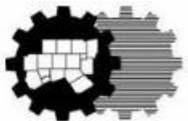


2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DOCUMENT AND FINAL STATEWIDE TIP (STIP) LISTINGS

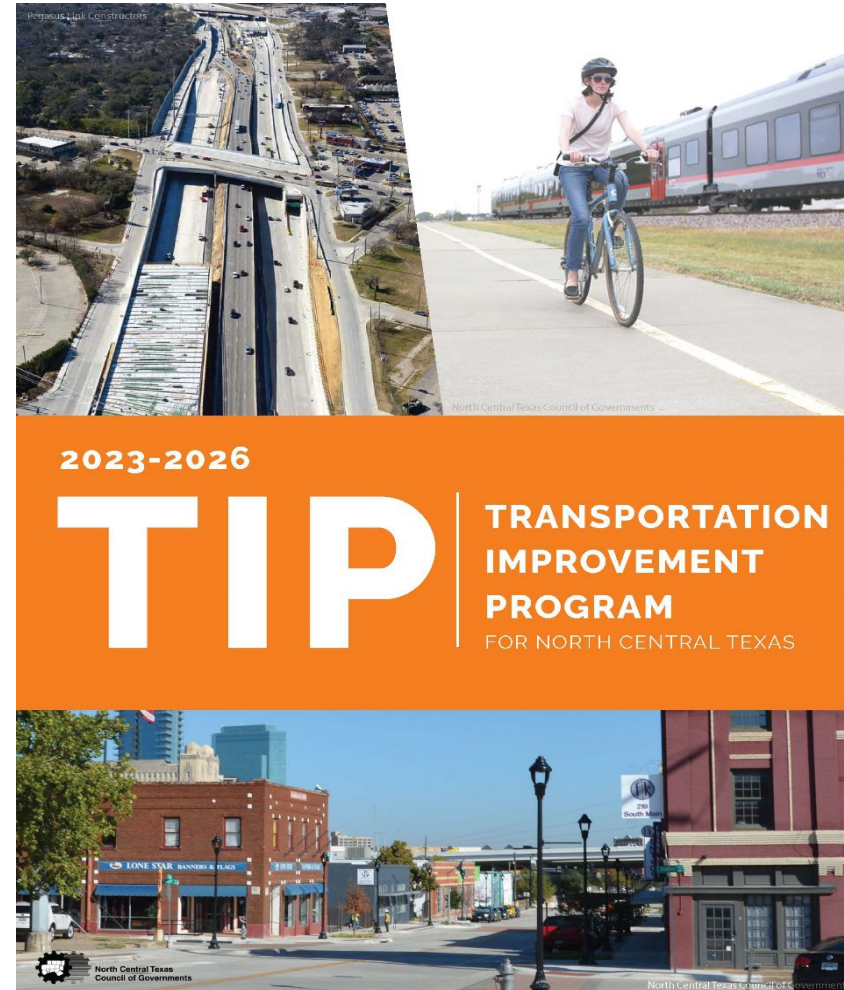
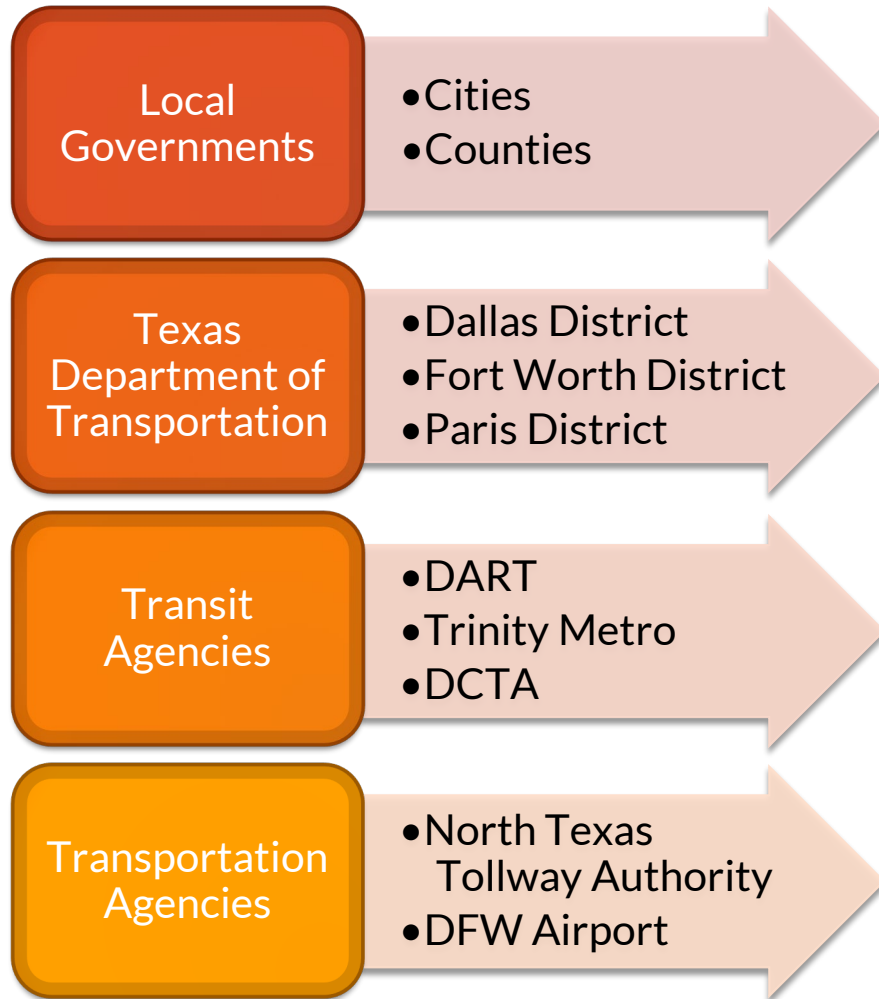
Regional Transportation Council

June 9, 2022



North Central Texas
Council of Governments
Transportation Department

TRANSPORTATION FUNDING AND PROJECT IMPLEMENTATION: 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 TIP Document and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)**

SCOPE OF PROGRAMMING

- \$8.58 Billion in the 2023-2026 TIP (Roadway and Transit)
 - \$4.96 Billion in Federal Commitments
 - \$1.35 Billion in State Commitments
 - \$0.07 Billion in Regional Commitments
 - \$1.25 Billion in Local Commitments
 - \$0.95 Billion in Transit Formula Commitments
- 1,018 Active Projects (Roadway and Transit)
 - 608 Active Projects in 2023-2045
- 71 Implementing Agencies (Roadway and Transit)

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
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 9, 2022
Submit Final Document to TxDOT	June 24, 2022
Anticipated TxDOT Commission Approval (for STIP)	August 2022
Anticipated Federal/State Approval (STIP)	October/November 2022

REQUESTED ACTION

- RTC approval of:
 - The 2023-2026 TIP document, including the final TIP listings to be included in the STIP
 - Submitting the final 2023-2026 TIP document to TxDOT for inclusion in the Statewide Transportation Improvement Program (STIP)
 - The resolution adopting the 2023-2026 TIP, which will be transmitted to federal, state, and local impacted agencies
 - The list of changes proposed to projects since approval of the final Double Entry at the May 2022 meeting
 - Amending the Unified Planning Work Program (UPWP) and other planning/administrative documents as needed to reflect these changes

QUESTIONS/COMMENTS

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

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

Cody Derrick
Transportation Planner III
Ph: (817) 608-2391
cderrick@nctcog.org

**RESOLUTION ADOPTING THE
2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
FOR NORTH CENTRAL TEXAS
(R22-02)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, under 23 United States Code (USC) 134, the MPO is responsible for carrying out the metropolitan transportation planning process, in cooperation with the State and operators of publicly owned transit services; and,

WHEREAS, under 23 USC 134, the MPO is responsible for developing and maintaining the Metropolitan Transportation Plan (MTP) and metropolitan Transportation Improvement Program (TIP) and their periodic updates; and,

WHEREAS, under 23 USC 134, the Metropolitan Transportation Plan and metropolitan Transportation Improvement Program are required to include a financial plan to demonstrate how the MTP and TIP can be implemented; and,

WHEREAS, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone, and air quality conformity of the MTP and TIP shall be determined by the MPO as required by the Environmental Protection Agency's (EPA) Transportation Conformity Regulations found in 40 Code of Federal Regulations (CFR) 90; and,

WHEREAS, the EPA has designated the 10-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties as serious nonattainment under the 2008 8-hour ozone National Ambient Air Quality Standard (NAAQS) effective September 23, 2019; and designated the nine-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise counties as marginal nonattainment under the 2015 8-hour ozone NAAQS effective August 3, 2018; and,

WHEREAS, all regionally significant ground transportation improvements, regardless of funding source, within the Dallas-Fort Worth ozone nonattainment area must be inventoried and included in the MTP and TIP, and Statewide Transportation Improvement Program (STIP) for the conformity analysis requirements of the Clean Air Act Amendments of 1990; and,

WHEREAS, the 2023-2026 Transportation Improvement Program for North Central Texas was developed in cooperation with local governments, Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority (Trinity Metro), Denton County Transportation Authority, North Texas Tollway Authority, and other transportation agencies; and,

WHEREAS, all projects in the 2023-2026 Transportation Improvement Program for North Central Texas were developed in conjunction with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update in a manner consistent with the federal regulations found in 23 CFR 450 and 49 CFR 613, and 40 CFR 90; and,

WHEREAS, the planning process used in development of the 2023-2026 Transportation Improvement Program for North Central Texas was conducted in accordance with NCTCOG's approved public involvement procedures required under 23 USC 134, and Transportation Conformity Regulations, including presentation at public meetings and the allowance of a 30-day comment period prior to Regional Transportation Council approval of the TIP; and,

WHEREAS, the air quality conformity review has indicated that the 2023-2026 Transportation Improvement Program for North Central Texas meets the transportation conformity-related requirements of the State Implementation Plan, the Clean Air Act as amended on November 15, 1990, and the Transportation Conformity Regulations; and,

WHEREAS, NCTCOG's Surface Transportation Technical Committee has recommended Regional Transportation Council approval of the 2023-2026 Transportation Improvement Program for North Central Texas project listings.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council affirms that the 2023-2026 Transportation Improvement Program for North Central Texas has been developed and found to be in compliance with 23 USC 134, the Clean Air Act, and corresponding regulations.
- Section 2.** The Regional Transportation Council affirms that the 2023-2026 Transportation Improvement Program for North Central Texas is consistent with the recommendations of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update and the air quality conformity results.
- Section 3.** The Regional Transportation Council adopts the 2023-2026 Transportation Improvement Program for North Central Texas.
- Section 4.** The 2023-2026 Transportation Improvement Program for North Central Texas will be submitted for inclusion in the 2023-2026 Statewide Transportation Improvement Program.
- Section 5.** The Regional Transportation Council hereby directs staff to amend the Unified Planning Work Program (UPWP), and any other planning/administrative documents, to the extent necessary to incorporate changes associated with the adoption of the 2023-2026 Transportation Improvement Program for North Central Texas.

Section 6. This resolution will be transmitted to the Federal Highway Administration, Federal Transit Administration, Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority (Trinity Metro), Denton County Transportation Authority, North Texas Tollway Authority, Collin County Toll Road Authority, and all impacted local governments.

Section 7. This resolution shall be in effect immediately upon its adoption.

Theresa Daniel, Ph.D., Chair
Regional Transportation Council
Commissioner, Dallas County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on June 9, 2022.

Duncan Webb, Vice Chair
Regional Transportation Council
Commissioner, Collin County

**PROPOSED CHANGES TO THE 2023-2026 TIP LISTINGS
FOR NORTH CENTRAL TEXAS**

TIP CODE	CSJ	PROJECT SPONSOR	PROJECT	PROPOSED REVISION
11572	0902-48-579	TXDOT-FORT WORTH	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	REVISE CONSTRUCTION FISCAL YEAR FROM FY2024 TO FY2023 TO REFLECT TXDOT'S 10-YEAR MILESTONE POLICY COMMITMENT
11653	0902-00-194	NCTCOG	HIGH SPEED RAIL INITIATIVE	CHANGE PHASE FROM IMPLEMENTATION TO ENGINEERING IN FY2023
11684.3	0918-47-394	DALLAS COLLEGE	DALLAS COLLEGE AV INITIATIVE	CHANGE FUNDING CATEGORY FROM STBG TO CMAQ IN FY2024 AS STBG FUNDS ARE NOT ELIGIBLE FOR TRANSIT OPERATIONS
11694	0918-00-384	NCTCOG	REGIONAL AIR QUALITY INITIATIVES	REVISE CSJ FROM 0918-00-318 TO 0918-00-384 IN FY2023
11951.2	0353-04-112	TXDOT-DALLAS	SH 114 FROM EAST OF INTERNATIONAL PARKWAY TO SS 348	CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (E OF INTERNATIONAL PKWY TO SH 161: RECONST & WIDEN 1 WB TO 2 FOUR CONCURRENT HOV /MANAGED LANES; SH 161 TO SP 348: WIDEN RECONSTRUCT 2 TO FOUR 2 CONCURRENT HOV /MANAGED LANES
13008	2266-02-148	TXDOT-FORT WORTH	SH 360 FROM NORTH OF E RANDOL MILL RD TO SOUTH OF E RANDOL MILL RD	CHANGE CITY FROM ARLINGTON TO VARIOUS
13020	1394-02-027	TXDOT-DALLAS	FM 1387 FROM MIDLOTHIAN PARKWAY TO FM 664	MOVE CONSTRUCTION PHASE FROM FY2026 TO FY2027/APPENDIX D (PROJECT IS NOT FULLY FUNDED, SO IT CANNOT BE LISTED IN THE 4-YEAR TIP WINDOW)
14021	0353-05-132	DALLAS	NORTHWEST HWY/SL 12 AT PRESTON ROAD	CLARIFY FACILITY AS NORTHWEST HWY/SL 12 VS. JUST NORTHWEST HWY; REVISE CSJ FROM 0000-18-134 TO 0353-05-132
14033	0918-46-366	DENTON COUNTY	SOUTH SHADY SHORES ROAD FROM WEST SHADY SHORES ROAD TO OAKWOOD CIRCLE AND FROM PARKSIDE LANE TO SILKTREE COURT	REVISE CSJ FOR RTR FUNDED PORTION OF PROJECT FROM 0918-46-366 TO 0918-46-336
14091.1	0902-90-229	FORT WORTH	BUTLER HOUSING PROJECT BOUNDED BY IH 35W, IH 30, AND US 287	MOVE RIGHT-OF-WAY PHASE FROM FY2025 TO FY2027/APPENDIX D
20108	0918-46-238	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CHANGE FISCAL YEAR FROM FY2023 TO FY2022, THEREBY REMOVING PROJECT FROM THE 2023-2026 TIP (PROJECT FUNDS HAVE ALREADY BEEN ADVANCED AND DO NOT NEED TO BE LISTED IN THE NEW TIP)
20111	0918-46-239	LEWISVILLE	CORPORATE DRIVE FROM HOLFORD'S PRAIRIE RD TO FM 2281	CHANGE FISCAL YEAR FROM FY2023 TO FY2022, THEREBY REMOVING PROJECT FROM THE 2023-2026 TIP (PROJECT FUNDS HAVE ALREADY BEEN ADVANCED AND DO NOT NEED TO BE LISTED IN THE NEW TIP)
21008	0196-03-288	TXDOT-DALLAS	IH 35E - DART VICTORY STATION AT IH 35E SOUTHBOUND FRONTAGE ROADS (DALLAS DESIGN DISTRICT)	FIXED SCOPE THAT WAS CUTTING OFF IN DOUBLE ENTRY REPORT TO REFLECT THAT LANDSCAPING IS INCLUDING IN THE SCOPE
21040	0918-47-434	GRAND PRAIRIE	MAIN STREET FROM SH 161 TO 6TH STREET NW	CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (RECONSTRUCT FROM 4 TO 3 2 LANES WITH TURN LANES, AUXILIARY LANES, AND SIDEWALKS); REVISE CSJ FROM 0000-18-130 TO 0918-47-434
21042	0918-47-435	GRAND PRAIRIE	MAIN STREET FROM 5TH STREET NE TO BELT LINE ROAD	CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (RECONSTRUCT FROM 4 TO 2 LANES WITH TURN LANES, AUXILIARY LANES, AND SIDEWALKS); REVISE CSJ FROM 0000-18-131 TO 0918-47-435
25097	0918-00-388	DART	SILVER LINE RAIL FROM DFW AIRPORT STATION TO SHILOH STATION IN PLANO (SILVER LINE PROJECT #8)	REVISE CSJ FROM 0000-18-127 TO 0918-00-388
25100	0918-00-389	DART	SILVER LINE RAIL FROM DFW AIRPORT STATION TO SHILOH STATION IN PLANO (SILVER LINE PROJECT #9)	REVISE CSJ FROM 0000-18-129 TO 0918-00-389
25101.1	0918-47-430	DALLAS	ENHANCING MOBILITY WITHIN THE SOUTHERN DALLAS INLAND PORT PROJECT	REVISE NORTHERN BOUNDARY FROM SL 12 TO ANN ARBOR

**PROPOSED CHANGES TO THE 2023-2026 TIP LISTINGS
FOR NORTH CENTRAL TEXAS**

TIP CODE	CSJ	PROJECT SPONSOR	PROJECT	PROPOSED REVISION
25102	0902-00-328	TRINITY METRO	TEXRAIL CORRIDOR RAIL LINE PROJECT	CHANGE PHASE FROM CONSTRUCTION TO ENGINEERING AND CLARIFY SCOPE (ENGINEERING/ENVIRONMENTAL <u>AND</u> CONSTRUCTION OF COMMUTER RAIL LINE EXTENSION TO SOUTH OF IH 30)
52569	0353-06-064	TXDOT-DALLAS	SH 114 FROM SL 12 TO SH 183	CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (RECONSTRUCT FOUR 6 TO 6 GENERAL PURPOSE LANES AND RECONSTRUCT 4/6 TO 6/8 CONTINUOUS FRONTAGE ROADS (ULTIMATE))
53029	0014-15-033	TXDOT-FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	REVISE CONSTRUCTION FISCAL YEAR FROM FY2024 TO FY2023 TO REFLECT TXDOT'S 10-YEAR MILESTONE POLICY COMMITMENT
53030	0014-15-034	TXDOT-FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	REVISE CONSTRUCTION FISCAL YEAR FROM FY2024 TO FY2023 TO REFLECT TXDOT'S 10-YEAR MILESTONE POLICY COMMITMENT
53031	0014-15-035	TXDOT-FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	REVISE CONSTRUCTION FISCAL YEAR FROM FY2024 TO FY2023 TO REFLECT TXDOT'S 10-YEAR MILESTONE POLICY COMMITMENT
53032	0014-15-036	TXDOT-FORT WORTH	US 81/US 287 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	REVISE CONSTRUCTION FISCAL YEAR FROM FY2024 TO FY2023 TO REFLECT TXDOT'S 10-YEAR MILESTONE POLICY COMMITMENT
53110	0095-02-096	TXDOT-DALLAS	US 80 FROM EAST OF BELT LINE RD TO LAWSON RD	MOVE CONSTRUCTION PHASE FROM FY2026 TO FY2027/APPENDIX D (PROJECT IS NOT FULLY FUNDED, SO IT CANNOT BE LISTED IN THE 4-YEAR TIP WINDOW)
54062	0008-13-221	TXDOT-FORT WORTH	IH 820 FROM SH 121/SH 183 INTERCHANGE TO RANDOL MILL ROAD	ADVANCE FUNDING FROM FY2023 TO FY2022, THEREBY REMOVING PROJECT FROM STIP AS FUNDING WILL BE OBLIGATED IN FY2022 AS A CHANGE ORDER
55034	0364-05-039	TXDOT-FORT WORTH	SH 183 FROM SH 121 TO SH 10	CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (WIDEN 3/4 TO 6 CONCURRENT MANAGED LANES AND RECONSTRUCT AND WIDEN EXISTING 2/6 LANE DISCONTINUOUS TO 4/6 DISCONTINUOUS FRONTAGE ROADS (ULTIMATE))
55035	0094-02-136	TXDOT-DALLAS	SH 183 FROM WEST OF SH 360 TO DALLAS COUNTY LINE	CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (WIDEN 6/7 TO 8 GENERAL PURPOSE LANES, 2 TO 6 HOV /MANAGED-C, RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 4/6 LANE <u>DIS</u> CONTINUOUS FRONTAGE ROADS & EXISTING 4 LANE COLLECTOR DISTRIBUTOR FROM SH 360 TO INTL PKWY)
55151	1290-05-019	TXDOT-DALLAS	SH 276 FROM HUNT COUNTY LINE TO COUNTY ROAD 2472	CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (RECONSTRUCT AND WIDEN 2/4 LANE RURAL TO 4 LANE DIVIDED URBAN (TRANSITION))
55218	1311-01-055	DENTON COUNTY	FM 1171 FROM IH 35W TO WEST OF FM 156	CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (CONSTRUCT NEW 0/2 TO 4/6 LANE DIVIDED ARTERIAL)



NCTCOG PRESENTATION

**Air Quality Funding Recommendations
Related to the Environmental Protection
Agency (EPA) National Clean Diesel
Funding Assistance Program**

Regional Transportation Council

June 9, 2022

**Jason Brown,
Principal Air Quality Planner**

Round 2 Funding and Applicant Eligibility

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

Call for Projects	North Texas Clean Diesel Project 2021
Project Types	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Replace Transport Refrigeration Units and Drayage Vehicles; Install Locomotive Shore Power
Round 2 Available Funding*	\$582,687
Applicants	Private Fleets and Companies; Public Entities such as Local Governments
Geographic Area	10-County Nonattainment Area**

*Call for Projects opened with available rebate funding of \$1,531,290; Round 1 (closed on January 14, 2022) awarded \$948,603

**This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties



Summary of Applications Awarding Round 2 Funds

North Texas Clean Diesel Call for Projects*

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Award Status	Recommend	
						Activities	Funds
Smurfit Kappa	1	Yes	1	\$133,426	Full - 45%	1	\$133,426
All-Electric Replacement Terminal Tractor; 45% Funding Level Eligible							
Hirschbach Motor Lines	1	Yes	1	\$179,778	Full - 45%	1	\$179,778
All-Electric Replacement Truck; 45% Funding Level Eligible							
City of Dallas	5	Yes	5	\$775,948	Full - 35%	1	\$155,190
					Partial** - 25%	1	\$114,293
CARB Low-NOx Certified Compressed Natural Gas Refuse Haulers; 35% Funding Level Eligible							
Total Round 2 Amount Used for Full Awards and Partial Award							\$582,687



*Refer to Electronic Item 3.2.2 for more details

**Total Round 2 amount minus three full-award projects equates to partial-award amount

Summary of Applications Awarding Additional Funds

North Texas Clean Diesel Call for Projects*

Due to an unobligated project, NCTCOG received EPA's approval on May 23, 2022, to make \$825,000 available for project recommendations and call for projects.

NCTCOG recommends to fully award all five City of Dallas projects up to 35% funding level and use remaining funds to open the next call for projects round.

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Award Status	Recommend	
						Activities	Funds
Available Funding for Project Recommendations and Call for Projects							\$825,000
City of Dallas	5	Yes	5	\$775,948	Partial** - 10%	1	\$40,897
					Full - 35%	3	\$465,570
CARB Low-NOx Certified Compressed Natural Gas Refuse Haulers; 35% Funding Level Eligible							
Approximate Remaining Funding for Call for Projects							\$318,533



*Refer to Electronic Item 3.2.2 for more details. **Two partial-awards equates to 35%.

Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Rebate	May 27, 2022
RTC Approval of Recommended Rebate	June 9, 2022
Executive Board Authorization	June 23, 2022
Next Interim Application Deadline (NCTCOG received EPA approval on May 23, 2022, to make \$825,000 available for call for projects & recommendations. Rolling 90-day deadline until all funds awarded or until project implementation deadline)	July 15, 2022
Project Implementation Deadline	January 31, 2024



Action Requested

Recommend RTC Approval of Recommended Rebate Awards and Call for Projects:

North Texas Clean Diesel Project 2021

1. \$133,426 (full rebate award) to Smurfit Kappa to replace class 8 diesel terminal tractor with an all-electric terminal tractor
2. \$179,778 (full rebate award) to Hirschbach Motor Lines to replace class 8 diesel yard truck with an all-electric yard truck
3. City of Dallas Recommended Activities
 - A. \$155,190 (full rebate award) to replace two class 8 diesel refuse haulers with one CARB low-NOx certified compressed natural gas refuse hauler
 - B. \$114,293 (partial rebate award) to replace class 8 diesel refuse hauler with CARB low-NOx certified compressed natural gas refuse hauler
 - C. \$506,467 (full rebate awards) to replace class 8 diesel refuse haulers with CARB low-NOx certified compressed natural gas refuse haulers using available funds from an unobligated project
4. Continue Open Call For Projects Round 3 with remaining funds



CONTACT US



Huong Duong
Air Quality Planner
HDuong@nctcog.org | 817-704-5678



Trey Pope
Air Quality Planner
Tpope@nctcog.org | 817-695-9297



Jason Brown
Principal Air Quality Planner
Jbrown@nctcog.org | 817-704-2514



Chris Klaus
Senior Program Manager
Cklaus@nctcog.org | 817-695-9286



Relevance to Regional Planning

Air Quality Emphasis Areas

- ✓ High-Emitting Vehicles/Equipment
- ✓ Idling
- Hard Accelerations
- Low Speeds
- Cold Starts
- Vehicle Miles of Travel
- ✓ Energy and Fuel Use

Federal Performance Measure:

Air Quality

Mobility 2045:

Air Quality Reference: AQ2-006

Technology improvements are achieved through specific initiatives, often implemented through regional funding opportunities which enhance the use of lower emitting, more efficient vehicles, equipment, technologies, and/or fuels.

Mobility 2045 Chapter 4 – Environmental Considerations

Appendix C – Environmental Considerations



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 4	167.00
Katy Lofts	-11.36						11.36 ⁵			11.36
E. Lancaster Corridor	40.00 ⁶			10.00 30.00		10.00 ⁷ ✓	2.00 ⁸	100.00		160.00 182.00
Trinity Lakes Station	6.69 ⁹	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. Franchise Utilities & Water/Sewer
9. \$4.5M CMAQ and \$2.19M Surface Transportation Block Grant funds

IH635/IH35E WISHBONE REVENUE SHARE

2017-2021:

Revenues:	\$27,067,545.05
<u>NTTA Fees:</u>	<u>- \$1,581,025.15</u>
Net	\$25,486,519.90

TxDOT/Region Share: \$12,743,259.95

2022+

Expected Revenue Share to TxDOT/Region: ~3-4M/year

Payments due to TxDOT June 30 of each year

2022 WTS Innovative Transportation Solutions Award

DFW High-Speed Transportation Connections Study Team

Carli Baylor

Taylor Benjamin

Rebekah Gongora

Dan Lamers

Sandy Wesch

Brendon Wheeler

Amanda Wilson

HNTB (Project Consultant)



MOBILITY 2045 UPDATE

ACTION ITEM: APPROVAL OF MOBILITY 2045 – 2022 UPDATE AND ASSOCIATED TRANSPORTATION CONFORMITY RESULTS

Regional Transportation Council

June 9, 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

MAJOR MOBILITY PLAN COMPONENTS

PLAN CONTENT

PROGRAMS

POLICIES

PROJECTS

Information

Results and Recommendations
Available for Public Review
(60 Days)

FINANCIAL PLAN

FINANCIAL
CONSTRAINT

Information

Results and Recommendations
Available for Public Review
(60 Days)

NONDISCRIMINATION ANALYSIS

NO DISPARATE
IMPACTS

Information

Results and Recommendations
Available for Public Review
(60 Days)

AIR QUALITY CONFORMITY

CONSISTENCY
WITH
FEDERAL/STATE
AIR QUALITY
GOALS

Information

Results and Recommendations
Available for Public Review
(30 Days)

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



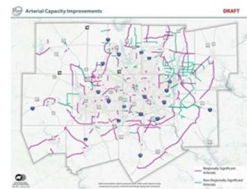
Changes to Major Roadway Recommendations



Major Roadway Recommendations



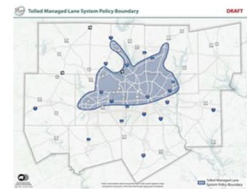
Highway Corridor Projects



Arterial Capacity Improvements



Priced Facilities



Tolled Managed Lane System Policy Boundary



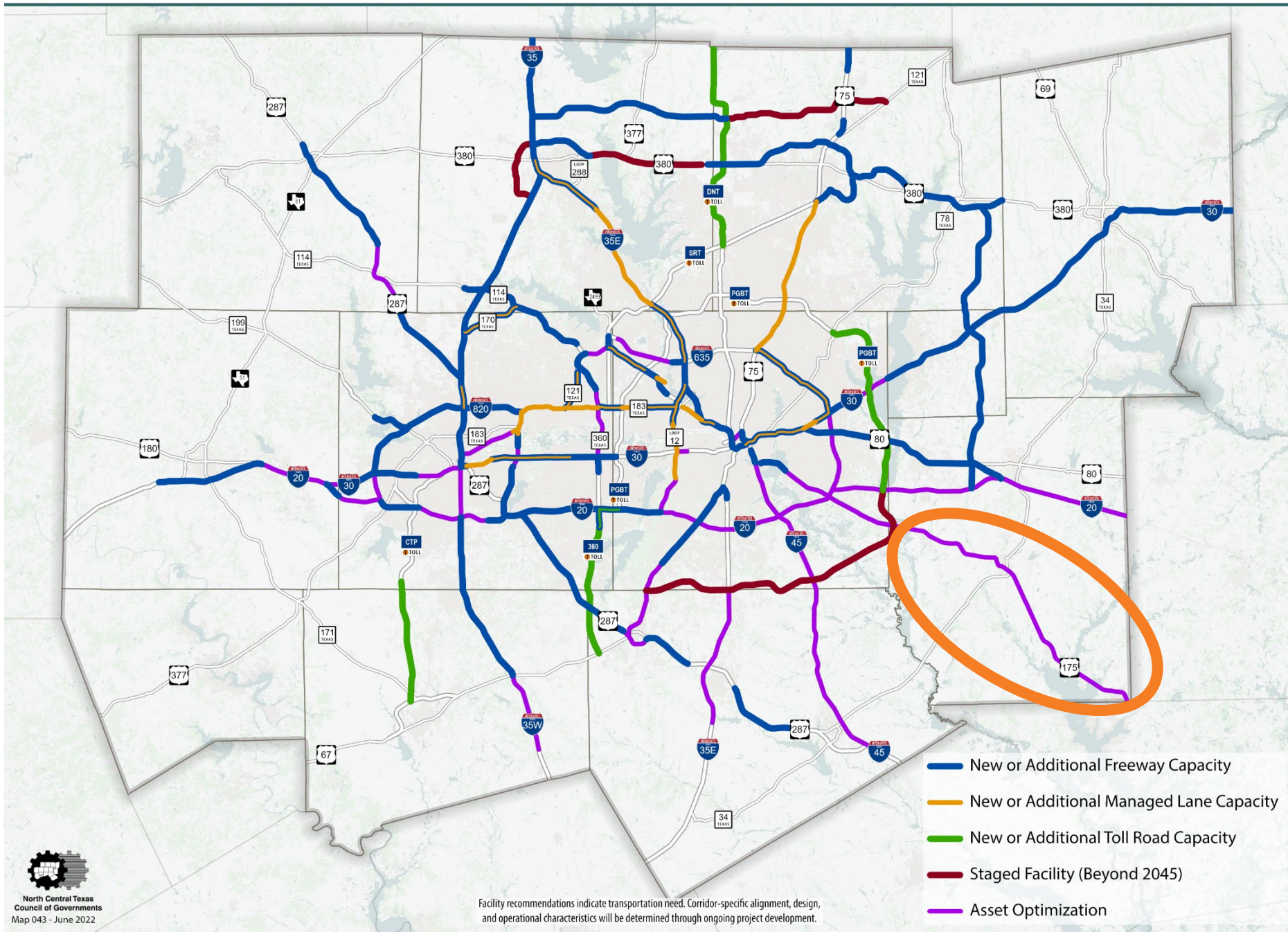
www.nctcog.org/PlanInProgress

Project Maps/Listings

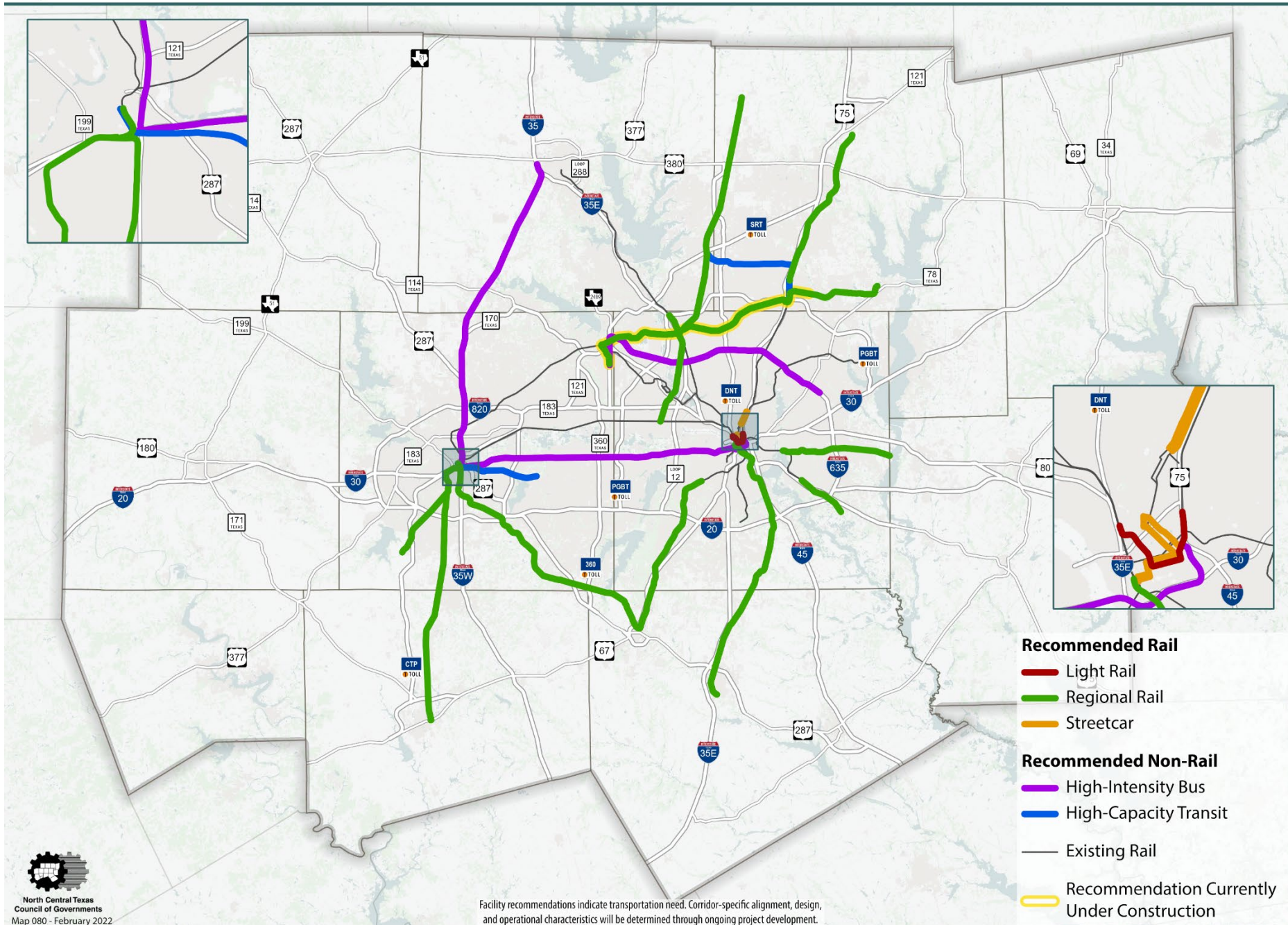
- Select Asset Optimization, Freeway/Tollway, and RSA identification numbers and costs updated to make consistent with TIP
- Project development phases and staging adjustments for consistency
- Only change to map recommendations: added one asset optimization project for SH 175

Chapter Content

- Map Your Experience summaries added to Mobility Options and Social Considerations chapters
- Air Quality Conformity results added to Environmental Considerations chapter
- Financial Reality chapter updated with final figures



- New or Additional Freeway Capacity
- New or Additional Managed Lane Capacity
- New or Additional Toll Road Capacity
- Staged Facility (Beyond 2045)
- Asset Optimization



Recommended Rail

- Light Rail
- Regional Rail
- Streetcar


Recommended Non-Rail

- High-Intensity Bus
- High-Capacity Transit
- Existing Rail

- Recommendation Currently Under Construction

PUBLIC COMMENTS: MAJOR THEMES

Make sure transportation "accessible to ALL disabilities, like wheelchairs, vision impairment, walkers, etc."

"I hope future projects will include Vision Zero goals, incorporate mass transit and safe dedicated bicycle infrastructure." 

Question and Comment Topics:

Support for expansion of transit network including rail to alleviate congestion

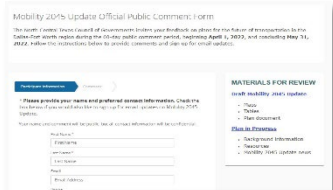
Congestion and maintenance relationship

Cost of congestion methodology

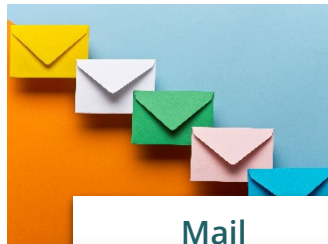
Safety included as part of Mobility Plan

Add capacity to suburban highways to alleviate downtown congestion

Expanding trails and pedestrian access



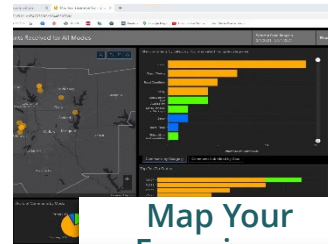
Online Comment Form



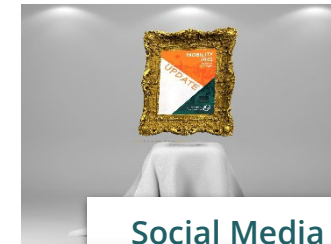
Mail



Community Events



Map Your Experience



Social Media



NCTCOG Public Meetings

DRAFT FINANCIAL PLAN EXPENDITURES

MAXIMIZE EXISTING SYSTEM

Infrastructure Maintenance

Maintain and operate existing transit and roadway facilities

\$39.5 B

Management and Operations

Improve efficiency and remove trips from system

\$9.6 B

Growth, Development, and Land Use Strategies

Improve transportation and land use balance

\$1.5 B

STRATEGIC INFRASTRUCTURE INVESTMENT

Rail and Bus

Encourage switch to transit

\$44.9 B

HOV/Managed Lanes

Increase auto occupancy

\$52.8 B

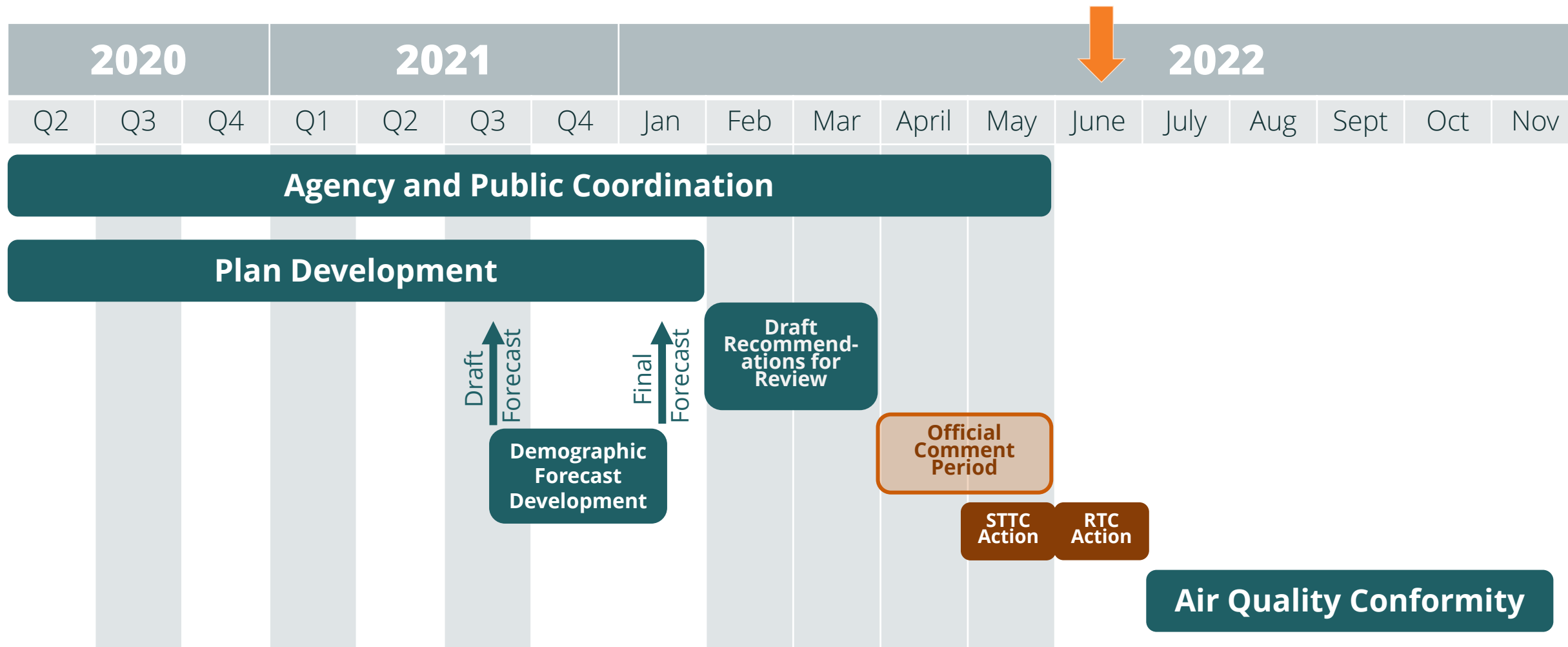
Freeways/Tollways and Arterials

Add vehicle capacity

TOTAL

\$148.3 B

PLAN SCHEDULE



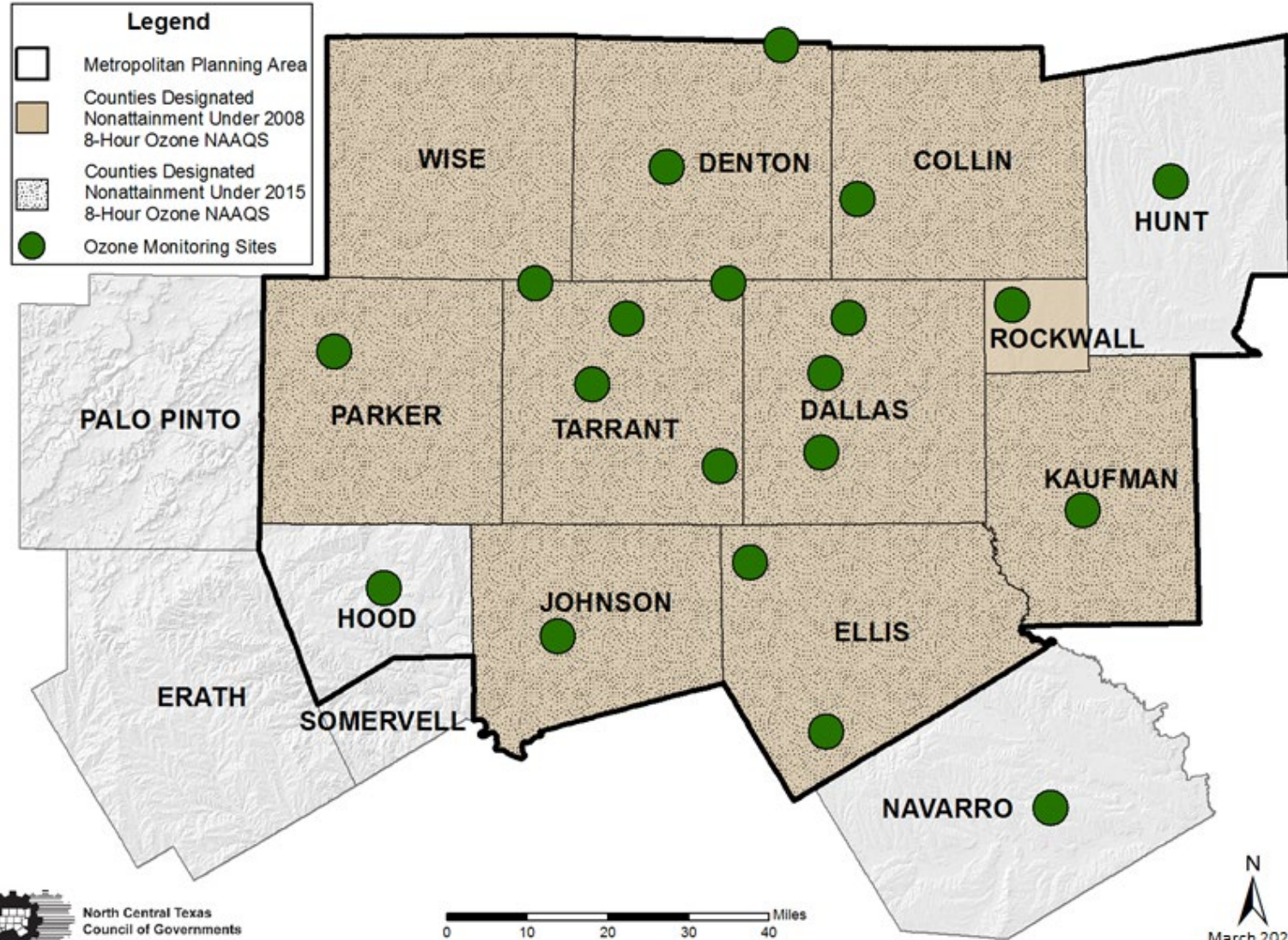
Notes:

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 Update scheduled for June 9, 2022.

TRANSPORTATION CONFORMITY

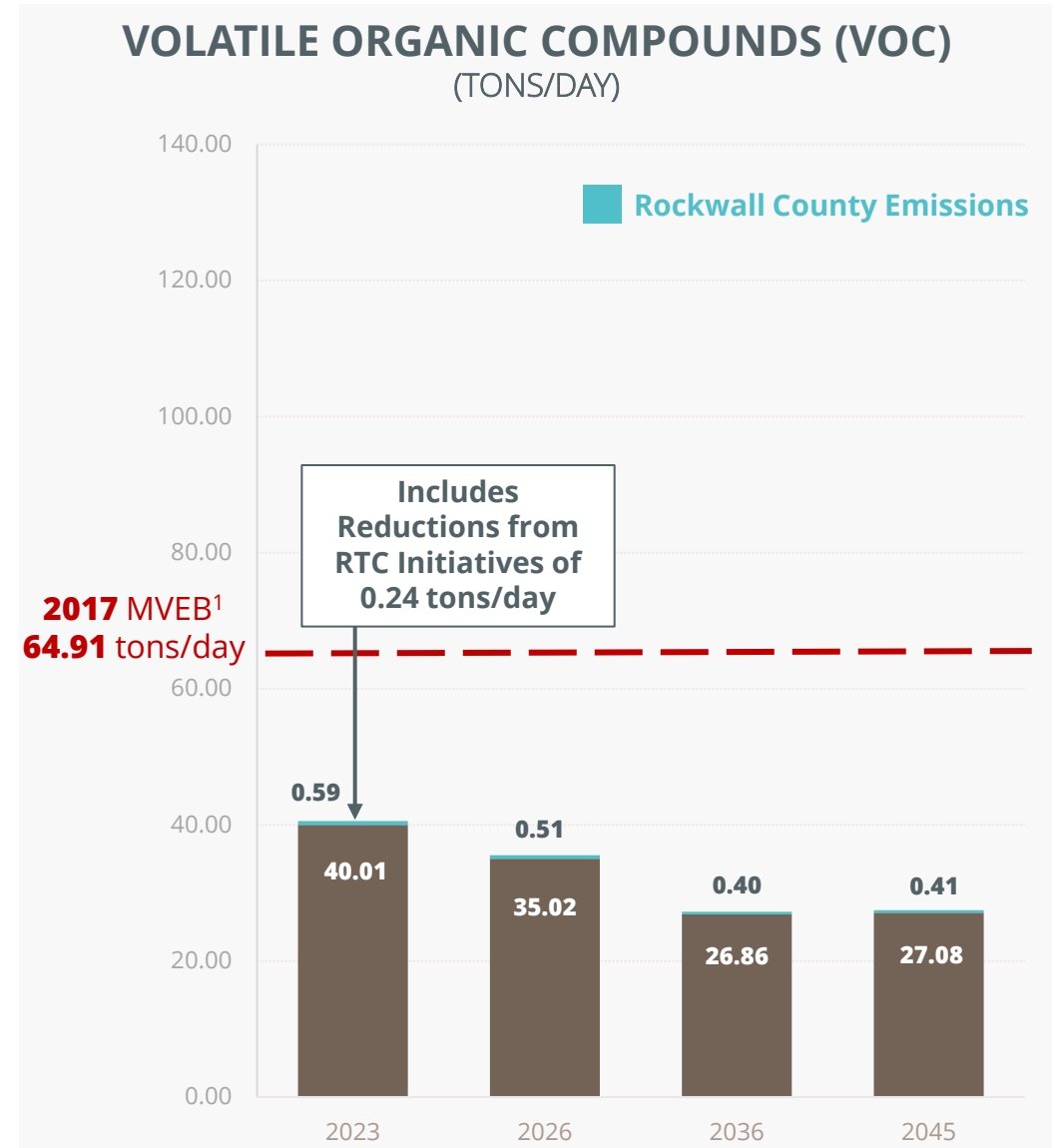
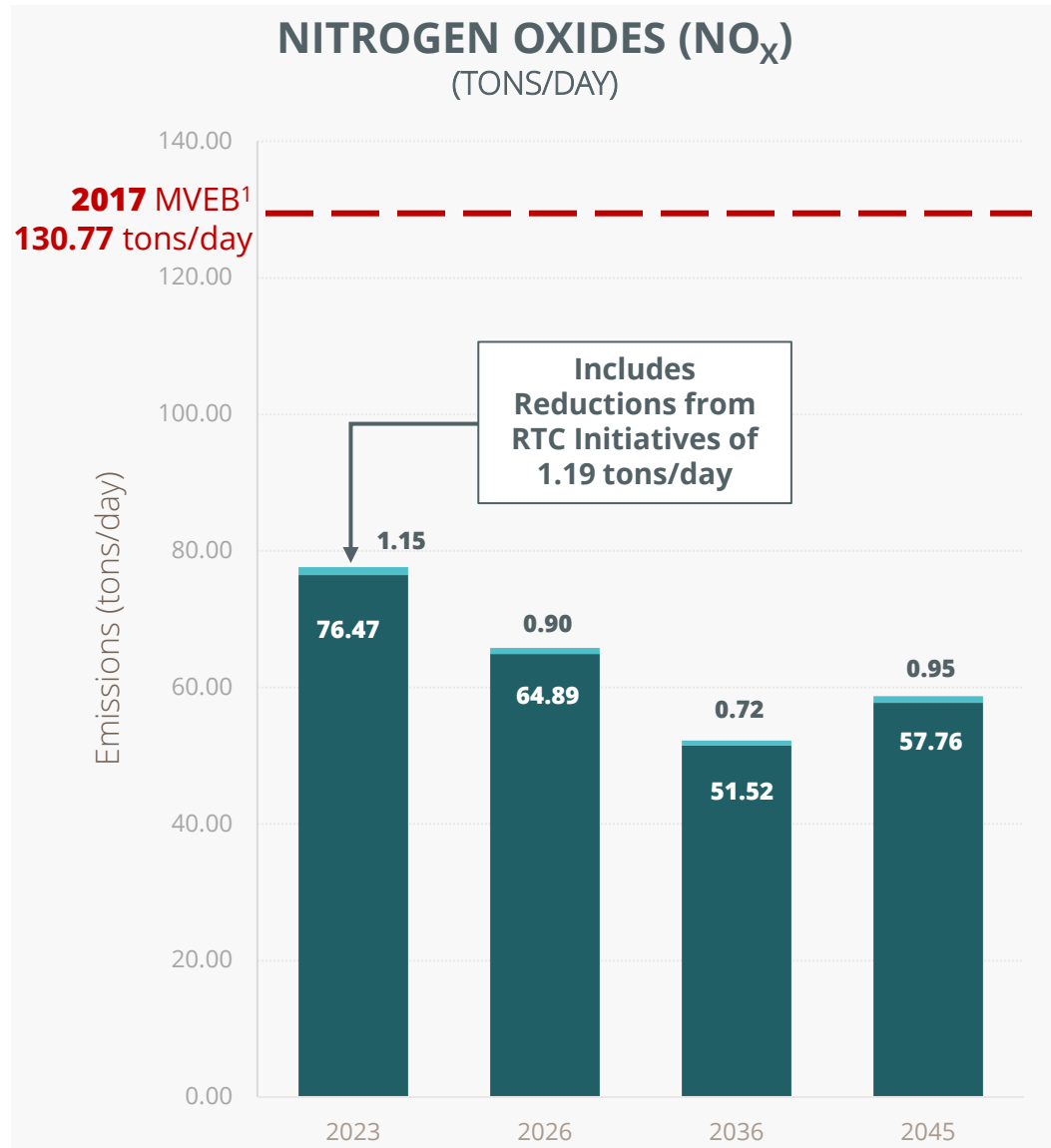
2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

Nonattainment Areas Under the 8-Hour Ozone Standards



2023 TRANSPORTATION CONFORMITY RESULTS

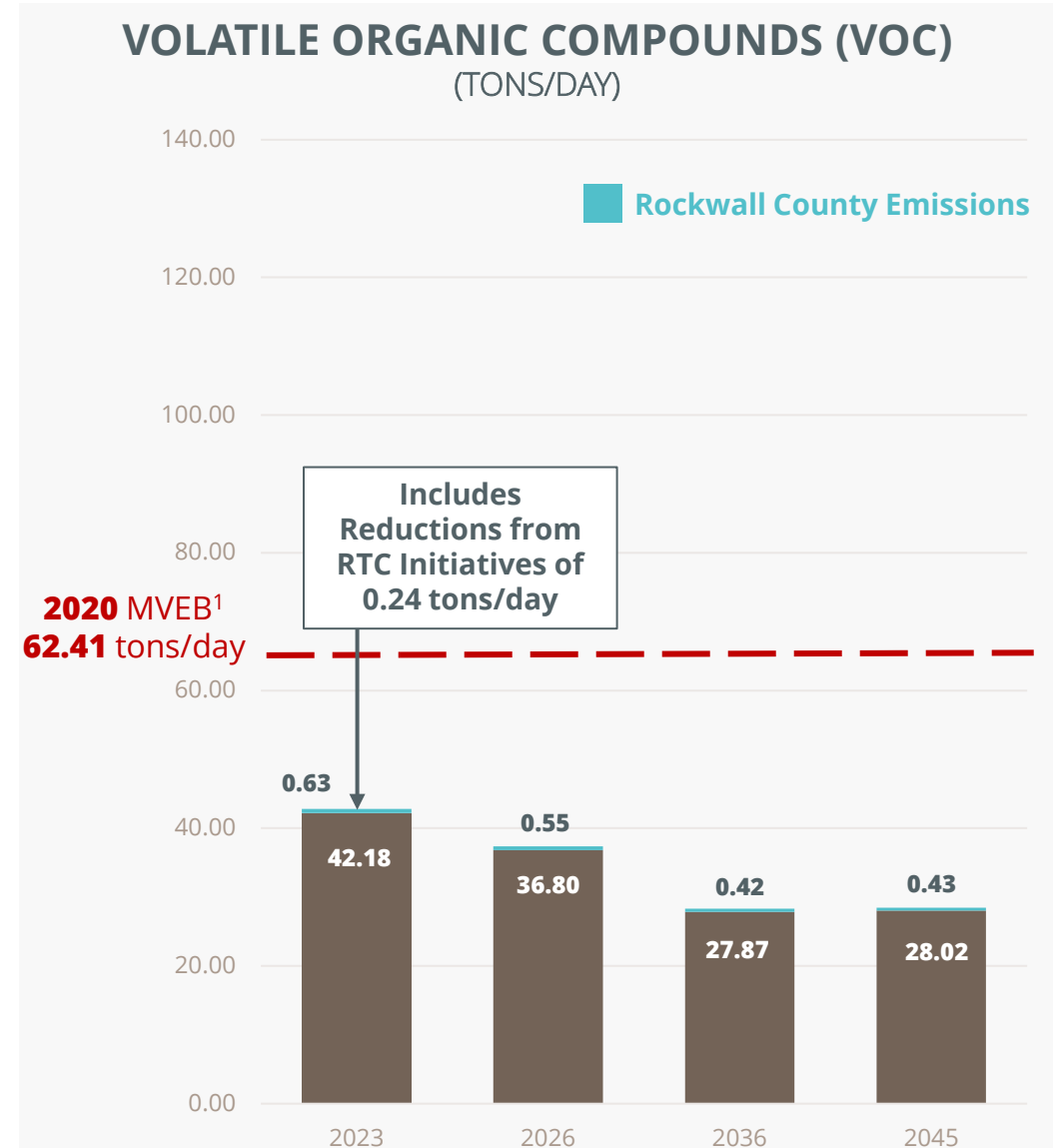
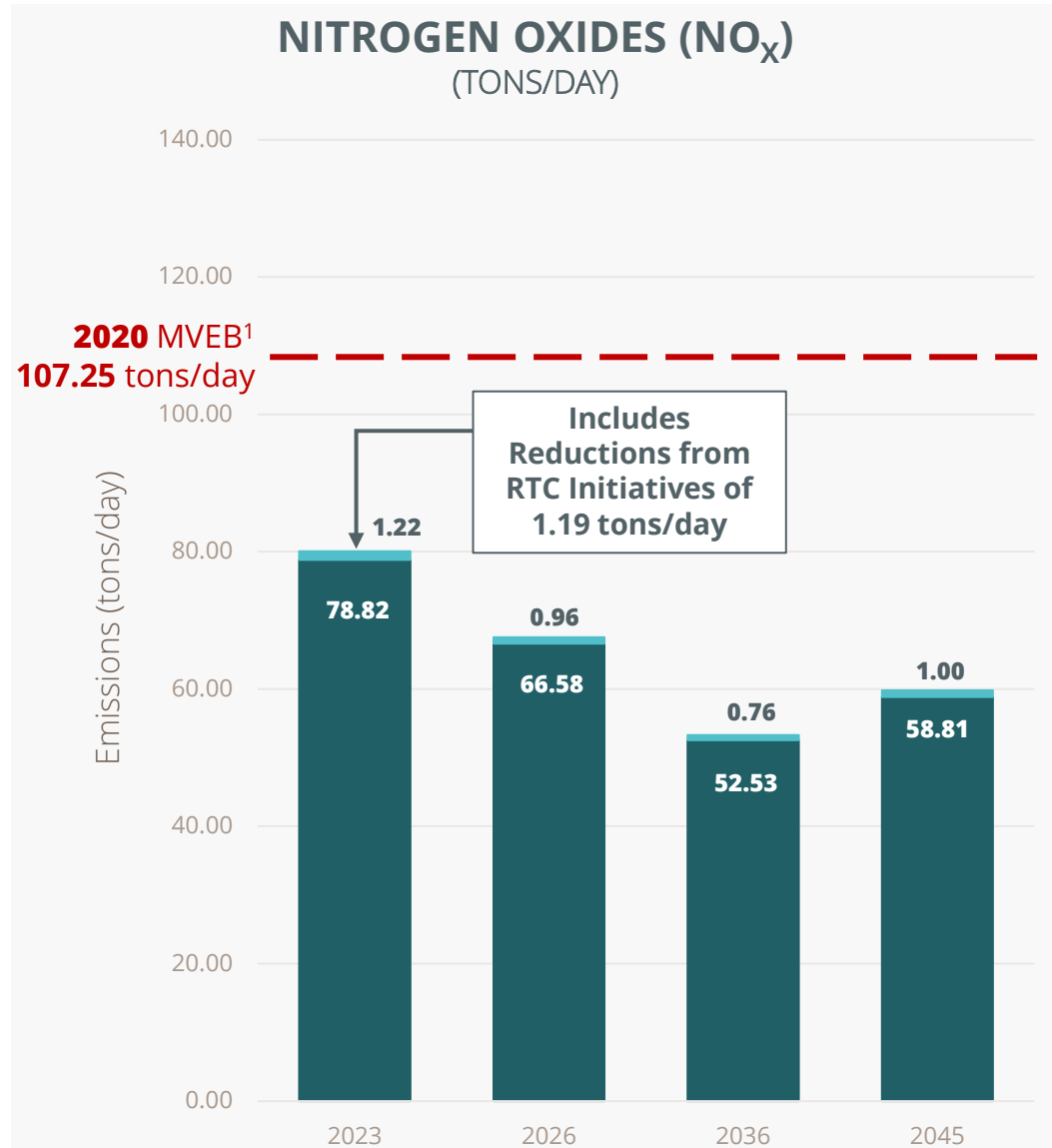
(SCENARIO 1) **DRAFT**



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) **DRAFT**



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



ACTION REQUESTED

The Regional Transportation Council passes resolution adopting Mobility 2045 – 2022 Update as the Metropolitan Transportation Plan for the region and approving the 2022 Transportation Conformity results as presented.

CONTACTS

Mobility Plan



Dan Lamers, PE

Senior Program Manager

dlamers@nctcog.org

817-695-9263



Brendon Wheeler, PE

Program Manager

bwheeler@nctcog.org

682-433-0478



Kate Zielke

Principal
Transportation Planner

kzielke@nctcog.org

817-608-2395

Environmental Coordination |
Environmental Justice



Chris Klaus

Senior Program Manager

CKlaus@nctcog.org

817-695-9286



Jenny Narvaez

Program Manager

jnarvaez@nctcog.org

817-608-2342

Air Quality Conformity

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	YOE Cost
16 - IH 30 (Tarrant County)	28.40.1	IH 30	Barron Lane	Cooks Lane	6 (Frwy)	6 (Frwy)	10 (Frwy) + 2 (ML/T-C)	10 (Frwy) + 2 (ML/T-C)		Included w/ 28.30.3
16 - IH 30 (Tarrant County)	28.40.2	IH 30	Cooks Lane	Cooper Street	6 (Frwy)	6 (Frwy)	10 (Frwy) + 2 (ML/T-C)	10 (Frwy) + 2 (ML/T-C)		Included w/ 28.30.3
16 - IH 30 (Tarrant County)	28.40.3	IH 30	Cooper Street	Duncan Perry Road	6 (Frwy) + 2/3 (ML/T-C) + 2 (ML/T-C) + 3 WB CD, 4/6 (Frte-D)	6 (Frwy) + 2/3 (ML/T-C) + 2 (ML/T-C) + 3 WB CD, 4/6 (Frte-D)	8 (Frwy) + 2/3 (ML/T-C) + 3 WB CD, 4/6 (Frte-D)	8 (Frwy) + 2/3 (ML/T-C) + 3 WB CD, 4/6 (Frte-D)		\$235,222,000
16 - IH 30 (Tarrant County)	28.40.4	IH 30	Duncan Perry Road	PGBT WE (SH 161)	6 (Frwy) + 2 (ML/T-R)	6 (Frwy) + 2 (ML/T-R)	8 (Frwy) + 2 (ML/T-R), 4 (Frte-C)	8 (Frwy) + 2 (ML/T-R), 4 (Frte-C)		\$35,774,018
17 - IH 30 Canyon	28.60.1	IH 30	IH 35E (East)	Cesar Chavez Blvd	6 (Frwy) + 4 WB CD, 2/6 (Frte-D)	12 (Frwy), 2/6 (Frte-D)	12 (Frwy), 2/6 (Frte-D)	12 (Frwy), 2/6 (Frte-D)		\$469,790,434
17 - IH 30 Canyon	28.60.2	IH 30	Cesar Chavez Blvd	IH 45	6 (Frwy), 1 (HOV-R)	8 (Frwy) + 7 (Frwy) + 1 (HOV-R), 2/4 (Frte-D)	8 (Frwy) + 1 (ML/T-R), 2/4 (Frte-D)	8 (Frwy) + 1 (ML/T-R), 2/4 (Frte-D)		Included w/ 28.60.1
18 - IH 30 West Freeway	28.10.3	IH 30	Spur 580/Camp Bowie W Blvd	IH 820	4 (Frwy), 4 (Frte-D)	6 (Frwy), 4/6 (Frte-C)	6 (Frwy), 4/6 (Frte-C)	6 (Frwy), 4/6 (Frte-C)	Operational Improvements/ Bottleneck Removal	\$153,700,000
18 - IH 30 West Freeway	28.20.1	IH 30	IH 820	Camp Bowie Blvd	6 (Frwy), 2/8 (Frte-D)	6 (Frwy), 2/8 (Frte-D)	8 (Frwy), 4/8 (Frte-C)	8 (Frwy), 4/8 (Frte-C)		\$1,500,000,000
18 - IH 30 West Freeway	28.20.2	IH 30	Camp Bowie Blvd	Chisholm Trail Parkway	8 (Frwy), 2/8 (Frte-D)	8 (Frwy), 2/8 (Frte-D)	8 (Frwy) + 2 EB CD, 4/6 (Frte-C)	8 (Frwy) + 2 EB CD, 4/6 (Frte-C)	Operational Improvements/ Bottleneck Removal	Included w/ 28.20.1
18 - IH 30 West Freeway	28.30.1	IH 30	IH 35W	US 287	6 (Frwy)	6 (Frwy)	8 (Frwy)	8 (Frwy)	Operational Improvements/ Bottleneck Removal	Included w/ 28.30.3
19 - IH 345	25.10.1	IH 345	US 75/ Woodall Rodgers Freeway/Spur 366	IH 30/IH 45	6 (Frwy)	6 (Frwy)	6 (Frwy)	6 (Frwy)		\$1,650,000,000
20 - IH 35	3.10.1	IH 35	Denton County Line (N) FM156	FM 156	4 (Frwy), 4 (Frte-D)	6 (Frwy), 4/6 (Frte-C)	6 (Frwy), 4/6 (Frte-C)	6 (Frwy), 4/6 (Frte-C)		\$2,000,000,000
20 - IH 35	3.20.1	IH 35	FM 156	State Loop 288 (North of Denton)	4 (Frwy), 4 (Frte-C)	6 (Frwy), 4/6 (Frte-C)	6 (Frwy), 4/6 (Frte-C)	6 (Frwy), 4/6 (Frte-C)		Included w/ 3.10.1
20 - IH 35	3.20.2	IH 35	State Loop 288 (North of Denton)	US 380	4 (Frwy), 4 (Frte-C)	6 (Frwy), 4/6 (Frte-C)	6 (Frwy), 4/6 (Frte-C)	6 (Frwy), 4/6 (Frte-C)		Included w/ 3.10.1

Public Comments

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
3/22/2022	Phyllis Silver	<p><i>Summary:</i> Ms. Silver wrote in support of the Mobility 2045 Update build plan and expressed concern that severe congestion is expected to continue and expand even in the build scenario. Ms. Silver also asked if NCTCOG can devise additional methods to mitigate congestion and delays, such as improving public transportation.</p>	Mail	NCTCOG provided a response by mail on 4/07/2022 with further details on our congestion projections, as well as what NCTCOG is doing to promote transportation alternatives.
3/22/2022	Megan Morris	<p>Please consider adding a passenger train from Weatherford, with a stop in Aledo, going to one or both passenger train stations in Fort Worth. The commute west of Tarrant County is much more congested during peak hours than your map displays. Parker County residents are in need of alternative forms of transportation.</p>	Public Meeting	<p>Hello Megan, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate feedback we've received as appropriate. We want to improve the availability of options for people, and we're planning now for future active transportation and transit networks. Maps of the Veloweb and transit system recommendations can be found at www.nctcog.org/planinprogress.</p>

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
5/26/2022	Phil Dupler/Trinity Metro	<p>I was trying to read the full text of the Mobility 2045 and I caught an error that needs to be updated on page 6-53</p> <p><i>the cities of Crowley and Forest Hill contract with Trinity Metro to operate transit service in their communities</i></p> <p>Forest Hill bailed out on us last October. We had a 3-year contract that expired and they chose not to re-engage with us. However, we still have Crowley and you can also include Everman and River Oaks. I.e. change the wording to say:</p> <p><i>the cities of Crowley, Everman and River Oaks contract with Trinity Metro to operate transit service in their communities</i></p>	Email	Thanks for alerting us. We'll make the updates. Have a great holiday weekend!
5/31/2022	Kay Shelton/DART	<p>On behalf of DART, Ms. Shelton provided a list of several comments pertaining to Chapter 6: Mobility Options – Public Transportation.</p> <p>These comments included suggested changes to better highlight DART's new GoLink Zones, connectivity between bike/ped and transit, future land use policies for existing transit, and clarification on the purpose and need for the D2 Subway. DART also included questions for further follow-up.</p>	Email	Response pending.

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
4/13/2022	N/A	<i>In Response to Comment T00046 on connectivity for Victory Station</i> Totally. This would be a great spot for a trail, over to Slocum St/Inspiration Dr where there are several apartment complexes and a lot of stores. Non car-infested crossings under I-35 are a rarity, and here we have one completely unused.	Map Your Experience	N/A
4/13/2022	N/A	Extend the Trinity Strand Trail along the meanders up to Inwood. It's in the 2011 Dallas Bike Plan. Otherwise, this area lacks sidewalks and getting across Irving Blvd (7 lanes, 45 mph speed limit) isn't fun.	Map Your Experience	N/A
4/14/2022	N/A	Northbound Navo to go Westbound US Highway 380 is very very short. A lot of people are coming from the Paloma Creek neighborhood and only 2 to 3 cars can get through. Thus people run the light which causes more accidents	Map Your Experience	N/A
4/20/2022	N/A	The city of Grand Prairie needs more accessible public transportation! Via is cool and all, but we need buses that are easily accessible to all people, especially elderly people who may not be as tech savvy or have language barriers. There are way too many elderly people walking around with their groceries in the middle of our crazy weather patterns.	Map Your Experience	N/A
4/21/2022	N/A	The frequency of the buses towards east has to be increased	Map Your Experience	N/A

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
4/21/2022	N/A	(Regarding Transit Stops/Stations) Increase more	Map Your Experience	N/A
4/23/2022	N/A	This area of west Plano is underserved. While most development in the area is low density, Arbor Hills is a regional hotspot and parking is frequently near or at capacity. Adding a bus, GoLink area, or rail line nearby may help with increasing congestion in the area.	Map Your Experience	N/A
4/27/2022	N/A	Vehicles fly through here (way above 30 mph speed limit), as they use this road to bypass the traffic signals on Bowen. Incorporating speed humps would prevent the high speeds, improve safety, and would help this road to be treated more like the residential road that it is, rather than a raceway.	Map Your Experience	N/A
4/29/2022	N/A	This intersection on Norwood Ln/ S. Fielder is really dangerous for cyclists. Kroger on S. Bowen is only 13 minutes away from campus, a completely doable route for UTA students but especially this intersection on S Fielder and Norwood is very dangerous with no bike infrastructure available at the intersection	Map Your Experience	N/A
5/5/2022	N/A	Huge pothole at this intersection has been here for years.	Map Your Experience	N/A

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
5/6/2022	N/A	Arcadia Park is an EJ community bisected by six lanes of Davis Street. There are no continuous sidewalks even though this is a commercial corridor for the neighborhood. There are no bike lanes even though Davis Street connects Dallas with Grand Prairie. There is excess roadway capacity that could be repurposed for sidewalks and bike lanes and would help make a more attractive commercial area, which would help support this EJ community. It is evident that making a big pipe for vehicles is a priority over needs and safety of community residents. Urban sacrifice zone.	Map Your Experience	N/A
5/6/2022	N/A	Bike/Ped connection between Five Mile Trail and Ledbetter Station missing.	Map Your Experience	N/A
5/6/2022	N/A	EB on Elm at Ceasar Chavez. Pedestrians get a walk signal but the EB left turn signal is still on, creating ped/car conflict.	Map Your Experience	N/A

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
5/6/2022	N/A	<p>Bike lane on Fort Worth Avenue from Commerce inexplicably stops where FW Ave. crosses I-30. This leaves a big stretch of FW Ave. between I-30 and Davis Street without a bike lane and unsafe for most if not all bikers. FW Ave. in this area has lots of commercial development and relatively high population density. The street is six lanes and traffic volumes seem low enough to warrant (a) converting one lane in each direction into a bike lane (like FW Ave. is east of I-30) or narrowing the existing lanes enough to squeeze in a bike lane. FW Avenue/Davis/Lancaster. is the primary street connector between Dallas and Fort Worth downtowns. It should be a priority to make it bikeable. The Trinity Trail is great, but it (a) adds lots of mileage by twisting and turning and (b) doesn't pass through the richness of jobs, shopping, etc. that you get on streets--where people want/need to go for many life opportunities.</p>	Map Your Experience	N/A
5/6/2022	N/A	<p>Where Davis Street passes under RR tracks the paved shoulder disappears and bicyclist have to merge into high speed traffic. Big safety hazard along what could be prime biking route linking Dallas--Grand Prairie and beyond.</p>	Map Your Experience	N/A

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
5/6/2022	N/A	Lousy sidewalk conditions on Ledbetter on west approach to Ledbetter Station--narrow, right next to high-speed, multi-lane arterial, poor condition. Safety and transit access issue. #ADA	Map Your Experience	N/A
5/6/2022	N/A	Blinking traffic signals in both directions; unsafe pedestrian infrastructure.	Map Your Experience	N/A
5/6/2022	N/A	Sidewalks along much of Illinois Ave. are discontinuous, poorly maintained, and too close to high-speed, multi-lane traffic. No bike facilities either.	Map Your Experience	N/A
5/6/2022	N/A	Royal Lane from the Royal Lane Station west to past I-35 is a pedestrian ■scape. Sidewalk segments are missing. Sidewalks are mostly right next to 6-8 lanes of traffic. Signalized crosswalks are far apart. This crappy environment is in catchment area for a transit station and in heavily used commercial district. Unsafe and shameful conditions.	Map Your Experience	N/A
5/6/2022	N/A	The primary route from the neighborhood east of Ledbetter Station to the station is unsafe. Lancaster is at least six lanes and high speed. There is no signalized crossing that provides safe passage. There is a signal to the south on Lancaster but it serves a dead-end street and so is not a viable alternative for most of the neighborhood. You couldn't design a more unsafe and unfriendly passage to a transit station.	Map Your Experience	N/A

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
5/6/2022	N/A	No sidewalks along Lancaster; no safe passage for bikes/peds who want to proceed westward on Crouch Rd.	Map Your Experience	N/A
5/7/2022	N/A	I notice that few cyclist or pedestrians use existing paths/trails. Bike parking is not utilized at various places such as the library. I think the issue is it is not safe/pleasant to ride or walk between important locations such as grocery stores shops, services. Better connections between important locations would help.	Map Your Experience	N/A
5/9/2022	N/A	There should be bike/walk connections between Centreport and Six Flags area along SH 360. There are lots of homes, businesses, jobs, along ehe SH 360 corridor but no way to access them via walking/biking from Centreport Station.	Map Your Experience	N/A
5/9/2022	N/A	It is amazing that the I-30 bike/ped bridge (price tag >\$100M) empties out on to Riverfront Blvd. and there are no bike/ped facilities. This creates a safety hazard and much deters bike/peds from using the bridge.	Map Your Experience	N/A
5/9/2022	N/A	Need access from Overton to the Trinity Trail trailhead that starts about 1/4 mile north.	Map Your Experience	N/A
5/9/2022	N/A	No sidewalks. People have to walk on shoulder along busy, multi-lane, high-speed roadway.	Map Your Experience	N/A
5/9/2022	N/A	Missing sidewalk on north side of Hickory Street	Map Your Experience	N/A

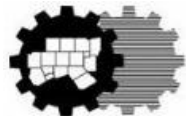
Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
5/9/2022	N/A	Connection between bike/ped trails to north and south of Loop 12 requires bike/peds to cross a high-speed, multi-lane arterials that is often filled with vehicles traveling at high speed. Utterly unsafe.	Map Your Experience	N/A
5/9/2022	N/A	[Multiple locations with same comment] Multi-lane high speed arterial. Narrow sidewalks. No pedestrian islands. Long distances between signalized intersections. Substantial nearby populations. Disadvantaged community. This street is an urban sacrifice zone when it could be a boulevard that is safe for VRU and functions as a community amenity and economic development platform.	Map Your Experience	N/A
5/9/2022	N/A	Yet another example of (a) no sidewalks and (b) no space for bike/peds under a railroad bridge.	Map Your Experience	N/A
5/9/2022	N/A	The intersection at Canton and Cesar Chavez are a good example of the right turn slip ramps that compromise the safety of bike/peds throughout DFW. This is a clear example of prioritizing vehicle flow over safety. NCTCOG should not fund projects that have such features.	Map Your Experience	N/A

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
5/9/2022	N/A	No sidewalks or bike lanes on South Riverfront even though Riverfront connects to multiple bridges over the Trinity that have bike/ped facilities. The stretch of Riverfront between Commerce and Reunion especially important because Reunion is a much safer route under I-35 than going straight on Commerce, where there are conflicts with the I-35 merges.	Map Your Experience	N/A
5/10/2022	N/A	New large apartment complexes are popping up on Commerce between Pittman and Beckley. Commerce is a high speed arterial. There is no stoplight or crosswalk between Commerce/Fort Worth intersection and Beckley. Commerce has no pedestrian islands. This makes the simple act of crossing Commerce hazardous for pedestrians.	Map Your Experience	N/A
5/10/2022	N/A	Discontinuous sidewalks on Beckley between I-30 and Commerce.	Map Your Experience	N/A
5/10/2022	N/A	Curve on Colorado to the east and elevation change to the west means inadequate sightline for pedestrians to cross Colorado.	Map Your Experience	N/A
5/10/2022	N/A	Bus rapid transit on Hampton. Now.	Map Your Experience	N/A
5/10/2022	N/A	Bus Rapid Transit from Fair Park past Baylor to West Village and then to Love Field with perhaps side trip to Parkland.	Map Your Experience	N/A

Date	Name/Organization	Comment	Method of Submission	NCTCOG Response
5/10/2022	N/A	There should be a light rail line (e.g., Streetcar) on Gaston from Lakewood Village (~Gaston/La Vista) to Downtown. Use Houston Metro line from its Downtown to the Museum District as a good model. Stop spending billions to build public transit rail in the boonies that have no interest in the density necessary to support rail transit. Start with bus rapid transit on Gaston to see if demand is there to transition to rail.	Map Your Experience	N/A
5/10/2022	N/A	Bus rapid transit on Northwest Highway from 635 to Love Field.	Map Your Experience	N/A
5/10/2022	N/A	Subway connecting to D2 that runs through Uptown, Cedar Springs and then under Preston Road to Preston Center and then up to the International District into Addison. Build transit where people and destinations are.	Map Your Experience	N/A

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

Regional Transportation Council
June 9, 2022







North Central Texas
Council of Governments
Transportation Department

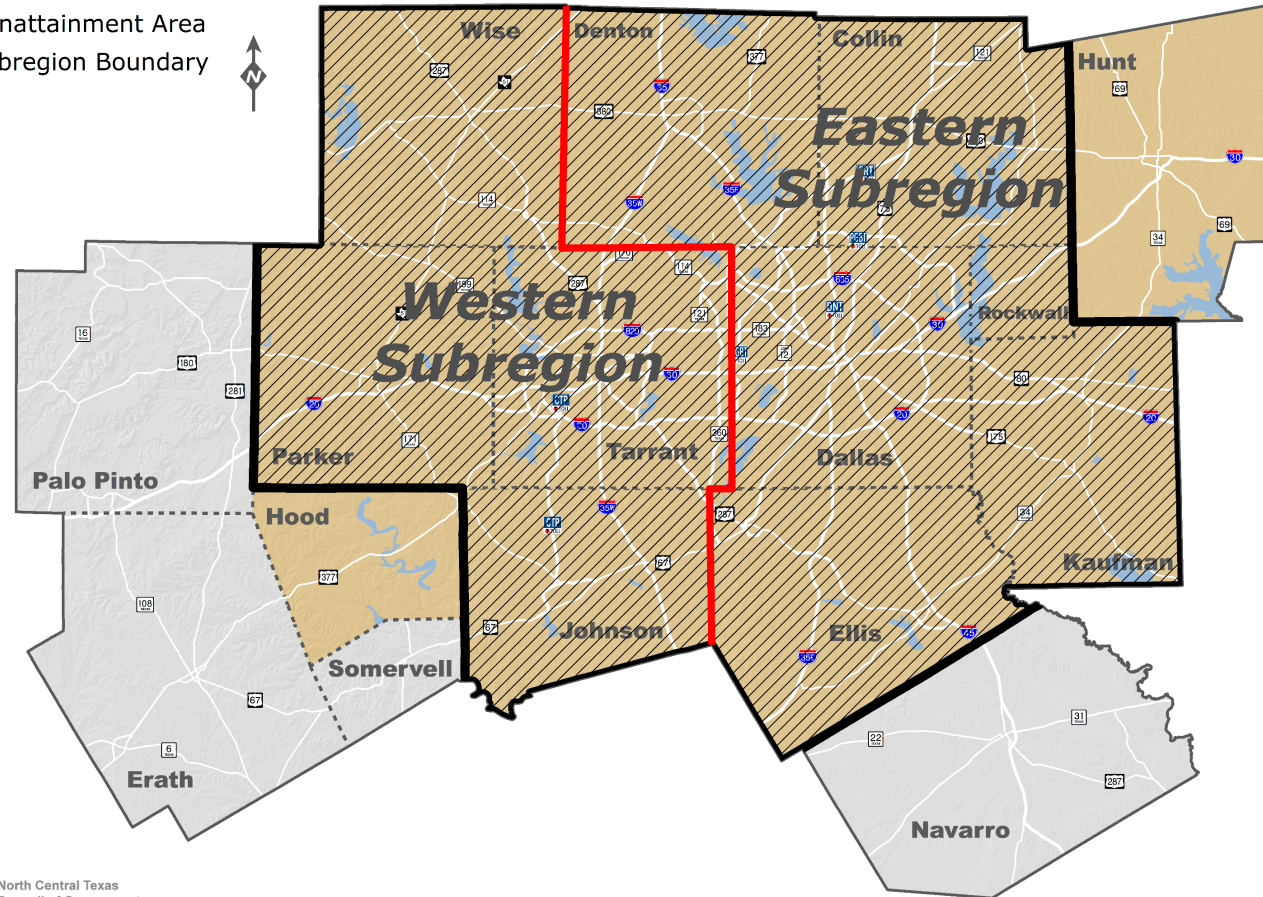
BACKGROUND

- Federal funding comes to our region from federal transportation apportionments via the Texas Department of Transportation (TxDOT).
- Apportionments are based on several factors (e.g., population, emissions) depending on the funding source.
- 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, necessitating a review of the latest East/West funding distribution.

EASTERN/WESTERN SUBREGION BOUNDARY AND NONATTAINMENT AREA

North Central Texas Council of Governments Region

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

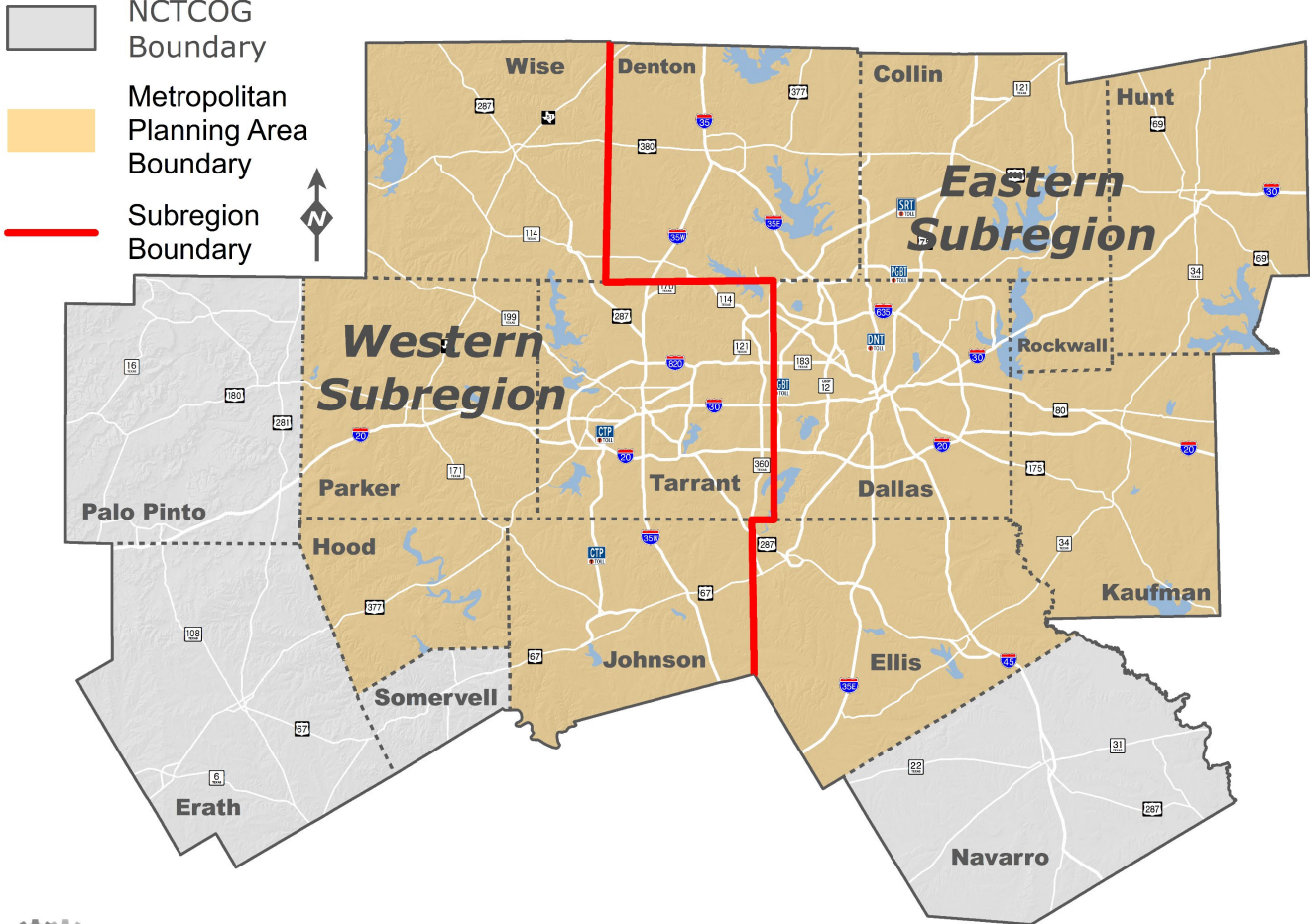


AIR QUALITY FUNDS

- 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 (NOx)
- Generally, applies to Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Alternatives Set-Aside funds

EASTERN/WESTERN 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 in the region
- 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)
- Resulting percentage split applies to the RTC's mobility funding categories (e.g., Surface Transportation Block Grant (STBG) and Category 2 funding)

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 IJA ANALYSIS

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.

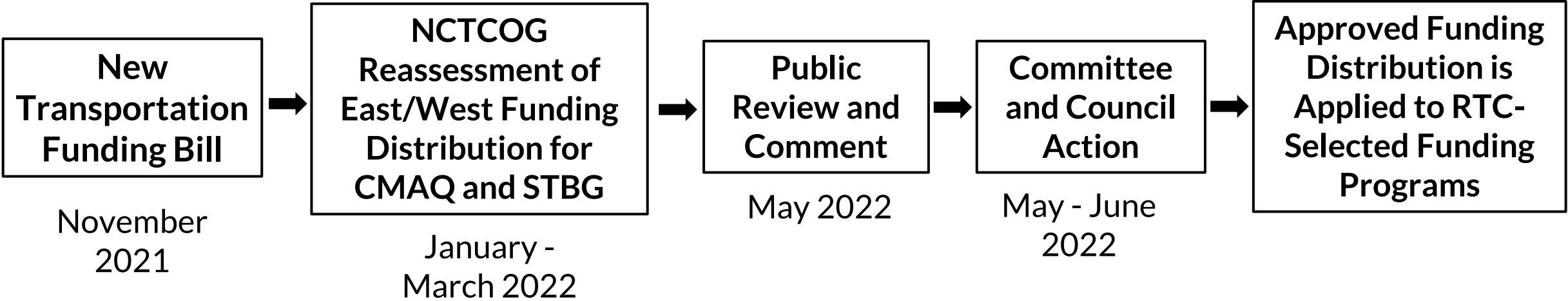
EQUITY AND ENVIRONMENTAL JUSTICE – IJA ANALYSIS

- 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 proposed funding distribution for the western and eastern regions.

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



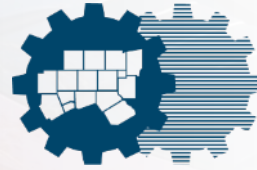
REQUESTED ACTION

- RTC approval of:
 - The new proposed funding splits for air quality and mobility funds:
 - 36% West and 64% East for air quality funds
 - 31% West and 69% East for mobility funds
 - Directing staff to begin applying these revised formulas to project selection efforts from this point forward

CONTACT/QUESTIONS?

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

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



Funding Recommendations for the Electric Vehicle Charging Station Call for Projects

**LORI CLARK, PROGRAM MANAGER & DFW
CLEAN CITIES COORDINATOR**

REGIONAL TRANSPORTATION COUNCIL

JUNE 9, 2022

Approved Funding and Scope

Funding:

\$1 Million Congestion Mitigation and Air Quality Improvement Program Funds
100% Federal Funding, Transportation Development Credits as Match

Applicant Eligibility:

Public Sector Entities

Adoption of RTC Clean Fleet Policy Required by Application Deadline

Eligible Activities and Costs:

Publicly-Available Level 2 and Direct Current Fast Charge Stations

Design, Engineering, Purchase, Installation, and Construction Costs (No Operations/Maintenance)

CFP Structure:

2 Application Windows (Round 1, Potential for Round 2 if Funds Remained)

Competitive Evaluation of Projects Within Each Round



Selection Criteria

Advancing Electrification – Up to 75 Points

Fill Gaps in Existing Infrastructure Network and/or Enable New Fleet Electrification

Located in a Jurisdiction with No Existing Charging Stations

Serves a Public Fleet with No Existing EVs

Number and Type of Fleet Vehicles Expected to Use Charging Stations

Ability to Charge Multiple EVs at One Time or Multiple Locations in One Application

Applicant Identifies Broader, Long-Range Plan to Electrify

Serve Communities Prioritized by the Justice40 Initiative*

Include Strategies to Minimize Grid Impacts

Features Such as Managed Charging, Integrated Storage, etc.

Chargers with Vehicle to Grid Capabilities

Subrecipient Oversight Criteria – Up to 25 Points

The Projects will be Compared to NCTCOG's Burden to Administer the Project

Ease of Federal Procurement Determination

Cooperative Procurement Contracts and Buy America Forms with Application

Risk Associated with Subrecipient Administration

*Justice40 Map Tool Updated Since the Time Applications Were Scored



Summary of Applications

11 Applications Received by “Round 1” Deadline of April 22

10 Eligible Applications; 1 Application Ineligible

\$3.0 M Funds Requested for 55 Charging Stations on 26 Charging Sites

33 Level 2 Chargers

22 Direct Current Fast Chargers

No Funding Available for a “Round 2” Application Deadline

Each Charging Site Scored Separately and Ranked

Once Approved, Recommended Projects Must Pass Procurement Review and Meet Buy America Requirements



Recommended Awards

Applicant/Site	Number of Chargers	Funding Requested	Funding Recommended	Total Score
Weatherford College – Community College Campus ¹	7	\$295,050	\$295,050 ^{**}	83.7
City of Irving – Library	1	\$238,121	\$191,441 ^{3*}	77.6
City of Mesquite – City Hall	1	\$17,454	\$17,454 ^{**}	75.6
City of Mesquite – Municipal Bldg	2	\$40,249	\$40,249 ^{**}	68.4
City of Dallas – SE Service Center	2	\$193,676	\$193,676 ^{**}	68.2
City of Lewisville – City Hall ²	2	\$67,892	\$67,892 ^{**}	65.5
DART – Light Rail Station	1	\$33,710	\$33,710 ^{**}	65.5
DART – Transit Facility (Park & Ride)	1	\$45,762	\$45,762 ^{**}	64.4
City of Dallas – Central Service Center	2	\$193,676	\$182,658 ⁴	64.2
Total Projects	19	\$1,125,590	\$1,067,892⁴	



¹Under New Scoring, Would Fall to Third

²Under New Scoring, Would Fall to Wait-List

³Reduced Funding Due to an Ineligible Cost in Budget

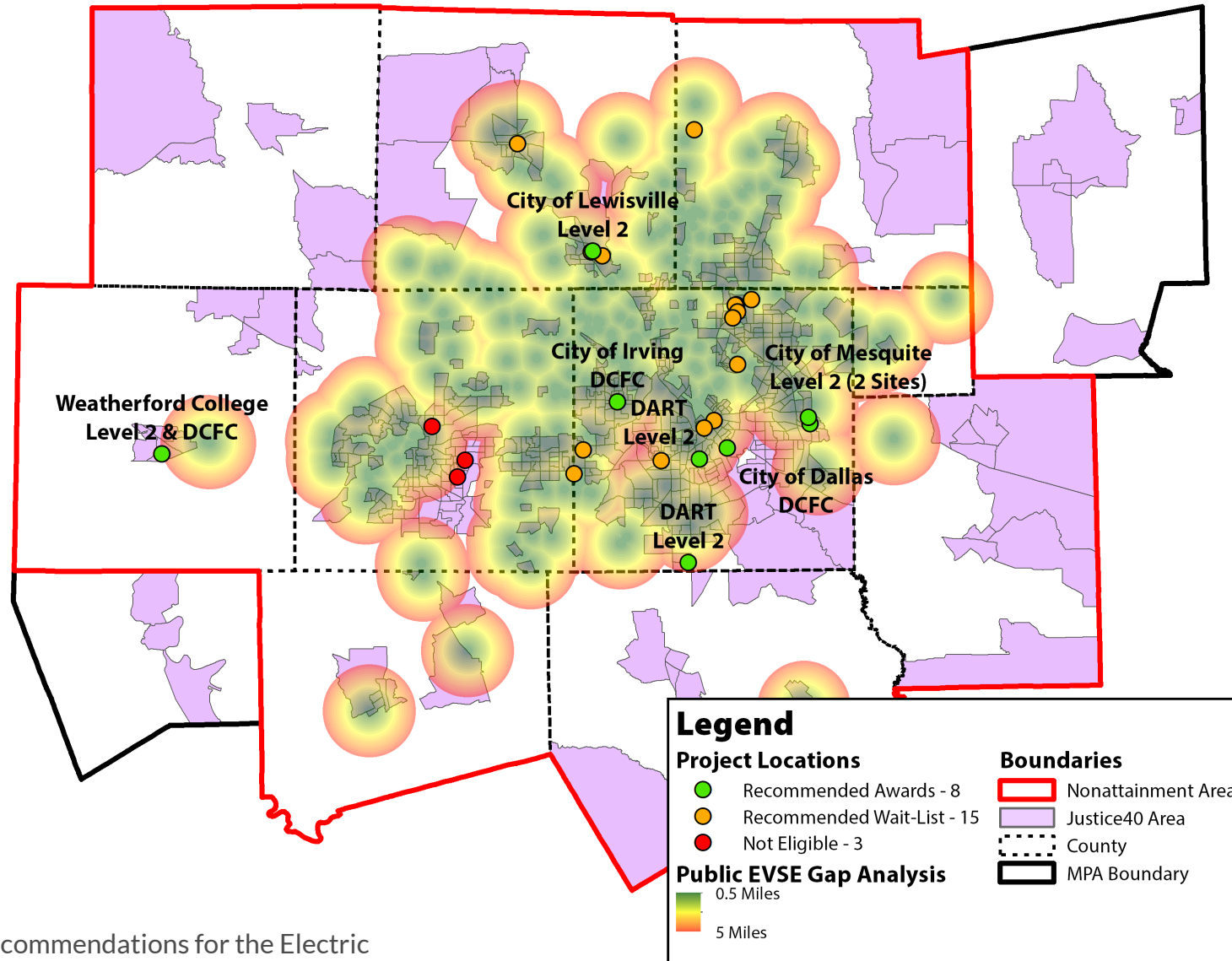
⁴Partial Award Based on Funds Available

Recommended Wait-List

Applicant/Site, In Order of Funding Priority	Number of Chargers	Funding Requested	Funding Recommended	Total Score
City of Dallas – Central Service Center*	2	\$193,676	\$11,018	64.2
DART – Light Rail Station	1	\$27,221	\$27,221	63.1
City of Denton – City Hall	2	\$235,684	\$235,684	62.5
City of Lewisville – Library	2	\$47,892	\$47,892	61.5
DART – Light Rail Station	1	\$64,303	\$64,303	59.9
City of Richardson – Public Safety Campus	2	\$18,400	\$18,400	59.4
City of Richardson – City Hall	2	\$24,100	\$24,100	57.6
Town of Prosper – Town Hall/Library	12	\$1,000,000	\$1,000,000	57.3
City of Grand Prairie – Library	1	\$22,010	\$22,010	56.6
City of Richardson – Innovation Headquarters	2	\$26,400	\$26,400	56.5
City of Dallas – NE Service Center	2	\$193,676	\$193,676	55.0
City of Richardson – Library	1	\$22,200	\$22,200	53.6
DART – Light Rail Station	1	\$45,762	\$45,762	52.8
City of Lewisville – Visitor Center	2	\$47,892	\$47,892	52.7
City of Grand Prairie – Water Park	2	\$40,560	\$40,560	35.4
Total Projects	35	\$2,009,776	\$1,827,118	



Map of Requested Charging Sites*



Schedule

Milestone	Target Date
Round 1 Application Deadline	Friday, April 22, 2022
May Public Meeting	Monday, May 9, 2022
STTC Recommendation of Awards	May 27, 2022
RTC Recommendation of Awards	June 9, 2022
Executive Board Authorization of Awards	June 23, 2022
Project Completion/Reimbursement Deadline	July 31, 2023

Other Opportunity Now Open:

[TCEQ Texas Emission Reduction Plan \(TERP\) Alternative Fueling Facilities Program](#)

Will Fund Up to 50% of Eligible Costs for Electric Vehicle Charging Station Projects

Priority for Projects Open to the Public

Application Deadline July 12, 2022



Contact Us



Lori Clark

Program Manager

LClark@nctcog.org | 817-695-9232



Amy Hodges

Principal Air Quality Planner

AHodges@nctcog.org | 817-704-2508



Jared Wright

Air Quality Planner

JWright@nctcog.org | 817-608-2374





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

**Lori Clark, Program Manager & DFW
Clean Cities Coordinator**

Regional Transportation Council

June 9, 2022

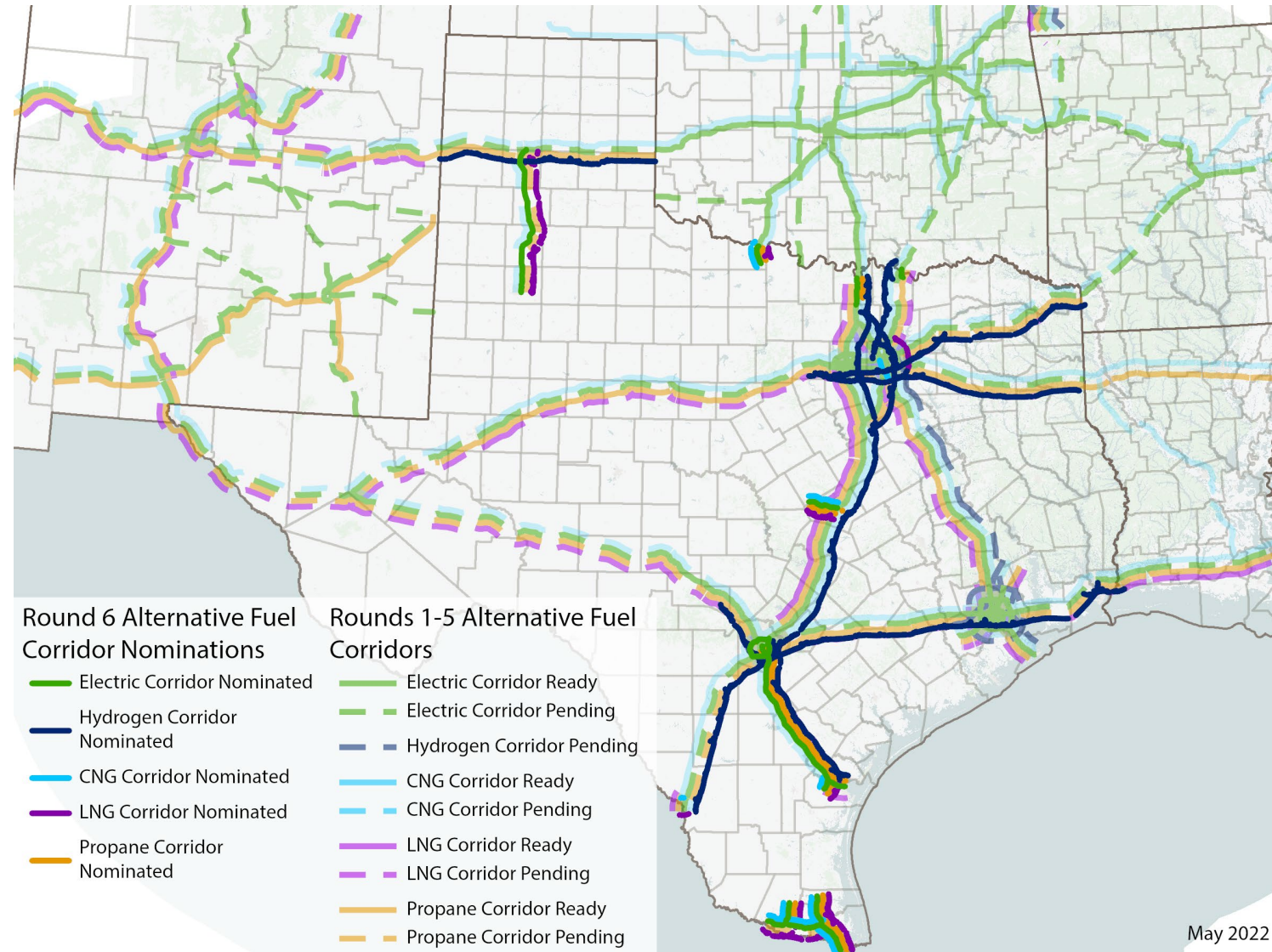
ALTERNATIVE FUEL CORRIDORS

Round 6 Nominations for Alternative Fuel Corridors Submitted by TxDOT in May

New Bipartisan Infrastructure Law (BIL) Funding Programs Require or Prioritize Projects Along Designated Corridors

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

\$2.5 Billion Charging & Fueling Infrastructure for Corridors & Communities Competitive Program



May 2022



NEVI FORMULA FUNDING IMPACTS TO TEXAS

TxDOT to Receive and Administer ~\$408 Million Over 5 years to Deploy Electric Vehicle (EV) Charging

Statewide Infrastructure Deployment Plan Required

Provide at Least 1 Qualifying Station Every 50 Miles Along Designated Corridors

Be Within 1 Mile of Designated EV Corridor Exit

Include at Least 4 CCS-type DC Fast Charge Connectors, Minimum 150kW Power Output at all Times

Minimum Site Power Capacity 600 kW

Restrict Funding to Designated EV Corridors until Demonstration that all Designated Highways are “Saturated” With Qualifying Stations



HIGHLIGHTS OF DRAFT TEXAS EV INFRASTRUCTURE PLAN

Enable Current and Future EV Drivers to Confidently Travel Across the State for Work, Recreation, and Exploration

Support 1 Million EVs Upon Build-Out

Draft Plan Posted at https://txdot.mysocialpinpoint.com/tx_ev_plan

Year 1

Install DC Fast Chargers Along Alternative Fuel Corridors (Estimated 48 Stations Statewide; \$42.84M Federal)

Years 2-5

Work with Counties and Small Urban Areas to Install DC Fast Charge Sites In/Near County Seats (Estimated 190 Locations, \$159.65M Federal)

Work with MPOs to Identify Locations and Appropriate Combination of Level 2 and DC Fast Charge Sites (Estimated \$203.75M Federal)

Throughout

Collect Data



NEVI FORMULA FUNDING IMPACTS TO REGION

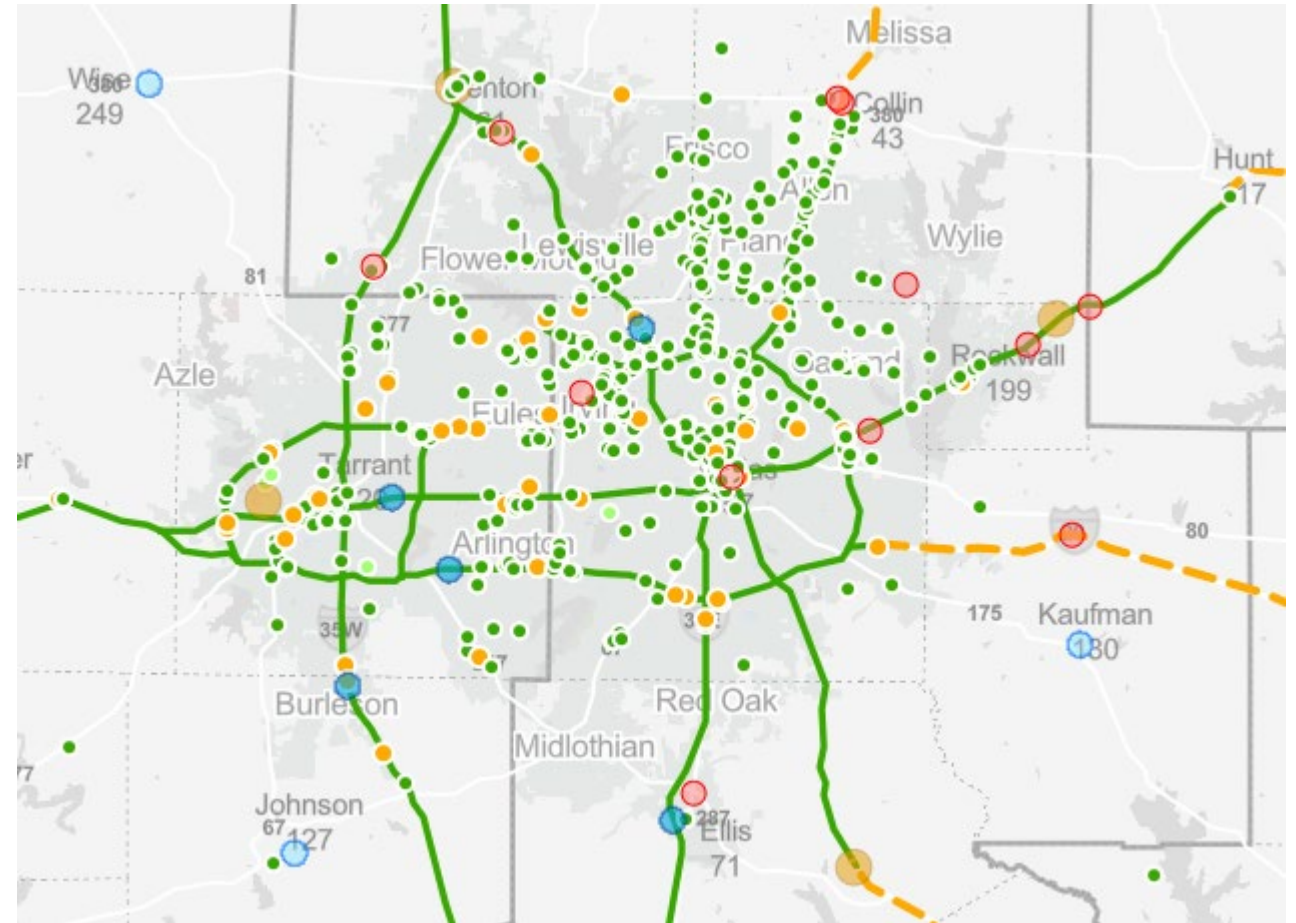
Proposed Allocation for MPO Area: ~\$51M

MPO Role to Collaborate with TxDOT:

Recommend Charger Types and General Locations

Draft Solicitation

Score Responses



Planned DC Fast Charge Stations



Alt Fuel Stations - Electric

EV Charging Type

Level 1

Level 2

DC Fast

DC Fast - Round 6 Potential

Alt Fuel Corridors

Corridor Ready

Corridor Pending

EV Station Study Areas



Study Area - County Seats



Study Area - Electric Alt Fuel Corridor

Image Source: TxDOT Statewide Planning Map, https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html



NCTCOG ENGAGEMENT

Hosting Regional EV Infrastructure Working Group

Participating in TxDOT NEVI Working Group

Developing Regional EV Infrastructure Plan Consistent with NEVI Guidance

Evaluating Options to Pursue Competitive Grant Opportunities

Department of Energy Opportunity - Anticipated July

Department of Transportation Charging & Fueling Infrastructure for Corridors & Communities -
Anticipated by Fiscal Year End



HOW TO GET INVOLVED

Join EV Infrastructure Working Group by Contacting
Bailey Muller at bmuller@nctcog.org



Submit Input on
TxDOT NEVI
Plan by June 15,
2022



Begin Mapping Sites
for EV Charging and
Alternative Fueling to
Develop a Local
Project Pipeline
(see [White House BIL
Guidebook](#)
Pages 460-461)



Collaborate with
NCTCOG to
Develop MPO
Recommendations
for NEVI “Out-
Years”



Coordinate With
Peers on
Potential
Competitive
Grant Project
Preparation



CONTACT US



Lori Clark
Program Manager
lclark@nctcog.org



Chris Klaus
Senior Program Manager
cklaus@nctcog.org

NEVI Formula Program:



Bailey Muller
Senior Planner
bmuller@nctcog.org



Soria Adibi
Senior Planner
sadibi@nctcog.org





NCTCOG PRESENTATION

UPCOMING USDOT BIL GRANTS:

PROJECT SLOTTING COORDINATION

JEFFREY C. NEAL – Senior Program Manager

**REGIONAL TRANSPORTATION COUNCIL (RTC) –
INFORMATION ITEM**

June 9, 2022

SAFE STREETS & ROADS FOR ALL (SS4A) GRANT PROGRAM

Funding Availability

\$400 Million

- Action Plan (Nation)

\$600 Million

- Implementation (Nation)

< 15% per State

- Overall Program

Minimum Award

\$200,000

- Action Plan (All Applicants)

\$3 Million

- Implementation (Rural/Tribal)

\$5 Million

- Implementation (MPO/Group)

Maximum Award

\$1 Million

- Action Plan (Local/Tribal/Rural)

\$5 Million

- Action Plan (MPO/Group)

\$30 Million

- Implementation (Local/Rural/Tribal)

\$50 Million

- Implementation (MPO/Group)

- Action Plan -or- Implementation: One application/agency limit
- Must self-certify existing Action Plan eligibility to apply for Implementation Grant
- Cost Sharing: 80% Federal/20% non-Federal (all); Obligation: 1 year after award
- Performance Period (Max.): 2 years - Action Plan; 5 years - Implementation

Applicant/Condition Eligibility

1. MPOs
2. Political Subdivision of a State
(City, Town, County, Transit Agency, Special District, etc.)
3. Tribal Government
4. Multi-Jurisdictional Group of Above Entities

- a. Asset ownership/maintenance responsibility
- b. Safety responsibility affecting asset
- c. Agreement w/ asset owner/maintenance agent



SAFE STREETS & ROADS FOR ALL (SS4A) GRANT PROGRAM *(cont.)*

- **Application Deadline: September 15, 2022**
- **Eligible Activities/Costs – Action Plan:**
 - Developing a Comprehensive Safety Action Plan with the following components:
 - Leadership Commitment & Goal Setting
 - Planning Structure & Oversight
 - Safety Analysis
 - Engagement & Collaboration
 - Equity Considerations
 - Policy & Process Changes
 - “Safe System Approach” Strategies & Project Selections
 - Progress & Transparency
 - Existing Action Plan supplemental activities (data collection/analysis, testing, feasibility studies, etc.)
- **Eligible Activities/Costs – Implementation:**
 - Conducting planning, design, & development activities for Action Plan projects/strategies
 - Carrying out Action Plan projects/strategies with measures directly related to addressing safety problem(s)
- **NCTCOG Status:**
 - Pedestrian Safety Action Plan (PSAP) eligibility under review; planned for return to STTC/RTC later this summer with updated language on monitoring & equity considerations/impacts
 - Pending Roadway Safety Action Plan eligibility assessed & verified; STTC/RTC adoption prior to SS4A application deadline
 - Interested entities should contact **Natalie Bettger**, **Karla Windsor**, and/or **Thomas Bamonte** to establish local project/Action Plan eligibility & candidacy, as well as seek agreement with TxDOT regarding potential on-system projects



PENDING BIL GRANT NOTICE OF FUNDING OPPORTUNITIES – FY 22

▪ **Bridge Investment Program (\$2.447B) – June**

- Using 2020-21 National Bridge Inventory (NBI) data for bridge condition/functionality
- **Jeff Neal/Christie Gotti** to coordinate w/ TxDOT Districts identifying on-system candidates
- “Large” Project (\geq \$100M): Min. – \$50M, Max. – 50% cost, Aggregate > 50% of FY 22-26 program funds
- “Small” Project (< \$100M): Min. – \$2.5M, Max. – 80% cost, Off-system Federal – 90% cost

▪ **Railroad Crossing Elimination Program (\$600M) – June**

- Roadway/Pathway – Rail grade crossing improvements focusing on the safety/mobility of people & goods
- **Dan Lamers/Jeff Hathcock** coordinating rail/road provider list of possible grade separations & closures

▪ **Reconnecting Communities Pilot Program (\$195M) – June**

- \$50M – Planning (80% Federal; Max. Award – \$2M/Applicant); \$145M – Capital (50% Federal; Min. Award – \$5M/Project)
- Eligible transportation facilities creating community connectivity barriers to mobility, access, or economic development
- **Jeff Neal** to coordinate project identification/development through NCTCOG program areas & local governments/providers

▪ **Strengthening Mobility & Revolutionizing Transportation (SMART) Program (\$100M) – September**

- Projects advancing smart city/community technologies & systems to improve transportation efficiency & safety
- Large Communities (> 400K) – 40%; Mid-Sized Communities – 30%; Rural/Regional Partnerships – 30%
- *SMART Grant Briefing/Roundtable – Regional Partners: June 28, 2022 @ 1:00-2:00pm (contact **Thomas Bamonte**)*



STATUS OF OTHER BIL GRANT FUNDING OPPORTUNITIES – FY 22

- Completed FY 22 MPO-eligible BIL solicitations:
 - Local and Regional Project Assistance Program (RAISE) – Submitted
 - Multimodal Projects Discretionary Grant Program (INFRA/MEGA/RURAL) – Submitted
 - Port Infrastructure Development Grant Program (PIDG)
 - Federal – State Partnership for Intercity Passenger Rail Grant Program
- MPO-eligible FY 22 BIL solicitations – NCTCOG not pursuing:
 - Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)
 - Pilot Program for Transit-Oriented Development (TOD) Planning
- MPO-eligible FY 22 BIL solicitations funded, but NOFO release not yet scheduled:
 - Wildlife Crossings Pilot Program
 - Charging & Fueling Infrastructure Program
 - Congestion Relief Program
 - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Projects (PROTECT)
 - Prioritization Process Grant Program
 - Strategic Innovation for Revenue Collection Pilot Program
 - Advanced Transportation Technologies & Innovative Mobility Deployment
- MPO-eligible BIL solicitations not funded for FY 22:
 - Healthy Streets Program
 - Active Transportation Infrastructure Investment Program



CONTACT INFORMATION

Thomas Bamonte

Senior Program Manager
(817) 704-5604
tbamonte@nctcog.org

Natalie Bettger

Senior Program Manager
(817) 695-9280
nbettger@nctcog.org

Christie Gotti

Senior Program Manager
(817) 608-2338
cgotti@nctcog.org

Ken Kirkpatrick

Counsel for Transportation
(817) 695-9278
kkirkpatrick@nctcog.org

Chris Klaus

Senior Program Manager
(817) 695-9286
cklaus@nctcog.org

Dan Lamers

Senior Program Manager
(817) 695-9263
dlamers@nctcog.org

Arash Mirzaei

Senior Program Manager
(817) 695-9261
amirzaei@nctcog.org

Jeffrey C. Neal

Senior Program Manager
(817) 608-2345
jneal@nctcog.org

Shannon Stevenson

Senior Program Manager
(817) 608-2304
sstevenson@nctcog.org

Karla Windsor

Senior Program Manager
(817) 608-2376
kwindsor@nctcog.org

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>



MOBILITY 2045 UPDATE

ACTION ITEM: DRAFT FINAL PLAN

Surface Transportation Technical Committee

May 27, 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

MAJOR MOBILITY PLAN COMPONENTS

PLAN CONTENT

PROGRAMS

POLICIES

PROJECTS

Information

Results and Recommendations
Available for Public Review
(60 Days)

FINANCIAL PLAN

FINANCIAL
CONSTRAINT

Information

Results and Recommendations
Available for Public Review
(60 Days)

NONDISCRIMINATION ANALYSIS

NO DISPARATE
IMPACTS

Information

Results and Recommendations
Available for Public Review
(60 Days)

AIR QUALITY CONFORMITY

CONSISTENCY
WITH
FEDERAL/STATE
AIR QUALITY
GOALS

Information

Results and Recommendations
Available for Public Review
(30 Days)

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



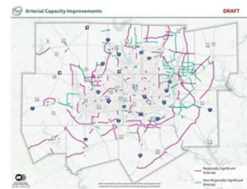
Changes to Major Roadway Recommendations



Major Roadway Recommendations



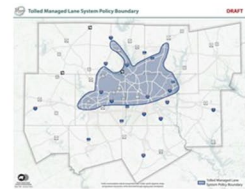
Highway Corridor Projects



Arterial Capacity Improvements



Priced Facilities



Tolled Managed Lane System Policy Boundary



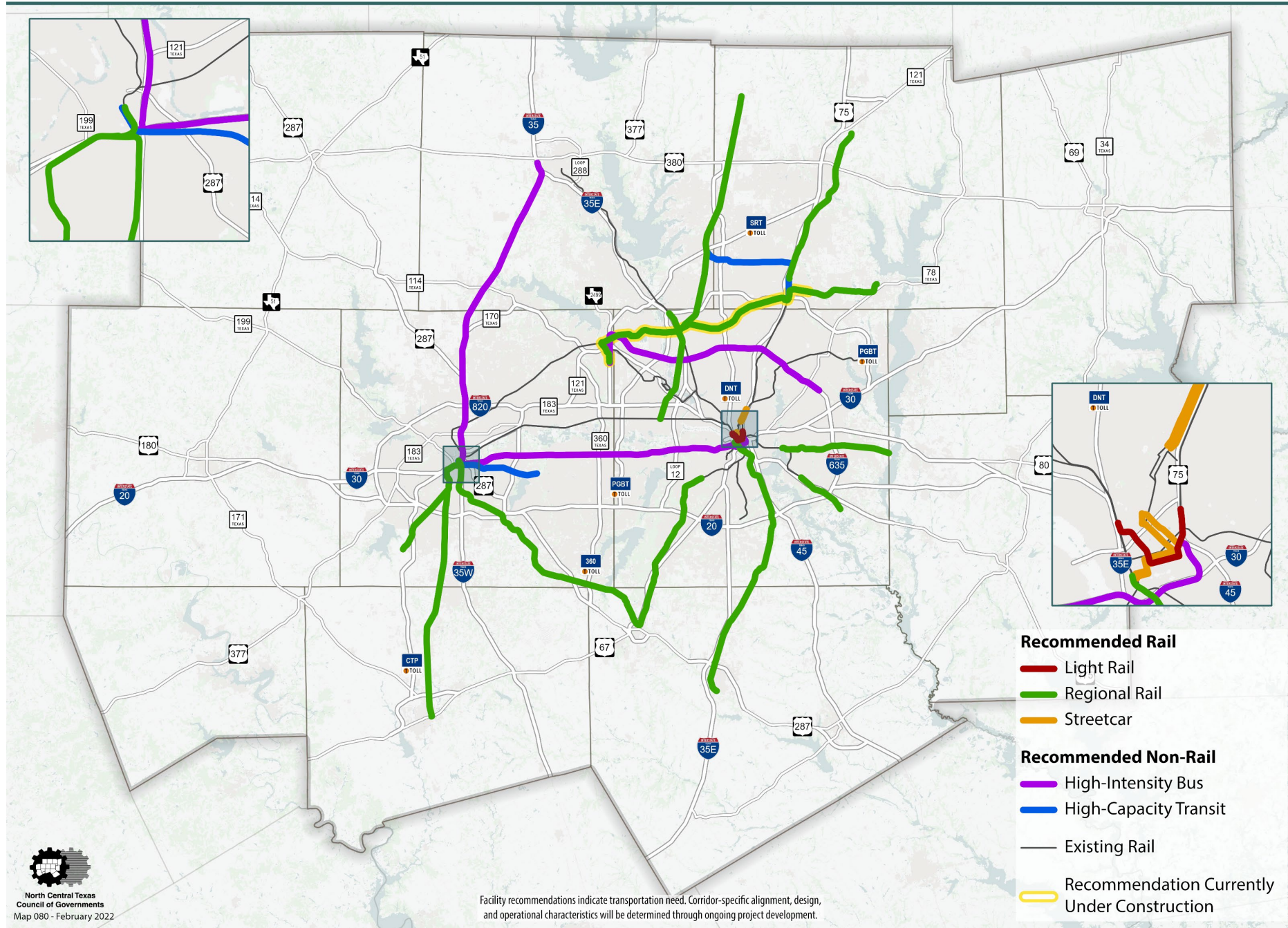
www.nctcog.org/PlanInProgress

Project Maps/Listings

- Select Asset Optimization, Freeway/Tollway, and RSA identification numbers and costs updated to make consistent with TIP
- Project development phases and staging adjustments for consistency
- Only change to map recommendations: added one asset optimization project for US 175


Chapter Content

- Map Your Experience summaries added to Mobility Options and Social Considerations chapters
- Air Quality Conformity results added to Environmental Considerations chapter
- Financial Reality chapter updated with final figures



PUBLIC COMMENTS: MAJOR THEMES

Make sure transportation
"accessible to ALL disabilities,
like wheelchairs, vision
impairment, walkers, etc."

"I hope future projects will
include Vision Zero goals,
incorporate mass transit
and safe dedicated bicycle
infrastructure." 

Question and Comment Topics:

Support for expansion
of transit network
including rail to
alleviate congestion

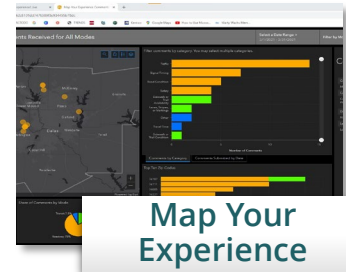
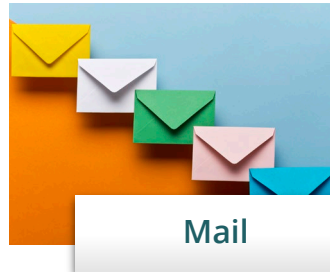
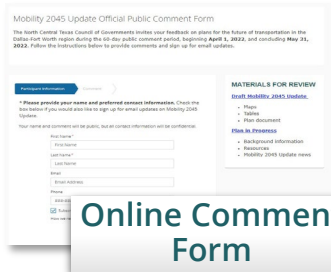
Congestion and
maintenance
relationship

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



DRAFT FINANCIAL PLAN EXPENDITURES

MAXIMIZE EXISTING SYSTEM

Infrastructure Maintenance

Maintain and operate existing transit and roadway facilities

\$39.5 B

Management and Operations

Improve efficiency and remove trips from system

\$9.6 B

Growth, Development, and Land Use Strategies

Improve transportation and land use balance

\$1.5 B

STRATEGIC INFRASTRUCTURE INVESTMENT

Rail and Bus

Encourage switch to transit

\$44.9 B

HOV/Managed Lanes

Increase auto occupancy

\$52.8 B

Freeways/Tollways and Arterials

Add vehicle capacity

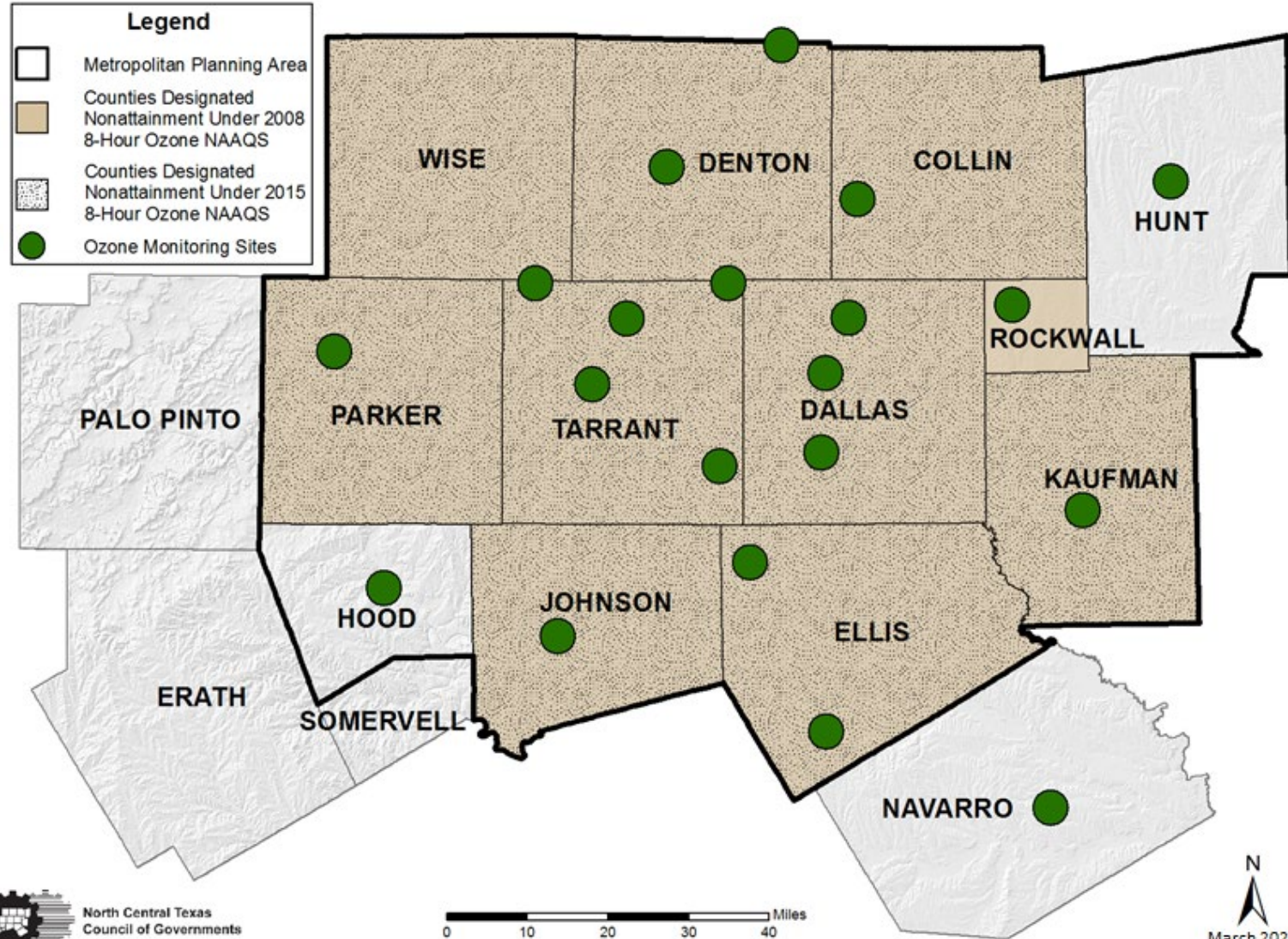
TOTAL

\$148.3 B

TRANSPORTATION CONFORMITY

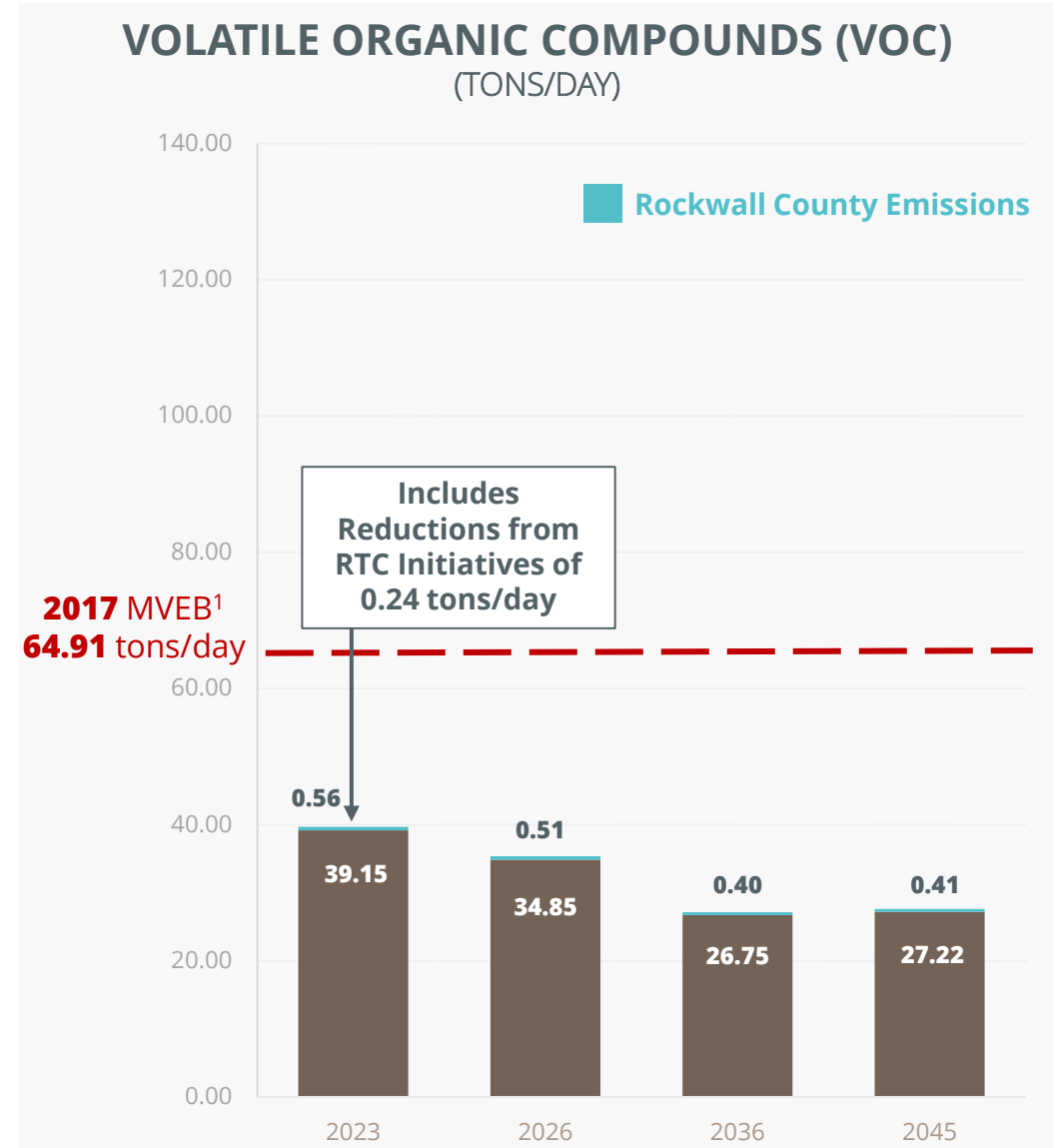
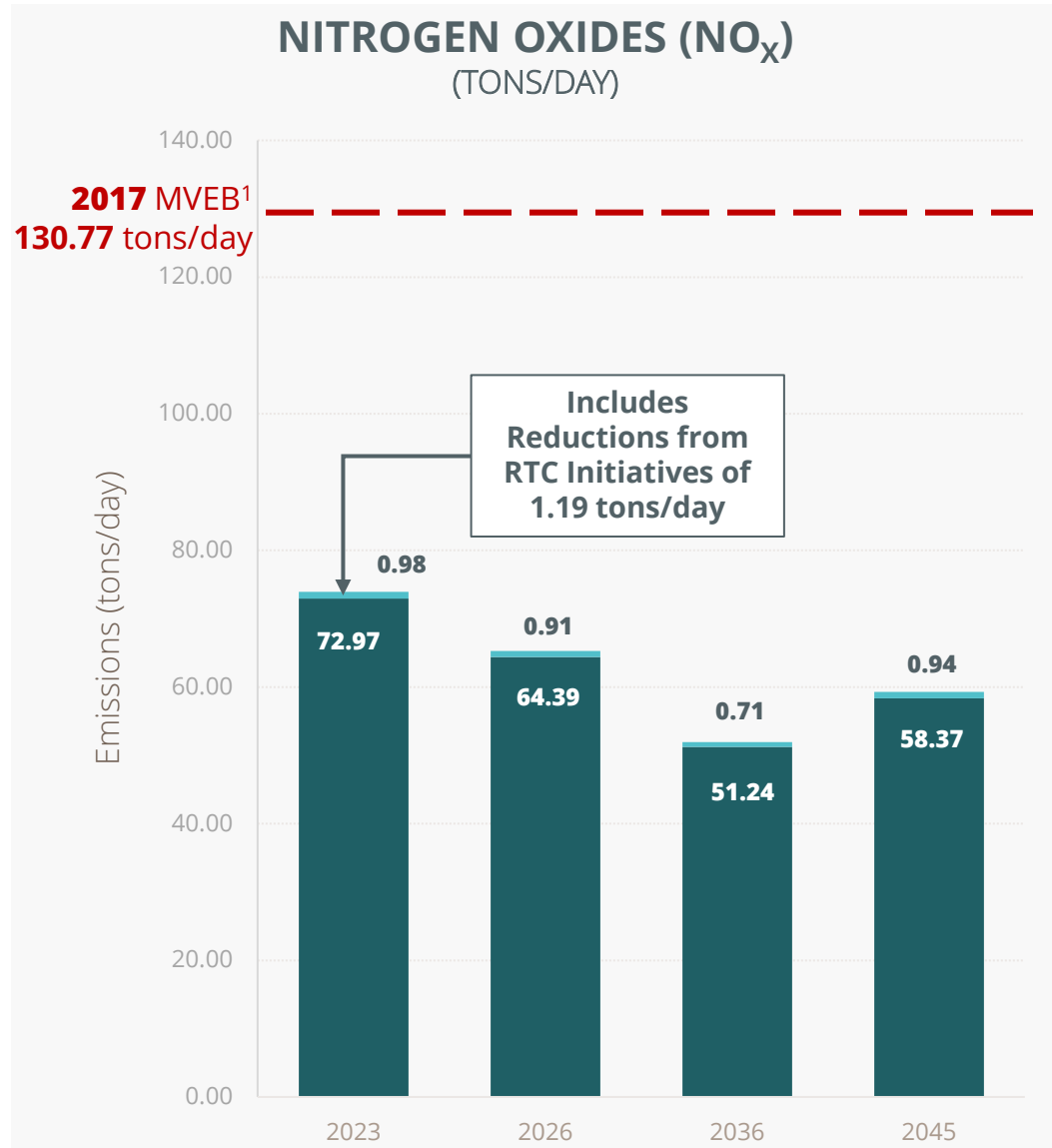
2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

Nonattainment Areas Under the 8-Hour Ozone Standards



2023 TRANSPORTATION CONFORMITY RESULTS

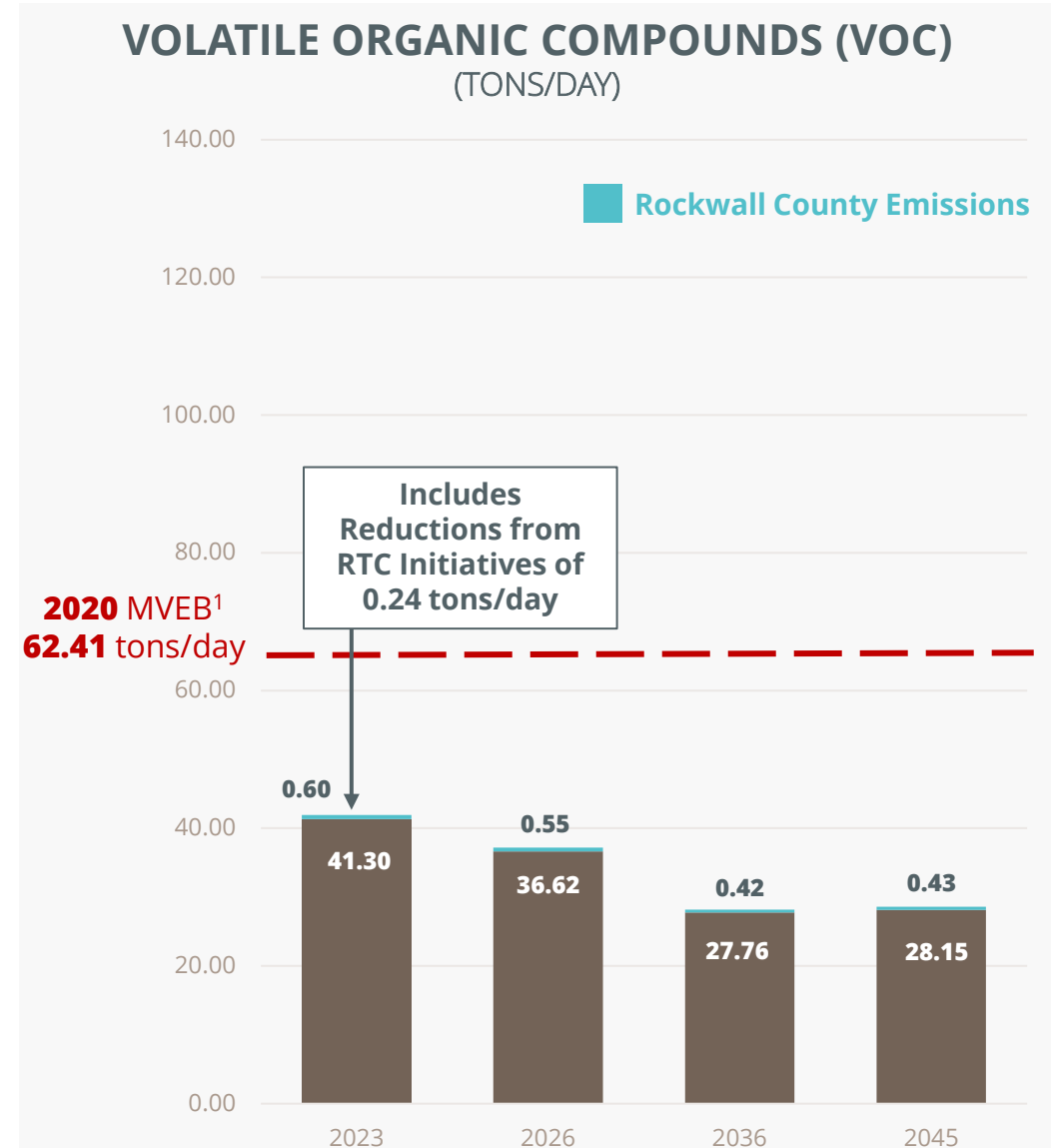
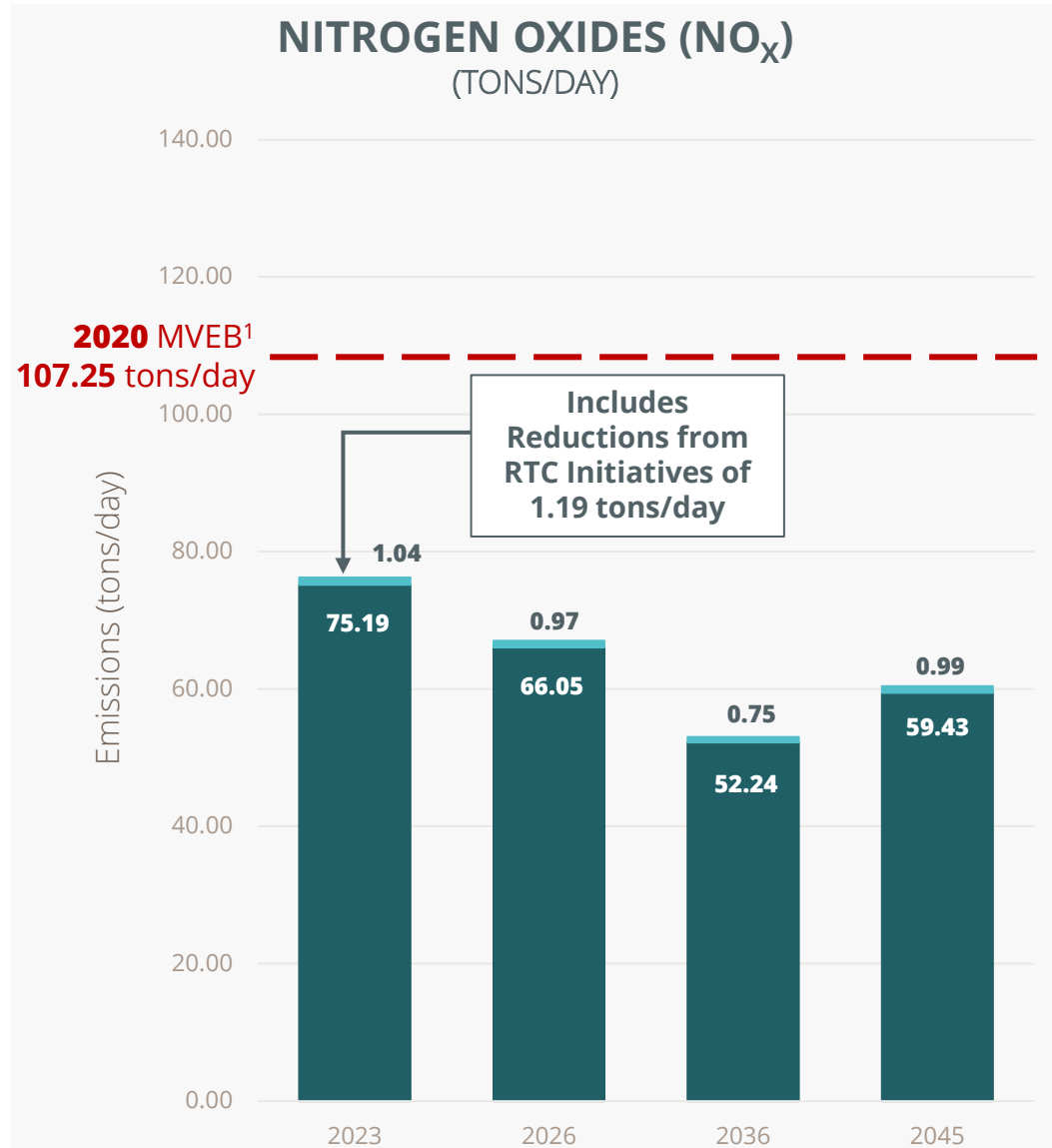
(SCENARIO 1) **DRAFT**



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) **DRAFT**



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



ACTION REQUESTED

The Surface Transportation Technical Committee endorses the projects, programs, and policies contained in Mobility 2045 Update and recommends the Regional Transportation Council adopt the Mobility 2045 Update and associated 2022 Transportation Conformity as presented.

CONTACTS

Mobility Plan



Amy Johnson

Senior Transportation Planner

ajohnson@nctcog.org

817-704-5608



Brendon Wheeler, PE, CFM

Program Manager

bwheeler@nctcog.org

682-433-0478

Environmental Coordination | Environmental Justice



Kate Zielke

Principal Transportation Planner

kzielke@nctcog.org

817-608-2395



Vivek Thimmavajjhala

Transportation System Modeler

vthimmavajjhala@nctcog.org

817-704-2504

Air Quality Conformity