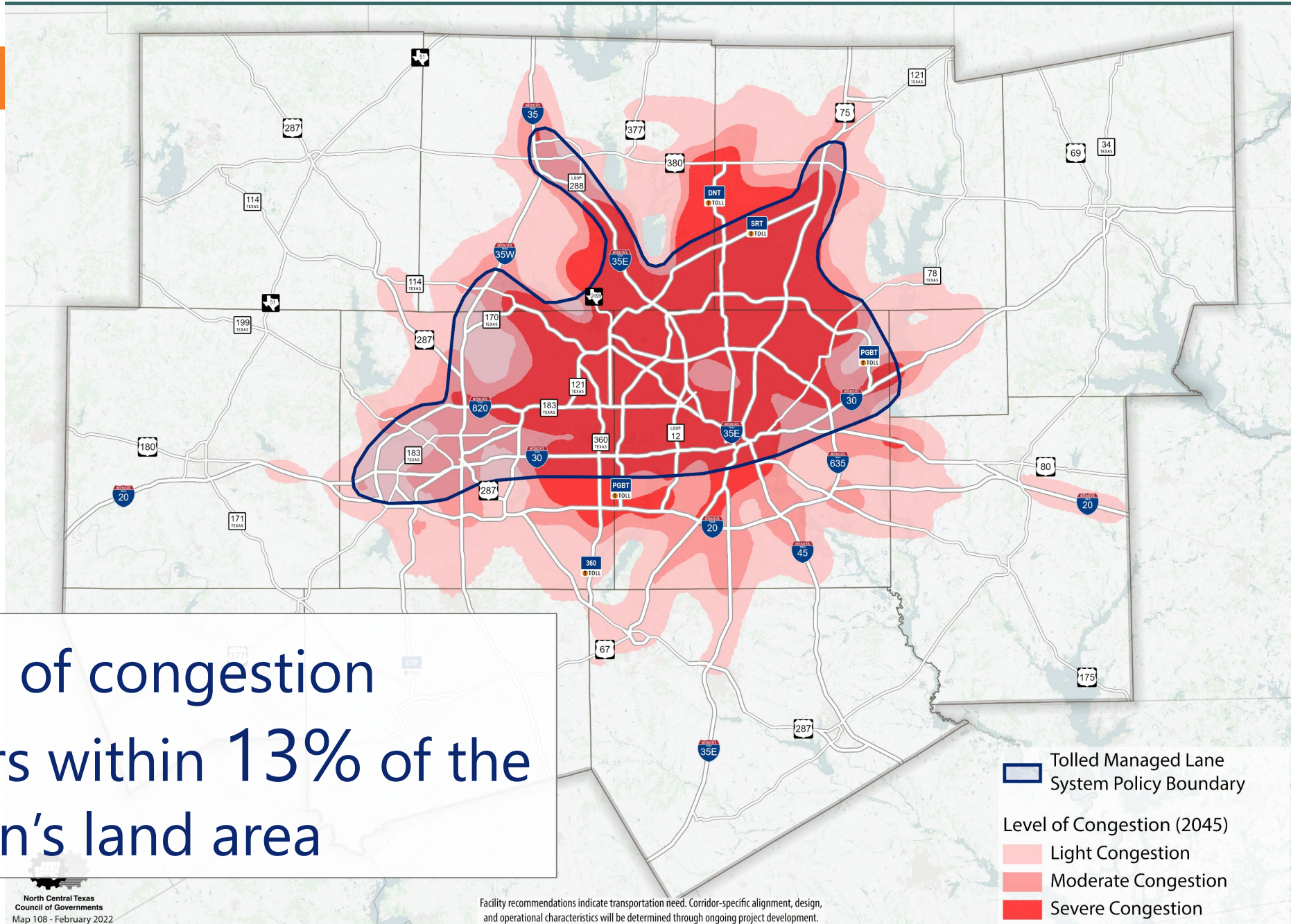
Internet and Broadband

Incorporates a new topic of broadband internet through discussion of access, infrastructure, the intersection of communications and transportation, and potential uses

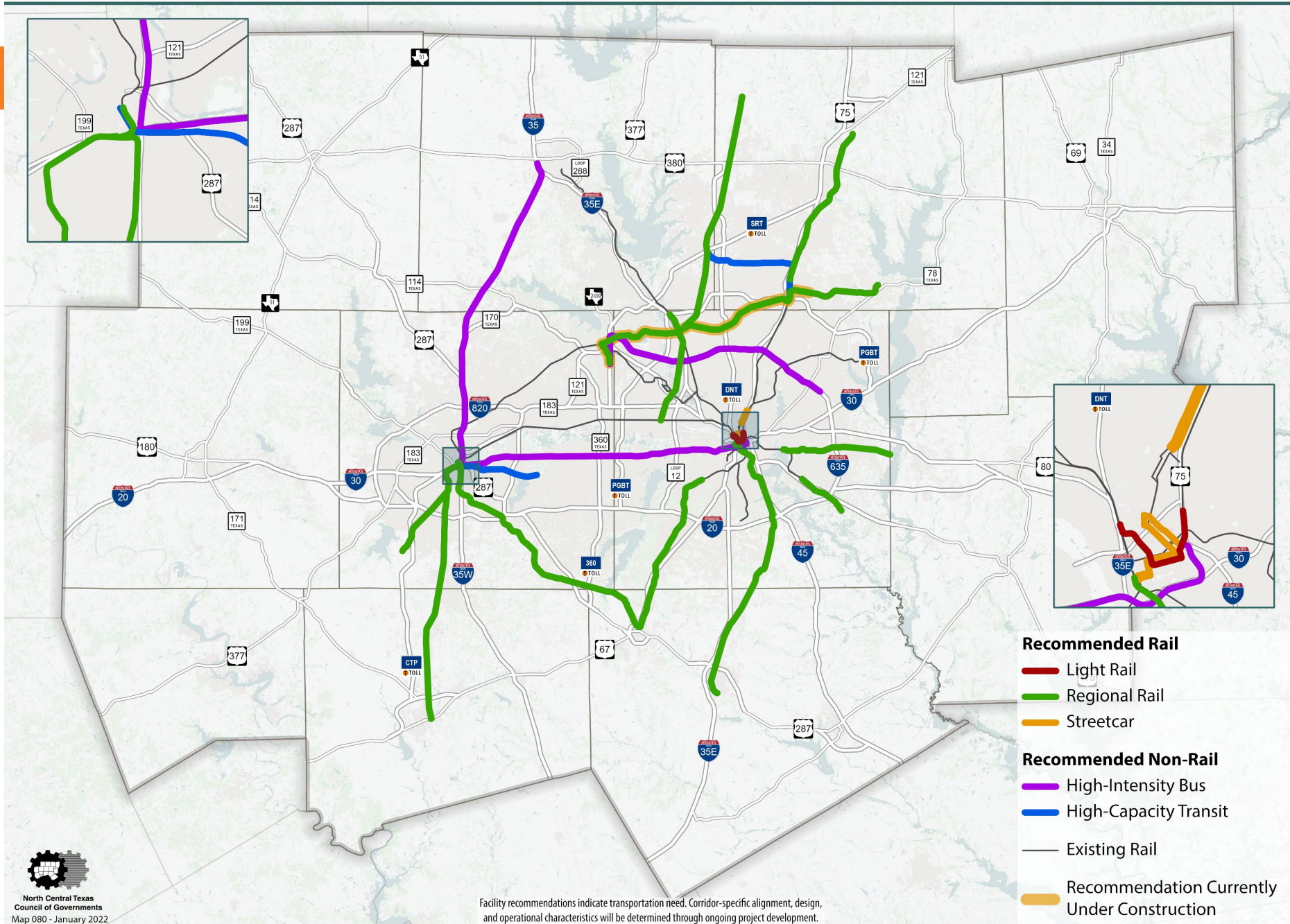








78% of congestion occurs within 13% of the region's land area



Recommended Rail

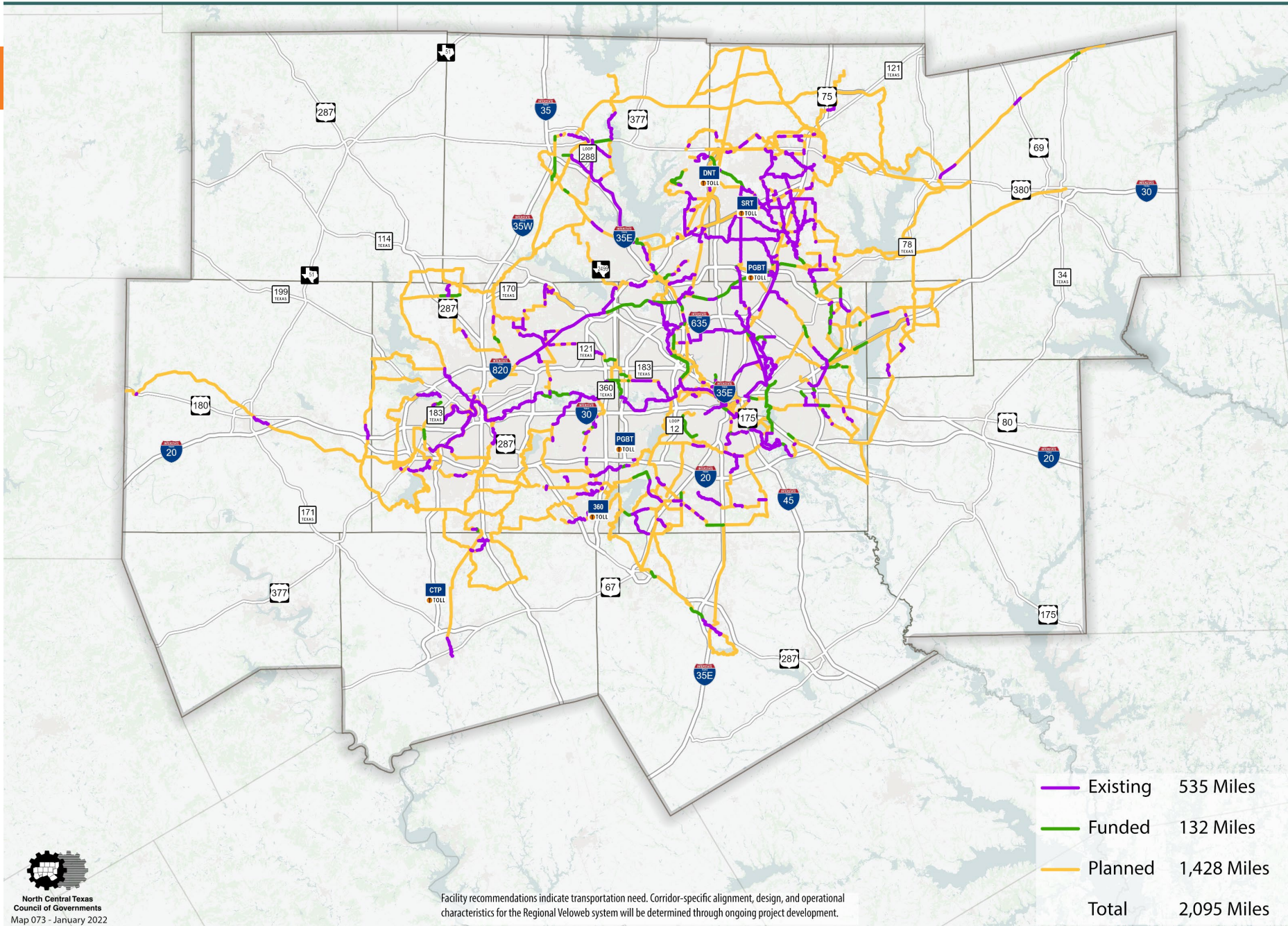
- Light Rail
- Regional Rail
- Streetcar

Recommended Non-Rail

- High-Intensity Bus
- High-Capacity Transit

— Existing Rail

— Recommendation Currently Under Construction



MORE DRAFT MAPS AND RECOMMENDATIONS TABLES AVAILABLE ONLINE

www.nctcog.org/PlanInProgress



Major Roadway
Recommendations

Regionally-
Significant
Arterials

Priced Facilities

Transit Corridor
Recommendations

Roadway Project
Listing

Transit Project
Listing

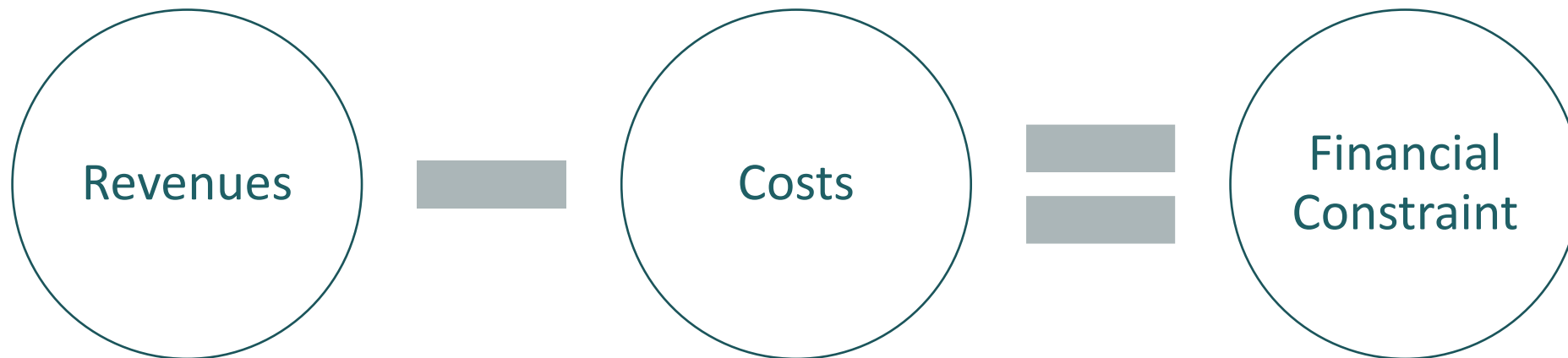
FINANCIAL PLAN REQUIREMENTS

Plan must be financially constrained

Include all reasonably expected sources of revenue

Year of expenditure dollars

Balance priorities with available revenues



PRELIMINARY FINANCIAL PLAN COST

		MOBILITY 2045	MOBILITY 2045 UPDATE	
MAXIMIZE EXISTING SYSTEM	Infrastructure Maintenance	36.8	39 B	5% ▲
	Management & Operations	9.5	10 B	0% ▲
	Growth, Development, & Land Use Strategies	3.2	1 B	60% ▼
STRATEGIC INFRASTRUCTURE INVESTMENT	Rail & Bus	33.3	42 B	25% ▲
	HOV/Managed Lanes + Freeways/Tollways and Arterials	53.6	56 B	5% ▲
Total, Actual \$, Billions		136.4 Billion	~150 Billion	10% ▲

REVENUE SOURCES

Baseline Revenue

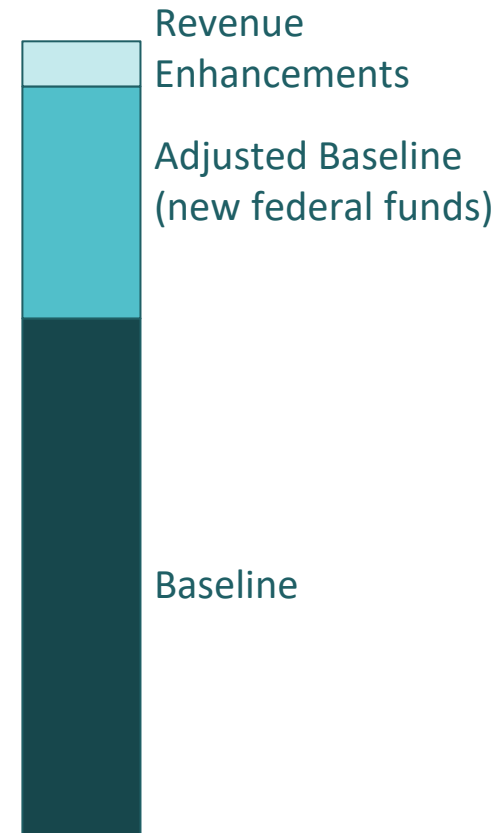
- Funds flowing through State Highway Fund and TxDOT UTP (Categories 1-12)
- System revenue
- Transit revenue (sales tax, federal, local, etc.)
- Local funds/local match

Adjusted Baseline

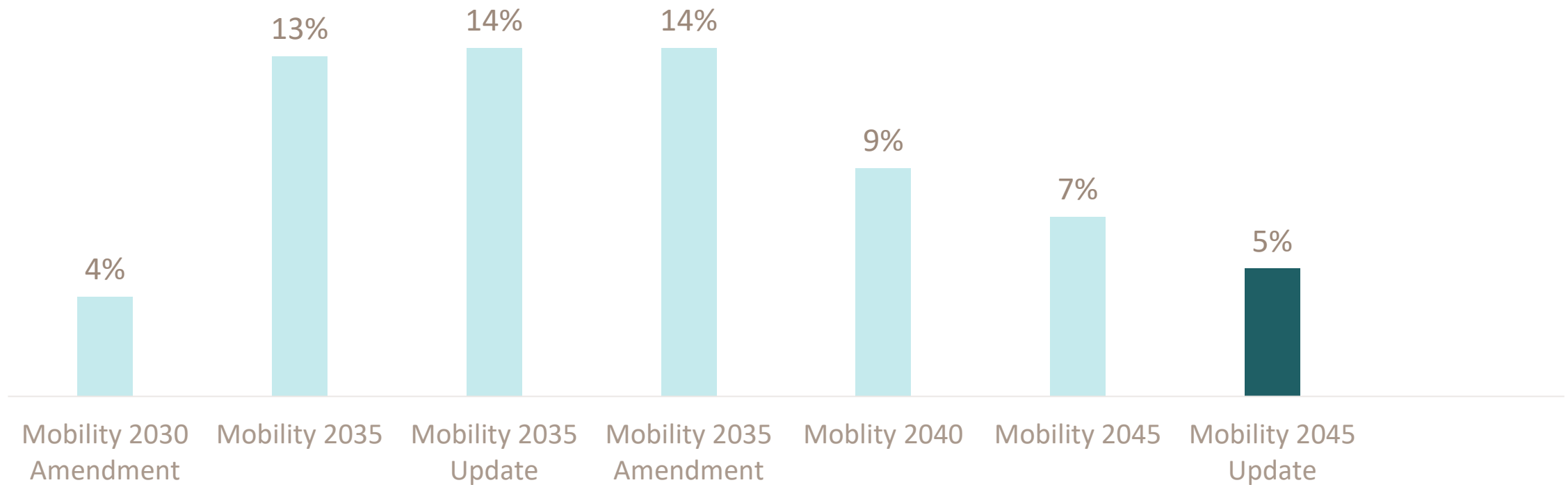
- New state and federal funds expected to start flowing through State Highway Fund
- New federal funds for transit
- Private and local funds for transit

Revenue Enhancements

- Reasonably anticipated future revenue, equivalent of increases in gas tax and vehicle registration fees
- Local option vehicle registration fees



REVENUE ENHANCEMENTS IN PREVIOUS MOBILITY PLANS



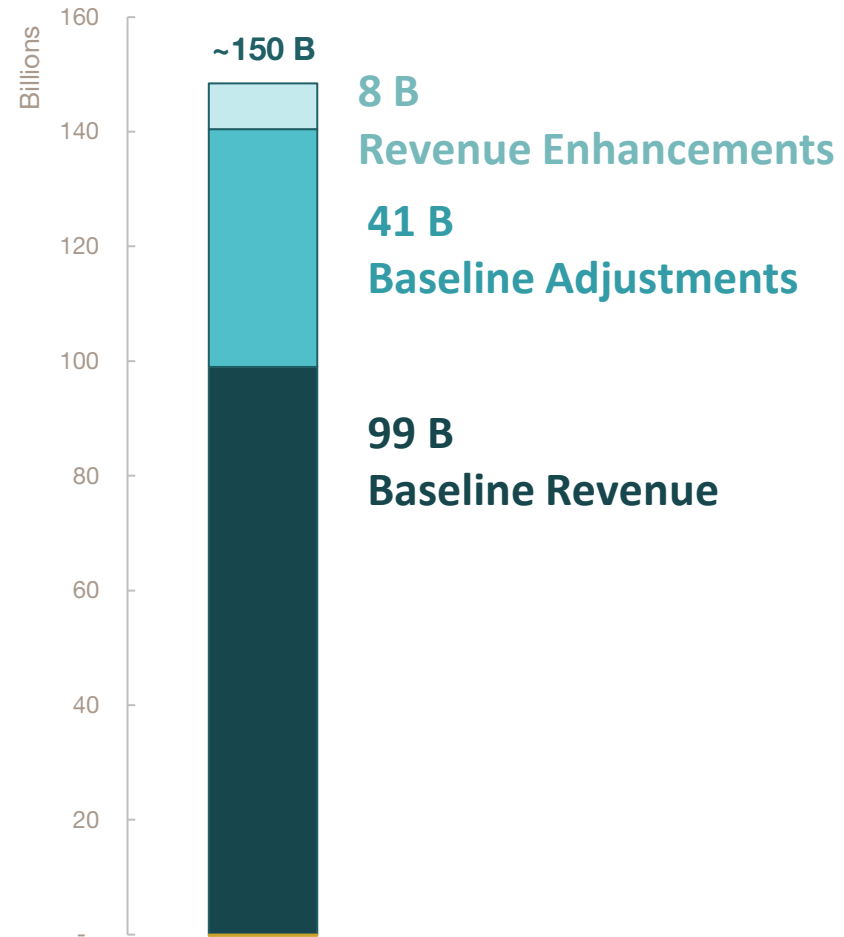
FINANCIAL CONSTRAINT

IN PROGRESS

Financial constraint expected

Forecast stage: developing/refining costs and revenues

Final stage: confirming final costs and revenues



TIMELINE

DATE	ACTIVITY
April – December 2021	RTC & STTC – Mobility Plan Update Schedule, Project Selection, and Demographic Assumptions
January 2022	RTC – Mobility Plan Update Progress
January 2022	STTC – Mobility Plan Update Progress
February 2022	RTC – Mobility Plan Update Progress
February 2022	STTC – Action Requested: Recommend RTC Direct Staff to Enter Public Comment Period
March 2022	RTC – Action Requested: Direct Staff to Enter Public Comment Period
March 2022	STTC – Mobility Plan Update Progress
April – May 2022	Official Public Comment Period
April 2022	RTC – Mobility Plan Update Progress
April 2022	STTC – Mobility Plan and Air Quality Conformity
May 2022	RTC – Mobility Plan and Air Quality Conformity
May 2022	STTC – Action Requested: Recommend RTC Adopt Mobility 2045 - 2022 Update
June 2022	RTC – Action Requested: Adopt Mobility 2045 - 2022 Update



ACTION

Direct staff to take the MTP draft recommendations, air quality conformity, and nondiscrimination analysis to public meetings

CONTACT US



nctcog.org/PlanInProgress



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Dan Lamers, PE

Senior Program Manager

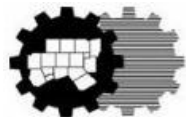
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UPDATES TO REGIONAL TRANSPORTATION DEVELOPMENT CREDIT (TDC) PROGRAM ALLOCATIONS AND ANNUAL TDC REPORT

Regional Transportation Council

March 10, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Transportation Development Credits = TDCs
- TDCs are “earned” by the region when toll revenues are used to fund capital projects on public highways
- TDCs are not money or cash
- They do not increase funding for a given project
- They are eligible to “match” a federal funding award
- The Dallas-Fort Worth Region has been allocated 994,351,658 TDCs
- As of September 30, 2021*, the Dallas-Fort Worth Region has 742,545,274 TDCs available for future allocation

* Date of last TDC report for FY2021

TDC BALANCES AS OF FY2021 REPORT

Category	Current Allocation	Awarded in 2013-2020	Awarded in 2021	Total Awarded	Remaining for Future Programming
1 - Strategic Awards to Small Transit Providers	26,000,000	18,846,382	2,623,023	21,469,405	4,530,595
2 - RTC has Revenue	20,000,000	12,821,313	2,461,375	15,282,688	4,717,312
3 -Local Agency has Revenue (RETIRED CATEGORY)	16,691,115	16,691,115	0	16,691,115	0
4 - Selling TDCs to Other MPOs/TxDOT	150,000,000	100,000,000	0	100,000,000	50,000,000
5 - Regional Programs/Management and Operations	56,919,016	32,785,803	24,133,213	56,919,016	0
6 - MTP Policy Bundle	100,000,000	32,929,881	8,514,279	41,444,160	58,555,840
7 - For Future Reallocation	624,741,527	0	0	0	624,741,527
Total	994,351,658	214,074,494	37,731,890	251,806,384	742,545,274

PROPOSED TDC ALLOCATION UPDATES

Category	Current Allocation	Proposed Change	Revised Allocation
1 - Strategic Awards to Small Transit Providers	26,000,000	+15,000,000	41,000,000
2 - RTC has Revenue	20,000,000	+40,000,000	60,000,000
3 - Local Agency has Revenue (RETIRED CATEGORY)	16,691,115	0	16,691,115
4 - Selling TDCs to Other MPOs/TxDOT	150,000,000	0	150,000,000
5 - Regional Programs/Management and Operations	56,919,016	+30,000,000	86,919,016
6 - MTP Policy Bundle	100,000,000	0	100,000,000
7 - For Future Reallocation	624,741,527	-85,000,000	539,741,527
Total	994,351,658		994,351,658

CATEGORY 1: STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS

Goal	<ul style="list-style-type: none">• Support public transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide the local match
Proposed Action	<ul style="list-style-type: none">• Increase allocation by 15,000,000

CATEGORY 2: RTC HAS REVENUE

Goals	<ul style="list-style-type: none">• Advance initiatives of strategic importance• Expedite delivery of projects• Free up local or State funds for use on:<ul style="list-style-type: none">• Projects that can be expedited outside the federal process• Projects not typically eligible for federal funds
Proposed Action	<ul style="list-style-type: none">• Increase allocation by 40,000,000

CATEGORY 4: SELLING/TRANSFERRING TDCs TO OTHER MPOs/TxDOT

Goal	<ul style="list-style-type: none">• Generate local revolving fund to cash flow federal programs administered by NCTCOG
Proposed Action	<ul style="list-style-type: none">• Continue the category, but maintain the current allocation

CATEGORY 5: REGIONAL PROGRAMS/MANAGEMENT AND OPERATIONS

Goal	<ul style="list-style-type: none">• Support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply
Proposed Action	<ul style="list-style-type: none">• Increase allocation by 30,000,000

CATEGORY 6: METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE

Goal	<ul style="list-style-type: none">• Provide support to agencies that implement policies that further Mobility Plan objectives
Proposed Action	<ul style="list-style-type: none">• Continue the category, but maintain the current allocation

FUTURE TDC AWARDS

- If the proposed allocations are approved, our MPO would have approximately 539.7 million TDCs left for future allocation.
- If additional TDCs are awarded that exceed the current allocation, the RTC will be asked to approve the adjusted allocation to the respective category at the time.
 - Example: Approval of transit projects using Category 1 TDCs will be accompanied by approval of an increased allocation for that category to cover the awarded amount, if needed.
- The TDC balances will then be adjusted to reflect the new allocations.

REQUESTED ALLOCATION CHANGES

Category	Current Allocation	Proposed Change	Revised Allocation
1 - Strategic Awards to Small Transit Providers	26,000,000	+15,000,000	41,000,000
2 - RTC has Revenue	20,000,000	+40,000,000	60,000,000
3 -Local Agency has Revenue (RETIRED CATEGORY)	16,691,115	0	16,691,115
4 - Selling TDCs to other MPOs/TxDOT	150,000,000	0	150,000,000
5 - Regional Programs/Management and Operations	56,919,016	+30,000,000	86,919,016
6 - MTP Policy Bundle	100,000,000	0	100,000,000
7 - For Future Reallocation	624,741,527	-85,000,000	539,741,527
Total	994,351,658		994,351,658

REQUESTED ACTION

- RTC approval of the proposed TDC allocation changes

CONTACT/QUESTIONS?

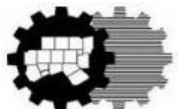
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Cancellation of Trade Fair Partnerships with Lubbock and Rio Grande Valley Metropolitan Planning Organizations

Regional Transportation Council
March 10, 2022



North Central Texas
Council of Governments
Transportation Department

Background

- On May 13, 2021, the Regional Transportation Council (RTC) approved a Trade Fair partnerships with the Lubbock and Rio Grande Valley Metropolitan Planning Organizations (MPOs).
- TxDOT has since coordinated with both the Lubbock and Rio Grande Valley MPOs and developed an alternative funding plan, which does not require borrowing from the North Central Texas Council of Governments' (NCTCOG) allocations.
- Due to the availability of funding, NCTCOG is recommending to cancel the Trade Fair agreement.

Recommended Reversal of Original RTC Action

Previously Approved by the RTC May 2021:

- Trade Fair Partnership with the Lubbock MPO:
 - Transferring \$10,500,000 in Surface Transportation Block Grant (STBG) cash flow/allocation in FY2023
 - Transferring \$10,500,000 in STBG cash flow/allocation in FY2025
 - Receiving \$6,903,818 back in FY2028
 - Receiving \$6,994,465 back in FY2029
 - Receiving \$7,101,717 back in FY2030

Recommended Reversal of Original RTC Action (continued)

Previously Approved by the RTC May 2021:

- Trade Fair Partnership with the Rio Grande Valley MPO:
 - Transferring \$14,578,845 in STBG cash flow/allocation in FY2022
 - Receiving \$14,578,845 back in FY2026

Recommended Actions

RTC approval to:

- Reverse original May 2021 approval
- Cancel executed interlocal/interagency agreements with Lubbock and Rio Grande Valley MPOs
- Reverse any Transportation Improvement Program (TIP) or any other administrative document actions

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IH-20 Passenger Rail Corridor Update and Resolution

Rebekah Gongora

North Central Texas Council of Governments

Regional Transportation Council | March 10, 2022

Overview

Proposed IH-20 Corridor Long-Distance Passenger Rail Connection between Dallas/Fort Worth and Atlanta

- 2007 MOU between East Texas and North Central Texas Region to coordinate planning
- Consistent with the long-range transportation plan
- 345-mile connection needed to create the route
- December 2021 Amtrak and Canadian Pacific Railway agreement to study the route, pending approval



Proposed IH-20 Rail Corridor



Key

- Amtrak Texas Eagle
- Amtrak Crescent
- Amtrak Sunset Limited
- Proposed I-20 Corridor long-distance train (Dallas/Fort Worth to Atlanta, connecting to the East Coast)

Action Requested

Request Approval of RTC Resolution

- Reaffirms support for intercity passenger rail connection between the Dallas/Fort Worth region and Atlanta region along the IH-20 corridor
- NCTCOG to continue planning for future passenger rail service along the IH-20 corridor



Contact Information



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AV2.2/2.3 “Round 2” Projects

REGIONAL TRANSPORTATION COUNCIL

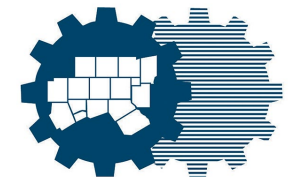
Michael Morris, Director

Transportation Department

Clint Hail, Transportation Planner

Transportation Innovation & Technology Program, NCTCOG

10 March 2022



**North Central Texas
Council of Governments**

AV 2.2/2.3 Funding Overview

2021

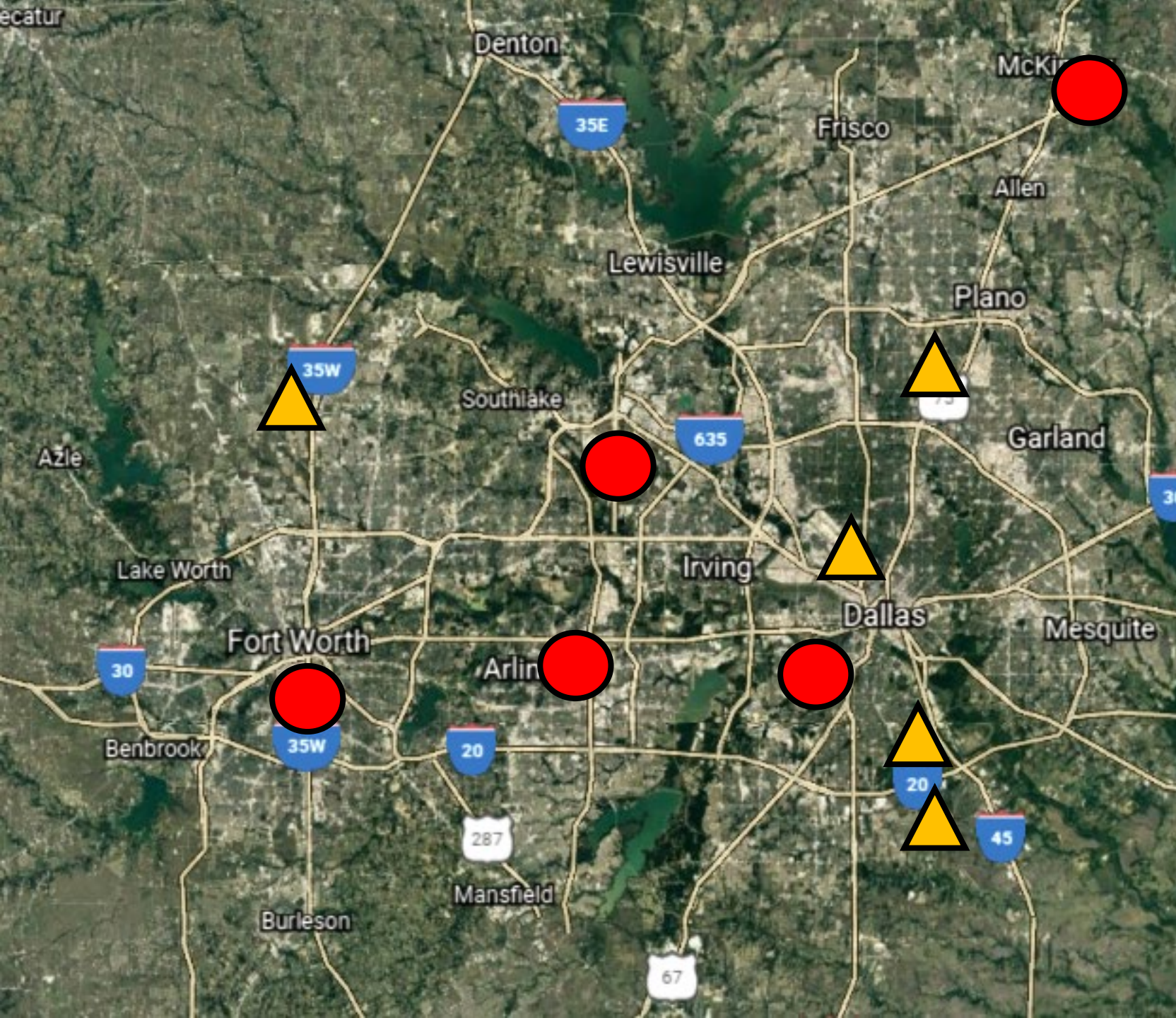
- Round 1 projects approved
- Remaining funds consolidated for Round 2

Round 1	
Dallas College	\$ 8.7M
DART	\$1.75M
FW Truckport	\$4.79M
Paul Quinn College	\$1.57M
Richardson	\$4.8M
TOTAL:	<u>\$21.6M</u>
REMAINDER:	<u>\$8.3M</u>

2022

- Round 2 projects
- Completed funding allocations

Round 2	
Arlington	\$600K
DFWIA	\$1.5M
McKinney/Dallas	\$5M
Fort Worth	\$4.2M
TOTAL:	<u>\$11.3M</u>
PROJECTS SHORTFALL:	<u>\$3M</u>

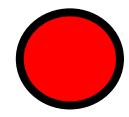


AV2.2/2.3 Project Map



Round 1

- Dallas College: AV Circulator/Workforce Dev
- DART: AV LoveLink
- Fort Worth: AV Truckport
- Paul Quinn College: Food Desert Delivery
- Richardson: IQ Testbed



Round 2

- Arlington: AV RAPID
- DFWIA: AV Parking/Curb Mgmt.
- McKinney/Dallas: AV Broadband Services
- S/SE Fort Worth Projects

AV2.2/2.3 Technologies Portfolio

Round 1	Round 2
Automated Vehicle (AV) Shuttle	App-Based Ridesharing
AV Trucking	Automated Parking
Connected Vehicle (CV)	Broadband Access/Virtual Transport
Neighborhood Delivery Bots	CV Emergency Alerts
Public Transit Buses	CV Traffic Signals
	Curb Management
	AVs as Service Delivery Tools
	Teleoperation

Arlington RAPID Tech Expansion

Project: Two-year continuation of Arlington RAPID, which has been growing ridership (200+/day) and has a predominately low-income/transit dependent ridership base. Adding teleoperation and emergency vehicle alert tech, which will help speed transition to fully driverless operation.

Team: Arlington, UTA, May Mobility (Toyota), Via

Amount: \$600K (net of redeploy of Dallas College Eastfield AV project funds)

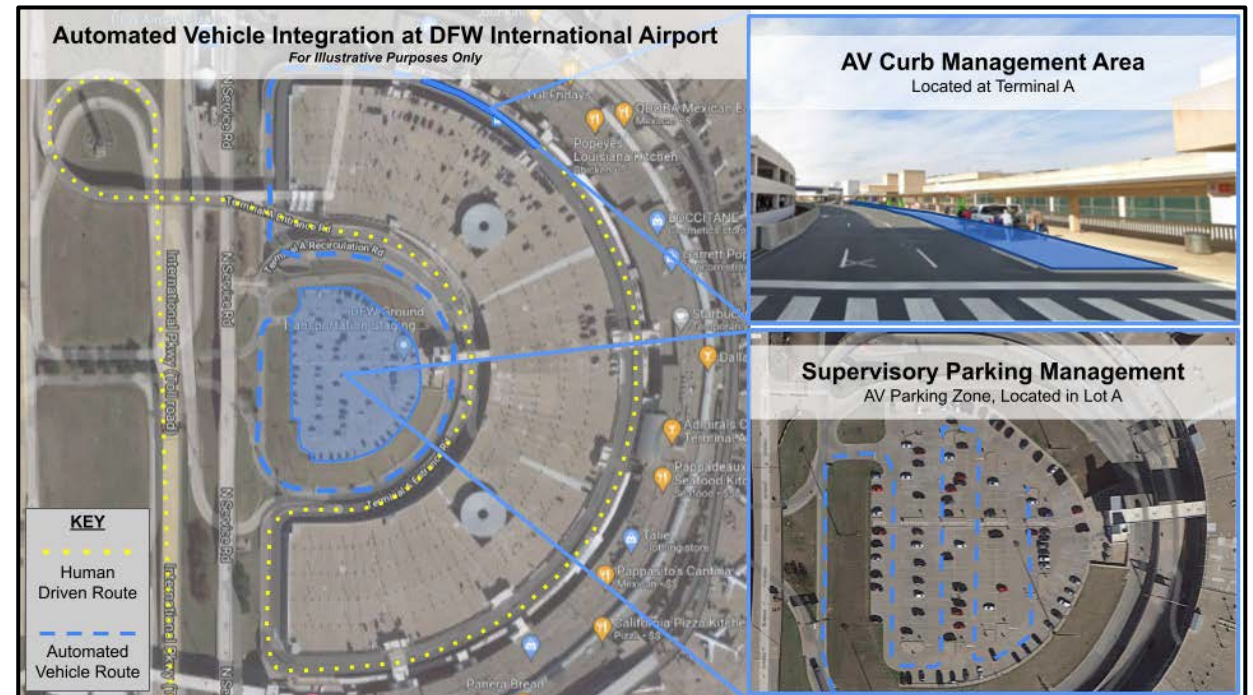
DFWIA: Self-Parking Vehicle/Curb Management/Parking Management Test Site

Project: Automated parking test bed

1. Automated Parking using Low-Speed Vehicle Automation (LSVA)
2. Supervisory Parking Management (SPM)
3. Active Curb Management (ACM)

Team: DFWIA, NREL

Amount: \$1.5M



TRAVEL DEMAND SUBSTITUTION AND ACCESSIBILITY IMPROVEMENTS USING TECHNOLOGY: FOUNDATION FOR CLASSIFICATION OF A TRANSPORTATION MODE

TRAVEL DEMAND SUBSTITUTION BENEFITS:

AIR QUALITY

MOBILITY

ACCESSIBILITY IMPROVEMENTS:

ACCESS TO NEEDS VIA TECHNOLOGY

CAUSES NEEDING ACCESSIBILITY IMPROVEMENTS

LACK OF VEHICLE

LACK OF TRANSIT

LACK OF BIKE / SIDEWALKS

INCOME CONSTRAINTS

AGE / DISABILITY CONSTRAINTS

TECHNOLOGY FAMILY

AUTONOMOUS MOBILE VEHICLE TO RESIDENTIAL LOCATIONS:

PHASE 1 / EMERGENCY

OPEN PLATFORM INCUBATOR

ACCESS TO BROADBAND:

PHASE 2

RETROFIT AND NEW LOCATION

PILOTS IMPLEMENTED TOGETHER

PROPOSED DEPLOYMENTS

	<u>PHASE 2</u>	<u>PHASE 1 / EMERGENCY</u>
TECHNOLOGY	BROADBAND	AUTONOMOUS VEHICLES
LOCATION	FORT WORTH	MCKINNEY (A) / DALLAS (B)
TYPE	URBAN	SUBURBAN / URBAN
LEAD PROCUREMENT	NCTCOG	NCTCOG

PHASE 1: VEHICLE-BASED TRANSPORTATION DEMAND MANAGEMENT AND ACCESSIBILITY

Use teleoperated and automated vehicles to deliver services to multiple users per vehicle/trip (Technology Incubator)

Takes users off the road for redundant trips

Provides access where none exist

Supports Congestion Management Plan (CMP) as part of Transportation Demand Management strategies supporting CMP

Project: McKinney/City of Dallas (subject to final approvals)

Recommendations in South and Southeast Fort Worth¹

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

¹ Supporting City of Fort Worth Resolution 5028-12-2018 (Task Force on Race and Culture)

Requested Action

Staff recommendation for RTC approval of:

- (1) The proposed projects and funding under the AV2.2/2.3 program;
- (2) Use of Regional Transportation Development Credits for local match requirements;
- (3) Authorize staff to take all necessary and appropriate steps to administratively advance the projects and provide technical support to the local partners implementing the projects.
- (4) Acceptance of TDM initiative to pursue equitable transportation solutions throughout the region.

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RAISE Grants

Rebuilding American Infrastructure with Sustainability and Equity

SOURCE: <https://www.transportation.gov/RAISEgrants>

March 10, 2022

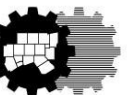
Regional Transportation Council (RTC) – Information Item
FY 22 RAISE Discretionary Grant Program – Overview & Candidate Project Identification

Infrastructure Investment and Jobs Act (IIJA)

Preparing for USDOT Discretionary Grant Programs

2

- IIJA provides a five-year (FY 22-26) investment of **\$567.5 billion** dedicated among all modes of transportation infrastructure
- Along with increased formula funding, extensive growth in the funding/amounts of competitive grant programs (*see USDOT list – Electronic Item 12.2*):
 - 11 existing programs (e.g., RAISE) with increased project/applicant eligibility and new/modified criteria
 - 28 new programs (bridges, resiliency, electrification/alternate fuels, equity/sustainability, etc...)
 - More accessibility for local governments/MPOs, non-traditional entities, and public-private partnerships
- Need to optimize resources for more effective/collective responses to greater competition
 - Multiple grant programs to be opened simultaneously
 - Notices of Funding Opportunity (NOFOs) with improved methods to assess competitiveness and award accountability
 - Many projects will have compatibility for multiple programs, inclusion of various multimodal elements can address vital requirements, and acknowledgment of known synergies can improve promotion and award coverage
- Regional collaboration and development of a comprehensive project/program decision “matrix” could help establish an effective “conveyor belt” for maximizing preparation and processing

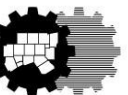


Strategy to Prepare for IJA Competitive Grants

Proposed Zero-Emission Vehicle Call for Partners

3

- Projects for electrification of heavy vehicles and equipment (via battery or fuel cell power sources) have potential to provide substantial air quality benefits
- IJA introduced new initiatives on electrification and expanded inclusion within existing programs
 - Infrastructure for Rebuilding America (INFRA) Grant Program – Expected to include expanded electrification emphasis
 - Port Infrastructure Development Grant Program
 - Charging and Fueling Infrastructure Grant Program
 - Reduction of Truck Emissions at Port Facilities Grant Program
 - Department of Energy – Hydrogen Hubs
- Project success likely to require private sector participation
- Proposed Call for Partners:
 - Solicit teams for engagement in project development/packaging to prepare for competitive grant opportunities
 - Proposals to include collaboratively scoped projects as a public-private partnership (PPP)
 - Time – constrained for approximately one year, but would be re-initiated for future cycles



RAISE Discretionary Grant Program

FY 22 Overview – Funding, Cost, Award, & Eligibility Details

4

Funding Availability

\$1.425 Billion

– Capital Projects (Nation)

\$75 Million

– Planning Grants (Nation)

50% / 50%

– Urban / Rural Areas

Federal Cost Share / Match

Up to 80%

– Urban Areas

Up to 100%

- a. Rural Areas
- b. Historically Disadvantaged Areas
- c. Areas of Persistent Poverty

Maximum Award

\$25 Million

– per Project
(Capital or Planning)

\$225 Million

– per State ($\leq 15\%$)

Minimum Award

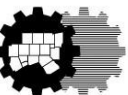
\$5 Million

– Urban Areas
(Capital or Planning)

\$1 Million

– Rural Areas
(Capital or Planning)

- **Obligation Deadline: September 30, 2026**
- **Expenditure Deadline: September 30, 2031**
- **FY 2022 Appropriations Act** – RAISE funding may double per IIJA authorizations; likely 2nd round later this year
- Tribal, Federal Lands, TIFIA/RRIF Program funds can be considered as non-Federal revenue sources
- New project type eligibility: Airport surface transportation & stormwater runoff prevention



RAISE Discretionary Grant Program

Merit Criteria and Selection Methodology

5



■ Individual Merit Criteria Ratings:

- **“High”** – Primary purpose has significant benefits beyond common practice
- **“Medium”** – Primary purpose has benefits aligned with common practice
- **“Low”** – Ancillary/incidental benefits or limited assessment response
- **“Non-Responsive”** – Negative effects or insufficient assessment response

■ Overall Merit Ranking:

- **“Highly Recommended”** – ≥ 5 “high” & no “non-responsive” ratings
- **“Recommended”** – ≥ 1 “high”, ≤ 3 “low”, & no “non-responsive” ratings
- **“Acceptable”** – ≤ 2 “non-responsive” (with no “high” rating), & ≥ 4 “low” ratings (with ≥ 1 “high” rating)
- **“Unacceptable”** – ≥ 3 “non-responsive” ratings

■ Second-Tier Analysis:

- **“Highly Recommended”** projects automatically advance to this level
- **“Recommended”** projects advance with “high” rating for safety, quality of life, environmental sustainability, or mobility/community connectivity
- Senior review team evaluation including Economic (benefit-cost) Analysis, Environmental Risk Assessment, & Financial Completeness Assessment

■ Awards (to be announced by August 12, 2022):

- Secretary only awards highly-rated projects from the Second-Tier Analysis
- Unawarded **“Projects of Merit”** identified to encourage future resubmittal

RAISE Discretionary Grant Program

Perspectives from FY 21 Awarded Projects

6

■ Project Size & Location:

- 31 – “Urban”/32 – “Rural”
- 17 states, including TX, were awarded multiple projects (3 awards – AK, CA, IL, MO, NC, PA, & WA)

■ Project Type:

- 17 – Complete Streets
- 11 – Active Transportation
- 10 – Transit
- 6 – Asset Management
- 6 – New Roadway/Widening
- 5 – Port/Intermodal Facilities
- 5 – Freight/Intercity Passenger Rail
- 3 – Grade Separation (Road/Rail)

■ Funding Breakdown:

- \$953,500,540 RAISE funds awarded to 63 capital projects totaling \$2,453,340,651

□ “Urban”:

- **Project Cost:** Minimum = \$12,772,600; Maximum = \$212,889,578; Average = \$46,181,919
- **RAISE Award:** Minimum = \$6,500,000; Maximum = \$25,000,000; Average = \$15,424,715
- **Federal Share:** Minimum = 7.0%; Maximum = 80.0%; **Average = 45.1% (2 projects = 80% Federal cost share)**

□ “Rural”:

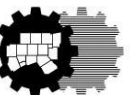
- **Project Cost:** Minimum = \$1,950,000; Maximum = \$89,530,000; Average = \$31,928,162
- **RAISE Award:** Minimum = \$1,650,000; Maximum = \$25,000,000; Average = \$14,854,205
- **Federal Share:** Minimum = 11.9%; Maximum = 100.0%; **Average = 59.8% (9 projects ≥ 80%; 2 projects = 100%)**

RAISE Discretionary Grant Program

Submittal Timeline (TENTATIVE)

7

January 28, 2022	FY 22 RAISE Grant Final NOFO Announced
February 25, 2022	STTC Information
March 10, 2022	RTC Information
March 18, 2022	STTC Agenda “Mail-Out” <i>(NCTCOG projects identified, with scope, cost, & funding sources/shares finalized)</i>
March 25, 2022	STTC Action
March 30, 2022	RTC Letter of Support Request Deadline <i>(for projects submitted by partnering agencies, submit to Kyle Roy – kroy@nctcoq.org)</i>
April 14, 2022	RTC Action/Endorsement
April 14, 2022	FY 22 RAISE Grant Application Submittal Deadline – www.grants.gov
April 28, 2022	Executive Board Endorsement



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March 10, 2022

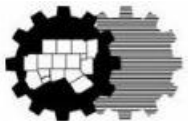
Regional Transportation Council (RTC) – Information Item

FY 22 RAISE Discretionary Grant Program – Overview & Candidate Project Identification

2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DRAFT LISTINGS

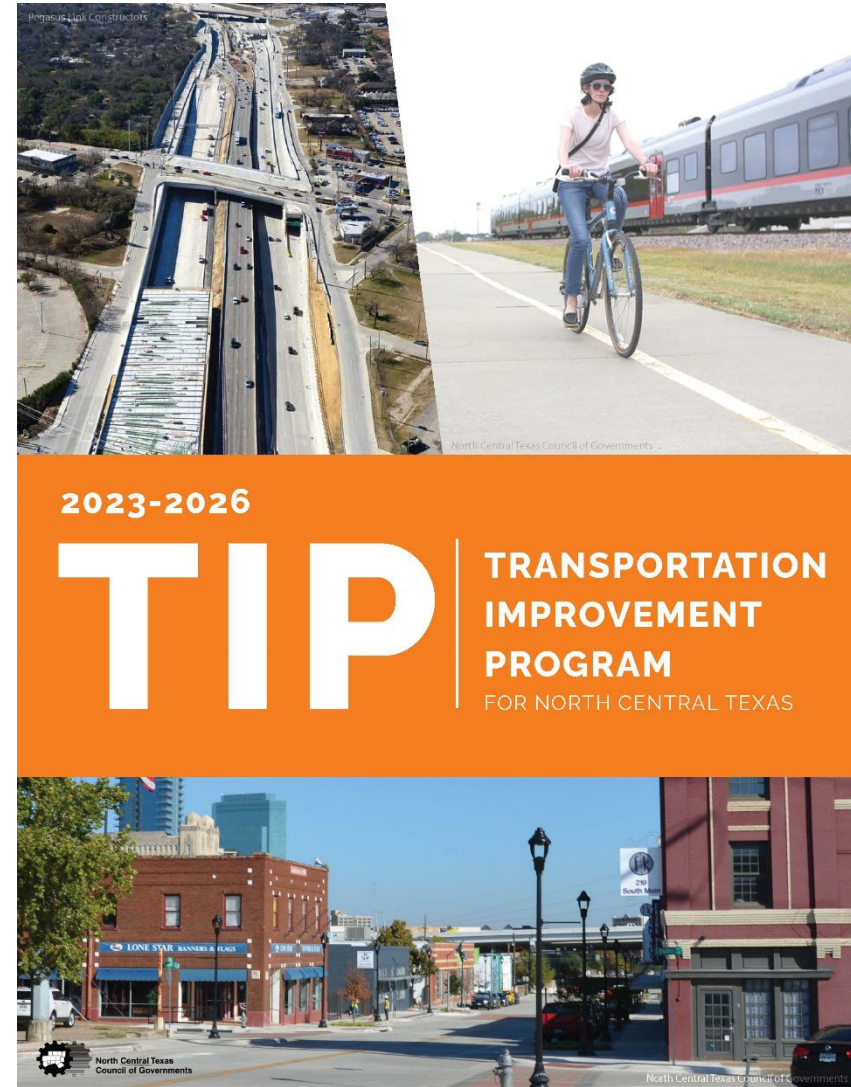
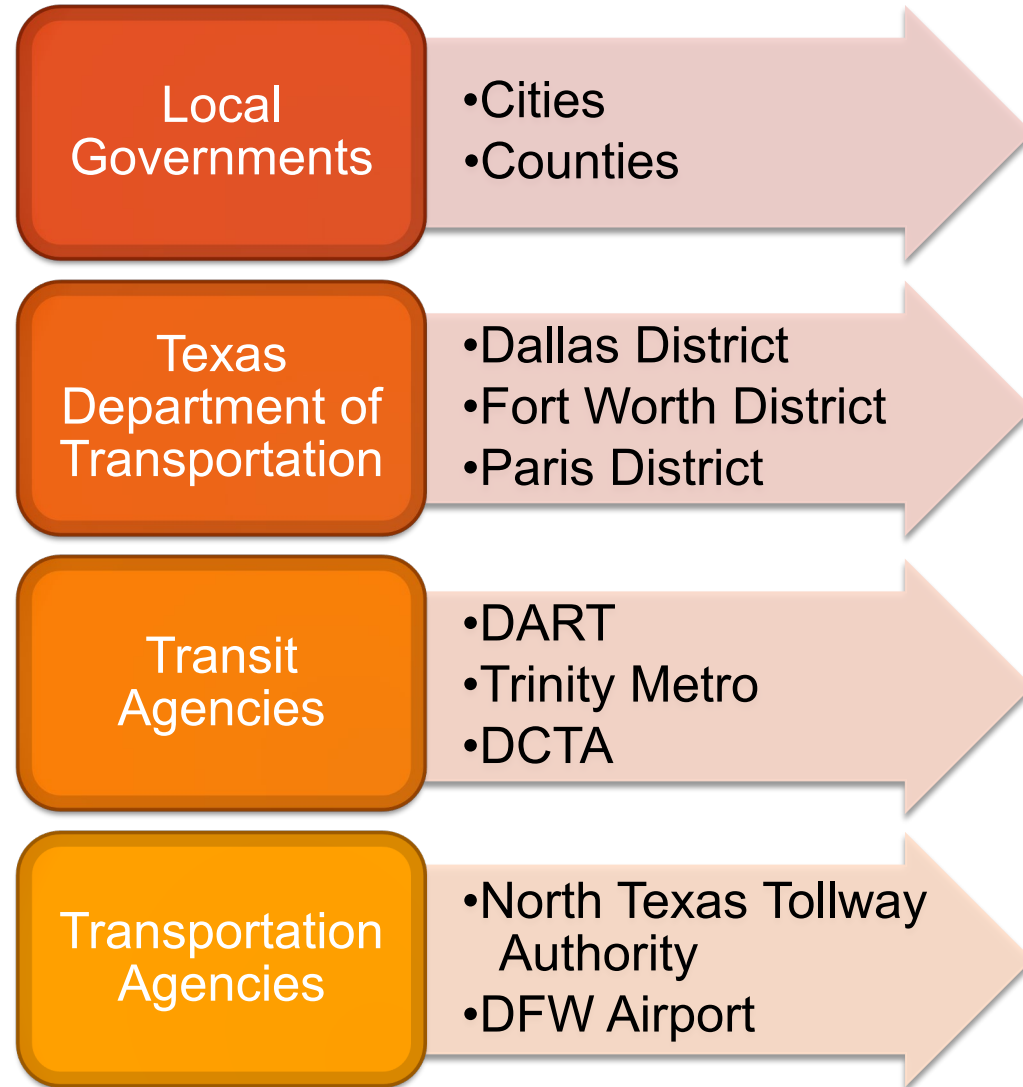
Regional Transportation Council

March 10, 2022



North Central Texas
Council of Governments
Transportation Department

A COOPERATIVE EFFORT



DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally-funded projects
- Make needed revisions to existing project schedules, funding, and/or scope
- Develop revised project listings
- **Financially constrain project programming based on estimated future revenues**
- **Conduct Mobility Plan and Air Quality conformity review**
- **Solicit public and Committee/Council input**
- Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)

FOCUS AREAS

- Draft Project Information
 - Reflects updates to projects provided by agencies and from recent/pending TIP Modifications
 - Financially constrained to the 2022 Unified Transportation Program (UTP) allocations plus anticipated carryover funding
- Fiscal Year 2023 Surveys
 - Surveys sent to agencies that have a project or phase in FY2023, the first year of the new TIP
 - Responses provide clarity on project schedules to help NCTCOG determine which project phases will be **TRULY** ready to commence in FY2023
 - Failure to provide a survey response could lead to your project being pushed to a later year
 - Doing this work now can help prevent carryover accumulations and the need for additional TIP Modifications/project delay actions in the future

SCOPE OF PROGRAMMING

- \$7.05 Billion in the 2023-2026 TIP (Roadway and Transit)
 - \$4.75 Billion in Federal Commitments
 - \$1.14 Billion in State Commitments
 - \$0.16 Billion in Regional Commitments
 - \$0.63 Billion in Local Commitments
 - \$0.37 Billion in Transit Formula Commitments
- 886 Active Projects (Roadway and Transit)
 - 418 Active Projects in 2023-2045
- 67 Implementing Agencies (Roadway and Transit)

REQUEST FOR REVIEW

- Please ensure agency staff review the listings for projects being implemented by your agency and within your jurisdiction to verify:
 - Start and end dates of each phase
 - Fiscal year(s) of each phase
 - Scope
 - Limits
 - Funding amounts
- If a project does not have funding in FY2023, FY2024, FY2025, or FY2026, it will not be in the new TIP.
 - FY2022 projects will not automatically carry over. We must determine now if projects could be delayed and should be “double-listed” in FY2023.
 - Projects in FY2027 and later will be in the environmental clearance appendix of the TIP (Appendix D).

TIMELINE/ACTION

Meeting/Task	Date
Meeting with Implementing Agencies	May-September 2021
Data Input, Financial Constraint, and Analysis	June 2021-February 2022
Draft Listings - STTC Information	February 2022
Draft Listings - RTC Information	March 2022
Public Involvement - Draft Listings	March 2022
Deadline for Providing Comments on Draft Listings	March 31, 2022
Final Listings - STTC Action	April 2022
Final Listings - RTC Action	May 2022
Submit Final Document to TxDOT	June 2022
Anticipated TxDOT Commission Approval (for STIP)	August 2022
Anticipated Federal/State Approval (STIP)	October/November 2022

QUESTIONS/COMMENTS

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