



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

April 14, 2022

Regional Transportation Council (RTC) – Action Item
FY 22 RAISE Discretionary Grant Program – Overview & Proposed Candidate Projects

PROPOSED WESTERN PARTNERSHIP WITH FORT WORTH AND TRINITY METRO

2

PROJECT	PREVIOUS	PROPOSED
Rail Extension Into Hospital District	Trinity Metro Did Not Submit	RTC Δ \$
Katy Lofts	RTC Δ \$	Fort Worth Release, Will Still Proceed
Lancaster	?	RTC-INFRA
East Fort Worth Rail Station (Trinity Lakes Station)	Trinity Metro/RTC	RTC \$
Guaranteed Transit Pilot	RTC \$	RTC \$

Proposed NCTCOG RAISE Grant Projects

Complete List & Attributes

3

PROJECT		EAST/ WEST	PREVIOUS SUBMITTAL (Agency)	COST/FUNDING STATUS					
TITLE	DESCRIPTION/LIMITS			TOTAL COST	GRANT FUNDS	LOCAL FUNDS ¹	NEW RTC FUNDS ²	AVAILABLE FUNDS ³	LEVERAGED FUNDS ⁴
South Dallas Improved Bicycle/ Pedestrian Routes to Rail & Transit Technology Upgrades	Construct new active transportation accessibility links (sidewalks/trails), safety accommodations, bus stop amenities, transit technology upgrades, & job-housing balance policy applications for locations near four DART Blue Line light rail stations in the East Oak Cliff area of South Dallas	EAST	N/A	\$43.75 M	\$25.0 M	\$8.75 M ^A	\$10.0 M ^A		\$6.05 M ^A
South Dallas County Inland Port Multimodal Connectivity	Reconstruct Belt Line Road, Sunrise Road, & Ferris Road for improved Inland Port multimodal capacity & access to/from IH 35E, IH 45, & Loop 9; Add 5.1 miles of new shared-use path to link with existing Pleasant Run Road path; Implementation pilot for <i>Headlight</i> construction management software	EAST	TIGER 2016 (Dallas County)	\$82.53 M	\$45.0 M	\$15.0 M ^B	\$12.53 M ^B	\$10.0 M ^A	
International Parkway Advanced Mobility Program	Reconstruct aging International Parkway general purpose lane bridges, and rebuild/reconfigure Terminal A/B ramps for right-side accessibility, to improve safety, reliability, & initiate advancement of the DFW Airport Autonomous Vehicle Corridor	BOTH	BUILD 2020 (DFW Airport)	\$50.9M	\$25.0 M			\$25.9M ^B	

1. **A.** – \$5.75 M City of Dallas, \$3.0 M DART; **B.** – \$3.1 M Dallas County, ~~\$1.845 M~~ **\$2.645 M** City of Wilmer, ~~\$7.25 M~~ **\$7.65 M** City of Lancaster, ~~\$2.8 M~~ **\$1.6 M** Franchise Utilities
2. **A.** – \$5.0 M CMAQ, \$5.0 RTR; **B.** – \$12.53 M STBG (includes ~~3.91 M~~ **4.27M** TDCs)
3. **A.** – \$8.0 M STBG (Cat 7), \$2.0 M Dallas County; **B.** – \$25.9 M DFW Airport Joint Capital Account Funds (*includes added locally-funded project items compared to what was reported for STTC Action*)
4. **A.** – \$6.05 M from previous project awards (slide #3)

FUNDING PARTNERSHIP WITH FORT WORTH AND TRINITY METRO \$ IN MILLIONS

Equates to \$62.06M
in New RTC Funding

	Existing RTC Federal	New RTC Federal	FTA Federal	TxDOT	Trinity Metro (Local)	Fort Worth (Local)	Private Sector	INFRA	TDCs ¹ (Regional)	Total Funding
TEXRail Extension to Hospital District	20.00 ²	51.36 ³	38.90		38.04 +6.46 +3.50	7.17	1.57 ⁴		21.10	167.00
Katy Lofts	-11.36						11.36 ⁵			11.36
E. Lancaster Corridor	40.00 ⁶			10.00		10.00 ⁷		100.00		160.00
Trinity Lakes Station	6.69 ⁸	20.05 ²			-6.46				5.35	26.74
Guaranteed Transit (IH 35W)	14.00 ²	2.01 ²			-3.50				3.20	16.01

1. Transportation Development Credits

2. Congestion Mitigation Air Quality Improvement Program (CMAQ) federal funding

3. Includes \$11.362M removed from Katy Lofts, plus \$40M in CMAQ federal funding

4. Baylor, Scott, and White Hospital

5. Private Sector Developer of Katy Lofts Site

6. Category 2 funds

7. \$10M from Bond Program, \$6.43M potentially later

8. \$4.5M CMAQ and \$2.19M Surface Transportation Block Grant funds

FOLLOW UP ACTION ON GARLAND/IH 635 EAST PARTNERSHIP

SURFACE TRANSPORTATION TECHNICAL
COMMITTEE

April 22, 2022



NCTCOG PRESENTATION

BACKGROUND

- In September 2019, the Regional Transportation Council (RTC) approved a partnership with the City of Garland to aid in the implementation of the IH 635 East project.
- That action included approval of \$15 million but required that the specific project to be funded be brought back for RTC approval.
- Garland has identified a project of interest, which is land banking and redevelopment activities near the South Garland Transit Center.



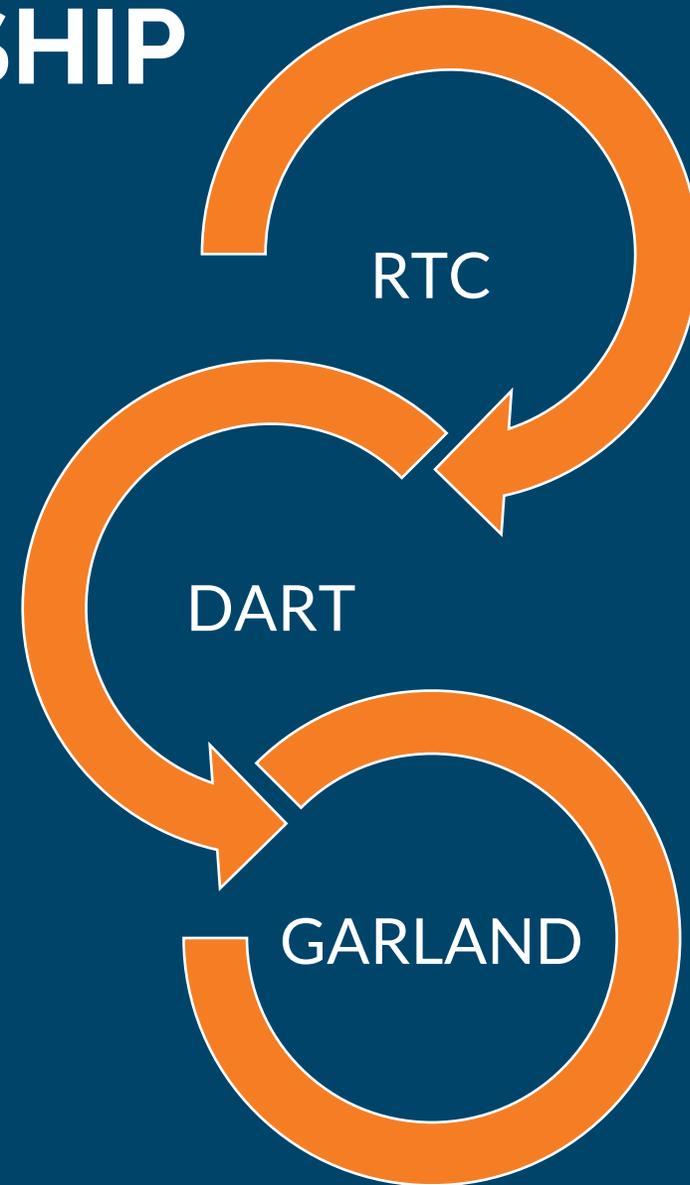
PREVIOUS RTC ACTION ON CITY OF \$15 MILLION GARLAND PARTNERSHIP

- Thank City of Garland for Approval
- Mediate City of Garland Concerns with a New RTC Partnership Program Using New Funds
- Pursue a Solution for Approximately \$15M
- Bring Back for RTC Approval Specific Projects for Implementation



THREE PARTY PARTNERSHIP

- The City prefers to use local funding for their redevelopment efforts at the South Garland Transit Center.
- Dallas Area Rapid Transit (DART) has agreed to aid in the partnership by providing local funds to the City if the RTC makes DART whole by providing the same amount of federal funds.
- DART proposes that the RTC funds be placed on the Silver Line Rail Project that is currently under construction.



PROPOSED ACTION

- Recommendation for RTC approval of:
 - \$15 million in federal CMAQ funds for the Silver Line Rail Project (from DFW Airport Station to Shiloh Station); DART will match the federal funds with \$3.75M of local funds on the Silver Line project.
 - DART sending \$15 million in local funds to Garland in several installments
 - Garland using the funding for land banking and related redevelopment activities in the area surrounding the South Garland Transit Center
 - Administratively amending the TIP and other planning/administrative documents with this information/action



QUESTIONS/CONTACTS



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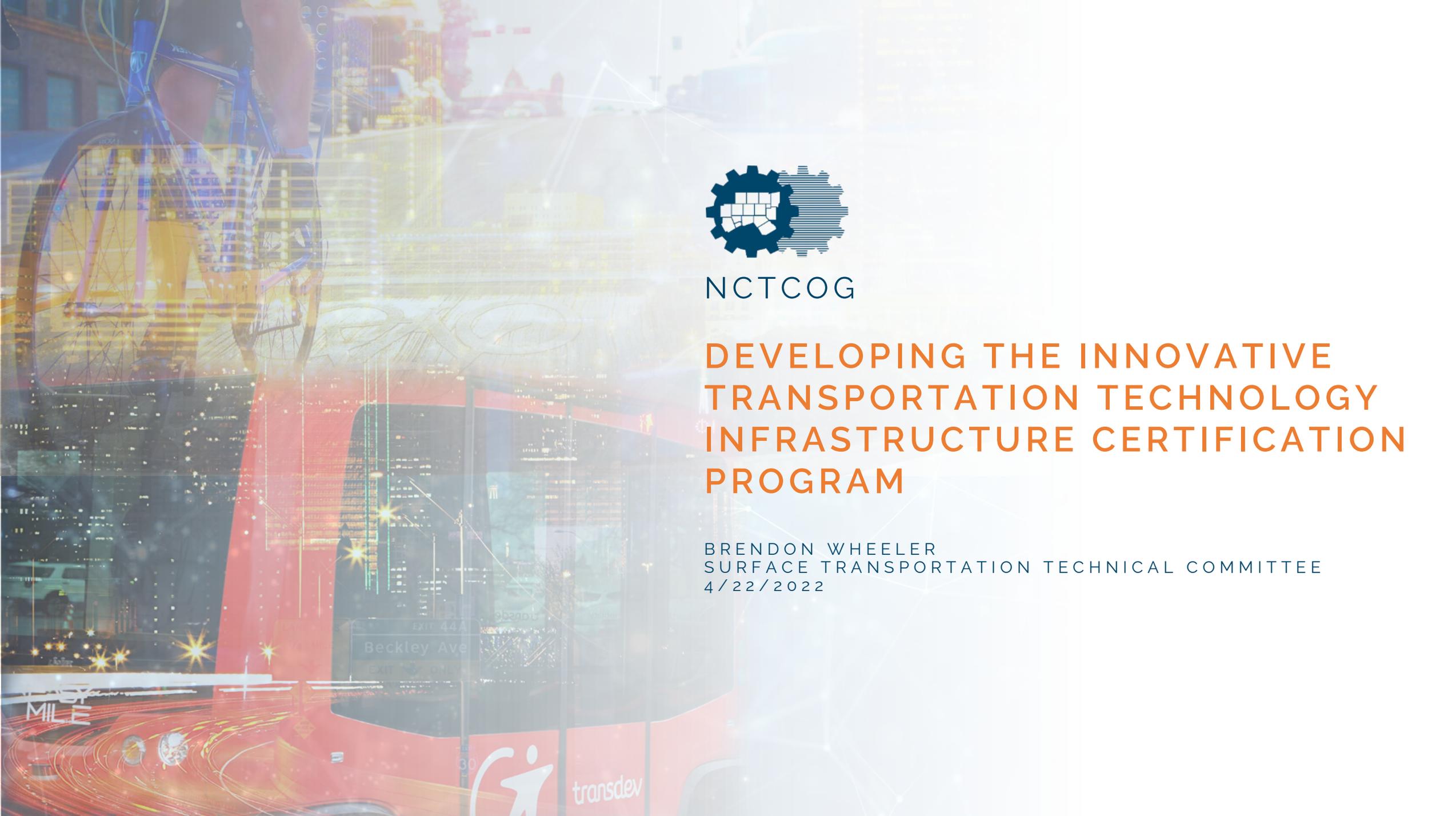




NCTCOG

DEVELOPING THE INNOVATIVE TRANSPORTATION TECHNOLOGY INFRASTRUCTURE CERTIFICATION PROGRAM

BRENDON WHEELER
SURFACE TRANSPORTATION TECHNICAL COMMITTEE
4/22/2022



A futuristic, curved tunnel with blue and white lighting. The tunnel is composed of multiple layers of curved, metallic-looking panels that create a sense of depth and movement. The lighting is soft and ambient, with some brighter spots on the right side. The overall color palette is dominated by light blues and whites, with a hint of yellowish-gold on the right side. The word "BACKGROUND" is centered in the middle of the image in a bold, dark blue font.

BACKGROUND

Policy 22-01: Advancing High-Speed Rail

Advance only high-speed rail into NEPA process

Purpose:

- To environmentally clear IH 30 corridor
- To not hold up NEPA process with developing technology

Monitor hyperloop technology advancement

Purpose:

- To advance hyperloop along technology certification and demonstration path
- To advance these two technologies in different corridors



Interest in DFW Region

Virgin Hyperloop's request for proposals for certification center site in 2020

DFW High-Speed Transportation Connections Study

Technology Forum outreach

Interest received to date

- Hyperloop developers
- Advanced gondola-like systems/suspended pods

Many new transportation infrastructure technologies require certification prior to widespread application

Technologies face difficulties in advancing through traditional planning processes



History of Innovation in DFW Region

Telecom Corridor

The Superconducting Super Collider project

Managed lanes network

First all-electronic tolltag facility

Vehicle occupancy verification technology

Mobility Innovation Zone – Alliance

Autonomous vehicle testing and deployment

Drone technology





POLICY
for Transportation Technology
Infrastructure Certification Program

Innovative Transportation Technology Infrastructure Certification Program

Purpose of RTC policy to:

- Outline RTC's guiding principles
- Define transparent process by which RTC may coordinate with technology provider for certification facility
- Provide structure for periodic solicitation or acceptance of new technology infrastructure solutions
- Ensure level playing field for transportation infrastructure technology providers wishing to move to region and local governments wishing to propose their site for consideration



Innovative Transportation Technology Infrastructure Certification Program

Guiding Principles:

- Must serve long-range transportation need (MTP)
- Technology developer responsible for navigating certification process
- NCTCOG will facilitate mutual cooperation
- Local government considerations:
 - Contingency should technology fail to perform as intended
 - Expected timeframe for infrastructure to be operational
 - Public use goals and performance expectations



Innovative Transportation Technology Infrastructure Certification Program

Process:

- 1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP).
- 2) NCTCOG staff to brief RTC and RTC to take action on initiating process.
- 3) Upon RTC action, local governments to submit potential locations of interest.
- 4) Technology provider to determine preferred location to pursue.
- 5) RTC to initiate development activities; NCTCOG staff to provide support.



Requested STTC Action

Staff requests STTC recommend RTC adopt policy to develop process for Innovative Transportation Infrastructure Certification Program:

- Advances hyperloop and other innovative infrastructure technologies through the certification process to commercial application
- Outlines guiding principles and transparent process by which RTC may coordinate with technology providers needing certification
- Ensures a long-range transportation need is met
- Allows for periodic solicitation or acceptance of developing technology solutions for region
- Creates level playing field for transportation infrastructure providers and local governments



Schedule

January 28, 2022 – STTC Action
HSR Policy (P22-01)

February 10, 2022 – RTC Action
HSR Policy (P22-01)

April 21, 2022 – STTC Action
Certification Policy (P22-02)

May 12, 2022 – RTC Action
Certification Policy (P22-02)



CONTACT US



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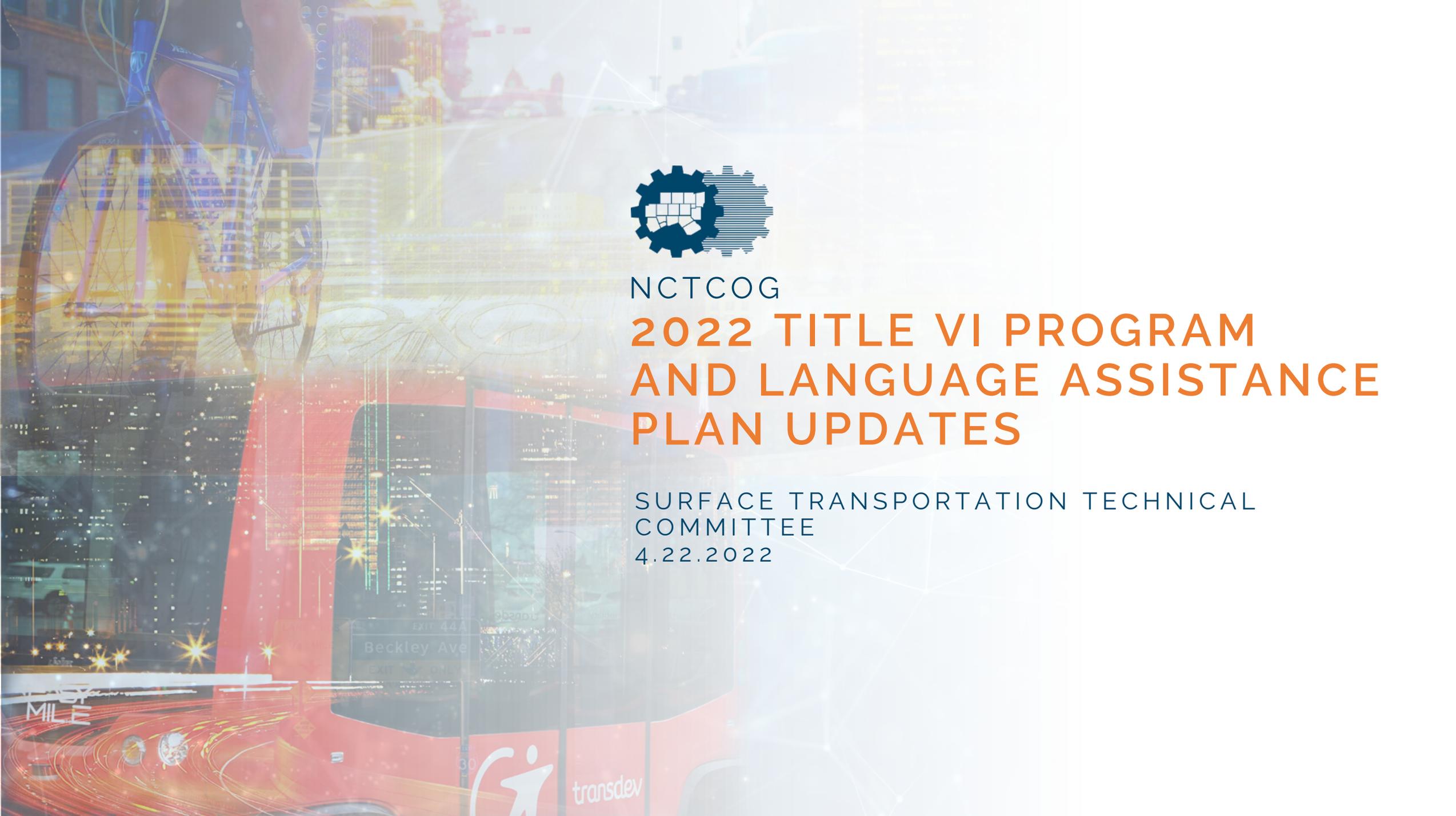




NCTCOG

2022 TITLE VI PROGRAM AND LANGUAGE ASSISTANCE PLAN UPDATES

SURFACE TRANSPORTATION TECHNICAL
COMMITTEE
4.22.2022



TITLE VI OF THE CIVIL RIGHTS ACT OF 1964



WHO IS PROTECTED

Prohibits discrimination on the basis of race, color, or national origin



WHO MUST COMPLY

Any program or activity that receives federal funds or other federal assistance



TITLE VI PROGRAM: METROPOLITAN PLANNING ORGANIZATION



FREQUENCY

Update every three years



CONTENTS

Describe how NCTCOG MPO implements Title VI nondiscrimination efforts and monitors subrecipients



REVIEW

Submit to Federal Transit Administration for review



TITLE VI/NONDISCRIMINATION POLICY STATEMENT

The North Central Texas Council of Governments (NCTCOG), as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Agency programs or activities.



TITLE VI PROGRAM UPDATES OF NOTE

List of transit-related Title VI investigations, complaints, and lawsuits (none)

Summary of outreach efforts made since the last Title VI Program submission

Schedule of subrecipient Title VI Program submissions

Impacts of the distribution of state and federal funds in the aggregate for public transportation projects

Forty-five day public comment period



Image Provided By Getty



LANGUAGE ASSISTANCE PLAN UPDATES OF NOTE

Limited English proficiency population for the 12-county Dallas-Fort Worth Metropolitan Planning Area

Literacy rates for the 12-county area

Four-factor analysis to evaluate the extent to which language assistance measures are required

Forty-five-day public comment period



TIMELINE

Meeting/Task	Date
Public Meeting, Launch of 45-Day Public Comment Period	February 7, 2022
Close of Public Comment Period	March 23, 2022
STTC Information	March 25, 2022
RTC Information	April 14, 2022
STTC Action – Title VI/Nondiscrimination Policy Statement, Title VI Program, Language Assistance Plan	April 22, 2022
RTC Action – Title VI/Nondiscrimination Policy Statement, Title VI Program, Language Assistance Plan	May 12, 2022
Executive Board	May 26, 2022
Submittal Deadline	May 31, 2022



REQUESTED ACTION

Recommend Regional Transportation Council Approval of:

Title VI/Nondiscrimination Policy Statement

Updates to MPO Title VI Program

Updates to MPO Language Assistance Plan



CONTACT US



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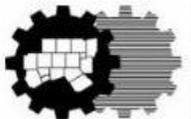
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2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DRAFT LISTINGS

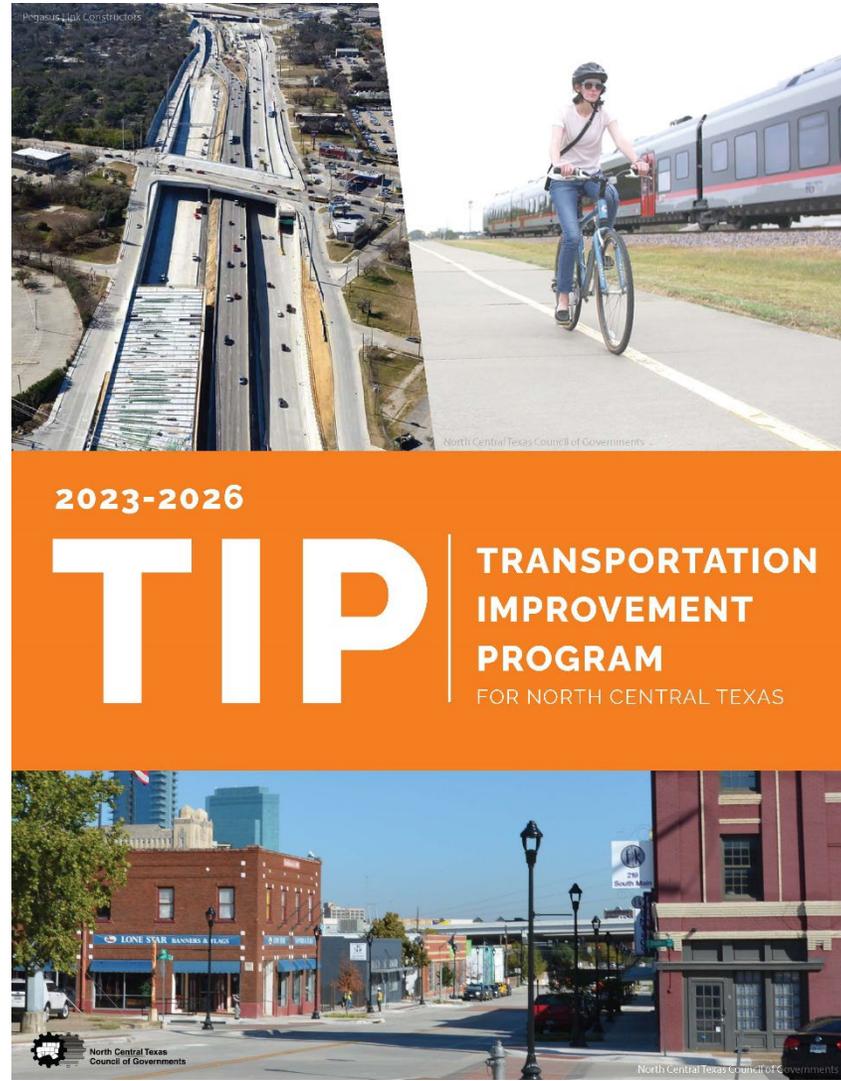
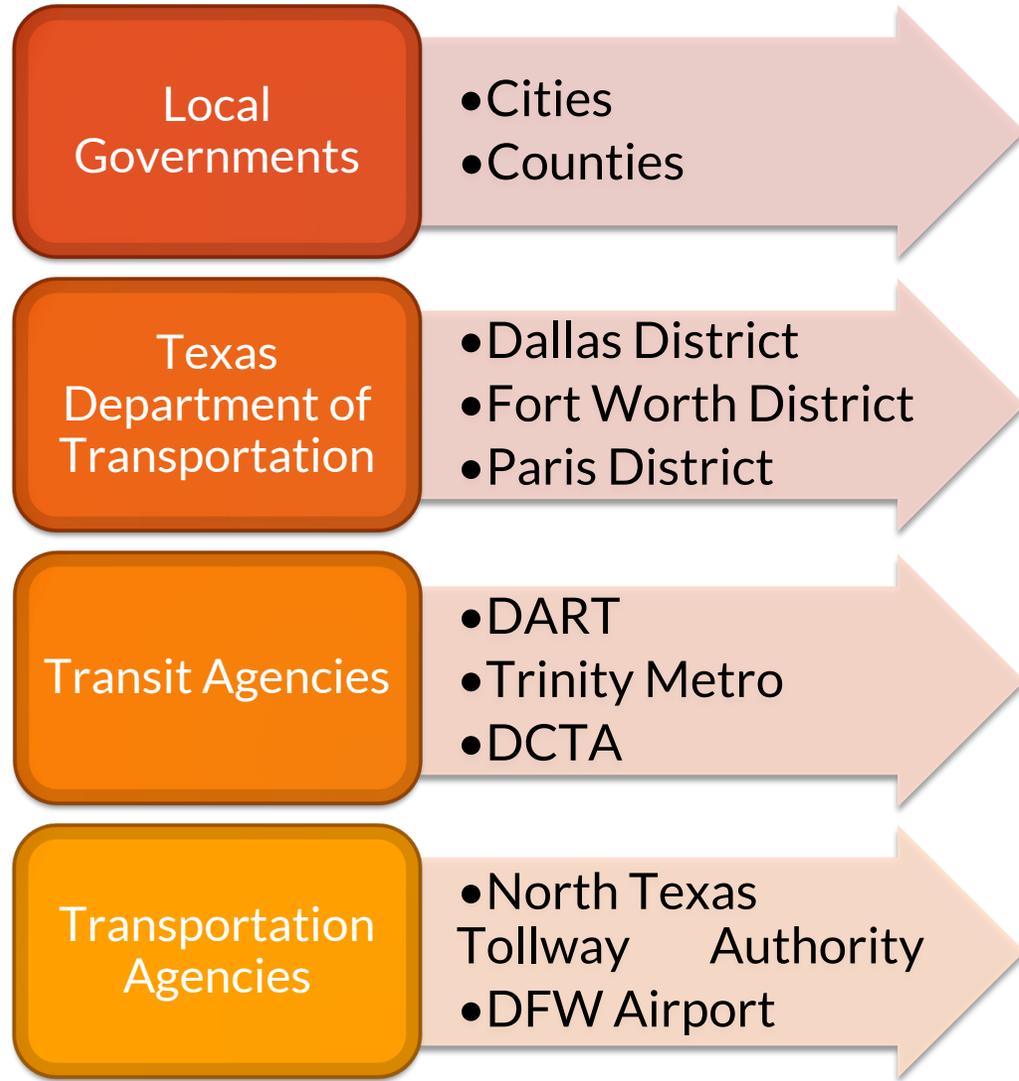
Surface Transportation Technical Committee

April 22, 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)**

SCOPE OF PROGRAMMING

- \$9.03 Billion in the 2023-2026 TIP (Roadway and Transit)
 - \$5.27 Billion in Federal Commitments
 - \$1.45 Billion in State Commitments
 - \$0.14 Billion in Regional Commitments
 - \$1.23 Billion in Local Commitments
 - \$0.94 Billion in Transit Formula Commitments
- 977 Active Projects (Roadway and Transit)
 - 562 Active Projects in 2023-2045
- 68 Implementing Agencies (Roadway and Transit)

CHANGES TO TIP DEVELOPMENT PROCESS

- Typically, the Committee, RTC, and public are provided with a “Double Entry” report that contains all active projects in which to review and comment. This report provides a more comprehensive picture of a project than the Statewide TIP (STIP) format that is required by TxDOT.
- Once approval of these listings is received, staff converts the data into the STIP report format required by TxDOT and submits it as part of the TIP document to TxDOT for inclusion in the STIP.
- FHWA recently informed staff that this process does not satisfy their requirements for getting review and comment on the TIP.
- To comply with federal regulations, staff will be bringing back the approved project listings in STIP report format, along with the full TIP Document.
 - The STIP report will only contain the project phases funded in FY 2023-2026
 - Given that the same information is slated for approval this month, we propose to ask for approval via consent agenda.

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
Draft Listings - Public Involvement	March 2022
Deadline for Providing Comments on Draft Listings	March 31, 2022
Draft Project Listings - STTC Action	April 2022
TIP Document and Final STIP Listing – Public Involvement	May 2022
Draft Project Listings – RTC Action	May 2022
TIP Document and Final STIP Listing – STTC Consent Agenda	May 2022
TIP Document and Final STIP Listing – RTC Consent Agenda	June 2022
Submit Final Document to TxDOT	June 2022
Anticipated TxDOT Commission Approval (for STIP)	August 2022
Anticipated Federal/State Approval (STIP)	October/November 2022

REQUESTED ACTION

- Recommend RTC approval of:
 - The projects and project changes shown in the 2023-2026 TIP roadway Double Entry report and transit TIP listings
 - Amending the Unified Planning Working Program (UPWP) and other planning/administrative documents as needed
- Only projects in FY 2023-2026 will be included in the new TIP
 - Projects in FY 2022 and earlier are provided but will not be included in the new TIP
 - Projects in FY 2027+ will be included in Appendix D to allow project development activities to continue

QUESTIONS/COMMENTS

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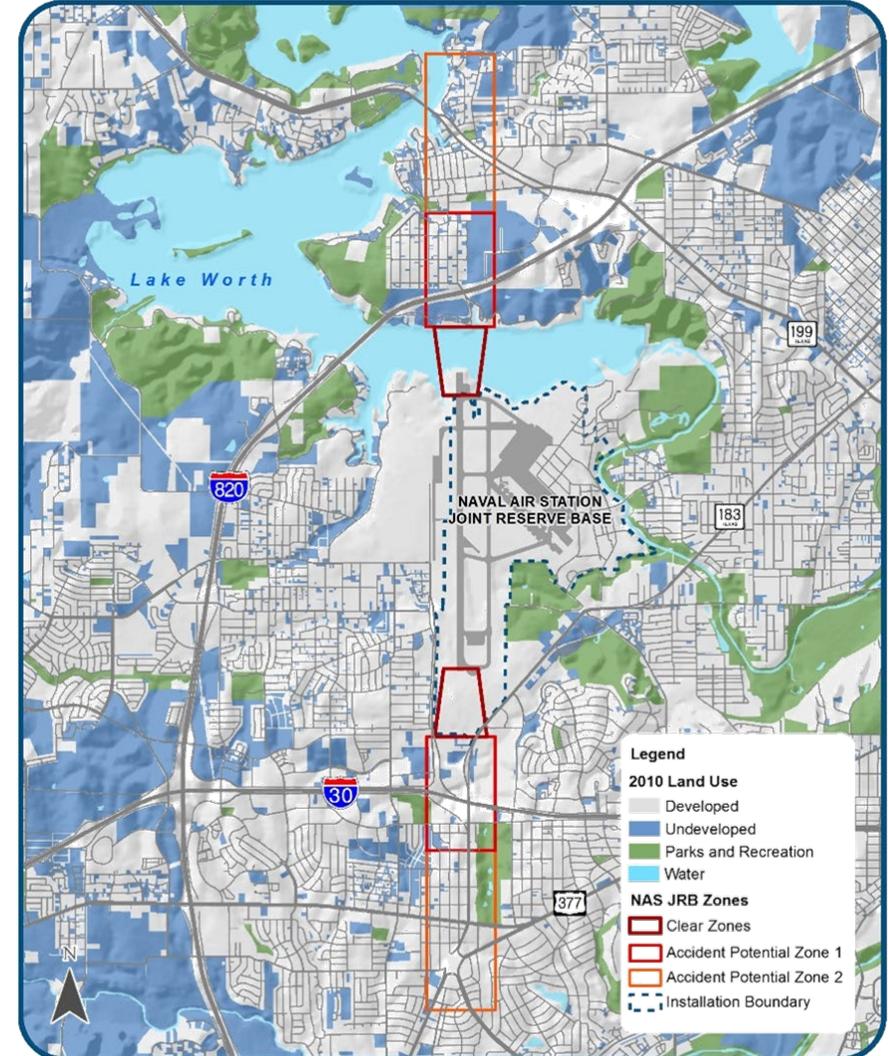
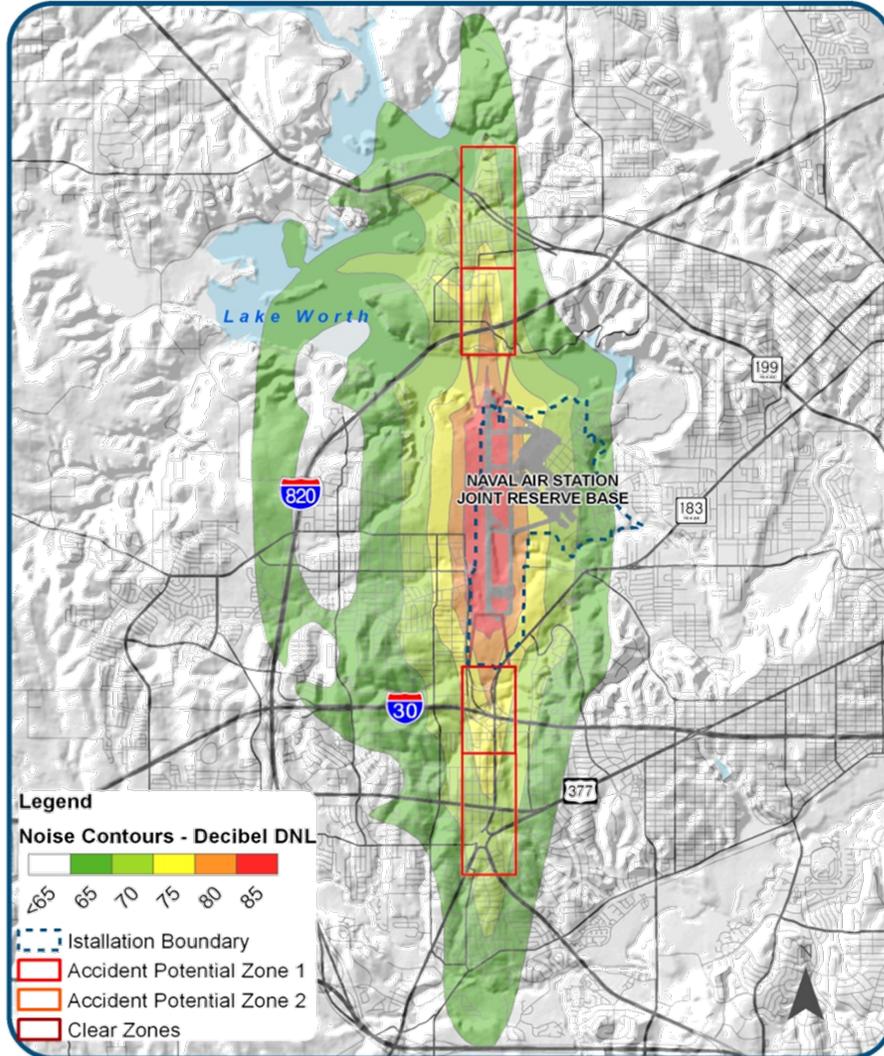
NCTCOG DOD JLUS IMPLEMENTATION GRANT

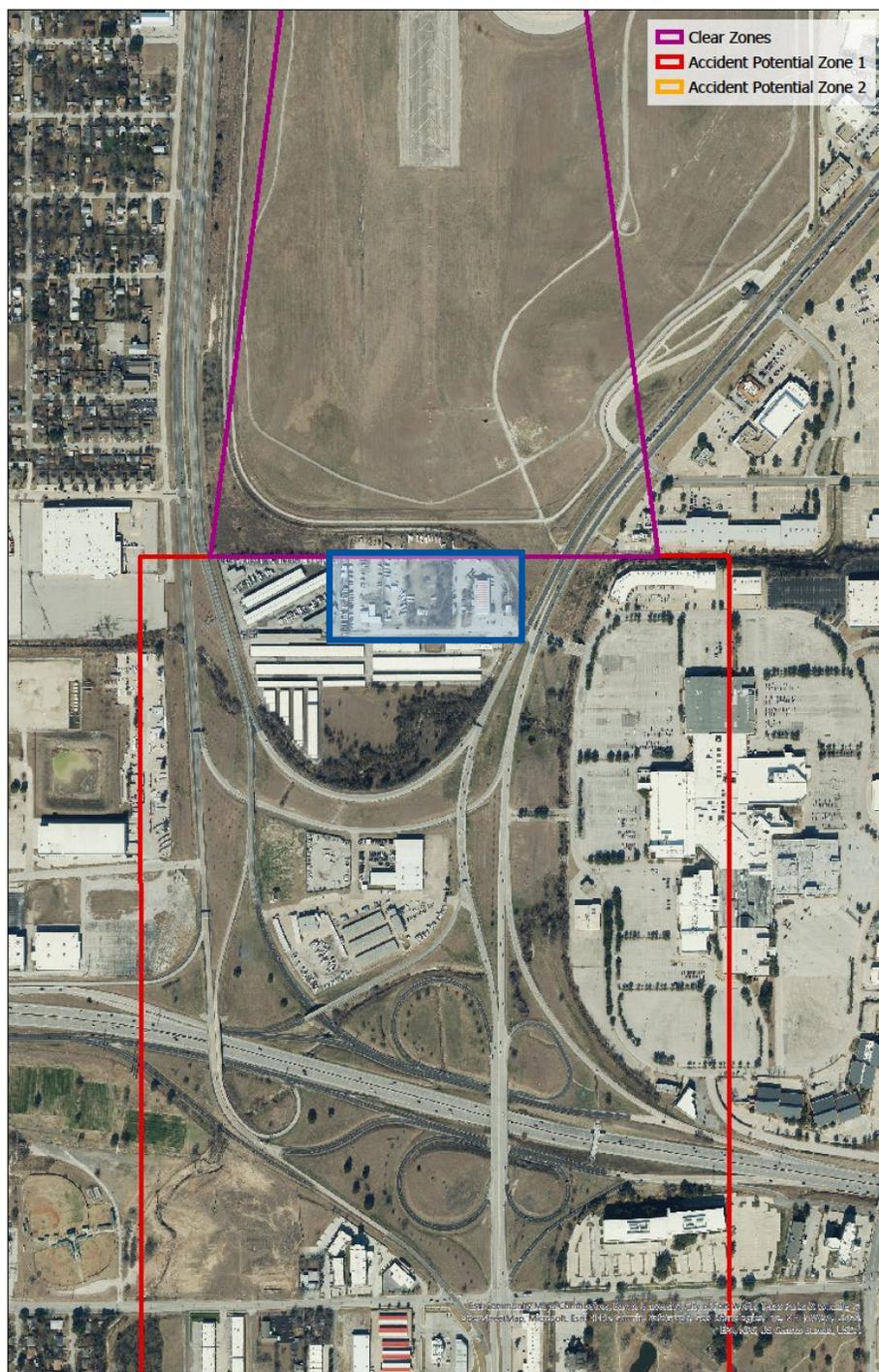
NCTCOG is currently under contract with the Department of Defense to work with RCC and local governments to implement strategies identified in the 2017 JLUS. Emphasis is on reducing encroachment and improving compatible land use, by addressing safety, and noise abatement strategies including a initiation of a Strategic Parcel Acquisition and Re-use Program.



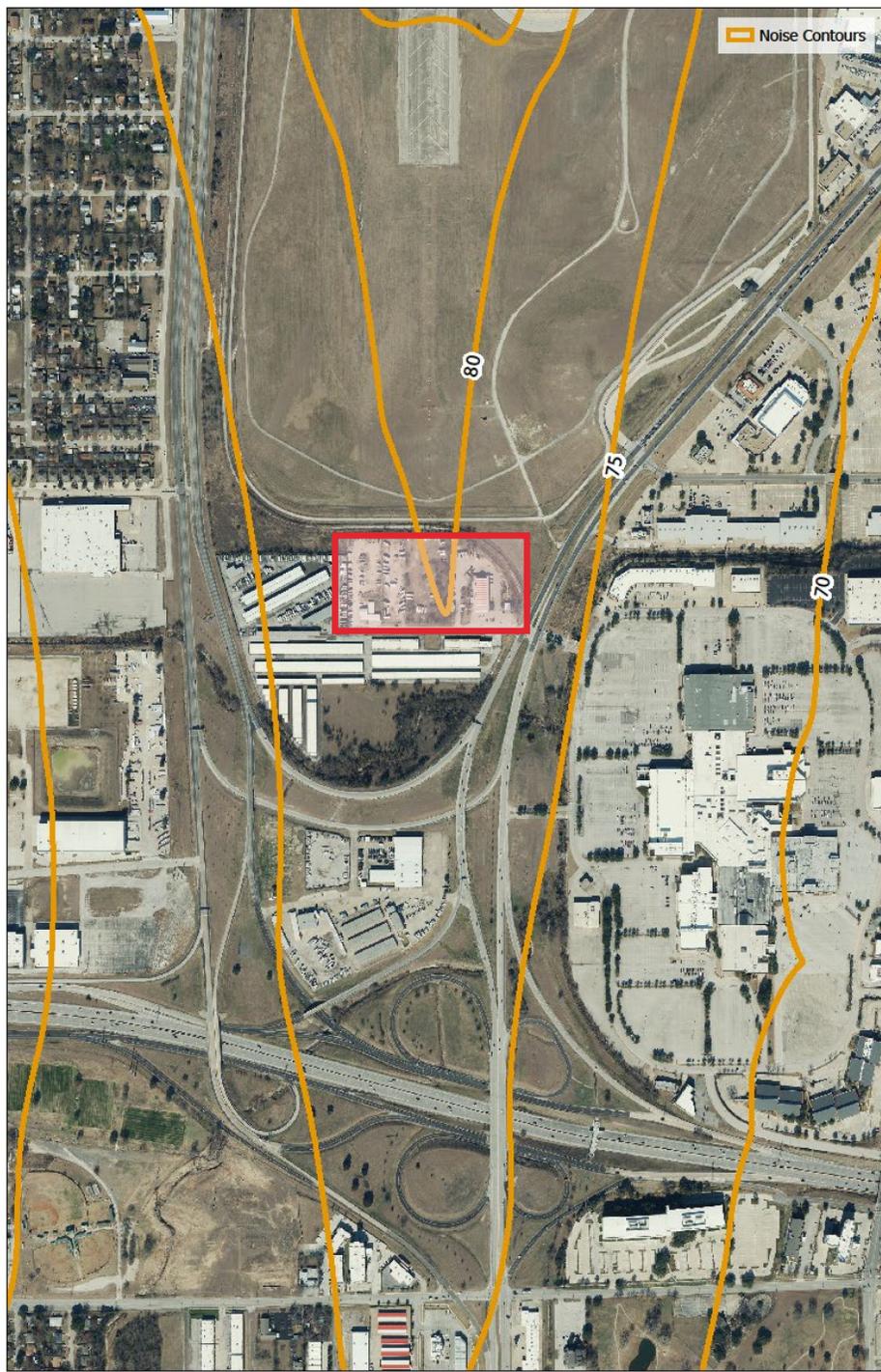
Photo provided by Getty Images

NASJRB FORT WORTH NOISE CONTOURS AND SAFETY ZONES





These parcels are adjacent to or inside the south Clear Zone and included in south Accident Potential Zone I



These parcels are in both the 80-84 dB and 75-79 dB DNL Noise Contours



Land Banking for Critical Regional Infrastructure

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Surface Transportation Technical Committee
April 2022

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+28%, February)



Freeway Volumes (-2%, February)

Toll Road (-13%, February)

Airport Passengers (-21%, February)

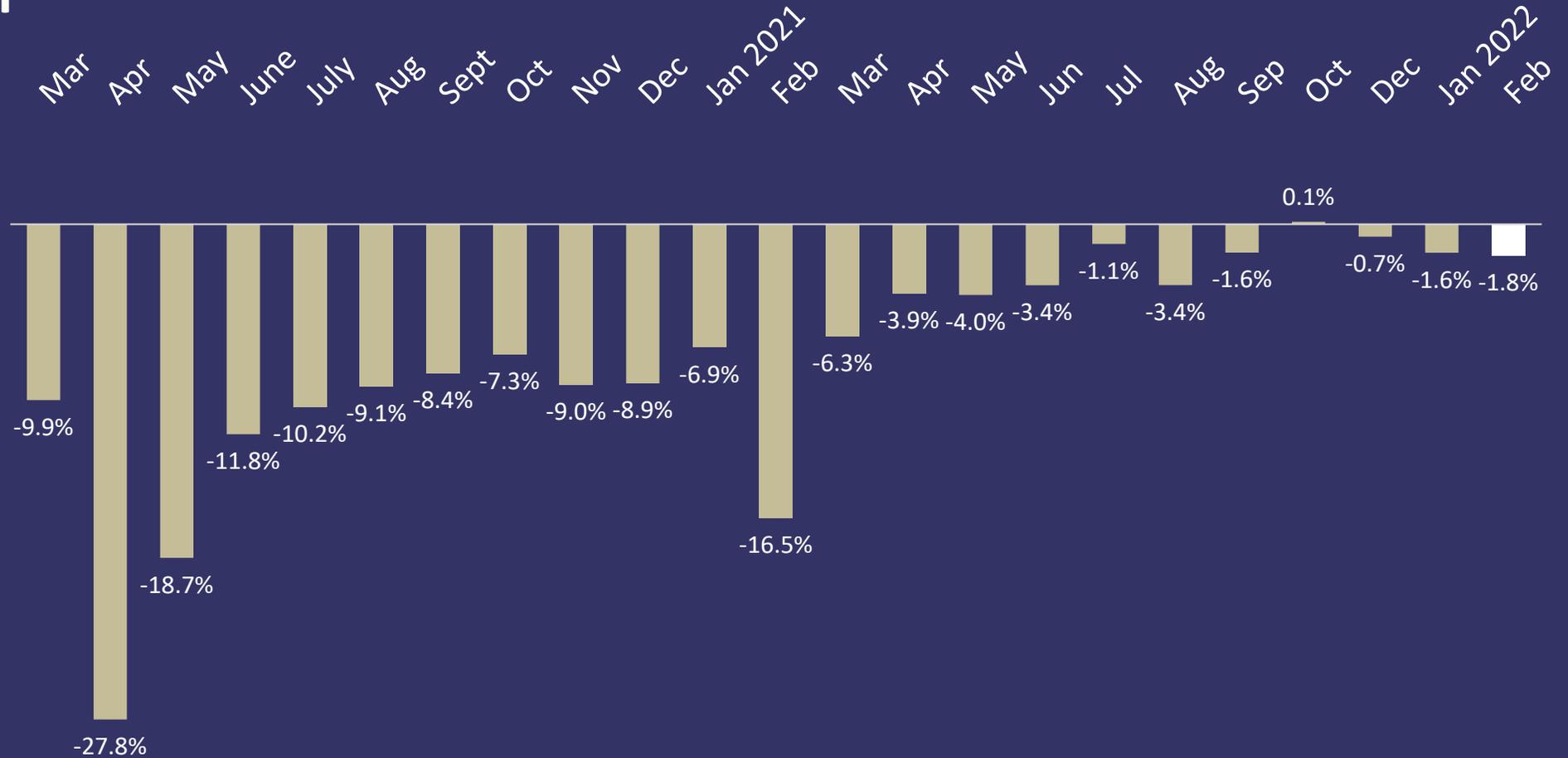
Transit Ridership (-43%, February)



ROADWAY TRENDS

Traffic Decrease vs Baseline

Average
Weekday
Freeway
Volumes



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

Note: Baseline is March 2019-February 2020.

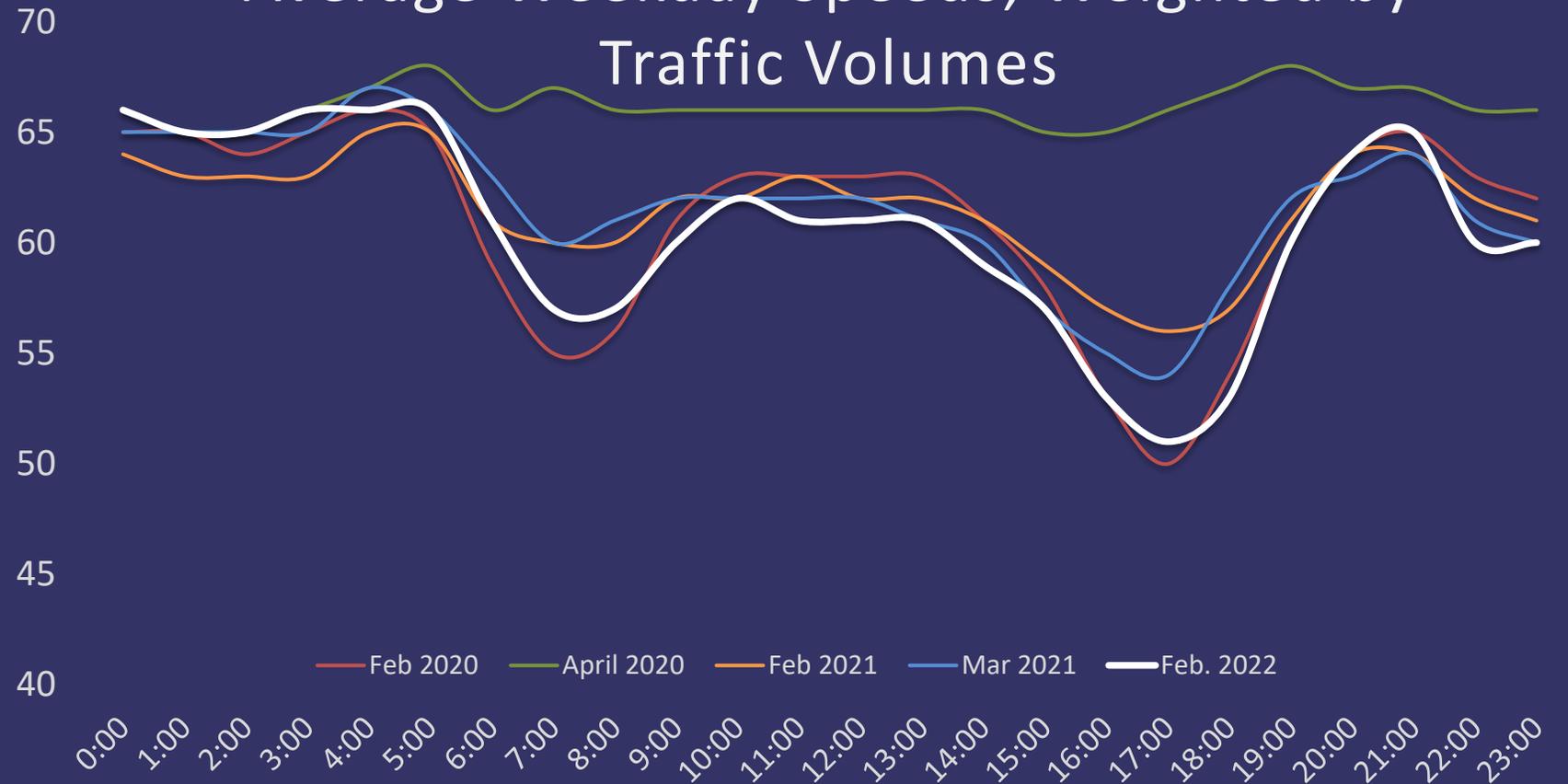
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

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

ROADWAY TRENDS

Regional Average
Freeway Speeds

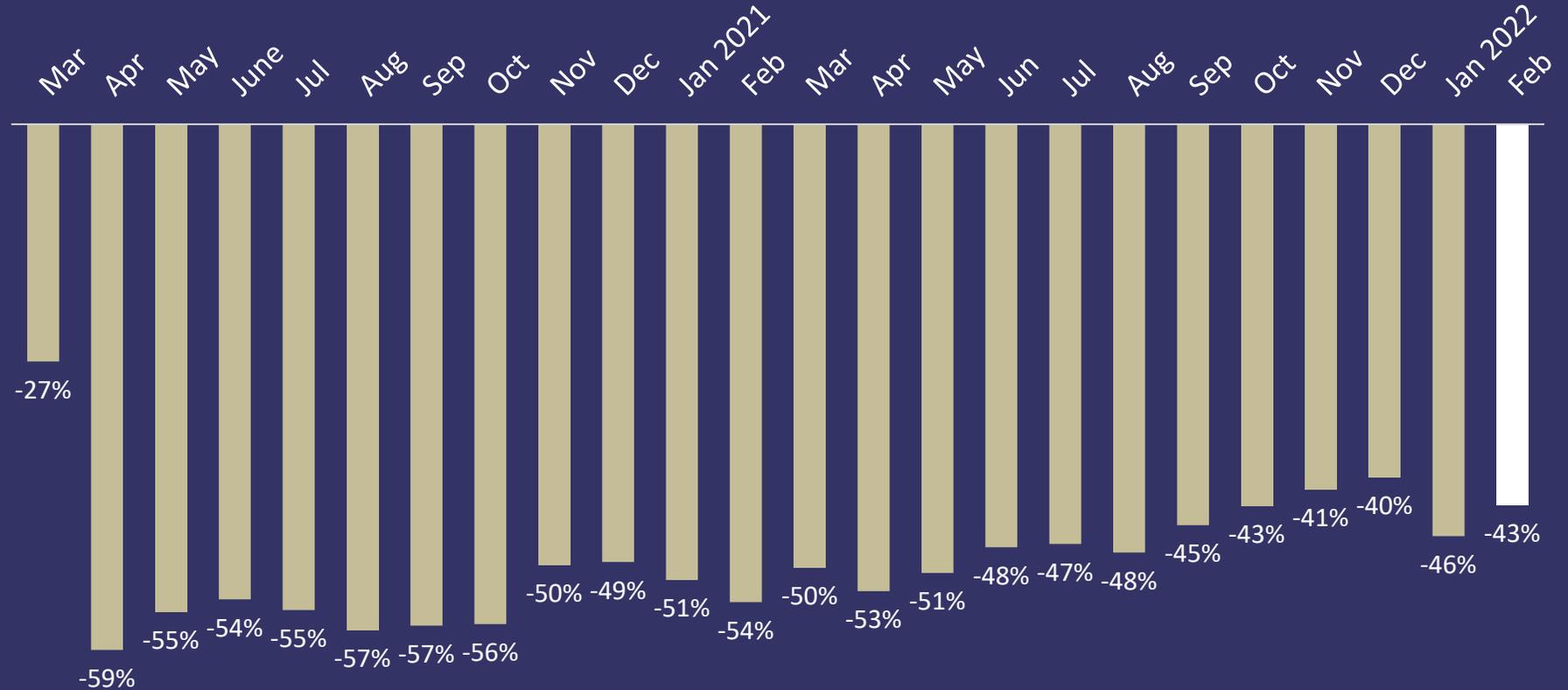
Average Weekday Speeds, Weighted by Traffic Volumes



TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

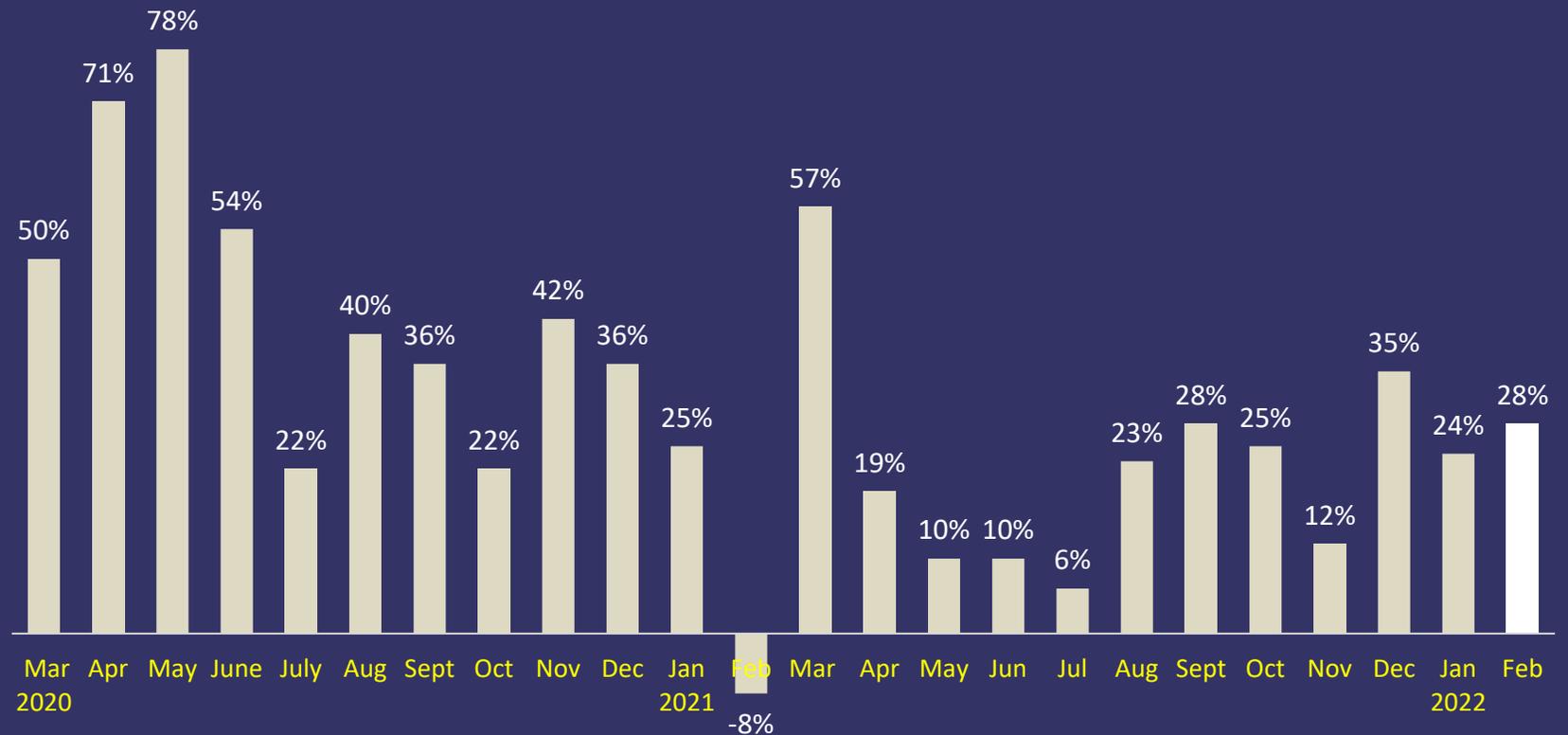
Note: Baseline is March 2019-February 2020.

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

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage vs Baseline



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

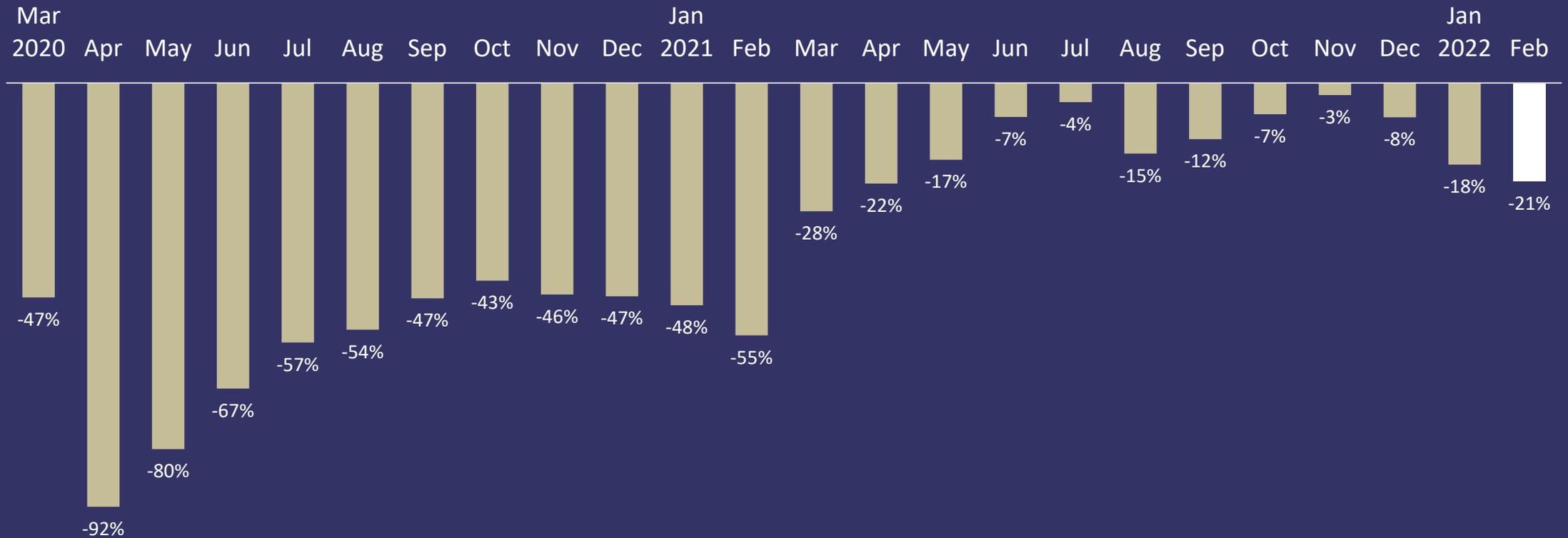
Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

Note: Trail usage impacted in Feb 2021 by week-long winter storm.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

Note: Baseline is March 2019-February 2020.

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

FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline



Source: NTTA

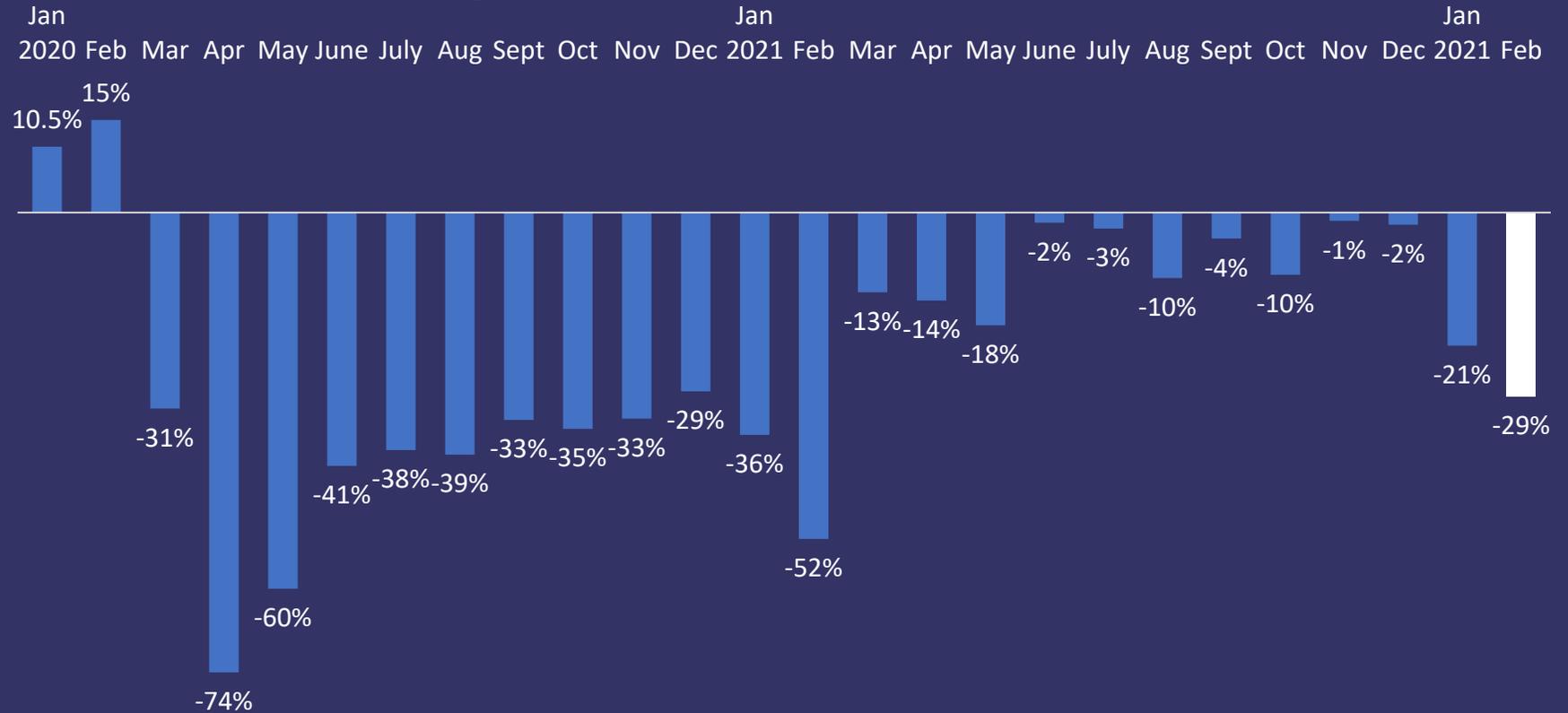
Notes: Baseline is March 2019-February 2020.

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

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions vs Baseline



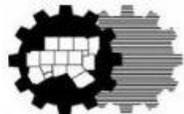
Source: TxDOT

Note: Baseline is March 2019-February 2020.

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

DALLAS-FORT WORTH EAST/WEST FUNDING DISTRIBUTION - INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA)

Surface Transportation Technical Committee
April 22, 2022



North Central Texas
Council of Governments
Transportation Department

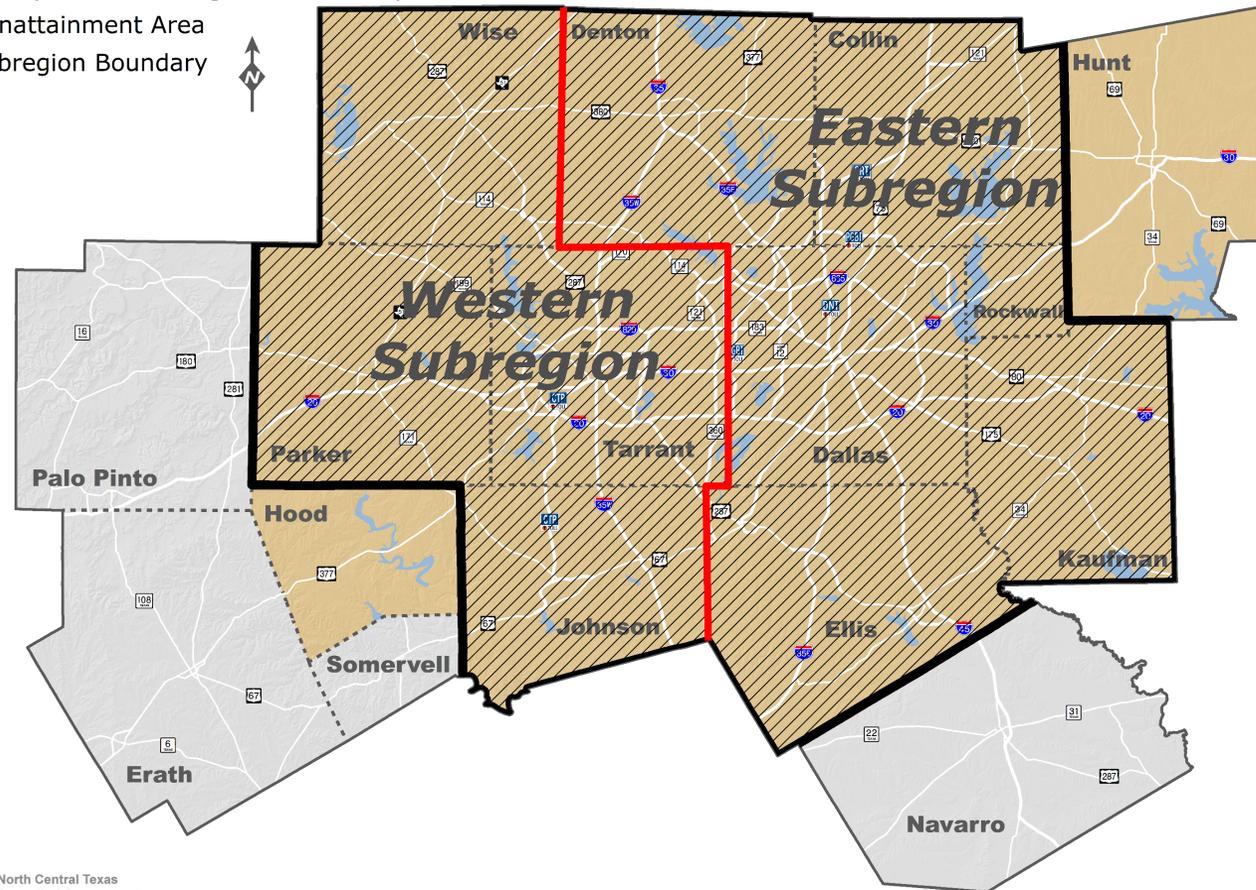
BACKGROUND

- Federal funding comes to our region from federal transportation apportionments via the Texas Department of Transportation (TxDOT).
- Apportionments are based on several factors depending on the funding source (e.g., population, emissions).
- While funds cannot be sub-allocated to cities or counties (per federal law), we can split funds along TxDOT District lines.
- This practice has helped our region stay focused on overall priorities vs. who has received what funding when. Instead, each subregion works within their available funding.
- Regional Transportation Council (RTC) bylaws state that funding distributions are to be re-evaluated with each new transportation funding bill for air quality and mobility funds; transit funds are re-evaluated each year as federal apportionments are received.
- On November 15, 2021, the Infrastructure Investment & Jobs Act (IIJA) was signed into law, which necessitates a review of the latest East/West funding distribution.

WESTERN/EASTERN SUBREGION BOUNDARY AND NON-ATTAINMENT AREA

North Central Texas Council of Governments Region

-  NCTCOG Boundary
-  Metropolitan Planning Area Boundary
-  Nonattainment Area
-  Subregion Boundary

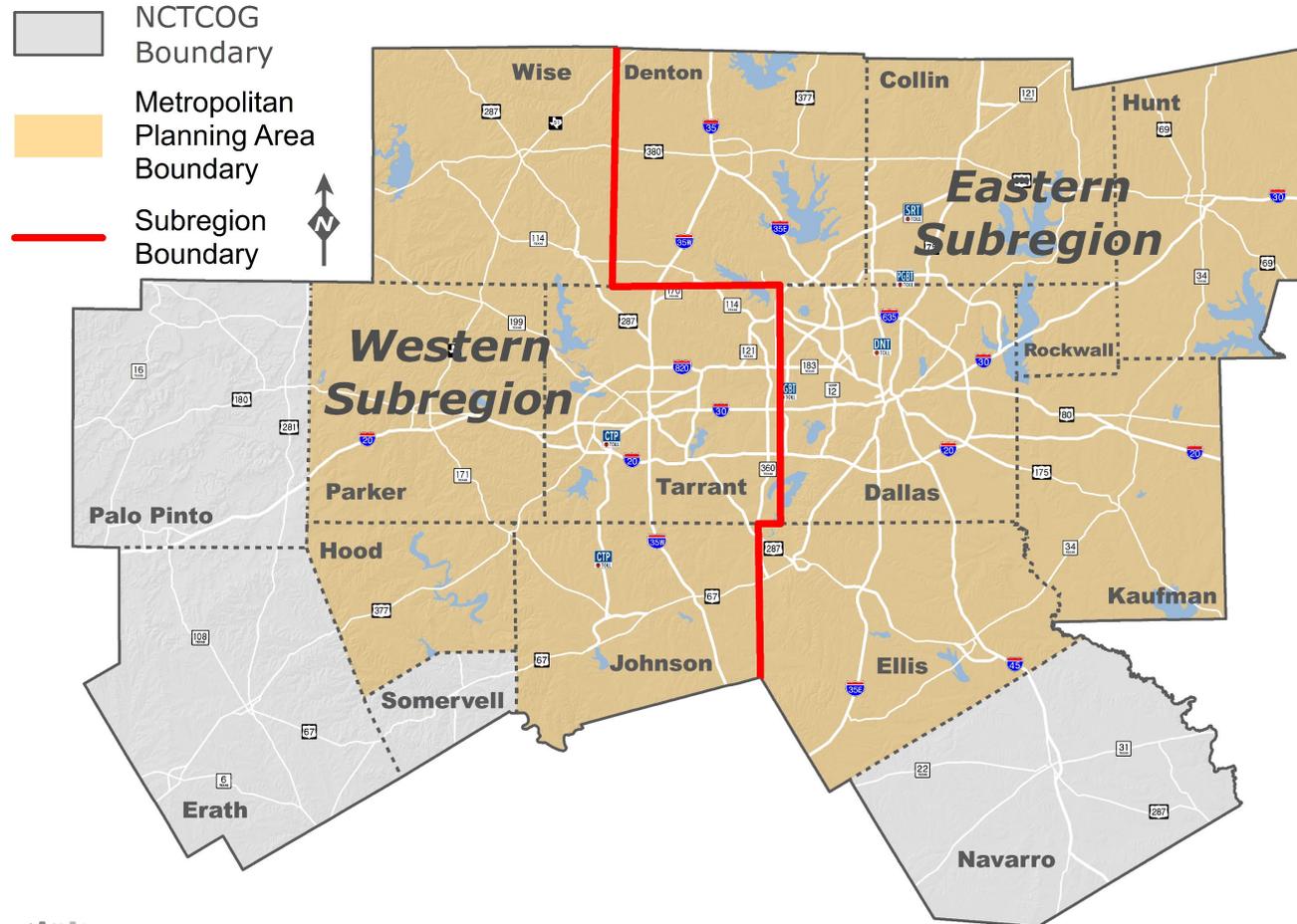


AIR QUALITY FUNDS

- Funding intended for air quality projects that address attainment of national ambient air quality standards in nonattainment areas.
- Allocations to the region are based on population and air quality nonattainment factors.
- East/West Distribution Formula Inputs:
 - Tons per day of ozone precursors:
 - Volatile Organic Compounds (VOCs) and
 - Nitrogen Oxides (NO_x)
- Generally, applies to Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Alternatives Set-Aside funds

WESTERN/EASTERN SUBREGION BOUNDARY AND MPA BOUNDARY

North Central Texas Council of Governments Region



MOBILITY FUNDS

- Designed for mobility projects addressing transportation needs within Metropolitan Area Boundaries with populations of 200,000 or greater
- Allocations based on population of Urbanized Areas (UZA) in the region
- Resulting percentage split applies to the RTC's mobility funding categories (e.g., Surface Transportation Block Grant (STBG) and Category 2 funding)
- East/West Distribution Formula Inputs:
 - Population
 - Employment
 - Activity (Population and Employment Equalized to account for communities where available jobs might exceed population or vice versa)
 - Vehicle Miles Traveled (VMT)

PREVIOUS FUNDING DISTRIBUTION PERCENTAGES

Transportation Funding Bill	STP-MM/STBG		CMAQ	
	Western Subregion	Eastern Subregion	Western Subregion	Eastern Subregion
ISTEA (1991)	33%	67%	33%	67%
TEA-21* (1998)	32%	68%	32%	68%
	31%	69%	31%	69%
SAFETEA-LU (2005)	31%	69%	31%	69%
MAP-21 (2012)	32%	68%	34%	66%
FAST ACT (2015)	32%	68%	34%	66%

* TEA-21 funding distributions were originally approved as 32% in the west and 68% in the east. In 2003, the funding distributions were re-evaluated to 31% in the west and 69% in the east.

FORMULA INPUTS FOR THE IJA

Mobility Funds Based on 12-County MPA Boundary	Western Subregion	Eastern Subregion
Population ¹	33.38%	66.62%
Employment ²	29.45%	70.55%
Activity (Pop+Emp Equalized)	31.42%	68.58%
Vehicle Miles of Travel (VMT) ³	30.79%	69.21%
Average	31.26%	68.74%
Rounded Average	31%	69%
Air Quality Funds Based on 10-County Non-Attainment Area	Western Subregion	Eastern Subregion
Ozone Precursors tons per day ⁴ (%)	41.50 (36.06%)	73.59 (63.94%)
Ozone Precursors Tons of VOC and NOx (Rounded Average)	36%	64%

¹Source: 2020 United States Census data

²Source: Bureau of Economic Analysis data (2019), Census for Transportation Planning Products (2016), Census Bureau Longitudinal Employer-Household Dynamics data (2019), and proprietary data collected in 2019

³Source: Estimate from 2019 Roadway network (validation year)

⁴Source: NCTCOG forecast for 2022 Transportation Conformity ten-county analysis of 2023 roadway network.

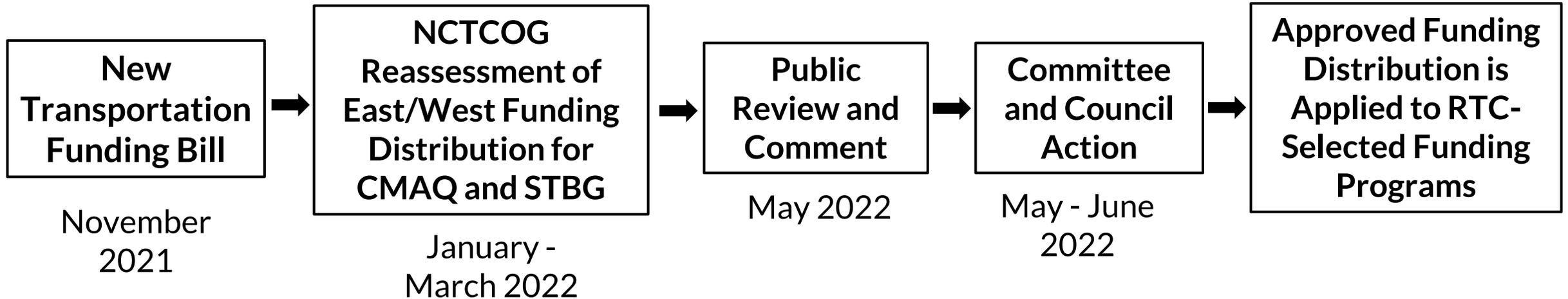
EQUITY AND ENVIRONMENTAL JUSTICE – IJA ANALYSIS

- In addition to the inputs specific to each funding category, environmental justice and equity are considered when developing funding distributions.
- These indicators show a minority, low income, and/or limited English proficiency population distribution similar to the funding distribution for the western and eastern regions that is being proposed.

Population Type		Western Subregion	Eastern Subregion	Total
Minority	Population	1,185,662	2,774,455	3,960,117
	Percent	30%	70%	
Low Income	Population	389,691	784,965	1,174,656
	Percent	33%	67%	
Limited English Proficiency	Population	246,765	667,606	914,371
	Percent	27%	73%	

Source: 2019 American Community Survey 5-Year Estimates

FUNDING DISTRIBUTION FORMULA DEVELOPMENT PROCESS



CONTACT/QUESTIONS?

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NCTCOG - Transportation

Disadvantaged Business Enterprise Program – Fiscal Year 2023-2025 Goal Update

Emily Beckham | Surface Transportation Technical Committee
April 22, 2022

DBE Program Guidance and Thresholds

Requirement: [49 Code of Federal Regulations Part 26](#)

Who is required to have a DBE Program:
Certain Recipients of Federal Funds (FTA, FHWA, FAA)

What are the requirements:
Updated DBE goal every three years (new goal due August 1, 2022)
Current Goal of 19.4% active through September 30, 2022, covered FY
2020-2022

Publication of DBE Goal as Part of RFPs
Certification of DBE Eligibility



Process to Update DBE Goal

- ✓ Project Potential Contract Awards (FY 23-25)
- ✓ DBE Goal Development
- ✓ Initiate Public Input/Stakeholder Involvement
- ➔ Publish Goal for Public Comment/Review

Committee Review/Consideration

Implement New DBE Goal – October 1, 2022

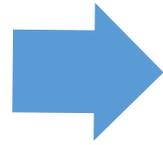


Development of DBE Goal

Step 1:

Determine Relative Availability of Ready, Willing & Able DBE Firms

- Determined by Market Area
 - Dallas-Fort Worth MSA (NCTCOG)
 - Individual Market Areas for Transit Subrecipients (County)
- Includes weighting by Contract Opportunities for FY2023-2025
 - NCTCOG & Transit Agencies
 - Divided by Funding Source



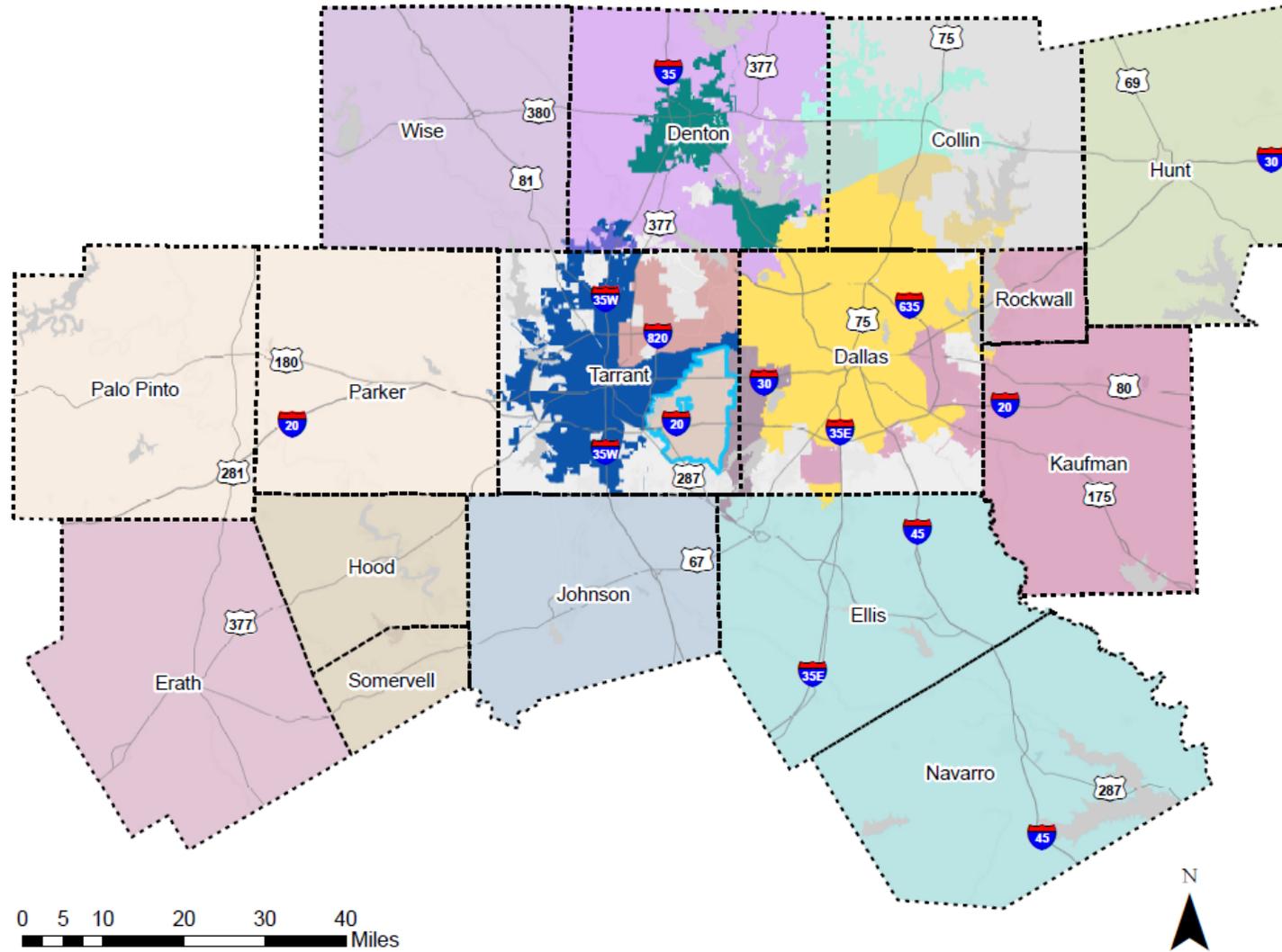
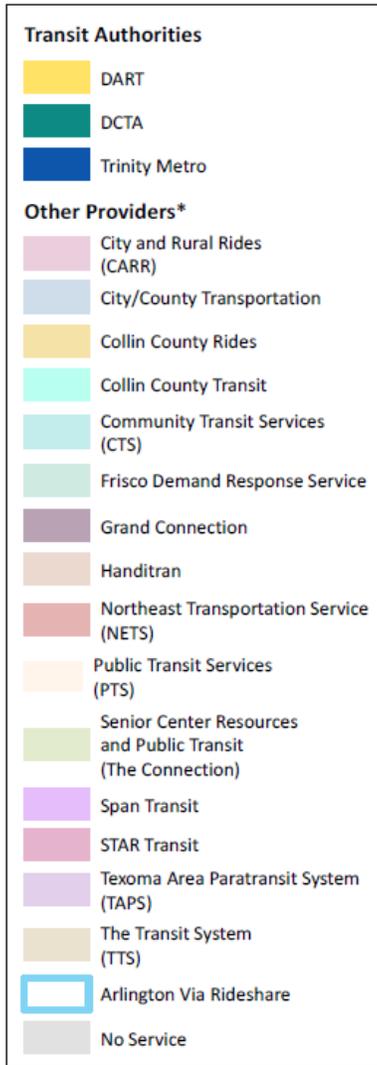
Step 2:

Consideration of Other DBE Data

- Historical DBE expenditures
- Completed disparity studies
- DBE goals from other, similar agencies in the Dallas-Fort Worth market area



Public Transportation Provider Service Areas



*The types of service(s) rendered by Other Providers range from demand-response, shared-ride, to fixed-route. Some of these services are available only to individuals prequalified based on income, age, or disability.

Updated: August 2021



Potential Awards

NCTCOG and Subrecipients

Procurement Type	Potential Awards (in \$1,000s) FTA	Potential Awards (in \$1,000s) FHWA	Potential Awards (in \$1,000s) TOTAL
Building Construction	\$355	\$0	\$355
Marketing, Advertising, and Public Relations	\$191	\$1,800	\$1,991
Office Supplies & Equipment (Rental & Purchase)	\$449	\$573	\$1,002
Operational Administrative, Communications, Support Services	\$2,603	\$0	\$2,603
Planning/Engineering	\$0	\$9,225	\$9,225
Software and Ancillary Information Technology Professional Services	\$1,060	\$2,980	\$4,065
Transportation Equipment	\$13,000	\$0	\$13,000
Vehicle Maintenance and Operations Support	\$3,965	\$0	\$3,965
TOTAL	\$21,603	\$14,578	\$36,206



Preliminary DBE Availability Analysis

NCTCOG and Subrecipients

Procurement Type	Potential Awards (in \$1,000s)	DBE Firms	Total Firms	DBE Goal
Building Construction	\$355	413	975	42.4%
Marketing, Advertising, and Public Relations	\$1,991	427	1784	23.9%
Office Supplies & Equipment (Rental & Purchase)	\$1,002	35	629	5.6%
Operational Administrative, Communications, Support Services	\$2,603	890	11,220	7.9%
Planning/Engineering	\$9,225	972	2510	38.7%
Software and Ancillary Information Technology Professional Services	\$4,065	665	5088	13.1%
Transportation Equipment	\$13,000	22	251	8.8%
Vehicle Maintenance and Operations Support	\$3,965	71	2403	3.0%
TOTAL	\$36,206	3495	24,860	14.1%
Total Weighted Summary				17.3%



Next Steps for DBE Goal Update

Complete Step 2: Consideration of Other DBE Data
DBE Goals from other, similar Agencies
Historical DBE Data
Completed Disparity Studies

Consideration from Stakeholders/Public Comment

Consideration from Committees
(STTC/RTC/Executive Board)



Schedule

TASK	DATE	STATUS
STTC Meeting: Information Item on DBE Goal Update	March 25	✓
Consultation Meeting with Stakeholders	April 11	✓
Meeting: Information Item on DBE Goal Update	April 14	✓
STTC: Information Item on Proposed Goal	April 22	✓
RTC: Information Item on Proposed Goal	May 12	
Notice to Public of Proposed Goal (start 45-Day Public Comment Period)	May 13	
DBE Open House	June 6	
Public Meeting on DBE Goal Update Process	June 13	
STTC: Approval of DBE Goal	June 24	
End of 45-day Public Comment Period	July 5	
RTC: Action Item of DBE Goal	July 14	
Executive Board: Action Item	July 28	
Submit Final Electronically to FTA	August 1	
DBE Program Update and Goal Effective	October 1	



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MOBILITY 2045 UPDATE

SCHEDULE AND DRAFT PLAN PROGRESS

Surface Transportation Technical Committee
April 22, 2022

MAJOR MOBILITY PLAN COMPONENTS



PLAN CONTENT: RECENT REVISIONS

Mobility 2045: 2022 Update

The Mobility 2045: 2022 Update draft materials are available. Reasonable funding sources to help meet the current and growing transportation needs will be included in the draft plan. Consideration of the draft plan by the **Regional Transportation Council** is expected on June 9, 2022.

Draft Plan Materials

Draft Maps



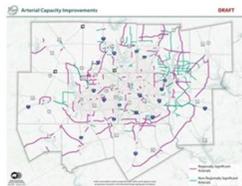
Changes to Major Roadway Recommendations



Major Roadway Recommendations



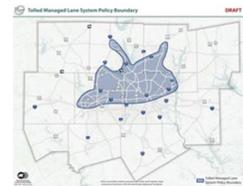
Highway Corridor Projects



Arterial Capacity Improvements



Priced Facilities



Tolled Managed Lane System Policy Boundary



Changes to Transit Corridor Projects



Major Transit Corridor Recommendations



Transit Corridor Projects

Project Maps/Listings

- Select Asset Optimization, Freeway/Tollway, and RSA identification numbers updated
- No change to transit or roadway recommendations

Chapter Content

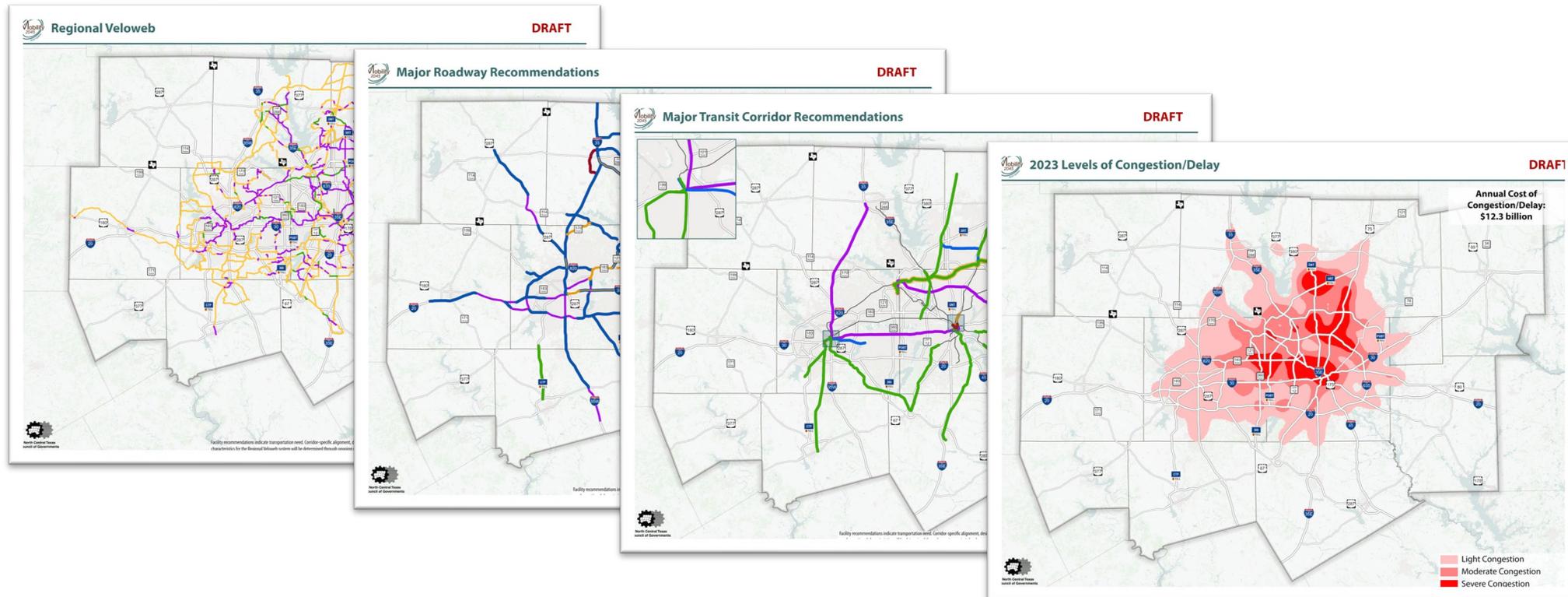
- Map Your Experience summaries added to Mobility Options and Social Considerations chapters
- Air Quality Conformity results added to Environmental Considerations chapter
- Financial refinements made in Financial Reality chapter

www.nctcog.org/PlanInProgress



DRAFT MAPS AVAILABLE ONLINE

www.nctcog.org/PlanInProgress



DRAFT FINANCIAL PLAN EXPENDITURES

MAXIMIZE EXISTING SYSTEM

Infrastructure Maintenance

Maintain and operate existing transit and roadway facilities

~~\$39 B~~

\$39.5 B

Management and Operations

Improve efficiency and remove trips from system

~~\$10 B~~

\$9.6 B

Growth, Development, and Land Use Strategies

Improve transportation and land use balance

~~\$1 B~~

\$1.5 B

STRATEGIC INFRASTRUCTURE INVESTMENT

Rail and Bus

Encourage switch to transit

~~\$42 B~~

\$44.9 B

HOV/Managed Lanes

Increase auto occupancy

~~\$56 B~~

\$52.8 B

Freeways/Tollways and Arterials

Add vehicle capacity

TOTAL

~~\$148 B~~

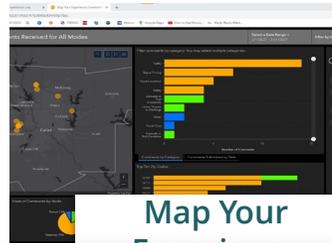
\$148.3 B

PUBLIC COMMENTS

Comments Received Via:



Community Events



Map Your Experience



NCTCOG Public Meetings



Social Media



Online Comment Form



Mail

Question and Comment Topics:

Support for expansion of transit network to alleviate congestion

Congestion and maintenance relationship

Cost of congestion methodology

Safety included as part of Mobility Plan

Add capacity to suburban highways to alleviate downtown congestion

Expanding trails and pedestrian access

Official Public Comment Period:
April 1, 2022 - May 31, 2022

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

TRANSPORTATION CONFORMITY



2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

PURPOSE

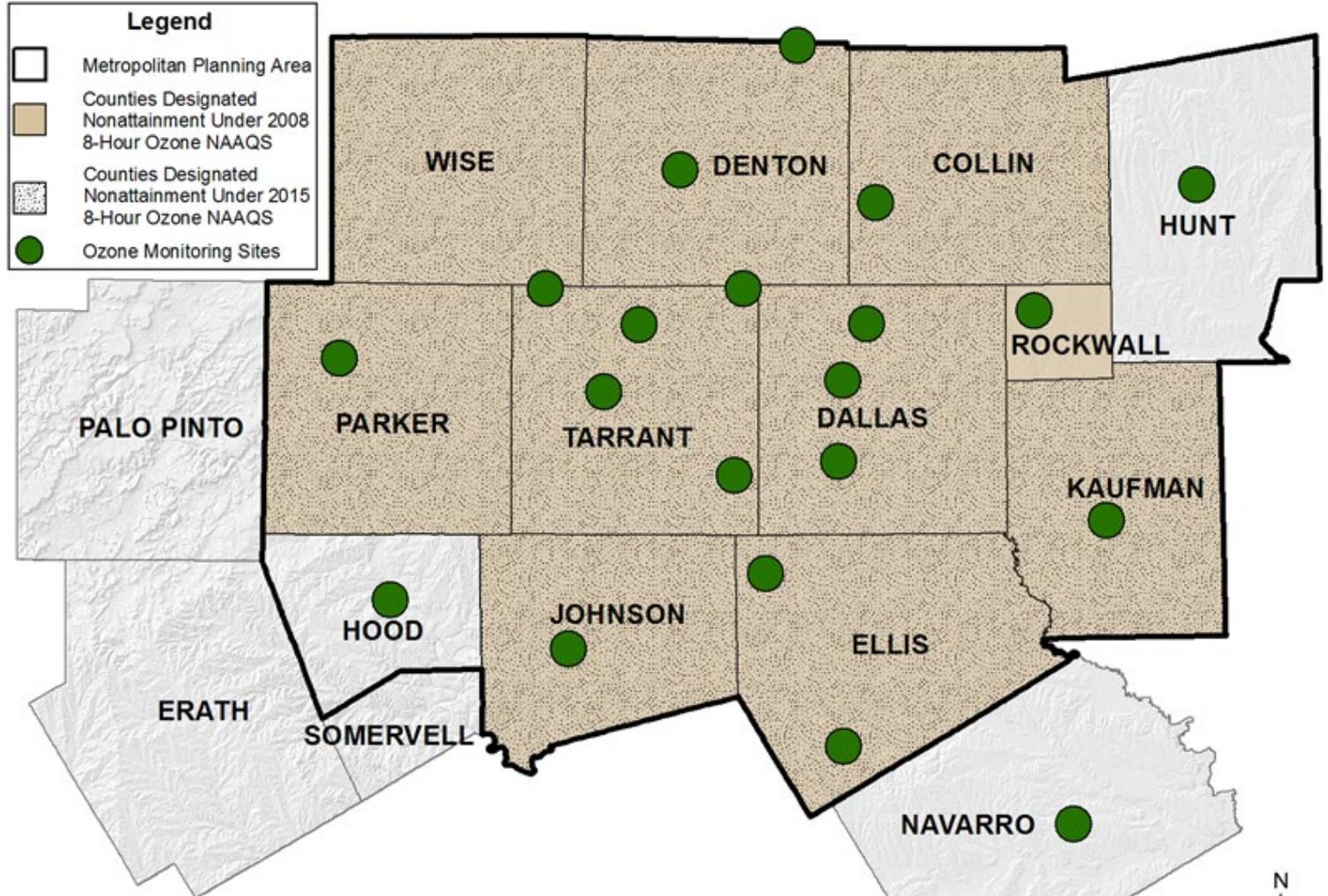
Required by Federal Legislation

Demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP)

Ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals

2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

Nonattainment Areas Under the 8-Hour Ozone Standards



2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

Reason and Highlights

Mobility 2045 (previous plan)

Adopted by RTC on June 14, 2018

Achieved USDOT Transportation Conformity Determination on November 21, 2018

Updated plan, with conformity determination, required within four years

Scenarios

Conformity Demonstration Against Current Motor Vehicle Emissions Budgets
(Analysis year 2017, Meteorological Data 2012), **OR**

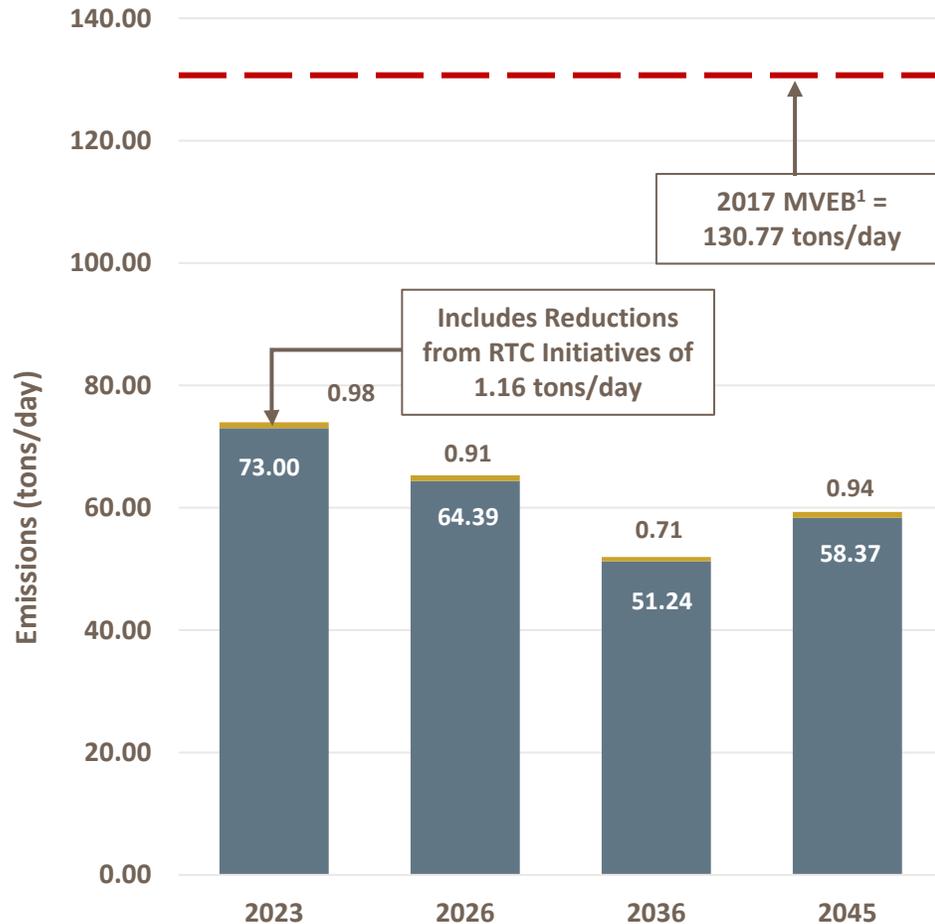
Conformity Demonstration Against Anticipated Motor Vehicle Emissions Budgets
(Analysis year 2020, Meteorological Data 2011)

Analysis Years

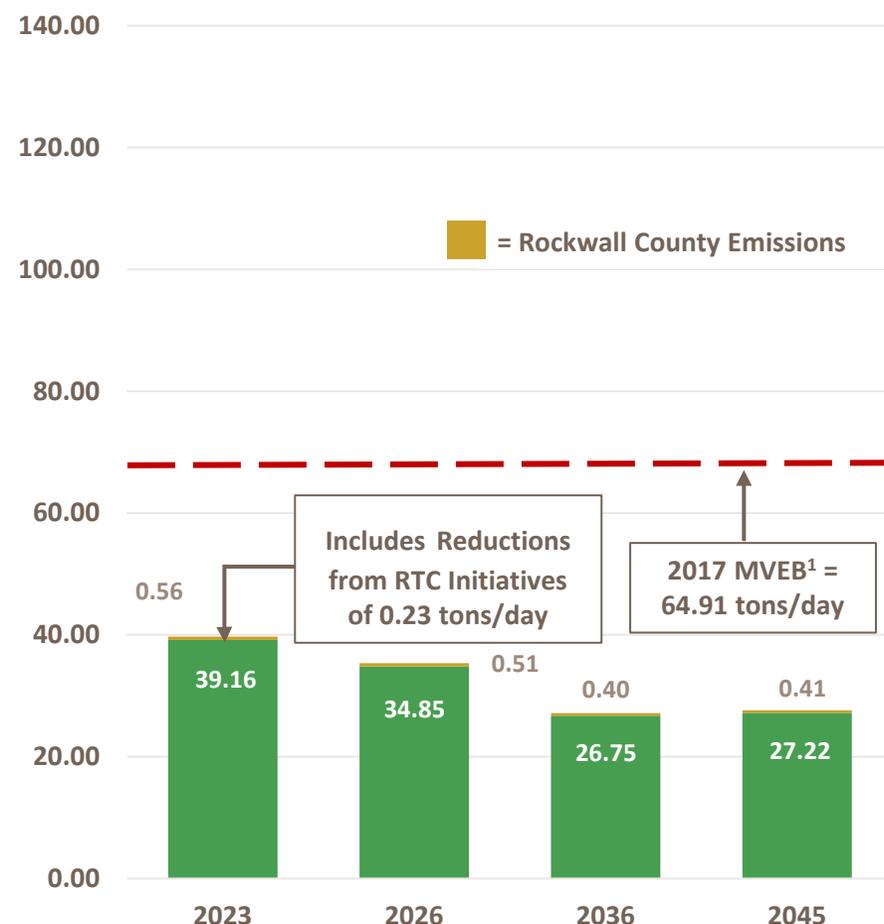
2023, 2026, 2036, and 2045

2023 TRANSPORTATION CONFORMITY RESULTS (SCENARIO 1)

NITROGEN OXIDES (NO_x)
(TONS/DAY)



VOLATILE ORGANIC COMPOUNDS (VOC)
(TONS/DAY)

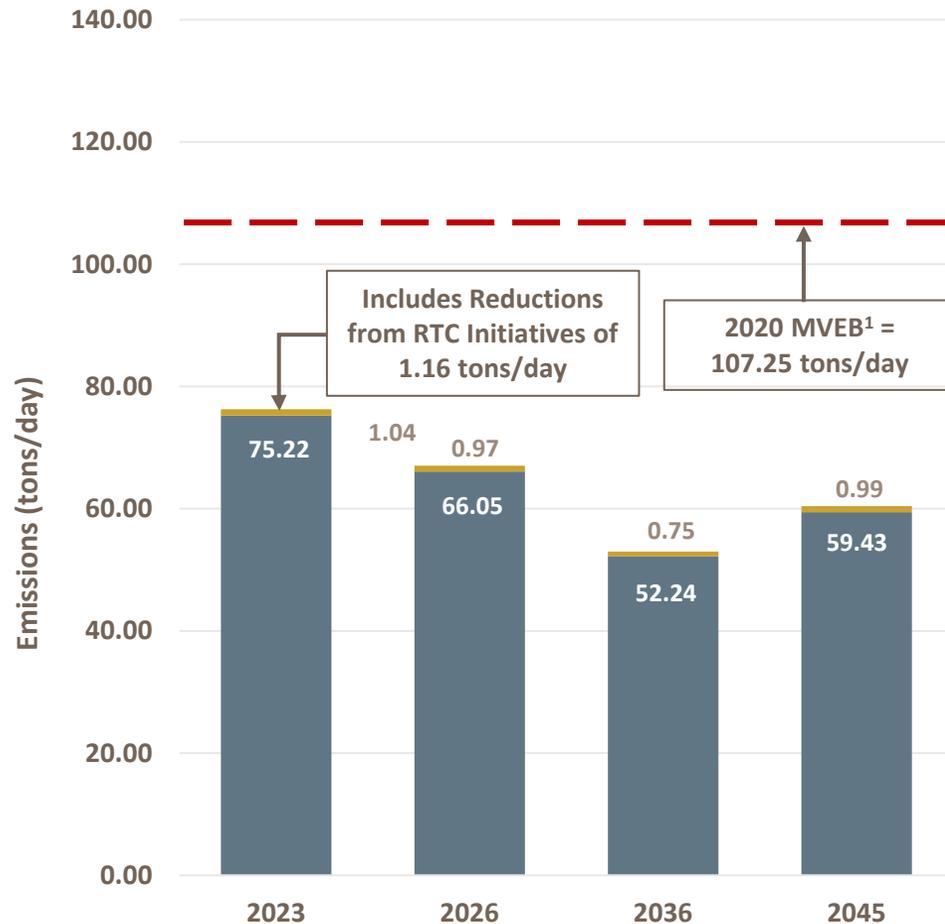


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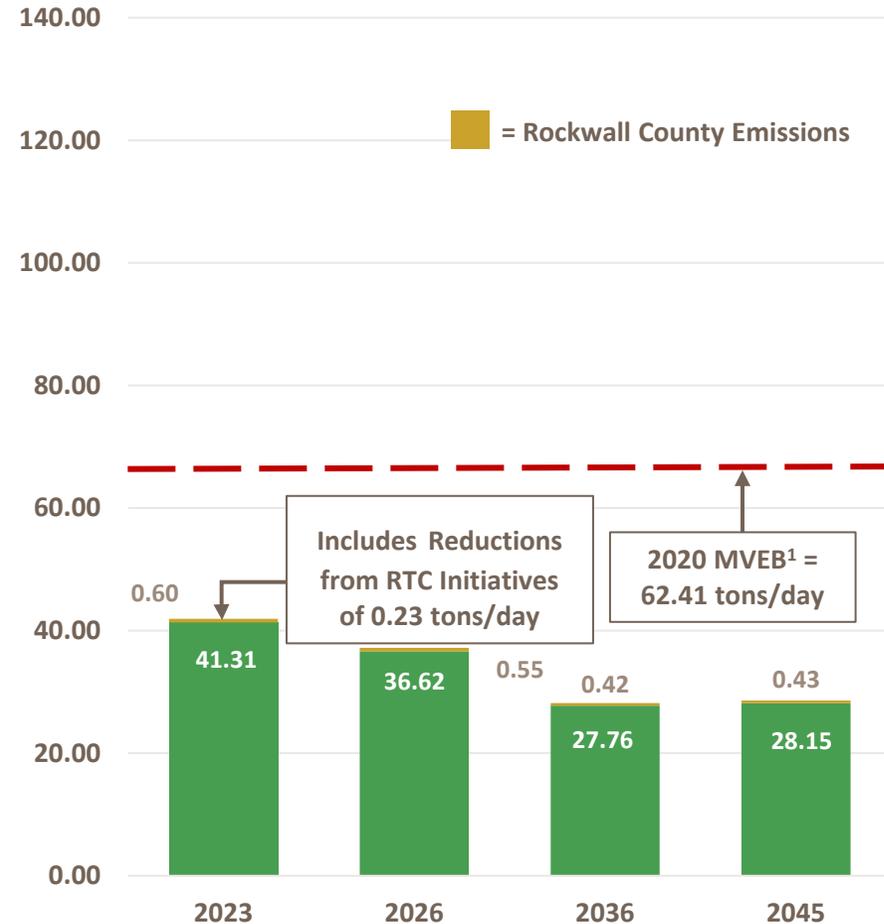
¹Adequacy Status of the Dallas-Fort Worth, Texas Attainment Demonstration 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, [81 FR 78591](#)

2023 TRANSPORTATION CONFORMITY RESULTS (SCENARIO 2)

NITROGEN OXIDES (NO_x)
(TONS/DAY)



VOLATILE ORGANIC COMPOUNDS (VOC)
(TONS/DAY)



DRAFT

¹Anticipated Dallas-Fort Worth, Texas Reasonable Further Progress 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, [85 FR 64084](#)

CONTACTS

Mobility Plan



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Air Quality Conformity



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NCTCOG PRESENTATION

Status Report on FHWA Alternative Fuel Corridors and the Bipartisan Infrastructure Law

Bailey Muller | Surface Transportation Technical Committee | 4.22.2022

KEY TAKEAWAYS

Round 6 Corridor Nominations

Federal Highway Administration (FHWA) Soliciting “Round 6” Request for Alternative Fuel Corridor Nominations

\$5 Billion Formula Funding*

National Electric Vehicle Infrastructure Formula Funds Program for Filling EV Corridors Through State DOTs

\$2.5 Billion Competitive Funding*

Competitive Grants for Charging & Fueling Infrastructure for Corridors & Communities

*New Funding Programs for Alternative Fuel Infrastructure Established by the Bipartisan Infrastructure Law (BIL)

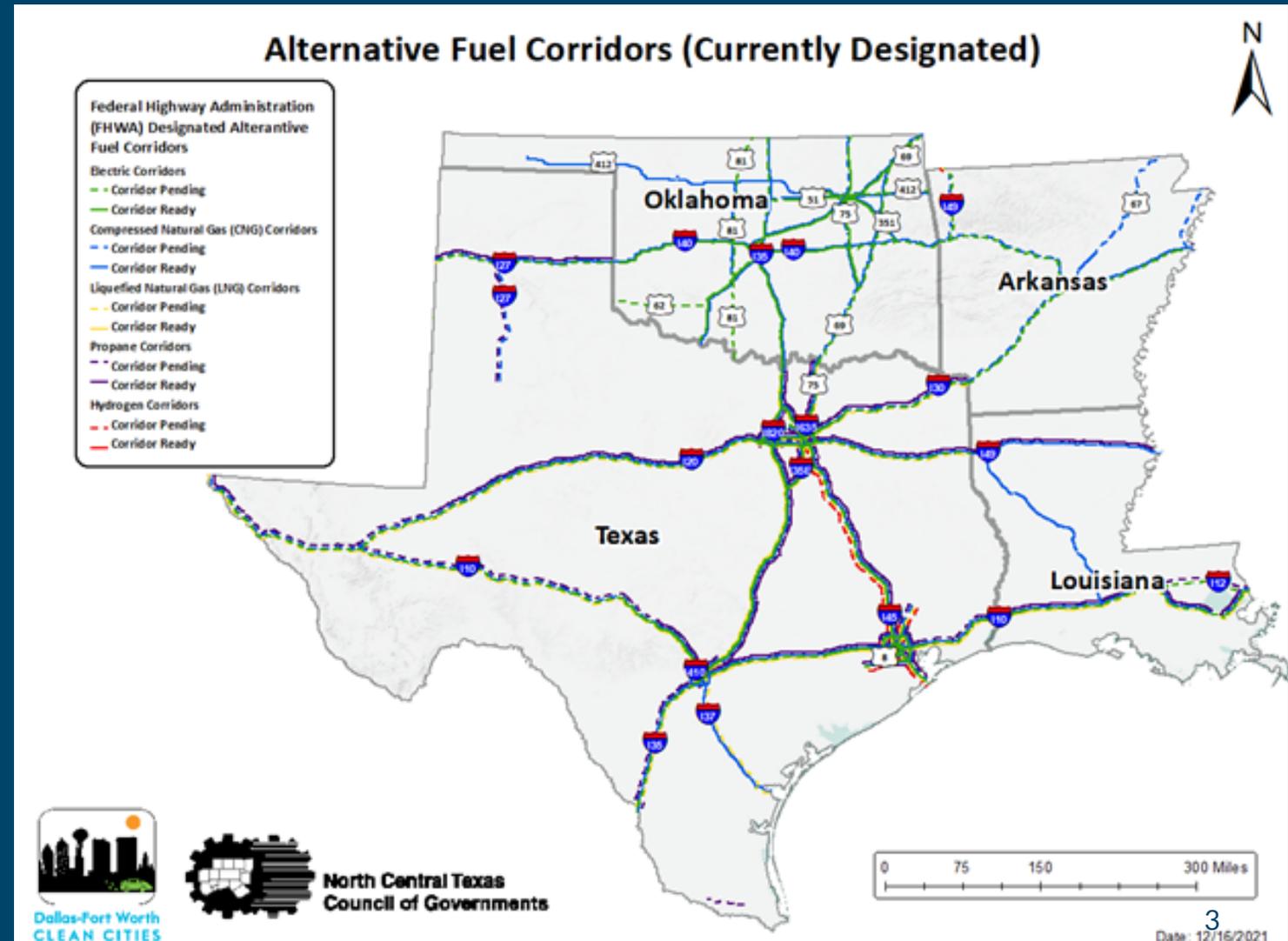


ALTERNATIVE FUEL CORRIDORS

Round 6 Request for
Nominations to Designate
Additional Alternative Fuel
Corridors

Due to FHWA by May 13, 2022

Corridor Designation Now Tied
to Funding Eligibility for New
Programs Under the BIL



NEW FUNDING PROGRAMS ASSOCIATED WITH CORRIDOR DESIGNATION

National Electric Vehicle Infrastructure (NEVI) Formula Program - \$5 Billion

For filling EV designated corridors

All state DOTs to complete statewide infrastructure deployment plan in accordance to template provided by NEVI Formula Program

Grants for Charging & Fueling Infrastructure for Corridors & Communities - \$2.5 Billion

EV, CNG, LNG, LPG, Hydrogen Infrastructure Competitive Grants

50% along designated corridors, 50% within communities

Joint DOT/DOE Deployment Support Program to Provide Tools & Technical Assistance to Funding Recipients - www.driveelectric.gov



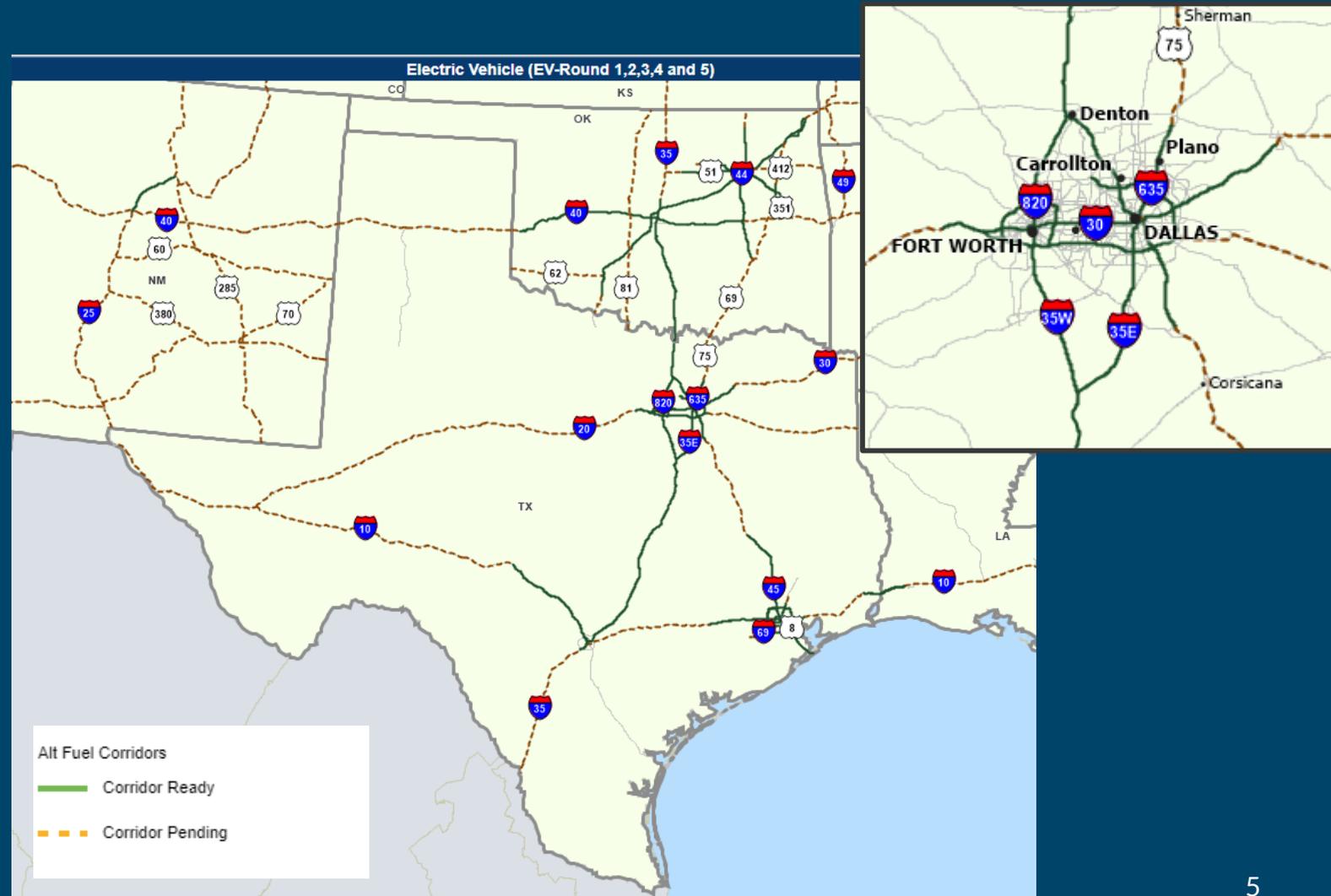
NEVI EV CHARGING INFRASTRUCTURE GUIDELINES

SITES MUST:

Be within 1 mile of designated EV corridor, at least every 50 miles be publicly accessible

Include at least 4 150 kW DC Fast Charge CCS, with minimum site capacity of 600 kW

Funding must stay along FHWA EV corridors until all designated highways are “saturated” and fulfills all station site requirements



FORMULA FUNDING IMPACTS TO TEXAS

NEVI FORMULA PROGRAM:

TxDOT Set to Receive ~\$408M Over 5 years for EV Charging

Initial Apportionment - \$60.3M (February 10 memo)

TxDOT to Complete NEVI Statewide Infrastructure Deployment Plan

Potential MPO Role:

Portion of Funds May be Allocated to Projects Located Within in Each MPO Area After all Corridors Filled, with MPOs Having a Role in Recommending Station Siting & Design/Standards



FEEDBACK REQUESTED: TxDOT NEVI PLAN

FEEDBACK REQUESTED TO TxDOT NEVI PLAN BY MAY 15, 2022

Feedback can be submitted on the
TxDOT EV Planning Webpage:

https://txdot.mysocialpinpoint.com/tx_ev_plan

OTHER SITE RESOURCES

Statewide Planning Map (under
“Overlays, select “Alt Fuels – Electric”)

Public NEVI Planning Map (includes
transmission lines and EV study areas)

TxDOT Open Data Portal (data available
in multiple formats)

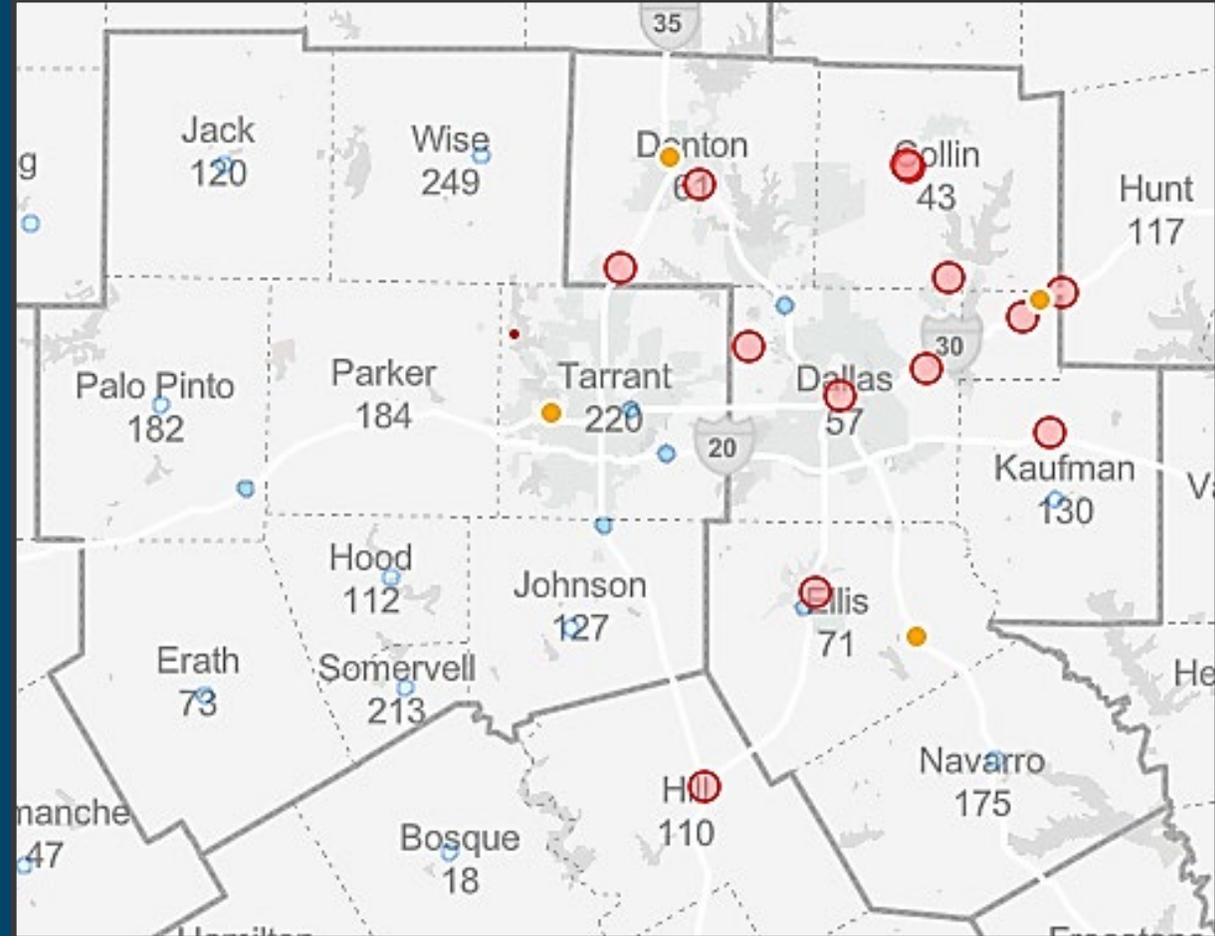
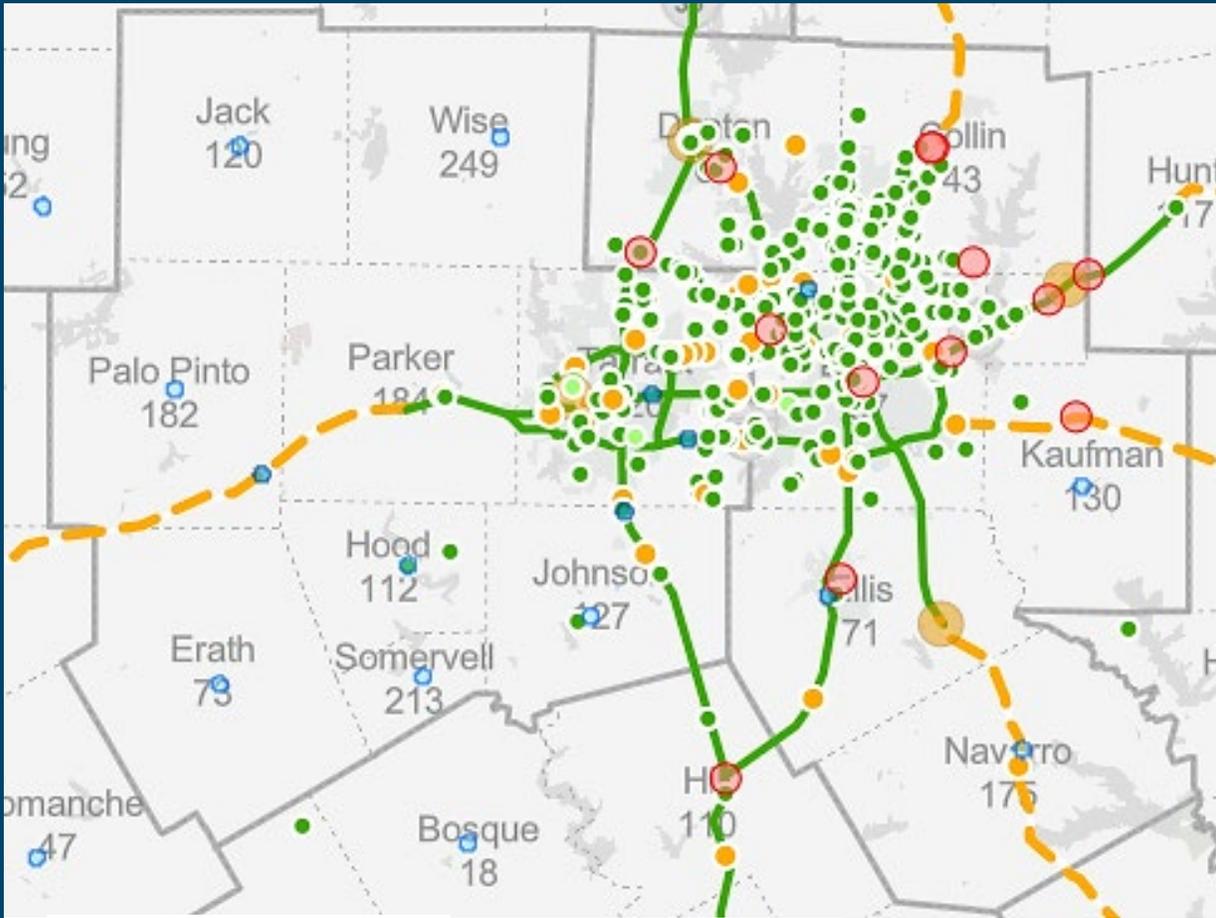
Tips for EV Drivers

EV Charging Station Dashboard

Texas Statewide EV Registration Tool



TxDOT'S EV PLANNING MAPS



Planned DC Fast Charge Stations	Alt Fuel Stations - Electric	Alt Fuel Corridors
Planned DC Fast Charge Station	EV Charging Type	Corridor Ready
	Level 1	Corridor Pending
	Level 2	
	DC Fast	
	DC Fast - Round 6 Potential	
EV Station Study Areas		
Study Area - County Seats		
Study Area - Electric Alt Fuel Corridor		

Source: https://txdot.mysocialpinpoint.com/tx_ev_plan

NCTCOG ENGAGEMENT & READINESS

HOSTING REGIONAL PUBLIC EV INFRASTRUCTURE WORKING GROUP

NCTCOG facilitating a group of local governments to collaborate and discuss public EV charging infrastructure projects across North Texas and plan for grant funding for individual governments or regional scaled project

To join the working group, email Bailey at bmuller@nctcog.org

PARTICIPATING IN TxDOT NEVI PLAN WORKING GROUP

DEVELOPING REGIONAL-SCALE EV INFRASTRUCTURE PLAN FOR NORTH TEXAS CONSISTENT WITH NEVI GUIDANCE

Will expand content to include highway corridors that are not yet designated, as well as intraregional level 2 community-based charging needs

EVALUATING OPTIONS TO PURSUE COMPETITIVE FUNDING FOR EV OR HYDROGEN CORRIDORS



May 13, 2022

Round 6 FHWA
Alternative Fuel
Corridor Nominations
Due; Additional FHWA
Guidance to be
Released

By August 31, 2022

Initial Opportunity for
Competitive Funding
Expected (~\$300 Million)

February 10, 2022

FHWA Released
NEVI Guidance

May 15, 2022

Public Feedback on
TxDOT NEVI Plan
Due

August 1, 2022

Deadline for TxDOT
to Submit State NEVI
Plan to FHWA

September 30, 2022

Deadline for FHWA
to approve/submit plan

TIMELINE

Upon Approval from FHWA, TxDOT
can Access Formula Funding and
Begin Implementing NEVI Plan

NCTCOG will Continue to Monitor
Guidance and Timing Updates for the
Competitive Grants for Charging &
Fueling Infrastructure for Corridors
& Communities

HOW TO GET INVOLVED



Begin Mapping Sites for EV Charging and Alternative Fueling and Develop a Local Project Pipeline

(see [White House BIL Guidebook](#) Pages 460-461)



Submit Input to TxDOT NEVI Plan by May 15, 2022



Start Evaluating Areas Within Your Jurisdiction Where Charging Stations are Warranted



Get Involved in the Working Group to Coordinate With Peers on Grant and Project Preparation



CONTACT US

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Corridor Contact:



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Senior Planner

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MULTIMODAL PROJECTS DISCRETIONARY GRANT (MPDG) PROGRAM



April 22, 2022

Surface Transportation Technical Committee (STTC) – Information Item
Overview of FY 22 MPDG Discretionary Grant Program (MEGA, INFRA, & RURAL)

Multimodal Projects Discretionary Grant (MPDG) Program

National Infrastructure Project Assistance Program (MEGA)

2

Available Funds (Project Type)

\$1 Billion

– All Projects (FY 22)

Cost > \$500 M

– 50% Available Funds

Cost \$100-500 M

– 50% Available Funds

Federal Cost Share / Match

Up to 60%

– MEGA Grant Request
(no award min./max.)

Up to 80%

– Federal (overall)

Eligibility (Applicants)

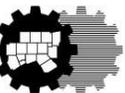
1. State or group of States (DOTs)
2. Metropolitan Planning Organization (MPOs)
3. Local governments
4. Political subdivision of a State
5. Special purpose district or public authority w/ transportation function (incl. port authority)
6. Tribal government or consortium of Tribal governments
7. Amtrak partnership w/ one or entities above
8. Group of all above entities

Eligibility (Project Types)

1. Highway/bridge project
 - a) National Multimodal Freight Network
 - b) National Highway Freight Network
 - c) National Highway System
2. Freight intermodal (including public ports) or freight rail project with public benefit
3. Railroad/roadway grade separation or at-grade crossing elimination project
4. Intercity passenger rail project
5. Public transportation project (Ch. 53 of Title 49) or part of any project types described above

■ **No statutory obligation deadline**

■ **USDOT “seeks projects that will begin construction before September 30, 2025.”**



Multimodal Projects Discretionary Grant (MPDG) Program

Nationally Significant Multimodal Freight/Highway Projects (INFRA)

3

Available Funds (Project Type)

\$1.55 Billion

– All Projects (FY 22)

85% – Large

– Costs > \$100 M

15% – Small

– Costs < \$100 M

Federal Cost Share / Match

Up to 60%

– INFRA Grant Request
(no award minimum)

Up to 80%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25 Million

– Minimum (Large)

\$5 Million

– Minimum (Small)

Eligibility (New)

Applicants:

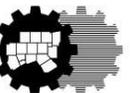
1. Federal land management agency w/ State or group of States
2. Multi-state corridor organization

Project Types:

1. Wildlife crossing
2. Surface transportation project at international border crossing
3. Marine highway project w/ NHFN functional connection
4. National Multimodal Freight Network highway/bridge/freight

■ **Obligation Deadline: September 30, 2025**

■ **Construction Start Deadline: March 30, 2027**



Multimodal Projects Discretionary Grant (MPDG) Program

Rural Surface Transportation Grant Program (RURAL)

4

Available Funds (Project Type)

\$300 Million

– All Projects (FY 22)

Lane Departures

– 15% (not TX)

Appalachians

– 25% (not TX)

Federal Cost Share / Match

Up to 80%

– RURAL Grant Request
(no award minimum)

Up to 100%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25 M Minimum

– 90% of projects

No Minimum

– 10% of projects

Project/Location Eligibility

Rural (2010 Census):

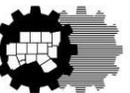
1. Outside an Urbanized Area (UA)
2. In Census-defined Urban Cluster
3. UA w/ population < 200,000

Project Types:

1. Highway, bridge, or tunnel
 - a) National Hwy Performance Program
 - b) Surface Transportation Block Grant
 - c) Tribal Transportation Program
2. Hwy freight (NHFP)/safety (HSIP)
3. Access to rural economic support
4. Integrated mobility & travel/on-demand management system

■ **Obligation Deadline: September 30, 2025**
(same as INFRA)

■ **Construction Start Deadline: March 30, 2027**
(same as INFRA)



Multimodal Projects Discretionary Grant (MPDG) Program

Statutory Requirements

5

- **Generates national or regional economic, mobility, and/or safety benefits – ALL**
- **Cost effectiveness – ALL**
- **Contributes to MAP-21 (23 U.S.C. 150) program goals – INFRA/RURAL**
- **Based on the results of preliminary engineering – INFRA/RURAL**
- **Availability of one or more stable/dependable funding or financing sources – MEGA/INFRA**
- **Significant need of or inability to complete easily/efficiently w/o Federal funds – MEGA/INFRA**
- **Reasonable expectation for construction within 18 months of obligation – INFRA/RURAL**
- **Applicant(s) have/will have sufficient legal, financial, & technical to carry out project – ALL**

Multimodal Projects Discretionary Grant (MPDG) Program

Uniform Selection Criteria

6

■ Project Outcomes (*New/Modified criteria shown in red*)

	0	1	2	3
Rating Scale	Project negatively affects outcome area OR application contains insufficient assessment information.	Outcome area claimed benefits are plausible but minimal OR claimed benefits are not plausible.	Clear and direct benefits in outcome area stem from adopting common practices for planning, designing, or building infrastructure.	Clear, direct, data-driven, and significant benefits for the outcome area are well-supported by application evidence.

- *Safety*
- *State of Good Repair*
- *Economic Impacts, Freight Movement, & Job Creation*
- *Climate Change, Resiliency, & the Environment*
- *Equity, Multimodal Options, & Quality of Life*
- *Innovation*

■ Economic Analysis (*Benefit-Cost Ratio*)

■ Project Readiness Analysis

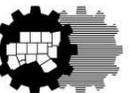
- *Technical Assessment* – Delivery history, project feasibility, Federal compliance/requirements, ROW acquisition plan
- *Financial Completeness* – Detailed budget, design/contingency status, cost overrun plan, obligation target certainty
- *Environmental Review/Risk Assessment* – Detailed schedule, required approval/permit status, risk mitigation plan

Multimodal Projects Discretionary Grant (MPDG) Program

Submittal Timeline (DRAFT)

7

March 22, 2022	FY 22 MPDG Grant Notice of Funding Opportunity (NOFO) Announced
April 14, 2022	RTC Information
April 22, 2022	STTC Information
May 6, 2022	RTC Agenda “Mail Out” <i>(Scope, cost, & funding source/share details finalized for proposed NCTCOG project selections)</i>
May 12, 2022	RTC Action
May 12, 2022	RTC Letter of Support Request Deadline <i>(for projects submitted by partnering agencies, submit to Kyle Roy – kroy@nctcog.org)</i>
May 23, 2022	FY 22 MPDG Grant Application Submittal Deadline – www.grants.gov
May 26, 2022	Executive Board Endorsement
May 27, 2022	STTC Endorsement



Upcoming Grant NOFO Announcements in 2022

New/Existing Programs with NCTCOG/Partner Eligibility

8

May 2022	Transit Oriented Development Pilot Program
May 2022	Safe Streets & Roads for All Grant Program – <i>NEW</i>
May 2022	Nationally Significant Federal Lands & Tribal Project Program
May 2022	Bridge Investment Program – <i>NEW</i>
June 2022	Railroad Crossing Elimination Program – <i>NEW</i>
June 2022	Reconnecting Communities Pilot Program – <i>NEW</i>
July 2022	All Stations Accessibility Program – <i>NEW</i>
Aug 2022	Consolidated Rail Infrastructure & Safety Improvements Grant Program
Sept 2022	Strengthening Mobility & Revolutionizing Transportation (SMART) – <i>NEW</i>

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USDOT BIL: <https://www.transportation.gov/bipartisan-infrastructure-law>

USDOT Grant Portal: <https://www.transportation.gov/grants>

USDOT (Upcoming Grant Opportunities): <https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>

Multimodal Projects Discretionary Grant (MPDG) Program: <https://www.transportation.gov/grants/mpdg-announcement>

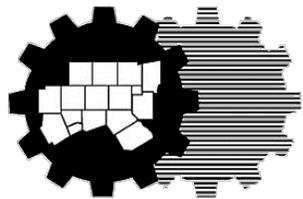
April 22, 2022

Surface Transportation Technical Committee (STTC) – Information Item

Overview of FY 22 MPDG Discretionary Grant Program (MEGA, INFRA, & RURAL)

STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

Surface Transportation Technical Committee
April 22, 2022



North Central Texas
Council of Governments

UPDATED

**Find New or Updated Information
Marked with Red Icon**

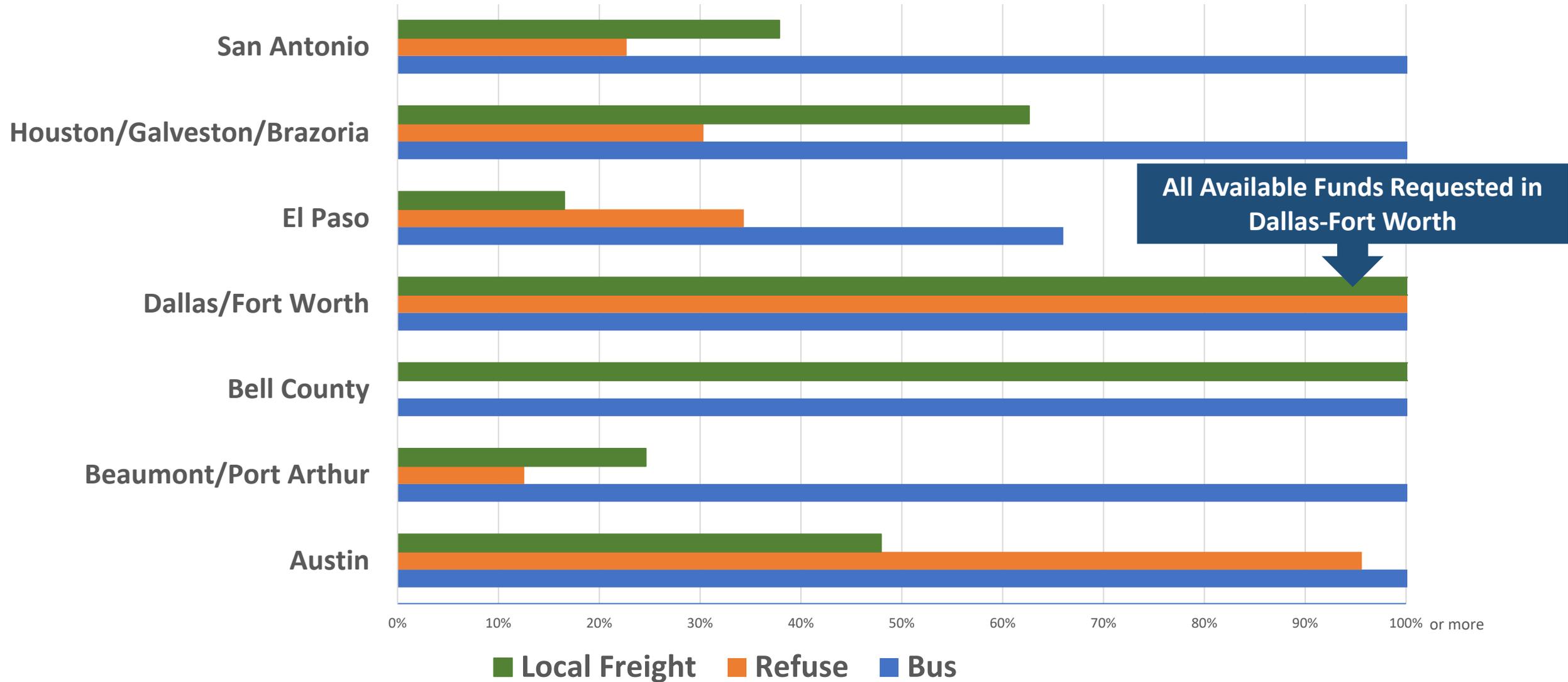
OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed; Awards Final	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed; Awards Final	\$9,448,544 Requested \$5,863,995 Awarded
	Freight and Port Drayage Vehicles	\$6,677,032	Closed; Awards Final	\$8,961,832 Requested \$7,929,979 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$31.3 Million	ZEV Infrastructure – Level 2 Rebate	\$10,465,958 (Statewide)	Closed; Awards Still in Progress	\$11,005,500 Requested \$10,400,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	\$20.9 Million (Statewide)	Closed; Awards Final	\$89,852,581 Requested All Available Funds Awarded

*Data reflects information posted at www.texasvwfund.org as of April 7, 2022

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



All Available Funds Requested in Dallas-Fort Worth

REMAINING FUNDS BY FUNDING ROUND

	Balance from Previously Completed Funding Rounds, Based on Awards Issued			
Priority Area	Bus	Refuse	Local Freight	Total
Austin	\$0	\$2,399,888	\$2,011,645	\$4,411,533
Beaumont/Port Author	\$0	\$1,595,063	\$1,085,198	\$2,680,261
Bell County	\$0	\$520,766	\$271,056	\$791,822
Dallas/Fort Worth	\$0	\$2,482,295	-\$1,252,947*	\$1,229,348
El Paso	\$1,690,461	\$2,199,386	\$3,165,166	\$7,055,013
Houston/Galveston/Brazoria	\$0	\$6,518,440	\$3,393,859	\$9,912,299
San Antonio	\$0	\$12,944,273	\$8,715,344	\$21,659,617
Total	\$1,690,461	\$28,660,111	\$18,642,268	\$48,992,840**

* TCEQ shifted unused funds from the Dallas-Fort Worth allocation for the Refuse funding round to provide additional awards for Dallas-Fort Worth area projects under the Local Freight round. An additional \$1.2 million awards were made.

** The total row reflects the balance leftover from previous funding rounds and does not account for the additional funds shifted to the Dallas-Fort Worth Local Freight Round allocation

AWARDS TO DFW AREA PUBLIC SECTOR ENTITIES

Bus Replacements:
Aledo ISD
Argyle ISD
Arlington ISD
Birdville ISD
Chico ISD
Cleburne ISD
Community ISD
Denton ISD
Everman ISD
Godley ISD
Grapevine-Colleyville ISD
Hurst-Euless-Bedford ISD
Maypearl ISD
Sanger ISD
Venus ISD
Waxahachie ISD

Refuse Vehicle Replacements:
City of Cleburne
City of Dallas
City of Hurst
City of Midlothian
City of Plano
City of Princeton
City of River Oaks
City of Watauga
City of Weatherford
Denton County
Tarrant County
Town of Hickory Creek

Freight Vehicle Replacements:
City of Cleburne
City of Weatherford
Dallas County
Ellis County
Kaufman ISD
Mansfield ISD
Tarrant County

Level 2 Charging Stations:*
City of Arlington
City of Corinth
City of Dallas
City of Duncanville
City of Farmers Branch
City of Southlake
City of Weatherford
Dallas County MHMR
Texas Parks and Wildlife
The University of Texas at Dallas

* Funds still being awarded

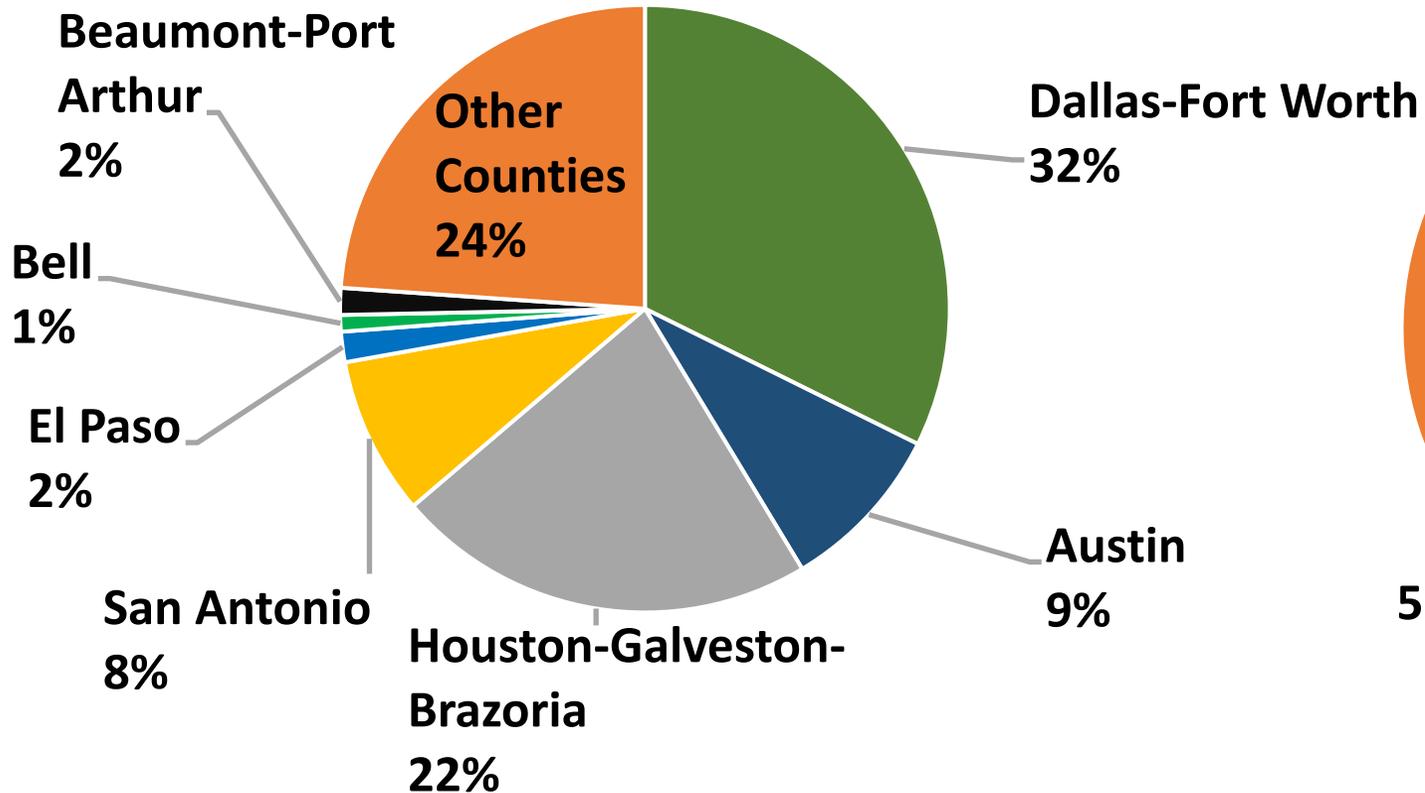
Data reflects information posted at www.texasvfund.org as of April 7, 2022

TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

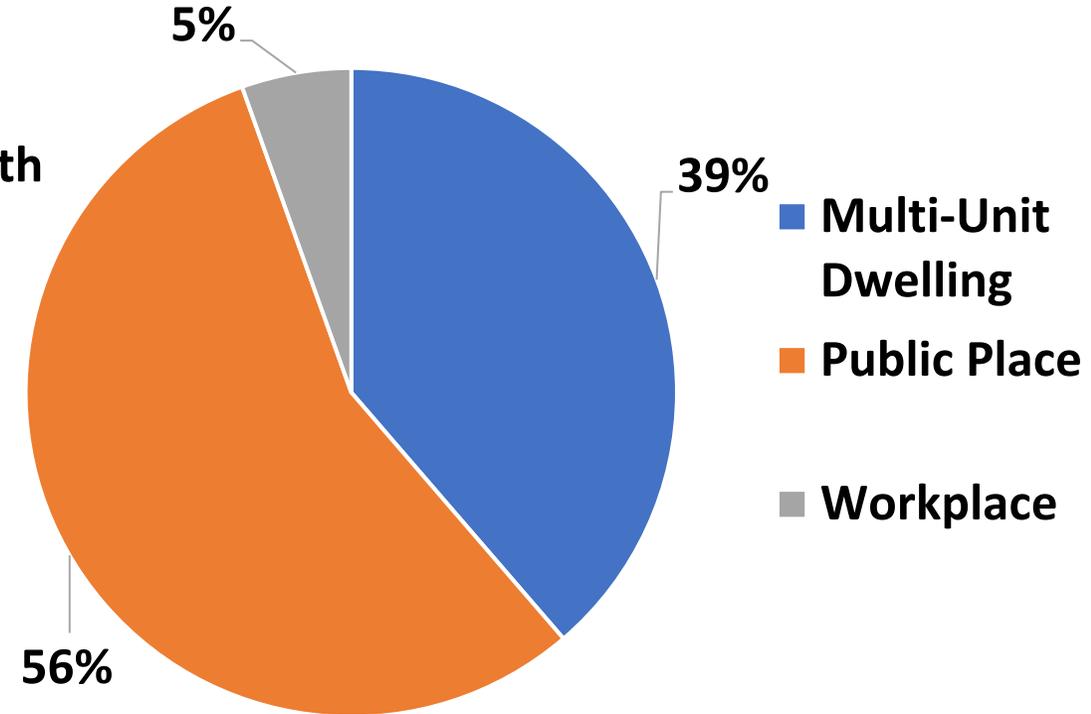
UPDATED

Total Awarded = \$10,400,000 to 4,160 Sites

Geographic Distribution of Awards (7 Priority Areas + Rest of State)



Type of Sites Awarded Regionwide



GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING AWARDED

UPDATED

Applications Awarded in 169 of 254 Counties, Increasing Charger Access Statewide

Priority Areas

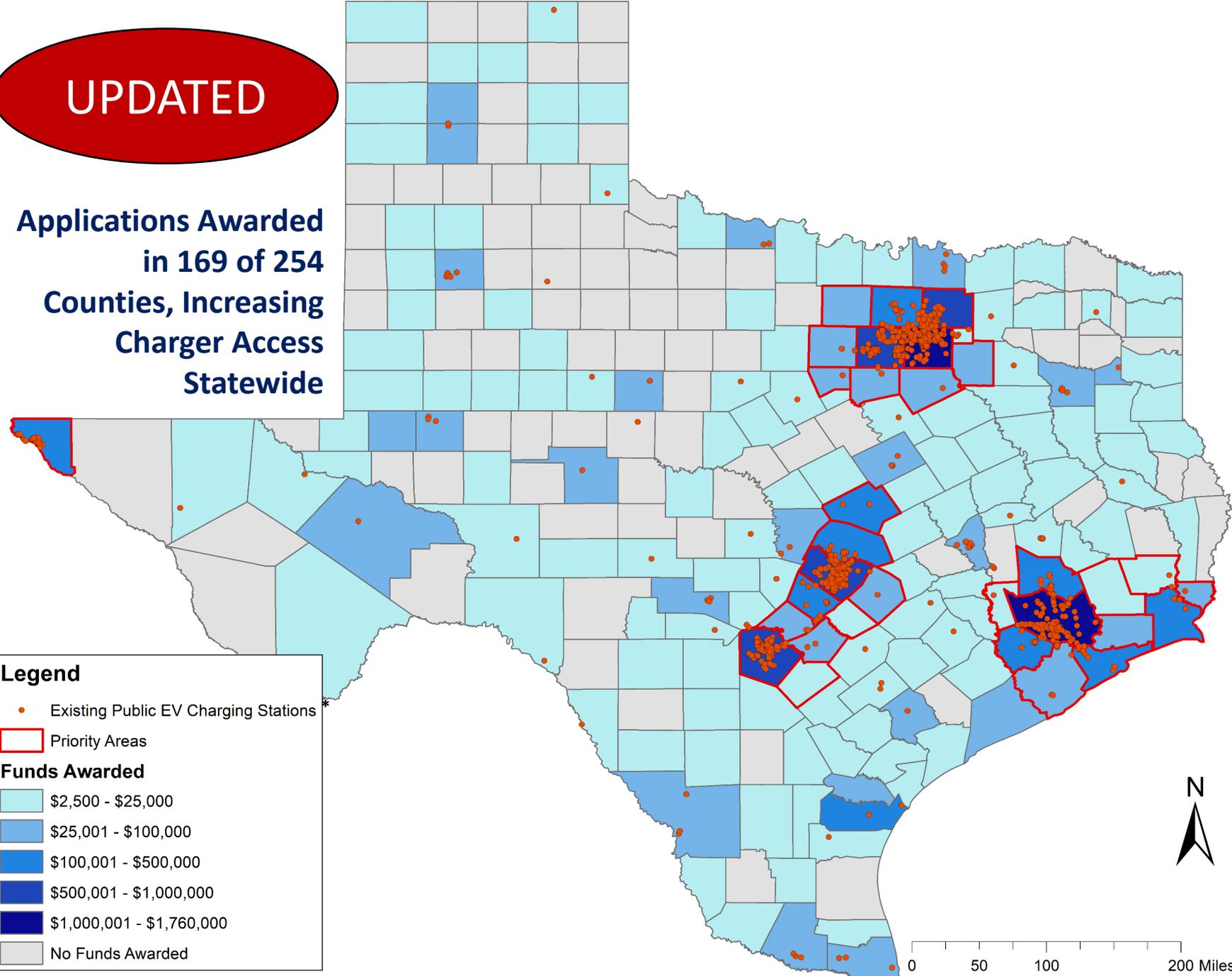
Area	Counties
Dallas-Fort Worth Area	Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller
San Antonio Area	Bexar, Comal, Guadalupe, Wilson
Austin Area	Bastrop, Caldwell, Hays, Travis, Williamson
El Paso County	El Paso
Bell County	Bell
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange

Legend

- Existing Public EV Charging Stations *
- Priority Areas

Funds Awarded

- \$2,500 - \$25,000
- \$25,001 - \$100,000
- \$100,001 - \$500,000
- \$500,001 - \$1,000,000
- \$1,000,001 - \$1,760,000
- No Funds Awarded



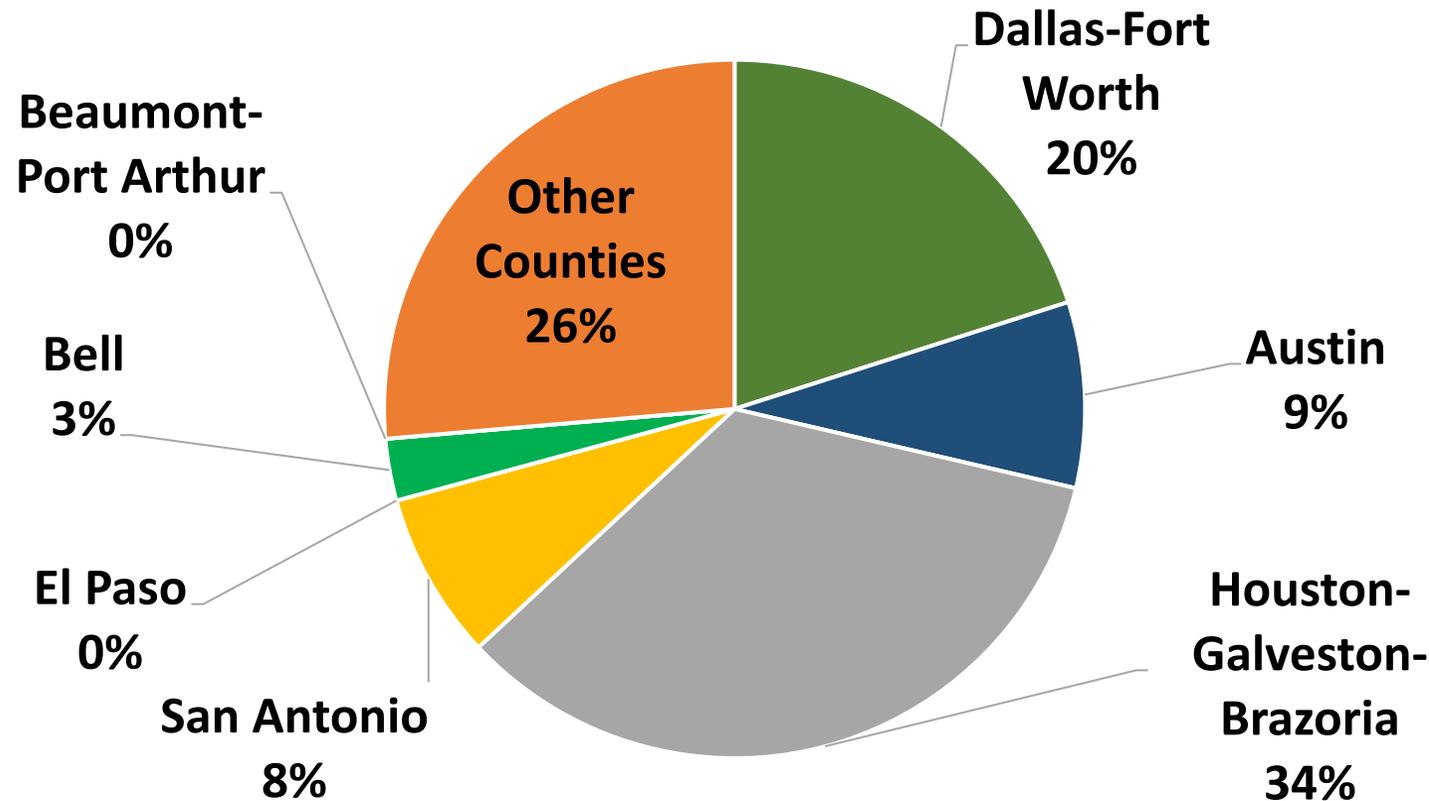
*Existing Station Data from Department of Energy Alternative Fuel Station Locator as of January 2021

TXVEMP ZEV INFRASTRUCTURE DC FAST CHARGE REBATE

NEW

Total Awarded = \$ 20,934,042 to 170 Sites

Geographic Distribution of Sites Awarded
(7 Priority Areas + Rest of State)



Over 96% of DC Fast Charge rebates have been awarded to convenience store locations.

Other locations include grocers, auto dealers, and warehouses.

GEOGRAPHIC DISTRIBUTION OF DCFC FUNDING AWARDED

NEW

Applications Awarded in 26 of 254 Counties, Increasing Charger Access on Interstates

Priority Areas

Area	Counties
Dallas-Fort Worth Area	Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller
San Antonio Area	Bexar, Comal, Guadalupe, Wilson
Austin Area	Bastrop, Caldwell, Hays, Travis, Williamson
El Paso County	El Paso
Bell County	Bell
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange

Legend

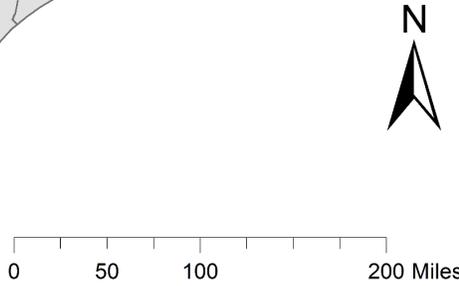
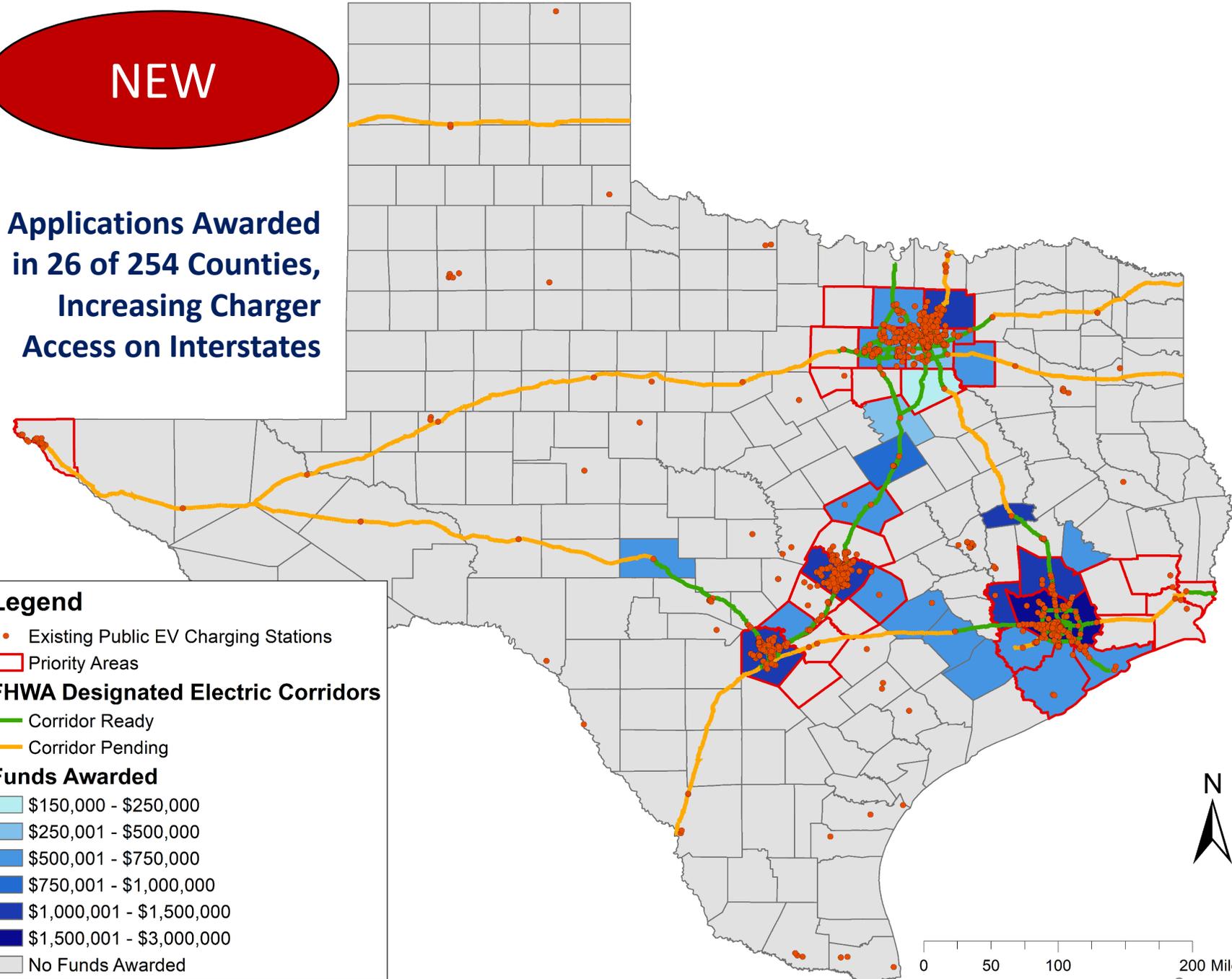
- Existing Public EV Charging Stations
- Priority Areas

FHWA Designated Electric Corridors

- Corridor Ready
- Corridor Pending

Funds Awarded

- \$150,000 - \$250,000
- \$250,001 - \$500,000
- \$500,001 - \$750,000
- \$750,001 - \$1,000,000
- \$1,000,001 - \$1,500,000
- \$1,500,001 - \$3,000,000
- No Funds Awarded



*Existing Station Data from Department of Energy Alternative Fuel Station Locator as of January 2021

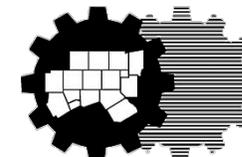
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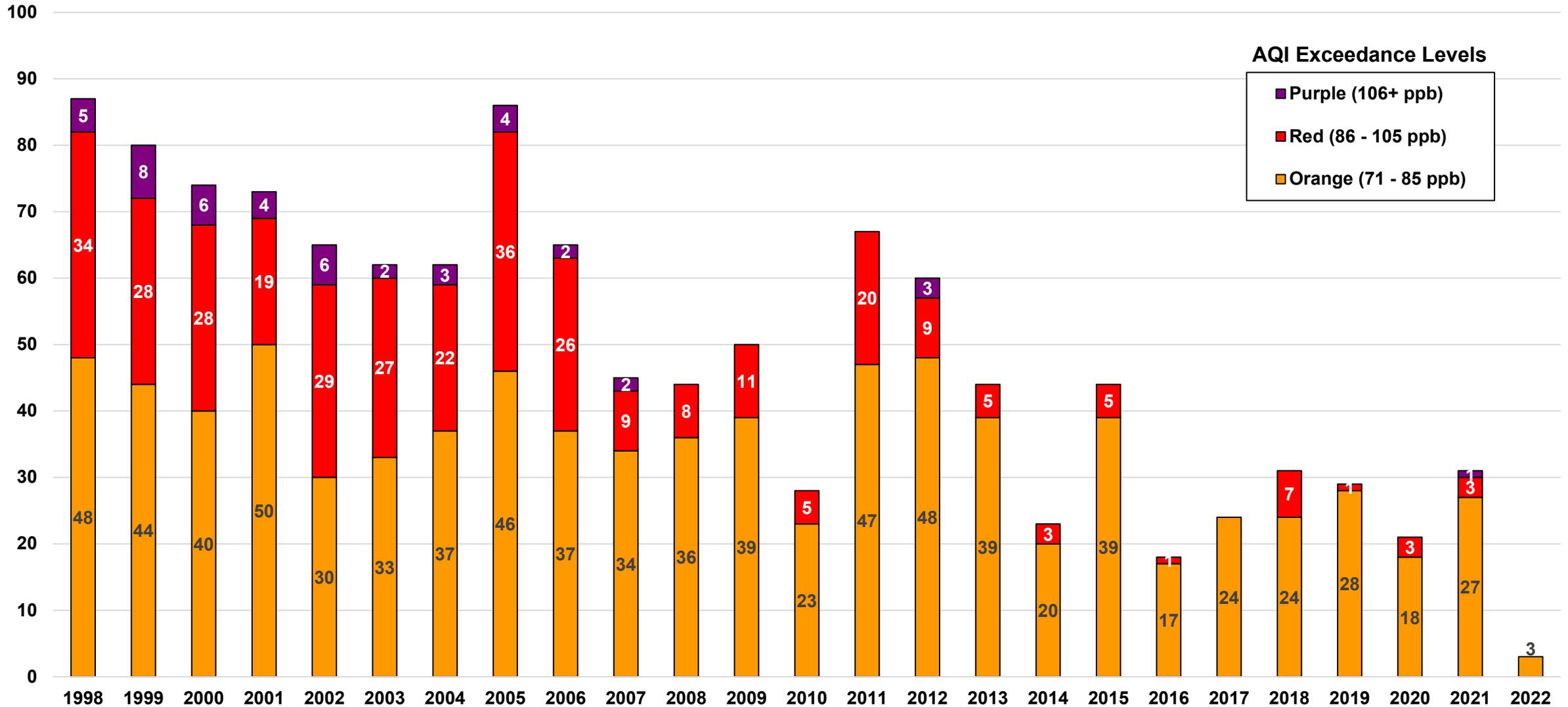
Also see “Hot Topics” at www.nctcog.org/aqfunding



**North Central Texas
Council of Governments**

8-HOUR OZONE NAAQS HISTORICAL TRENDS

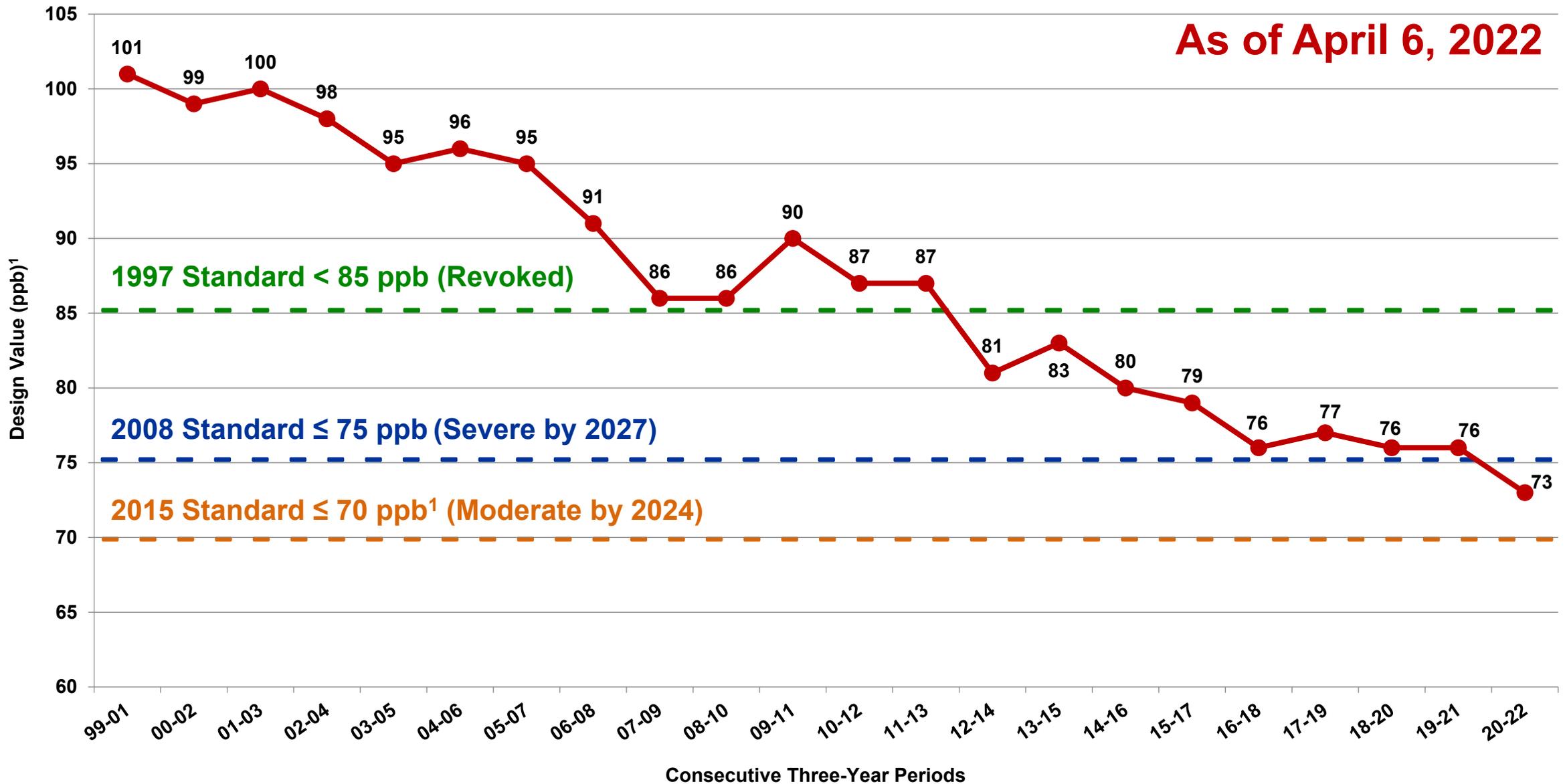
Based on ≤ 70 ppb (As of April 6, 2022)



Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

8-HOUR OZONE NAAQS HISTORICAL TRENDS



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

FOR MORE INFORMATION

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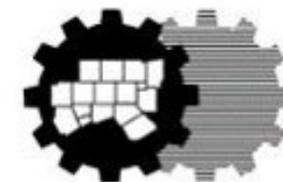
<https://www.nctcog.org/trans/quality/air/ozone>



High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical
Committee Meeting

April 22, 2022



North Central Texas
Council of Governments

Managed Lane System

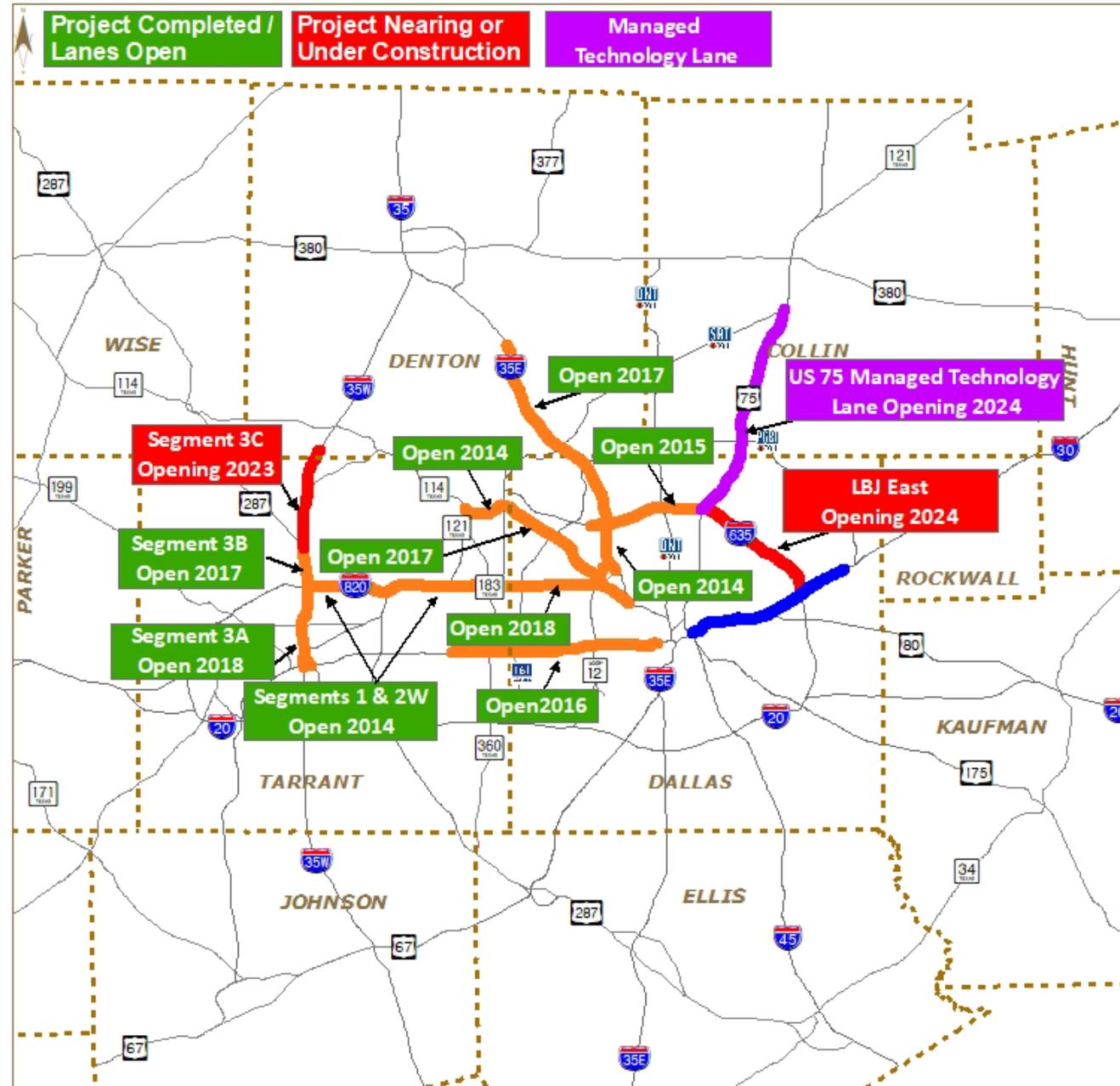
Current Express/HOV + New Managed Lanes

-  Current Express/HOV Lanes
-  Current TEXpress Managed Lanes
-  TEXpress Managed Lanes Under Construction
-  Managed Technology Lane
-  Major Roadways

Fort Worth CBD



Dallas CBD



Toll Managed Lane Data Monitoring

Cumulative December 2013 – February 2022

How much HOV 2+ Subsidy has the RTC been responsible for?

\$ 7,071,745 as of February 2022

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

\$ 12,407 from October 2014 – February 2022

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – February 2022

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$3,651,234	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$3,420,511	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freepport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through March 31, 2022



HOV Users

January 24, 2020 – March 31, 2022

Users: 50,498

Vehicles: 50,255

Occupant Passes: 8,911



Total and HOV Transactions

January 24, 2020 – March 31, 2022

Total Transactions – 2,331,303

LBJ/NTE Partners – 1,560,942

TxDOT – 770,361

Total HOV Transactions – 967,390 (~41%)

LBJ/NTE Partners – 654,350

TxDOT – 313,040

March 2022 - 49%

Unique Vehicles – 41,029



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