



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

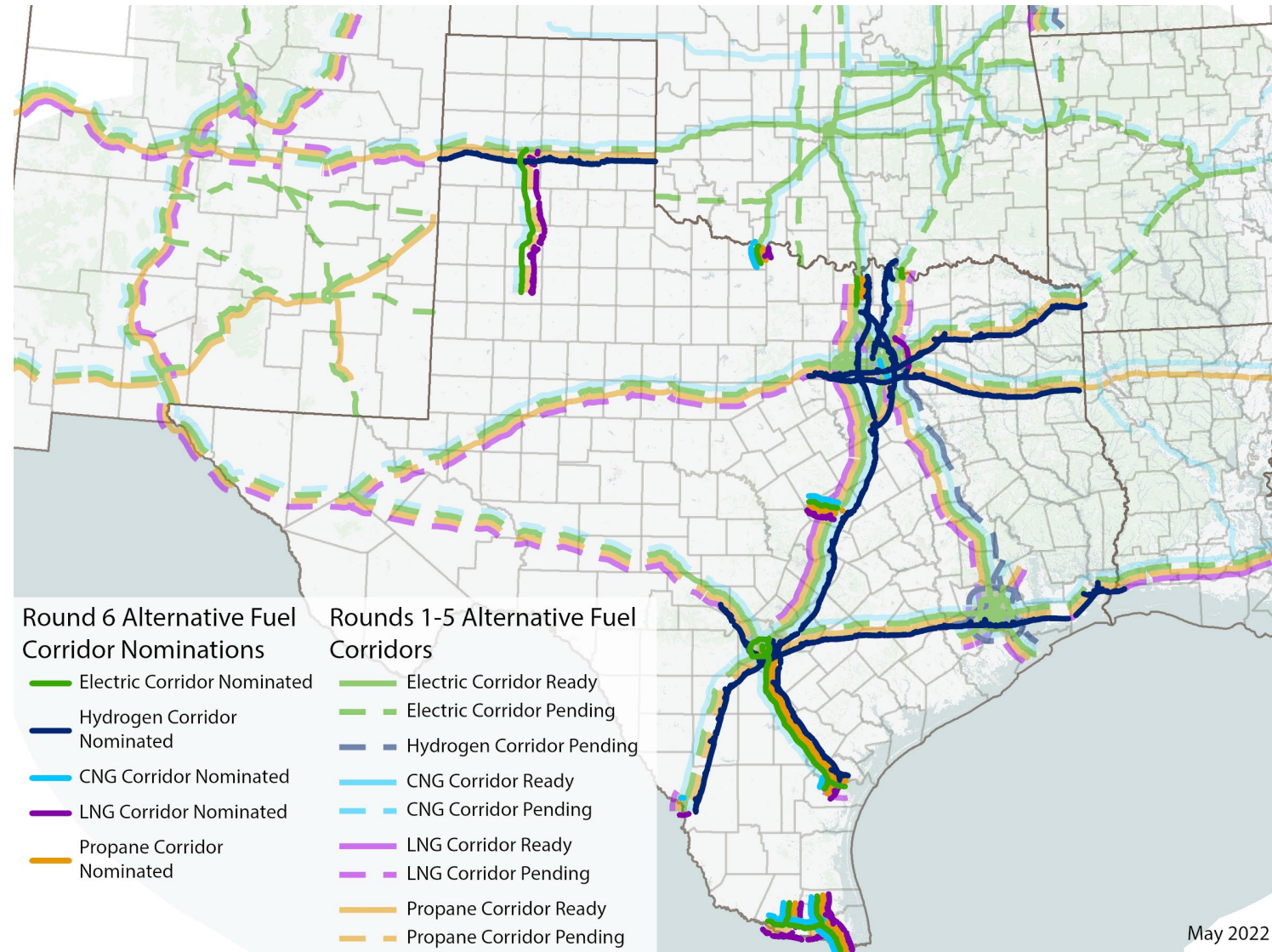
ALTERNATIVE FUEL CORRIDORS

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

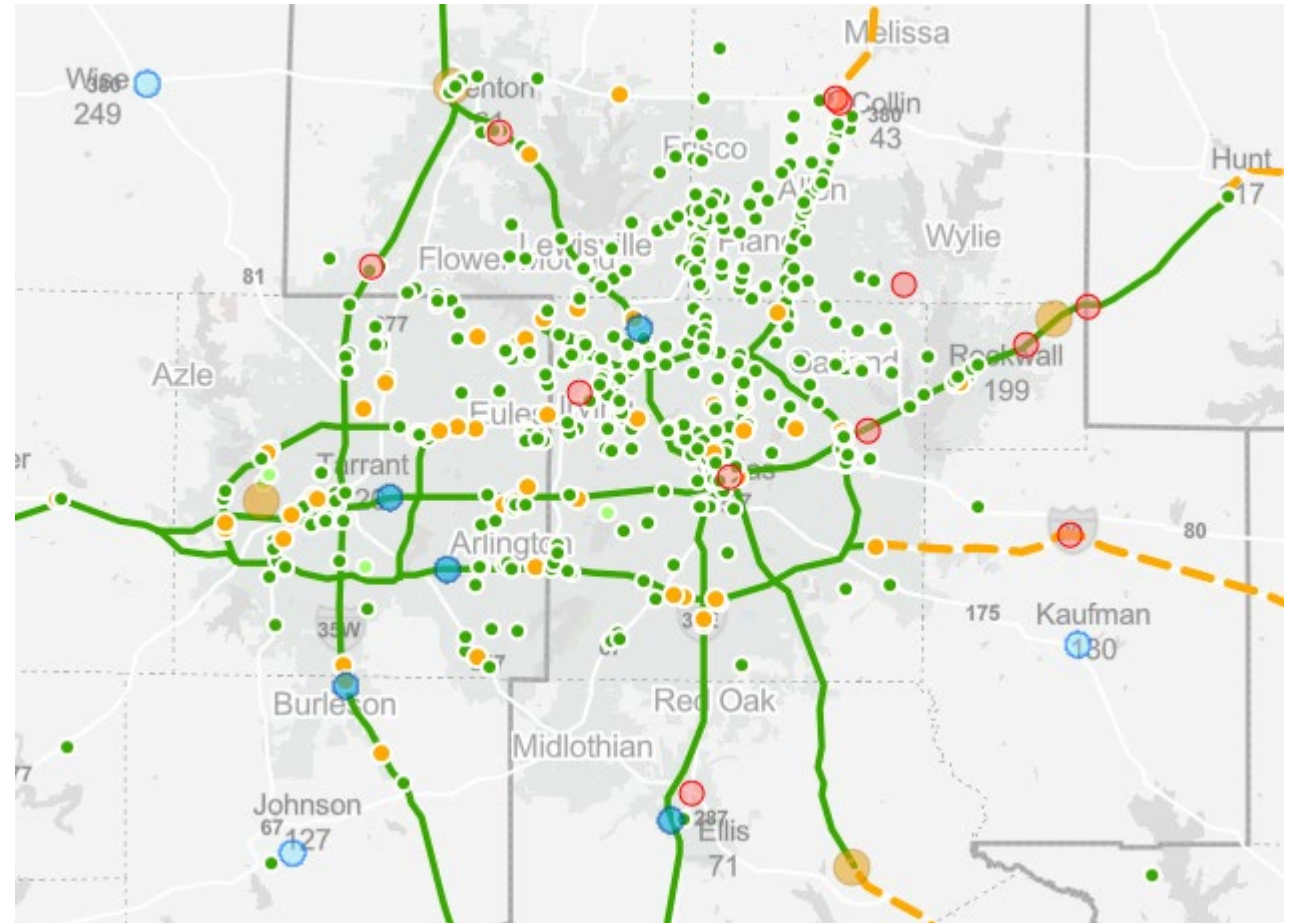
Proposed Allocation for MPO Area: ~\$51M

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 Transportation

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

Surface Transportation Technical
Committee

June 24, 2022

DBE Requirements & NCTCOG Policy



Requirement: 49 Code of Federal Regulations Part 26

Who is required to have a DBE Program:

Certain Recipients of Federal Funds (FTA, FHWA, FAA)

NCTCOG Policy:

Award Fair Share of Contracts to Disadvantaged Business Enterprises

NCTCOG Transportation Department (US DOT-Assisted Contracting Opportunities):

- 19.4% Overall DBE Participation Goal
- Demonstration of Good-Faith Efforts
- Certification of DBE Eligibility
- Necessary to Update the Goal for Next Three Years



Process to Update DBE Goal

- ✓ Project Potential Contract Awards (FY23-25)
- ✓ DBE Goal Development
- ✓ Initiate Public Input/Stakeholder Involvement
- ✓ Publish Goal for Public Comment/Review
- ➔ Committee Review/Consideration

Implement New DBE Goal – October 1, 2022



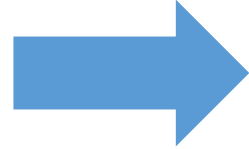
Development of DBE Goal

Step 1:

Determine Relative Availability of Ready, Willing & Able DBE Firms

- Determined by Market Area
 - DFW MSA (NCTCOG)
 - Individual Market Area Transit Subs (County)
- Includes weighting by Contract opportunities for FY23-25
 - NCTCOG & Subs
 - Funding Source

Establishes Base Figure



Step 2:

Consideration of Other DBE Data

- Historical DBE Expenditures
- DBE goals from other, similar agencies in DFW Market area
- Stakeholder comment
- Public comment

Adjustments to Base Figure



Step 1

Projection of Potential Contract Awards - *NCTCOG & Subrecipients*

Procurement Type	Potential Awards (in \$1,000s) FTA	Potential Awards (in \$1,000s) FHWA^	Potential Awards (in \$1,000s) TOTAL*
Construction	\$4,105	\$0	\$4,105
Marketing, Advertising, and Public Outreach	\$191	\$1,800	\$1,991
Office Supplies & Equipment (Rental & Purchase)	\$429	\$573	\$1,002
Operational Administrative, Communications, Support Services	\$2,603	\$0	\$2,603
Planning/Engineering	\$0	\$10,725	\$10,725
Software and Ancillary Information Technology Professional Services	\$1,060	\$3,005	\$4,065
Transportation Equipment	\$13,721	\$0	\$13,721
Vehicle Maintenance and Operations Support	\$3,965	\$0	\$3,965
TOTAL*	\$26,073	\$16,103	\$42,176



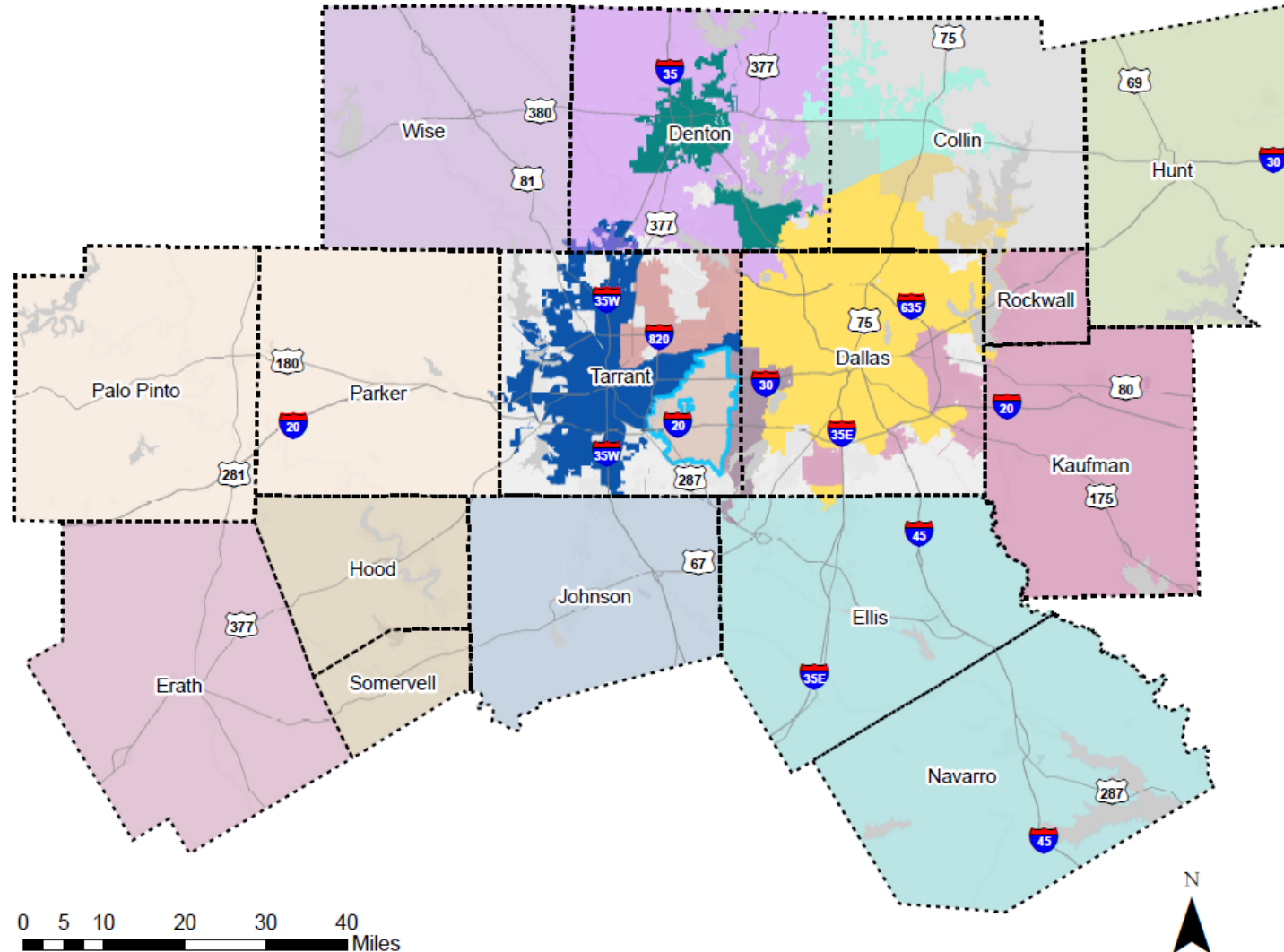
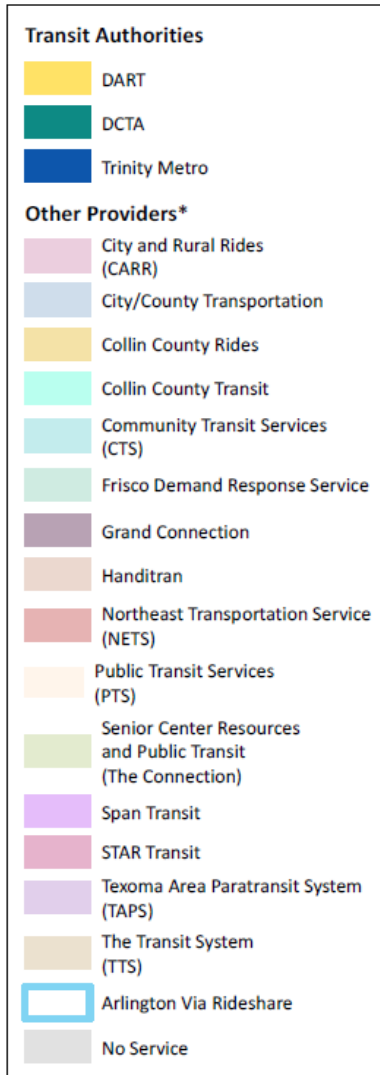
Step 1

Preliminary DBE Availability Analysis - *NCTCOG & Subrecipients*

Procurement Type	Potential Awards (in \$1,000s)	DBE Firms	Total Firms	DBE Goal
Construction	\$4,105	3,699	13,900	26.6%
Marketing, Advertising, and Public Outreach	\$1,991	427	1,784	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	\$10,725	1,810	5,655	32.0%
Software and Ancillary Information Technology Professional Services	\$4,065	727	5,156	14.1%
Transportation Equipment	\$13,721	22	251	8.8%
Vehicle Maintenance and Operations Support	\$3,965	71	2,403	3.0%
TOTAL*	\$42,176	7,681	40,998	18.7%
Total Weighted Summary				17.0%



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.



Step 1

Preliminary DBE Availability Analysis - *Subrecipients*

Procurement Type	Potential Awards (in \$1,000s)	DBE Firms	Total Firms	DBE Goal
Construction	\$4,105	3,699	13,900	26.6%
Marketing, Advertising, and Public Outreach	\$191	427	1,784	23.9%
Office Supplies & Equipment (Rental & Purchase)	\$429	35	629	5.6%
Operational Administrative, Communications, Support Services	\$2,603	890	11,220	7.9%
Software and Ancillary Information Technology Professional Services	\$1,060	146	3,047	4.8%
Transportation Equipment	\$721	19	109	17.4%
Vehicle Maintenance and Operations Support	\$3,965	71	2,403	3.0%
TOTAL	\$13,074	5,287	33,092	16.0%
Total Weighted Summary				12.7%



Step 2

Consideration of Other DBE Data

Items Reviewed for Potential Adjustments

- ✓ Historical DBE Achievement/Expenditures
- ✓ Similar Entity DBE Goals
- ✓ Stakeholder Comment
- ✓ Public Comment



Step 2

Historical DBE Performance

Fiscal Years ^{^*}	Total Contract Amount	DBE Goal	DBE Contract Percent	DBE Expenditure Percent
2006-2010	\$17,028,000	13%	22.00%	24.1%
2011-2013	\$7,122,596	25%	27.40%	24.5%
2014-2016	\$20,010,463	25%	27.93%	24.63%
2017-2019	\$10,657,099	25%	31.59%	33.69%
2020-2022	\$41,807,606	19.4%	19.18%	14.78%

*expenditures through April 8, 2022

[^]2006-2019 NCTCOG activity only, 2020-2022 NCTCOG & Subrecipient activities



Step 2

Similar Entity DBE Goals/Feedback

Similar Entity DBE Goals

Agency	Goal	Program Period
Trinity Metro	13%	FY2020-2022
DART	31%	FY2020-2022
DCTA	10%	FY2022-2024

Stakeholder Feedback

DBE Consultation Workshop (April 11th) – positive feedback

Public Comment Pending – Public Comment Period May 13th – July 12th

No recommended adjustments at this time, subject to public comment



FY2023-2025 DBE Goal Update

Proposed Goal

NCTCOG and Subrecipients (FTA, FHWA Funds)

CONTRACTING ENTITY	FTA	FHWA	TOTAL
NCTCOG	8.8%	26.6%	18.6%
SUBRECIPIENTS	12.7%	N/A	12.7%
TOTAL WEIGHTED GOAL*	9.8%	26.6%	17.0%

*Weighted by Contract Service Type, Contract Award Amount, and Market Area



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 12	
RTC: Approval of DBE Goal	July 14	
Executive Board: Approval of DBE Goal	July 28	
Submit Final Electronically to FTA	August 1	
DBE Program Update and Goal Effective	October 1	



Requested Action

Staff requests a recommendation for Regional Transportation Council approval of the 17% Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2023-2025 for US Department of Transportation contracting opportunities.



CONTACT US



Ken Kirkpatrick

General Counsel, DBE Liason Officer

kkirkpatrick@nctcog.org | 817-695-9278

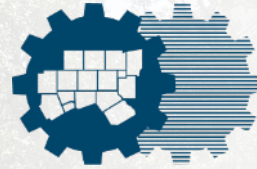


Emily Beckham

Program Manager

ebeckham@nctcog.org | 817-608-2308





Transportation Department

Regional Parking Garage Policy and Initial Projects

Surface Transportation Technical
Committee | June 24, 2022

Background



Mobility 2045 Background

Mobility 2045 Goals

- Travel efficiency measures and system enhancements targeted at congestion reduction
- Encourages livable communities which support sustainability and economic vitality

SD02-001: Land Use-Transportation Connections Program

- *Addresses land use-transportation connections by utilizing parking management strategies and innovative parking technologies*



Previous Partnerships: Uber Funding

Request for technology company campus surrounding improvements

Became a commitment to the community for safety and technology-based solution in TxDOT surplus property

Total funding: \$10.4M

- Technology parking lots: \$4.5M
- Rideshare plaza, pedestrian and signal improvements: \$5.9M



Previous Partnerships: Northwest Highway/Preston Center Study

Parking that will significantly change the transportation/land use balance of the area and solve a transportation problem using land use solutions

Approximately \$48M estimated total cost in 2020

- \$10M Commitment from the Regional Transportation Council (RTC)
- \$10M from the City of Dallas
- \$28M to be committed from the private sector



Policy



Parking Policy Purpose

Through a policy, the North Central Texas Council of Governments (NCTCOG) seeks to support surface and structured parking for a **limited strategic purpose with guiding criteria such as:**

- Parking on public lands or that constitute a reuse of public lands
- Parking advancing safety
- Parking that supports technology solutions and/or companies
- Parking that meets a special event use or location need
- Parking that significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions
- Parking that supports transit operation
- Parking that provides environmental, air quality, and/or equity benefits



SMU/Mockingbird Station -Image source: NCTCOG



Policy Purpose

What it will NOT do:

Create more auto trips at the expense of transit ridership

Subsidize development costs without

- a strong regional benefit and/or public interest
- being transit-supportive

What it WILL do:

- Be part of a funding partnership (gap funding)
- Create efficient use of land to accommodate regional growth and fiscal resiliency
- Increase economic impact and expanded transportation options, especially in historically disadvantaged communities
- Promote data-driven decisions and technology as a solution
- Support air quality goals



Parking Garage Funding Policy

The Regional Transportation Council directs North Central Texas Council of Governments staff to support publicly owned surface and structured parking for strategic purposes that generally meet criteria including, but not limited to:

- reuse of public lands
- advancing safety
- support of technology solutions and/or companies
- support special event use or location needs
- significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions
- supports transit operation
- provides environmental, air quality, and/or equity benefits



Funding Requests



Current Request: Mockingbird Station

Currently 725 surface spaces exist and will be replaced with structured parking to enable:

- Mixed income, multi-family residential going into site (20% affordable housing)
- Mixed use, transit-oriented (future hotel and office tower)

Underground public parking garage requested, 500 spaces, three levels

Located adjacent to Dallas Area Rapid Transit (DART) Light Rail Station at the Mockingbird Station

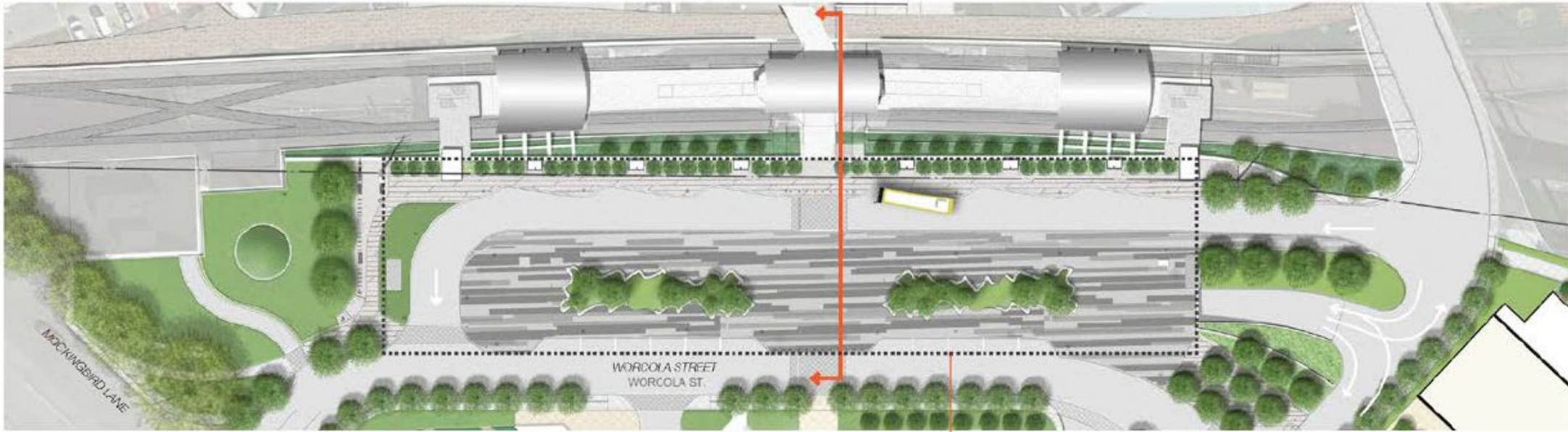
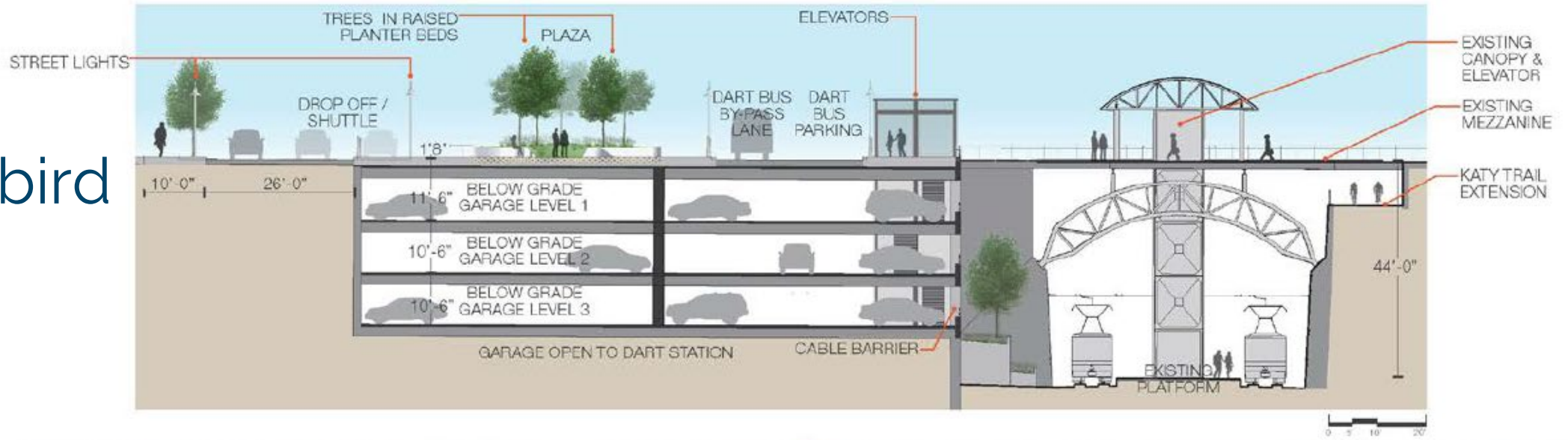
\$31.2M cost estimate

- City of Dallas has committed \$0M for the garage
- DART has committed \$10M
- City is requesting the RTC fill the gap, NCTCOG staff recommends a maximum \$20M RTC commitment (to be split with DART, details on slide 16)
- Developer working on cost savings to reduce cost gap

Facility will be owned and operated by DART



Mockingbird Station



PHASE 1 - BELOW GRADE PARKING STRUCTURE

TCC Mockingbird Station East
Dallas, Texas



Evaluation Against Policy: Mockingbird Station Garage

Guiding Principles:

- ✓ Public Land
- X Safety
- ? Technology/Parking Management
- X Special Events/Location
- ✓ Land Use/Transportation Connection
- ✓ Transit-Supportive
- X Environmental/Equity

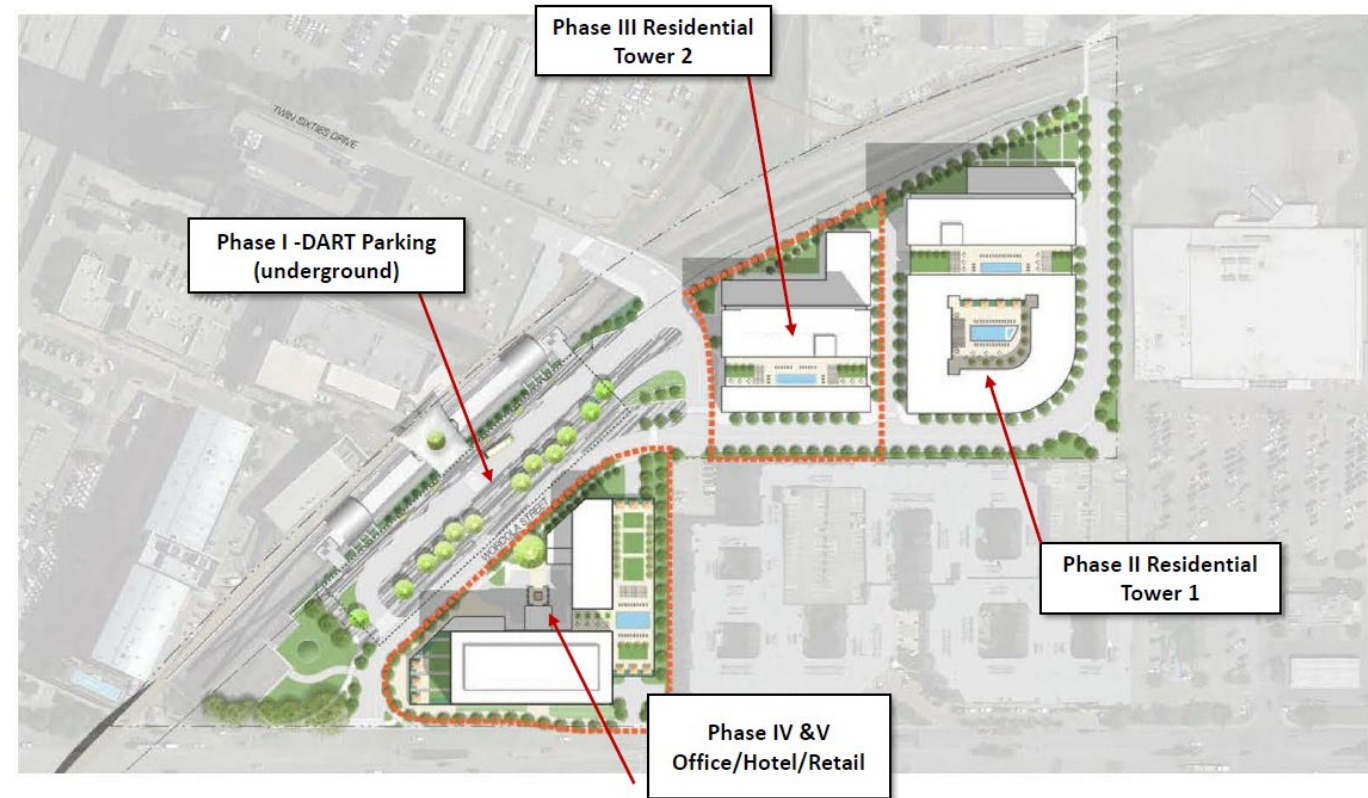


Image source: DART, 2021



Current Request: Dallas Zoo

- 811-space garage requested
- Located adjacent to DART Light Rail Station at the Dallas Zoo, provides parking for Southern Gateway Deck Plaza
- \$21.5M cost estimate
 - City of Dallas has committed \$3.5M
 - \$10M proposed with federal STBG funds from the RTC
 - \$8M to be paid by Dallas Zoological Society (private donations)
- Facility will be owned by the City of Dallas
- Discussions underway regarding potential fee structure for garage users



Evaluation Against Policy: Dallas Zoo Garage

Guiding Principles:

- ✓ Public Land
- ✓ Safety
- ? Technology/Parking Management
- ✓ Special Events/Location
- X Land Use/Transportation Connection
- ✓ Transit-Supportive
- ✓ Environmental/Equity



Image source: Dallas Zoo, 2021



DART Partnership

Create approximately \$100 million partnership with DART

- \$10 million trade (federal to local) for Zoo garage
- \$20 million trade (federal to local) for Mockingbird Station project
 - Some portion of \$20 million (to be determined) will increase DART's existing share
- Partnership will involve request for \$10 million MPO Revolver
- Trade with DART to create additional RTC local funding capacity (amount to be determined)



Other Requests Under Development

[NOT part of today's requested action]

Existing Transit Stations

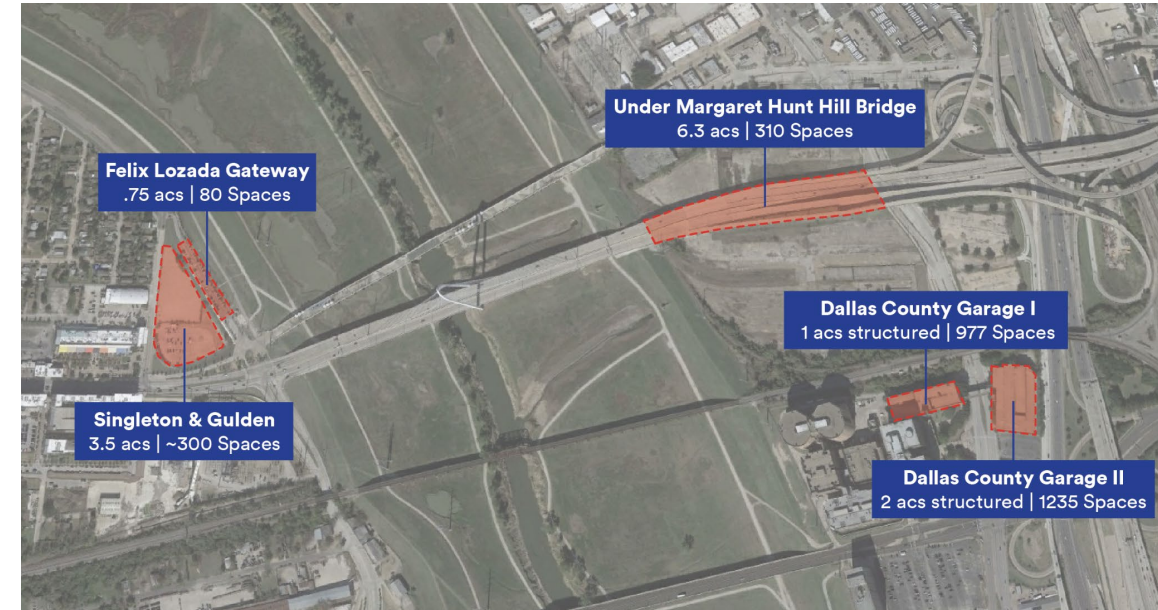
- Downtown Plano
- Addison Circle
- Downtown Farmers Branch

Future Transit Stations

- Mansfield

Regional Destination & Public Lands Reuse

- Trinity Park Conservancy



Draft parking locations for Harold Simons Park



Requested Action

- Recommend RTC approval of the parking policy with strategic purpose/criteria for parking funding requests.
- Recommend RTC fund City of Dallas request for SMU/Mockingbird Station parking garage with \$20 million in federal STBG funds to be matched by existing local funds on project.
- Recommend RTC fund City of Dallas Zoo parking garage request for \$10 million in federal STBG funds to be matched by local funds.
- Recommend staff pursue DART funding partnership as presented.



Staff Contacts/Questions?



Christie Gotti

Senior Program Manager

CGotti@nctcog.org | 817-608-2338



Karla Windsor, AICP

Senior Program Manager

KWindsor@nctcog.org | 817-608-2376



Brian Dell

Principal Transportation Planner

BDell@nctcog.org | 817-704-5694



Travis Liska, AICP

Principal Transportation Planner

TLiska@nctcog.org | 817-704-2512



Catherine Osborn, AICP Candidate

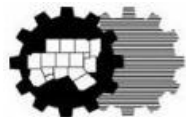
Transportation Planner

COsborn@nctcog.org | 817-704-5631



2023 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

**Surface Transportation Technical Committee
June 24, 2022**



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

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods.
- Includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016.
- This plan is updated annually in conjunction with the development of TxDOT's UTP.

ACTIVITIES SINCE LAST UPDATE

- TxDOT began developing the 2023 UTP.
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects.
- To satisfy a March 1, 2022 deadline set forth by TxDOT, a draft project listing was developed that included project revisions and potential new projects.
- Received feedback in early June from TxDOT Headquarters regarding the region's funding requests
 - Not all of the region's requested Category 2 funds were picked up
 - Staff coordinating with TxDOT to determine reasons and path forward

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2023 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2023 UTPs

Funding Category*	2017 Allocation	2018 Allocation	2019 Allocation	2020 Allocation	2021 Allocation	2022 Allocation	2023 Proposed Allocation
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132
Total Allocation	\$5.426	\$7.290	\$6.864	\$8.094	\$7.342	\$6.880	\$7.930

* Amounts shown in billions

PROPOSED SOUTHEAST CONNECTOR FUNDING EXCHANGE (CATEGORY 2/CATEGORY 12 FUNDS)

- The Southeast Connector project came in \$800 million over the estimate.
- The project was split into four pieces, with only the first one being fully funded
- Seeking funding for only one additional segment, which costs \$468 million
- A partnership with the TTC is being proposed to move Category 2 funds from existing projects in out-years to the Southeast Connector, with Category 12 funds replacing those Category 2 funds.
- If TxDOT and the TTC agree to this proposal, the RTC will request that an Interlocal Agreement be developed so the Category 12 funding cannot be rescinded.
- TxDOT has tentatively agreed with the proposal

PROPOSED CATEGORY 2/CATEGORY 12 FUNDING EXCHANGE (CONTINUED)

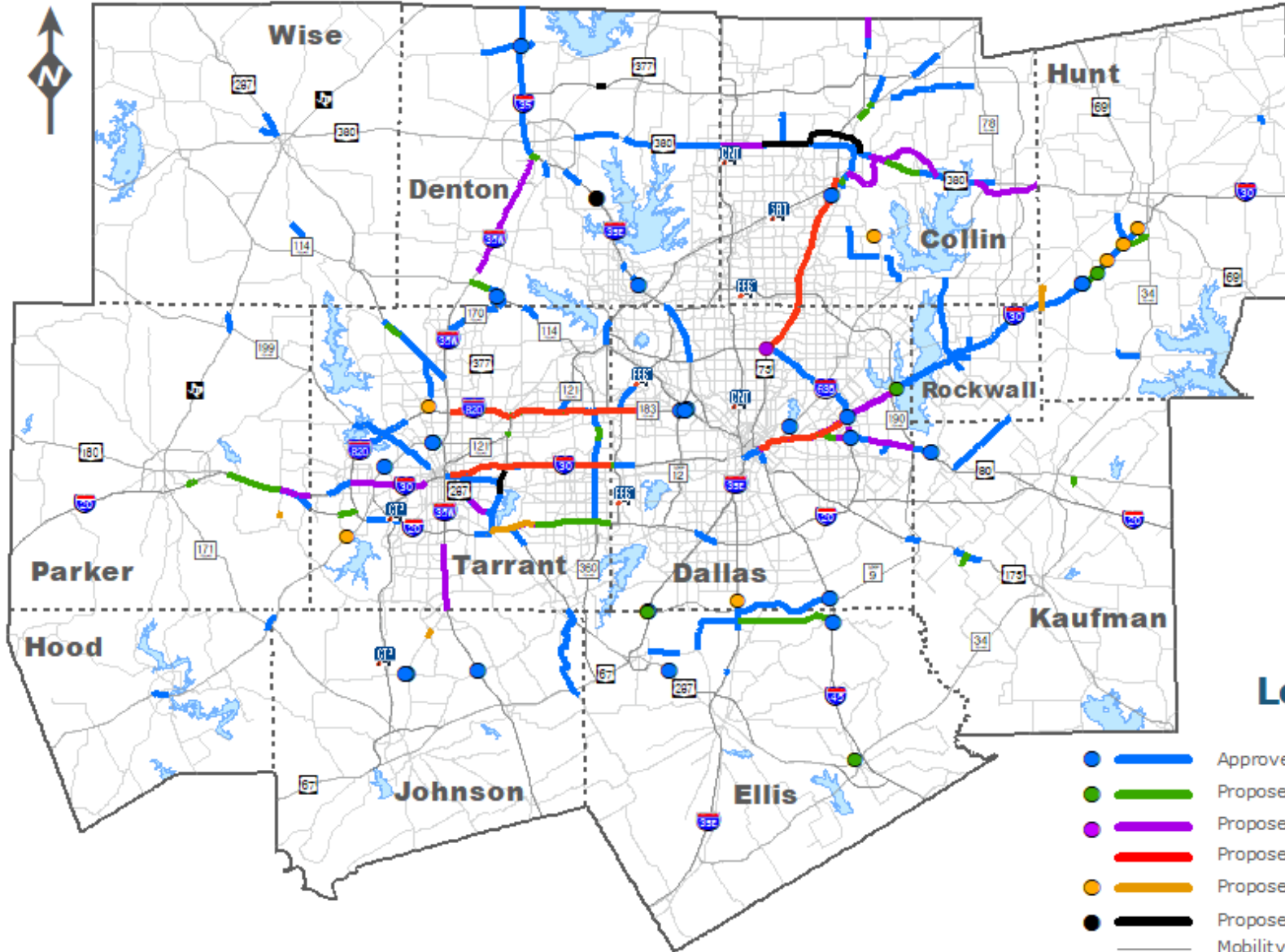
- Below are the projects with Category 2 funding (\$468 million in total) which were proposed to change to Category 12 to offset the funding being added to the Southeast Connector segment:
 - TIP 13070/CSJ 0135-15-002
 - US 380 from JCT US 380/West University (West of McKinney) to JCT US 380/East of University (East of McKinney)
 - Exchange \$283,996,800
 - TIP 13067/CSJ 0135-02-065
 - US 380 from Coit Road to JCT US 380/University Drive
 - Exchange \$120,000,000
 - TIP 13033.5/CSJ 0196-01-113
 - IH 35E at Dobbs Road
 - Exchange \$61,486,864
 - FM 428 Greenbelt
 - Exchange \$2,516,336 (after re-funding project with \$50 million)
- Instead of funding the FM 428 Greenbelt project, TxDOT is proposing to increase the amount of the swap on TIP 13070 by the same amount (to \$286,513,136).

PROPOSED SOUTHEAST CONNECTOR FUNDING EXCHANGE (CATEGORY 2/STBG FUNDS)

- Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, so a Category 2/STBG funding exchange is proposed.
- \$97.9 million of Category 2 funds currently on a section of the Southeast Connector project are proposed to be exchanged with STBG funds.
- Since this Southeast Connector section can go to construction in Fiscal Year 2022, the region will be able to quickly reduce the carryover balance of STBG funds and take advantage of additional STBG funding that became available to the State.
- To complete the exchange, 15 projects across the region that are currently funded with \$97.9 million of STBG funds are proposed to be funded with Category 2 funds instead (refer to comment section in Planned Project list for specific projects).

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2032



Dallas CBD



Fort Worth CBD

Legend

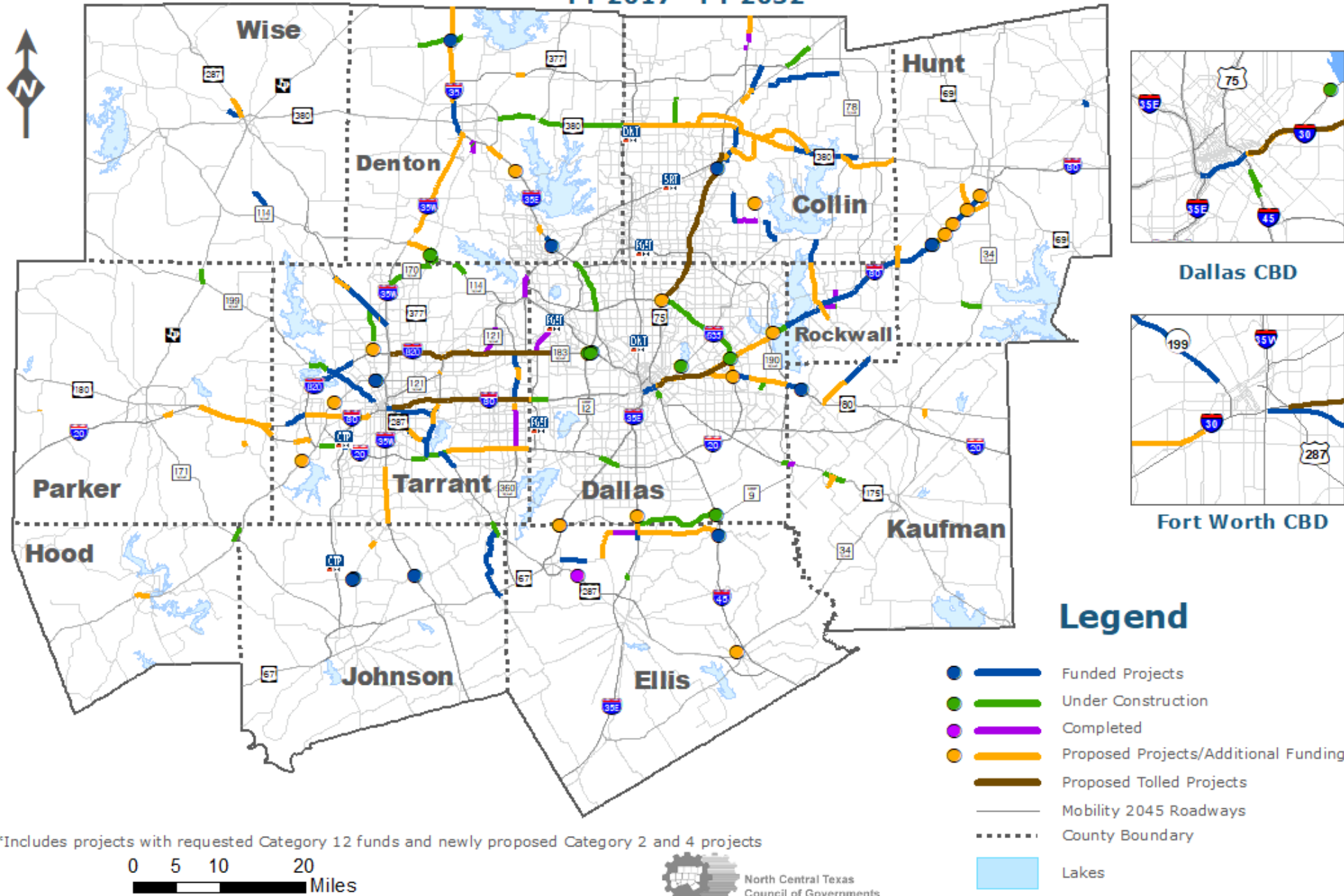
- — Approved 10 Year Plan Projects
- — Proposed New Category 2 and 4 Projects
- — Proposed New Category 12 Projects
- Proposed Tolled Projects
- — Proposed STBG/Category 2 Funding Swap
- — Proposed Category 2/Category 12 Funding Swap
- Mobility 2045 Roadways
- County Boundary
- Lakes

0 5 10 20 Miles

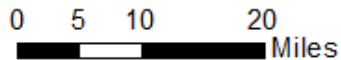


Dallas-Fort Worth Regional 10 Year Plan Project Status

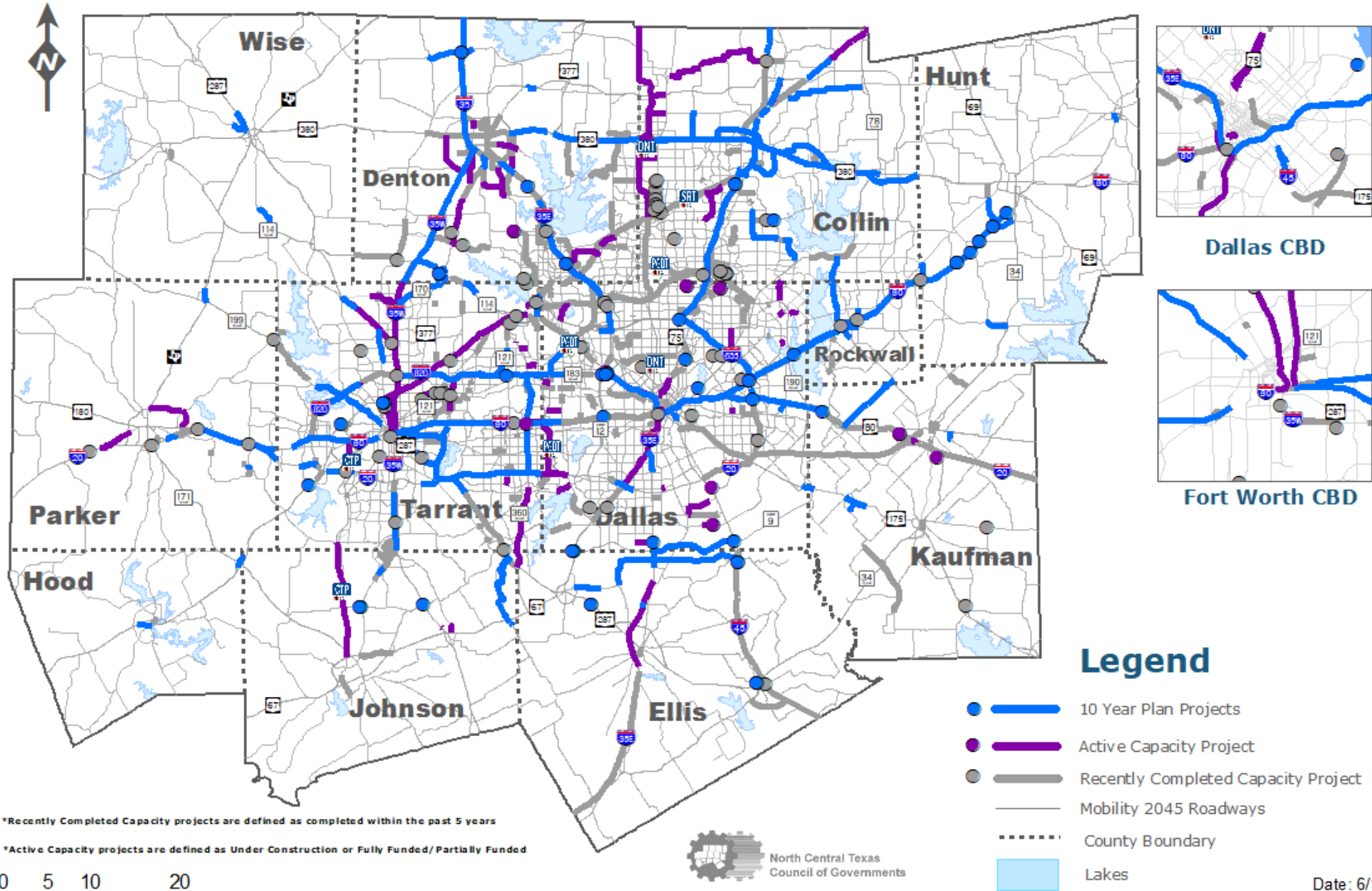
FY 2017 - FY 2032



*Includes projects with requested Category 12 funds and newly proposed Category 2 and 4 projects



Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



*Recently Completed Capacity projects are defined as completed within the past 5 years

*Active Capacity projects are defined as Under Construction or Fully Funded/Partially Funded



Date: 6/13/2022

NEXT STEPS

- Finalize project selection/update efforts in coordination with TxDOT staff
- Bring back the listings for approval
- Bring back any project changes to the committees once the TTC weighs in

TIMELINE

MEETING/TASK	DATE
Funding Targets Received	February 2022
Initial draft list due to TxDOT	March 1, 2022
Public Involvement	June 2022
STTC Information	June 24, 2022
RTC Information	July 14, 2022
STTC Action	July 22, 2022
RTC Action	August 11, 2022
TxDOT Public Involvement for 2023 UTP	July 2022 and August 2022
Anticipated TTC Approval of 2023 UTP	August 2022

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

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



North Central Texas Council of Governments

Regional Sidewalk Data Layer Purchase

Surface Transportation Technical Committee | 6.24.2022

Travis Liska, AICP

BACKGROUND

GOAL: Regional data resource for planning and analysis of sidewalk needs and impacts

- ✘ Currently lacking consistent & updated data comparable to other modes of travel

COORDINATION: February 2022 - NCTCOG sent a survey to 159 cities asking about sidewalk data (multiple emails sent). 116 cities verified status of data availability



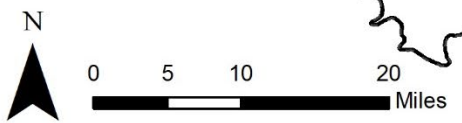
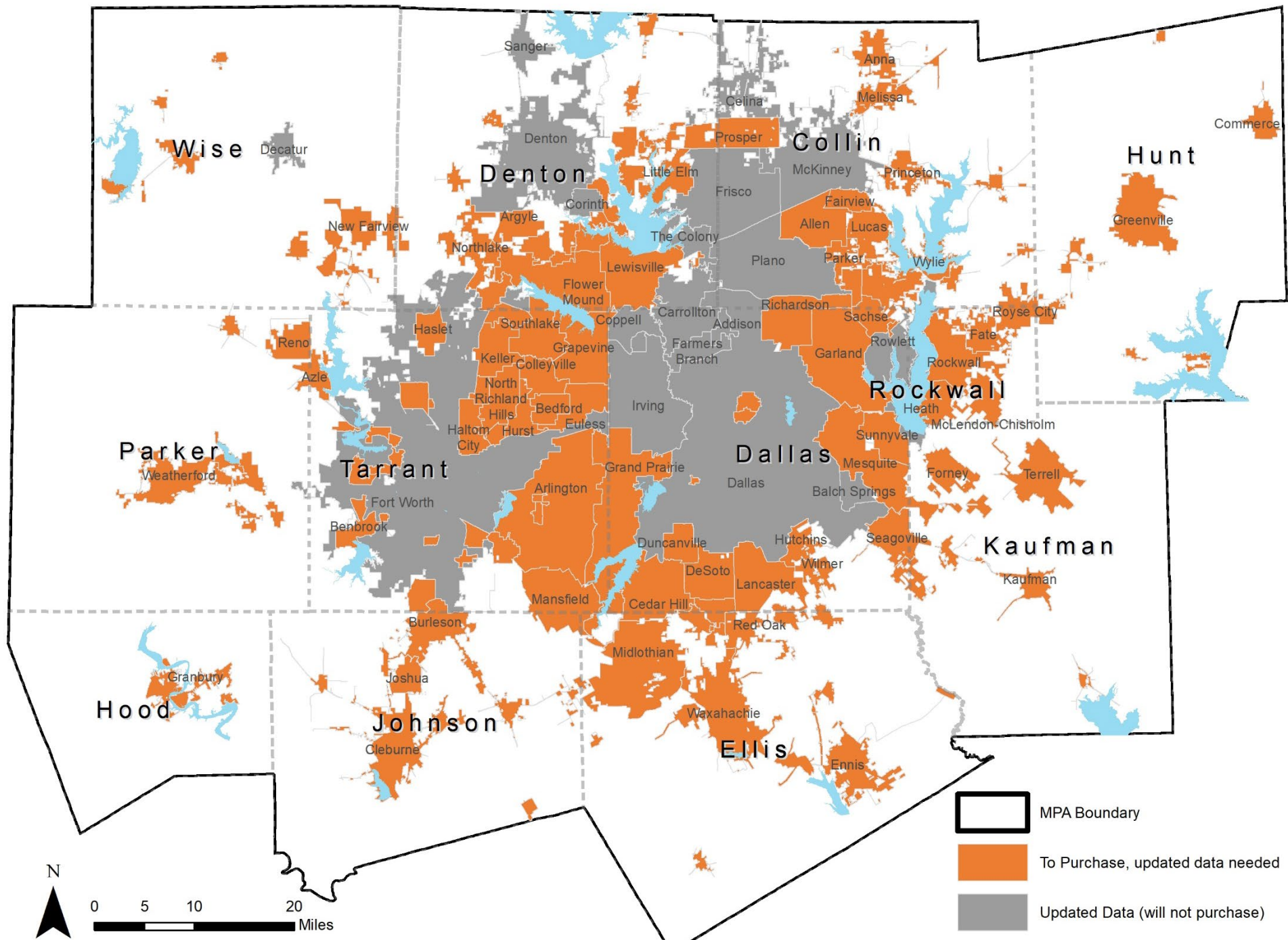
SCOPE OF PROJECT

159 Cities: Population over 1,000 in the Metropolitan Planning Area
(12 counties)

20 Cities: NCTCOG already received sidewalk Geographic Information Systems (GIS) data (2019 or later)

139 Cities: New and updated sidewalk GIS data to be purchased by NCTCOG





NEXT STEPS

Data Purchase: Summer 2022

Transportation Department to purchase initial data layer digitized from aerial imagery via NCTCOG's Regional Information Services (RIS) SDCP

Longer Term: 2022 and Beyond

- Refine and enhance regional sidewalk data layer as needed (attributes)
- Update with city input and support
- Streamline various sources into consolidated regional layer



NEXT STEPS

Total Purchase Cost: \$169,233.51

Voluntary Match Contribution

- Cities over population of 5,000 and over \$1,000 purchase cost to be asked for 50% match
- Communication was sent out to qualifying cities requesting partnership
- Cities participating will be prioritized for data clean up and updates

***** Availability of data for all jurisdictions to be announced later in 2022**



Questions?

CONTACT



Karla Windsor, AICP

Senior Program Manager

kwindsor@nctcog.org | 817-608-2376

Travis Liska, AICP

Principal Transportation Planner

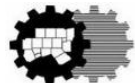
tliska@nctcog.org | 817-704-2512



METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY ROUND 2: STATUS UPDATE

Surface Transportation Technical Committee

June 24, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The objective of the MPO Milestone Policy is to ensure that projects that have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.
- In February 2021, the RTC approved the second round Milestone Policy, including:
 - Establishing deadlines by which projects must go to construction
 - A revamped project tracking process

RTC APPROVED MILESTONE POLICY TRACKING PROCESS

- Periodic status reports are required on all projects on the Milestone Policy list until they go to letting.
- Reports must detail steps that the project sponsor is taking to advance the project (e.g., executing funding or railroad agreements, engaging property owners or utility companies, etc.)
- NCTCOG staff evaluates the reports and “rates” the projects based on how well the project sponsor is implementing the project(s) and a review of risk factors. The rating system is as follows:
 - Green – Low risk of project delays
 - Yellow – Medium risk of project delays
 - Red – High risk of project delays
- If the committed schedule is not met and the project has consistently been graded as red/high risk, the project will likely be recommended for cancellation.

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (JUNE 2022)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2022	2	\$73,929,721
Scheduled Letting FY2023	9	\$93,435,636
Scheduled Letting FY2024 or Beyond	3	\$130,739,407
Total	14	\$298,104,764

1: To date, 6 projects have let by their established deadlines and 3 have been removed from the TIP at the request of the implementing agency.

SUMMARY OF PROJECT RISK

PROJECT RATING	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Green (Low Risk of Delay)	5	\$96,388,810
Yellow (Medium Risk of Delay)	7	\$127,786,233
Red (High Risk of Delay)	2	\$73,929,721
Total	14	\$298,104,764

PROJECT RISK BY FISCAL YEAR

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY2022	0	0	2
Scheduled Letting FY2023	4	5	0
Scheduled Letting FY2024 or Beyond	1	2	0
TOTAL	5	7	2

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

FISCAL YEAR 2022 PROJECT TRACKING

Surface Transportation Technical Committee

June 24, 2022

BACKGROUND

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

SUMMARY OF TIP FY2022 PROJECT FUNDING - CMAQ

	OCTOBER 2021	JUNE 2022
Total Federal Funding Programmed ¹	\$70,669,684	\$40,004,608
Federal Funding Obligated (2022) ^{2, 3}	\$0	\$26,207,597
FY2022 Project Phases ⁴	44	15
Project Phases Obligated to Date	0	7
Project Phases Past Their Original Estimated Start Date ⁵	4	14

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Obligation amounts as of 06/13/2022

4: 29 project phases have been delayed to future years through TIP actions or were canceled

5: Includes projects that were initially in FY2022 and have been delayed to a later year

43% of federal funds delayed to future FY

65% obligated (only 37% of initial amount)

SUMMARY OF TIP FY2022 PROJECT FUNDING - STBG

	OCTOBER 2021	JUNE 2022
Total Federal Funding Programmed ¹	\$178,455,967	\$154,729,664
Federal Funding Obligated (2022) ^{2,3}	\$0	\$142,404,282
FY2022 Project Phases ⁴	77	26
Project Phases Obligated to Date	0	15
Project Phases Past Their Original Estimated Start Date ⁵	3	34

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Obligation amounts as of 06/13/2022

4: 51 project phases have been delayed to future years through TIP actions or were canceled

5: Includes projects that were initially in FY2022 and have been delayed to a later year

13% of federal funds delayed to future FY

92% obligated (only 36% w/o Cat. 2/7 funding swap)

SUMMARY OF TIP FY2022 PROJECT FUNDING – TRANSPORTATION ALTERNATIVES SET ASIDE

	OCTOBER 2021	JUNE 2022
Total Federal Funding Programmed ¹	\$17,356,430	\$5,676,345
Federal Funding Obligated (2022) ^{2, 3}	\$0	\$3,423,967
FY2022 Project Phases ⁴	18	7
Project Phases Obligated to Date	0	3
Project Phases Past Their Original Estimated Start Date ⁵	0	8

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations)

2: Obligations based on the federal fiscal year, which runs from October to September

3: Obligation amounts as of 06/13/2022

4: 11 project phases have been delayed to future years in the TIP

5: Includes projects that were initially in FY2022 and have been delayed to a later year

67% of federal funds delayed to future FY

60% obligated (only 20% of initial amount)

SUMMARY OF FY2022 PROGRESS

- As of June 2022, we are nine months into the fiscal year, which means the year is 75 percent complete.
- To date:
 - 65 percent of CMAQ funds have been obligated
 - 92 percent of STBG funds have been obligated
 - 60 percent of TA-Set Aside funds have been obligated

NEXT STEPS

- Continue monitoring project progress
- Work with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation
- Bring an update to the Committee and the RTC at the end of the fiscal year

QUESTIONS?

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

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

2022 WTS Innovative Transportation Solutions Award

DFW High-Speed Transportation Connections Study Team

Project Management

Dan Lamers
Brendon Wheeler

Marketing/Public Outreach

Amanda Wilson Norma Zuniga
Rebekah Gongora Taylor Benjamin
Carli Baylor Teresa Taitt

Mapping Support

James McLane

Fiscal Management

Michelle Ward
Nathaniel Dover

Engineering/NEPA Support

Sandy Wesch

Legal Services

Ken Kirkpatrick
Emily Beckham

HNTB (*Project Consultant*)

Management Team

Ian Bryant
Chris Masters
Nicole Alldredge

Modeling

Arash Mirzaei
Hua Yang

Document Review / Quality Assurance

Cile Grady



Link to request copies of the Progress North Texas:

<https://www.nctcog.org/ourregion>

North Central Texas Council of Governments

AGENCY ADMINISTRATION | AGING SERVICES | ECONOMIC DEVELOPMENT | EMERGENCY PREPAREDNESS | ENVIRONMENT & DEVELOPMENT | EXECUTIVE DIRECTOR | NCT 9-1-1 | PUBLIC SAFETY | REGIONAL DATA | WORKFORCE SOLUTIONS | TRANSPORTATION

Home > Transportation > About Transportation > Publications > Progress North Texas

Progress North Texas 2022

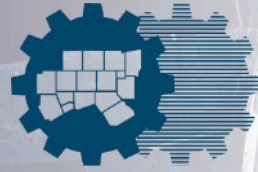
Contents:

- Message from the Chair
- Moving Ahead
- Roadways
- Safety
- Freight
- Public Transportation
- Air Quality
- Active Transportation
- Aviation
- Technology
- Public Involvement
- Editor's Note
- 2022 Art Contest Winners

Order copies PDF

Regional Planning & Projects
Congestion Management
Maps, Models & Data
Quality of Life
Funding & Business
Plans, Studies, Reports
Get Involved
About Transportation





NCTCOG PRESENTATION

BRIDGE INVESTMENT PROGRAM (BIP) – 2022

JEFFREY C. NEAL – Senior Program Manager
SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC)
– INFORMATION ITEM

June 24, 2022

BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW

Funding Availability

\$20 Million
Planning Grants

\$1.17 Billion
Large Bridges (> \$100M)

\$1.013 Billion
Bridge Projects (≤ \$100M)

\$40 Million
Tribal Facilities

\$117 Million
Culvert Rehab / Replacement

**TOTAL FY 22 FUNDING:
\$2.36 BILLION**

Minimum Award

\$2.5 Million
Bridge / Culvert Projects

\$50 Million
Large Bridges

Maximum Award

50% of Cost
Large Bridges

80% of Cost
Bridge / Culvert Projects

Federal Cost Share Limit

80% of Cost
On-System Bridges¹

90% of Cost
Off-System Bridges

Applicant Eligibility

1. State DOT (or group of State DOTs)
2. Metropolitan Planning Organization (MPO)
3. Local Government (or consortium)
4. Political Subdivision of State / Local Government
5. Special Purpose District / Public Authority
6. Federal Land Management Agency (FLMA)
7. Tribal Government (or consortium)
8. Multi-Jurisdictional Group of Above Entities

Project Cost Eligibility / Commitments

1. Development Phase Activities:
Planning, feasibility analyses, revenue forecasting, NEPA / design
2. Bridge Construction Activities:
Preservation, rehab, removal, replacement, or reconstruction
ROW / equipment acquisition
Operational improvements related to system performance
3. Bridge Protective Measures (e.g., seismic / scour defenses)
4. Federal Credit Assistance Subsidy / Administrative Costs
5. Maintenance (Responsible entity, lifecycle costs, & funding sources)
6. Bicycle / Pedestrian Accommodation²



1. Bridges on roadways maintained by a State DOT.

2. Federal financial participation requires safe accommodation of bicyclists / pedestrians if such operations are allowed at each bridge end, and FHWA determines safe accommodation can be provided at a reasonable cost.

BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW *(cont.)*

▪ Project Goals:

- Reduce number of & total person-miles traveled over bridges:
 - In poor condition, or in fair condition with risk of falling into poor condition within three years
 - Not meeting current geometric design standards
 - Not meeting load & traffic requirements of the regional transportation network
- Improve safety, efficiency, & reliability of people / freight movements over bridges
- Provide financial assistance leveraging & encouraging non-Federal contributions

▪ US DOT Priority Considerations:

- Bridge(s) in poor condition or at risk of falling into poor condition, plus one or more of the following:
- Large Bridge Projects (> \$100 Million):
 - Does not meet current geometric design standards
 - Total future eligible project costs > \$1 Billion
 - Grant need > \$100 Million
 - Readiness verifies award could be distributed over 4-year period
 - FLMA bridge to be divested to a non-Federal entity
 - Next delivery stage can proceed within 12 months of NEPA completion
 - Incorporates transit, such as bus express lanes
 - Demonstrates national or regional economic significance
- Bridge Projects (≤ \$100 Million):
 - Readiness for final design within 12 months of NEPA completion
 - Final design completion within 12 months of obligation
 - Construction initiation within 12 months of obligation
 - Construction could not begin without FY 22 grant before 9/30/2025



BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW *(cont.)*

▪ Application Review:

○ Project Outcome Criteria:

- State of Good Repair
- Safety
- Mobility & Economic Competitiveness
- Climate Change, Resiliency, & the Environment
- Quality of Life
- Innovation

○ Economic (Benefit-Cost) Analysis

○ Project Readiness (Technical Assessment, Financial Completeness, & NEPA / Permitting Risk)

▪ Overall Rating System:

○ Meets eligibility requirements

○ “Highly Recommended”:

- State of Good Repair / Safety – “Highly Responsive”
- Three of remaining Project Outcome Criteria – “Highly Responsive”
- BCA / Project Readiness – “Medium-High”

○ “Recommended”:

- State of Good Repair / Safety – “Highly Responsive”
- Two of remaining Project Outcome Criteria – “Highly Responsive”
- BCA / Project Readiness – “Medium”

▪ Statutory Requirements:

○ Obligation Deadline – 9/30/2025

- During FY 22-26, in each State from which eligible projects are submitted, not fewer than one Large Bridge project or two Bridge projects are to be awarded



BRIDGE INVESTMENT PROGRAM (BIP) – DRAFT SCHEDULE

June 10, 2022	BIP Notice of Funding Opportunity (NOFO) Released
June 24, 2022	STTC Information
July 14, 2022	RTC Information
July 15, 2022	STTC Agenda Mail-Out <i>(Scope / cost / funding details finalized for <u>potential</u> NCTCOG “Large Bridge” candidates)</i>
July 22, 2022	STTC Action – “Large Bridge”
July 25, 2022	BIP Planning Grant Application Submittal Deadline – NOT TO BE PURSUED
August 5, 2022	RTC Agenda Mail-Out <i>(Scope / cost / funding details finalized for <u>potential</u> NCTCOG “Bridge” candidates)</i>
August 9, 2022	BIP “Large Bridge” Grant Application Submittal Deadline
August 11, 2022	RTC Endorsement – “Large Bridge” / RTC Action – “Bridge”
August 26, 2022	STTC Endorsement – “Bridge”
September 8, 2022	BIP “Bridge” Grant Application Submittal Deadline
September 22, 2022	Executive Board Endorsement – “Large Bridge” / “Bridge”



CONTACT INFORMATION

Christie Gotti

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

Chris Klaus

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

James McLane

TR Info Systems Manager
(817) 704-5636
JMcLane@nctcog.org

Patricia Rohmer

Project Engineer
(817) 608-2307
PRohmer@nctcog.org

Brian Dell

Principal TR / AQ Planner
(817) 704-5694
BDell@nctcog.org

Jody Loza

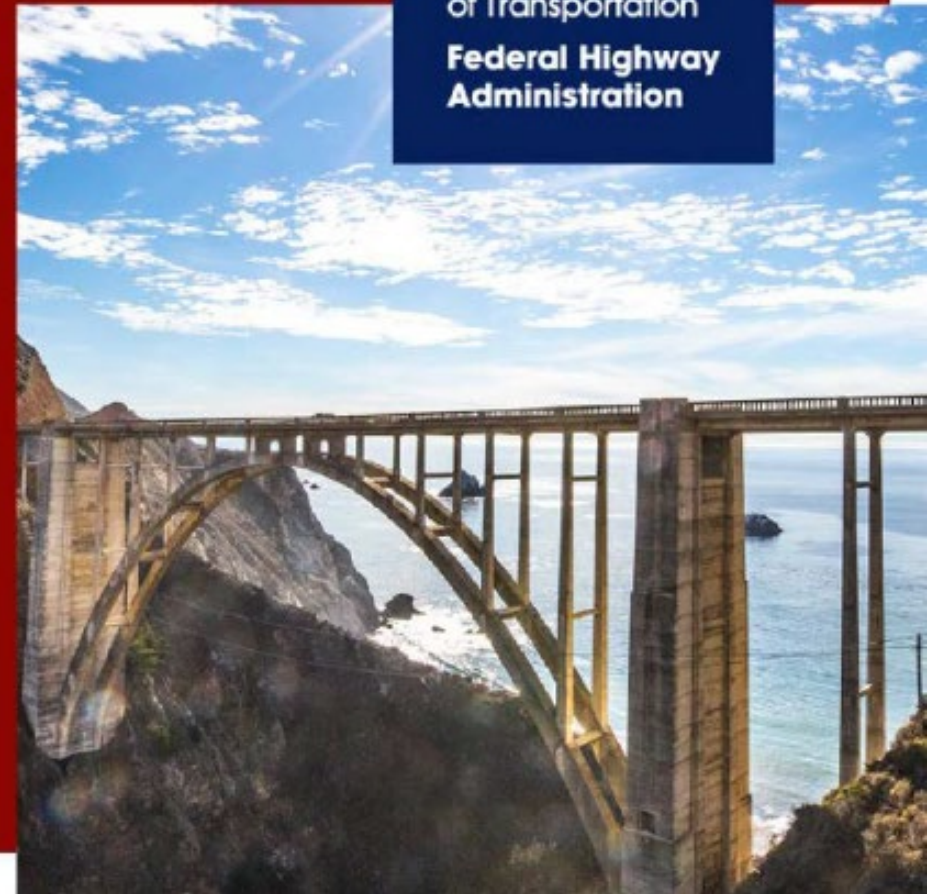
Principal TR / AQ Planner
(817) 704-5609
JLoza@nctcog.org

Jeffrey C. Neal

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



U.S. Department
of Transportation
**Federal Highway
Administration**



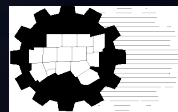
STTC Information Item – Bridge Investment Program

USDOT Bipartisan Infrastructure Law (BIL): <https://www.transportation.gov/bipartisan-infrastructure-law>
USDOT Bridge Investment Program (BIP): <https://www.fhwa.dot.gov/bridge/bip/>

2021 TRANSPORTATION SAFETY PROGRAM PERFORMANCE MEASURES REPORT

Surface Transportation Technical Committee

Camille Fountain
Senior Transportation Planner
June 24, 2022



North Central Texas Council of Governments



2021 Safety Performance Measures Overview

- Federal Safety Performance Targets vs. NCTCOG Performance Targets
- NCTCOG Crash and Fatality Statistics
- COVID-19 Effects on Crashes
- Contributing Factors for Serious Injury and Fatality Crashes
- Crash Rates by County
- Traffic Incident Management Course Attendance
- Responder Struck-By Statistics
- 2021 NCTCOG Incident Management Freeway Blocking Equipment CFP
- HazMat Statistics
- Roadside Assistance Program Performance
- Crashes Involving Impaired Drivers



Federal Safety Targets vs. NCTCOG Safety Targets

Safety Performance Targets	2020 TxDOT Targets	2020 NCTCOG Targets	2021 TxDOT Targets	2021 NCTCOG Targets	2022 TxDOT Targets	2022 NCTCOG Targets
	1.2% Reduction		1.6% Reduction		2.0% Reduction	
No. of Fatalities	4,068	589.3	3,687*	572.4	3,563*	579.5
Fatality Rate	1.48	0.803	1.33*	0.762	1.27*	0.755
No. of Serious Injuries	18,602	3,514.7	17,151	3,375.3	16,677	3,032.9
Serious Injury Rate	6.56	4.768	6.06	4.485	5.76	3.939
No. of Non-motorized Fatalities and Serious Injuries	2,477	595.0	2,316.4	592.3	2,367	594.7

Note: *2021 & 2022 Targets for TxDOT include new 50% reduction by 2035 targets for fatalities and fatality rate only.

Actual NCTCOG Safety Performance – 2020

Safety Performance Measures	2020 Original Target	2020 Actual Performance	2014-2018 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	589.3	587.4	542.2	Yes	No	Yes
Rate of Fatalities	0.803	0.803	0.784	Yes	No	
Number of Serious Injuries	3,514.7	3,560	3,743.2	No	Yes	
Rate of Serious Injuries	4.768	4.891	5.434	No	Yes	
No. of Non-Motorized Fatalities and Serious Injuries	595.0	587.8	547.2	Yes	No	

1. Actual Performance reporting of Safety Performance Targets is completed on a two-year delay.

2. An agency is determined to have met or made significant progress toward meeting its targets when at least four of the five established performance targets a) are met or b) the outcome for a performance measure is less than the five-year rolling average data for the performance measure for the year prior to the establishment of the State's target.

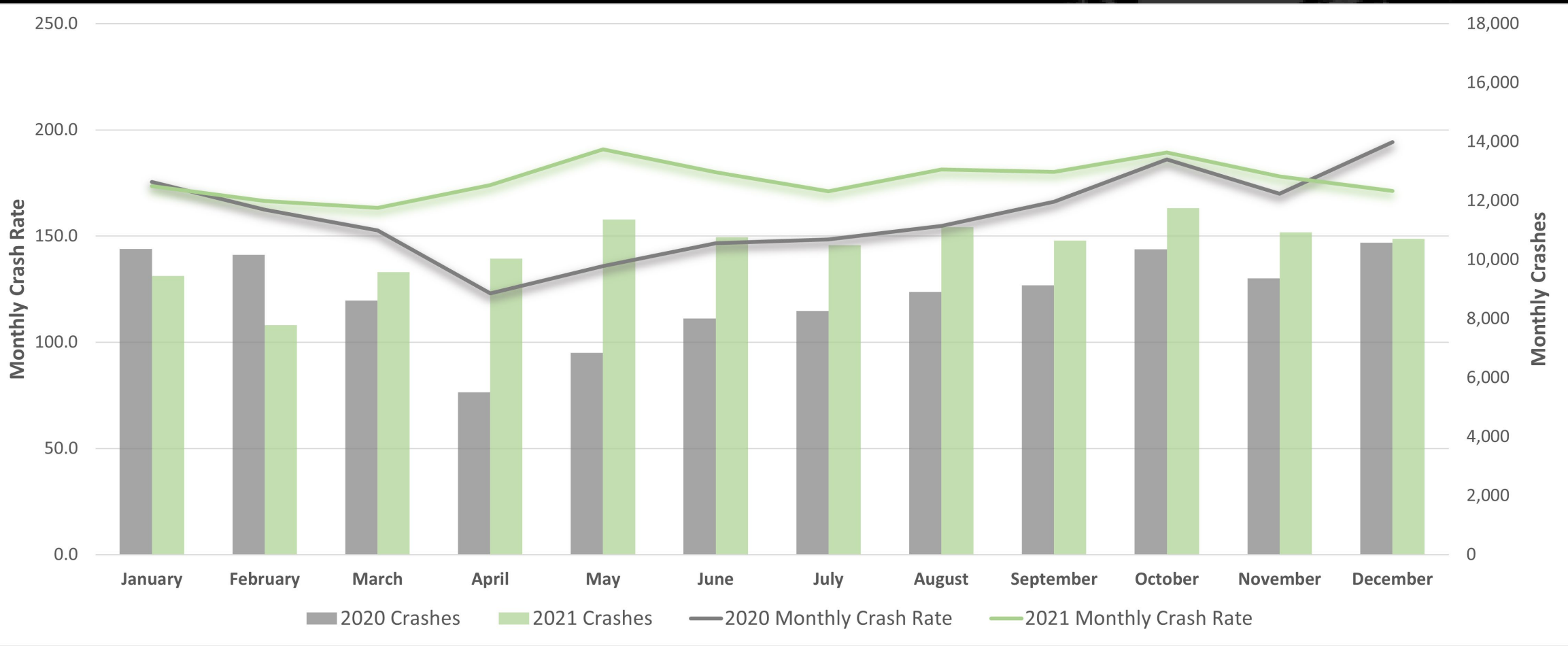
2017-2021 Crash Statistics: 12-County MPA

2017 - 2021 Reportable Crashes						
County	2017	2018	2019	2020	2021	% Change 2020-2021
Collin	13,097	12,654	1,3945	10,269	12,379	20.55%
Dallas	50,569	49,415	55,261	48,297	55,355	14.64%
Denton	11,955	11,661	12,182	9,551	11,401	19.37%
Ellis	2,726	2,638	2,795	2,841	3,290	15.80%
Hood	821	660	798	708	804	13.56%
Hunt	1,346	1,424	1,364	1,361	1,784	31.08%
Johnson	2,351	2,264	2,392	2,190	2,775	26.71%
Kaufman	1,914	1,890	2,016	1,954	2,226	13.92%
Parker	2,308	2,181	2,202	2,035	2,641	29.78%
Rockwall	1,362	1,331	1,591	1,427	1,749	22.56%
Tarrant	34,315	34,890	32,476	27,435	30,729	12.01%
Wise	954	945	930	901	1,021	13.32%
Total	123,718	121,953	127,952	108,969	126,154	15.77%

2017-2021 Fatality Statistics: 12-County MPA

2017 - 2021 Reportable Fatalities						
County	2017	2018	2019	2020	2021	% Change 2020-2021
Collin	68	77	53	64	51	-20.31
Dallas	281	264	271	333	351	5.41%
Denton	49	66	52	59	67	13.56%
Ellis	33	15	27	49	35	-28.57%
Hood	11	4	12	10	13	30.00%
Hunt	27	8	25	26	38	46.15%
Johnson	21	17	39	20	38	90.00%
Kaufman	31	15	32	33	37	12.12%
Parker	20	26	26	21	28	33.33%
Rockwall	13	8	2	7	10	42.86%
Tarrant	182	214	171	189	228	20.63%
Wise	22	3	14	11	21	90.91%
Total	758	717	724	822	917	11.56%

COVID Related Travel Behavior Effects on Crashes



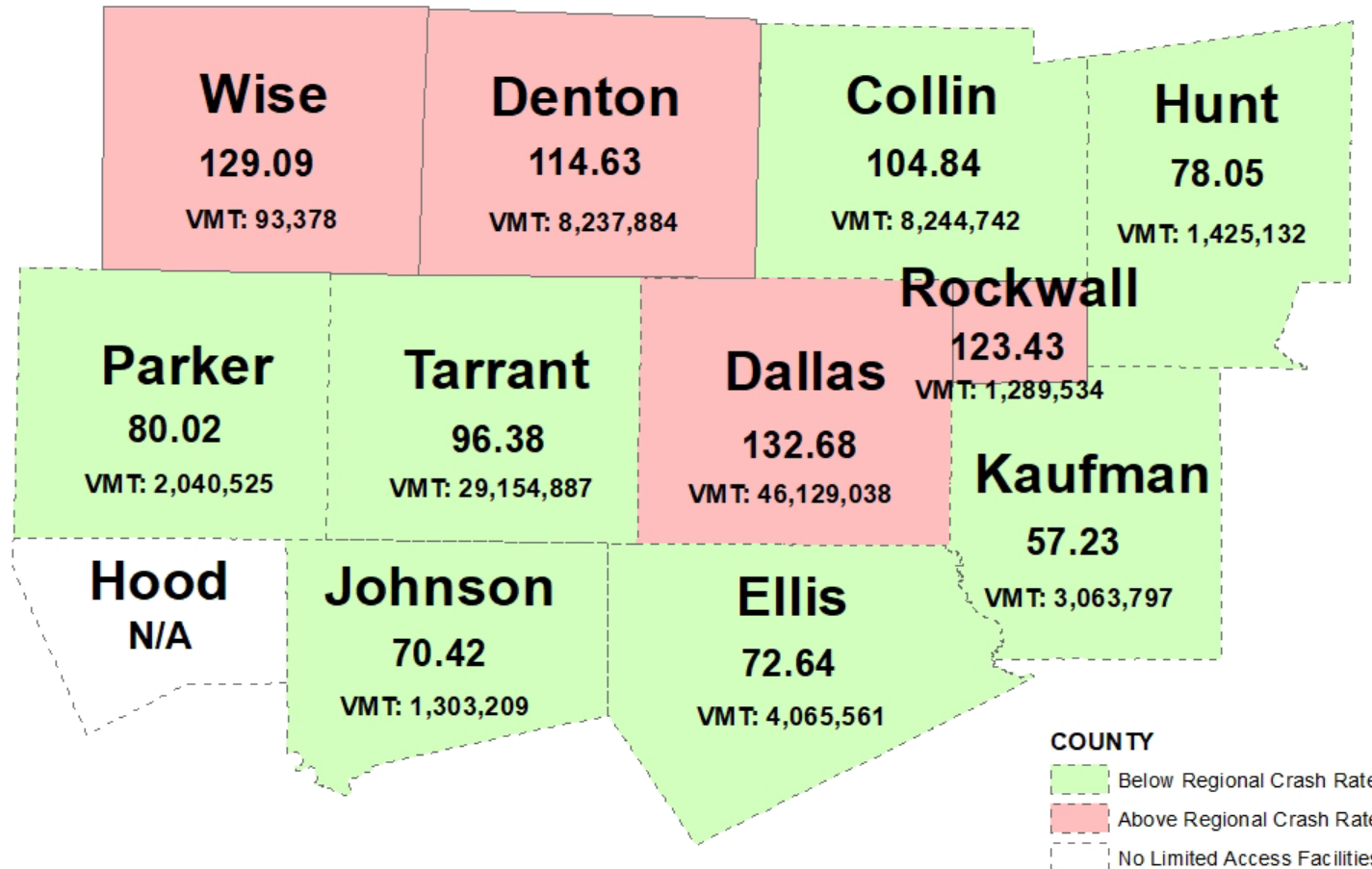
Note: Crash rates are calculated as the number of crashes relative to the number of vehicle miles traveled within the study area.

2021 Contributing Factors – Serious Injury and Fatal Crashes

	Top Ten Contributing Factors	2020	2021
1	Speeding - (Overlimit/Unsafe Speed/Failed to Control Speed)	33.04%	32.21%
2	Driver Related (Distraction in Vehicle/Driver Inattention/Road Rage /Drove Without Headlights/Followed Too Closely/Cell/Mobile Device Use - (Talking/Texting/Other/Unknown) - [0.13%])	9.41%	13.96%
3	Impaired Driving (Under Influence: Had Been Drinking, Alcohol, Drug / Taking Medication/Fatigued or Asleep)	11.99%	12.10%
4	Failed to Drive in Single Lane	9.86%	10.45%
5	Changed Lane When Unsafe	7.10%	8.00%
6	Faulty Evasive Action	8.35%	7.54%
7	Disabled/Parked in Traffic Lane	5.60%	4.43%
8	Pedestrian Failed to Yield Right of Way to Vehicle	5.24%	3.37%
9	Wrong Way Driving (Wrong Way – One Way Road/Wrong Side – Not Passing)	1.42%	2.05%
10	Turned When Unsafe	0.27%	1.19%

Note: Contributing Factor Analysis includes Primary, Secondary, and Tertiary Contributing Factors on limited access facilities.

2021 Crash Rates By County



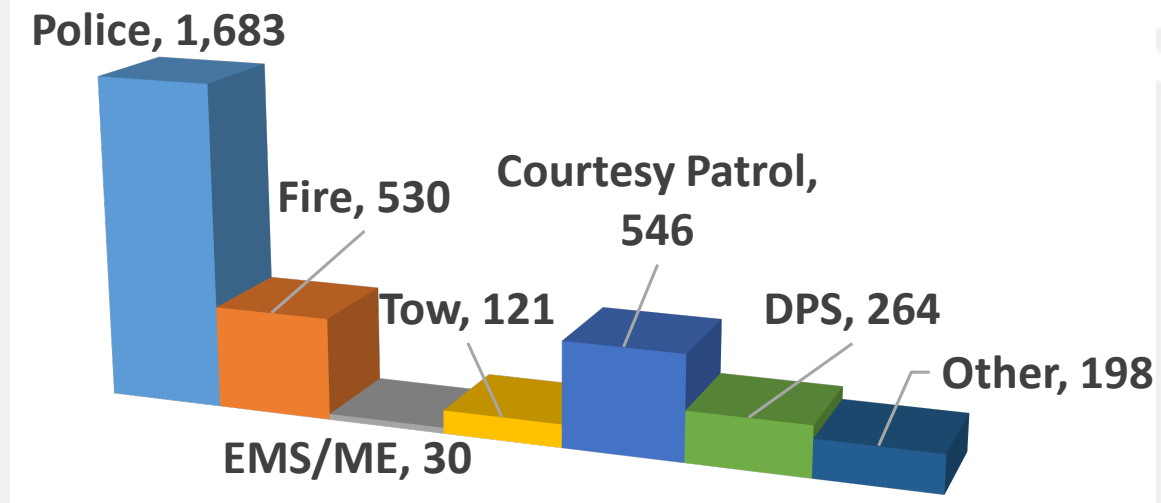
Note:
Crash Rates calculated for limited access facilities: IH, SH, and US mainlanes.

2021 Regional Crash Rate = 111.83

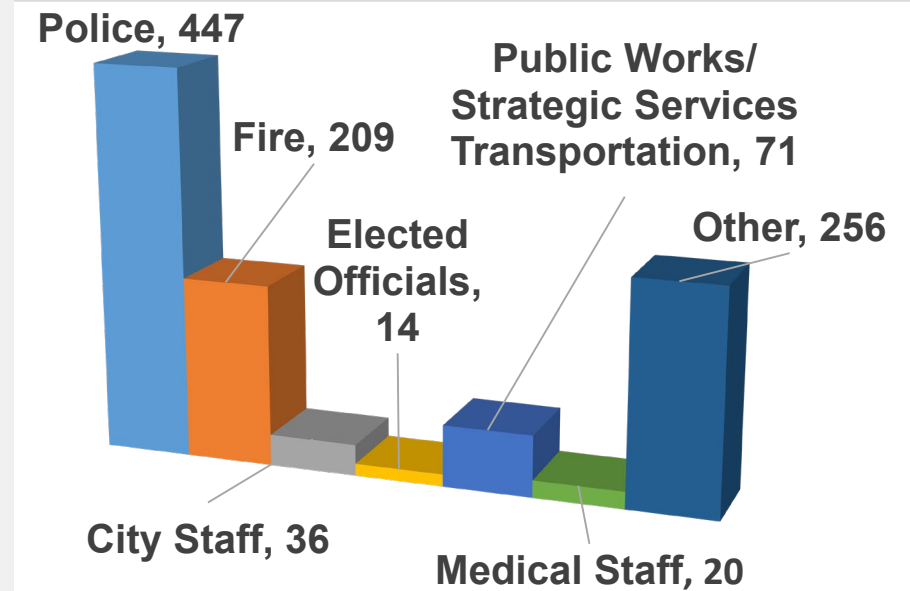


Traffic Incident Management Attendance

- First Responders Training (2003-2022): 3,372 Attendees



- Executive Level Training (2005-2022): 1,053 Attendees



Responder Struck-By Statistics

First Responder Struck-By “Fatality” Stats

Discipline	2020 National	2021 National	2020 Statewide	2021 Statewide	2020 NCTCOG Region	2021 NCTCOG Region
Police	17	30	3	1	0	1
Fire/EMS	4	9	1	0	0	0
Towing	21	22	1	3	0	1
Roadside Assistance	3	2	0	0	0	0
Total Responder Fatality Struck-bys	45	63	5	4	0	2

NCTCOG Roadside Assistance Patrol Struck-By “Non-Fatality” Stats**

Roadside Assistance Patrol	Dallas County	LBJ Express	NTE Express	NTTA	Tarrant County	NCTCOG Region
2018	*	1	1	13	3	18
2019	1	7	4	9	0	21
2020	10	0	1	15	2	18
2021	14	*	*	*	2	2

Note:
 **Information collected directly from regional mobility assistance patrol providers.

*Information Unavailable or Pending from reporting agency.

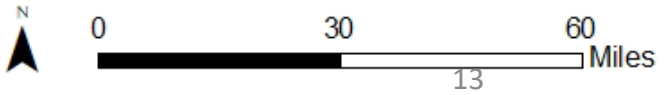
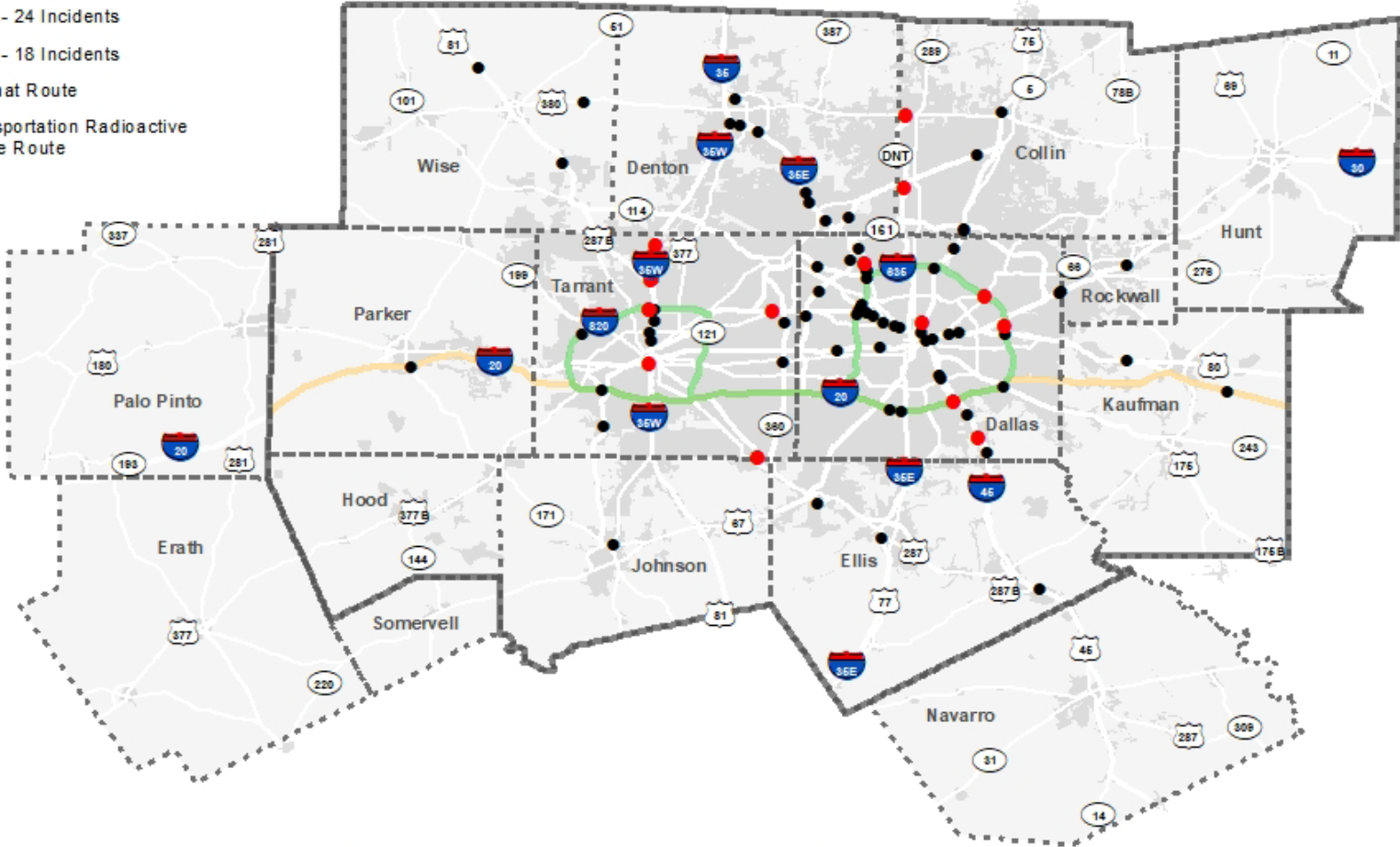
2021 NCTCOG Freeway Blocking Equipment CFP

Agencies Approved for Funding

	City/Agency Name	Approved Project Cost	Equipment Requested	Quantity Requested
1	City of Frisco Fire	\$122,864	Crash Attenuator Truck	1
2	City of Coppell Fire	\$89,867	Highway Safety Attenuator/Arrowboard Combo	1
3	City of Dallas (Government Affairs)	\$300,000	Scorpion/Truck Combo	3
4	City of Terrell Emergency Management	\$101,836	Truck Mounted Attenuator (all-in-one)	1
5	City of North Richland Hills Fire	\$109,153	Truck Mounted Attenuator (all-in-one)	1
6	City of Lancaster Fire	\$89,774	Attenuator Truck	1
7	City of Euless Police	\$46,251	Truck Mounted Crash Attenuator	1
8	City of Denton Fire	\$160,000	Public Safety Blocker Unit (Truck/Attenuator)	1
9	City of Garland Fire	\$360,000	Scorpion Attenuator	3
10	City of Grapevine Fire	\$32,234	Scorpion II Model C	1
	Total	\$1,411,979		

2021 HazMat Incidents: 16 Counties

- 2021 - 15 Incidents
- 2020 - 14 Incidents
- 2019 - 16 Incidents
- 2018 - 24 Incidents
- 2017 - 18 Incidents
- Hazmat Route
- Transportation Radioactive Waste Route



Source: National Response Center
Data current as of February 1, 2022

County	2020	2021
Collin	0	2
Dallas	8	6
Denton	2	0
Ellis	0	0
Erath	0	0
Hood	0	0
Hunt	0	0
Johnson	0	0
Kaufman	0	0
Navarro	0	0
Parker	1	0
Palo Pinto	0	0
Rockwall	0	0
Somervell	0	0
Tarrant	3	7
Wise	1	0
Total	14	15

Regional Roadside Assistance Patrol Program

In 2021, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



60,783

Driver Assistance /
Stalled Vehicle



26,791

Courtesy Check /
Directions



3,518

Crash
Assistance



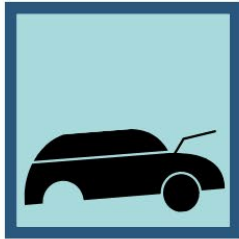
13,779

Debris
Removal



12,915

Protection to
First Responders



7,126

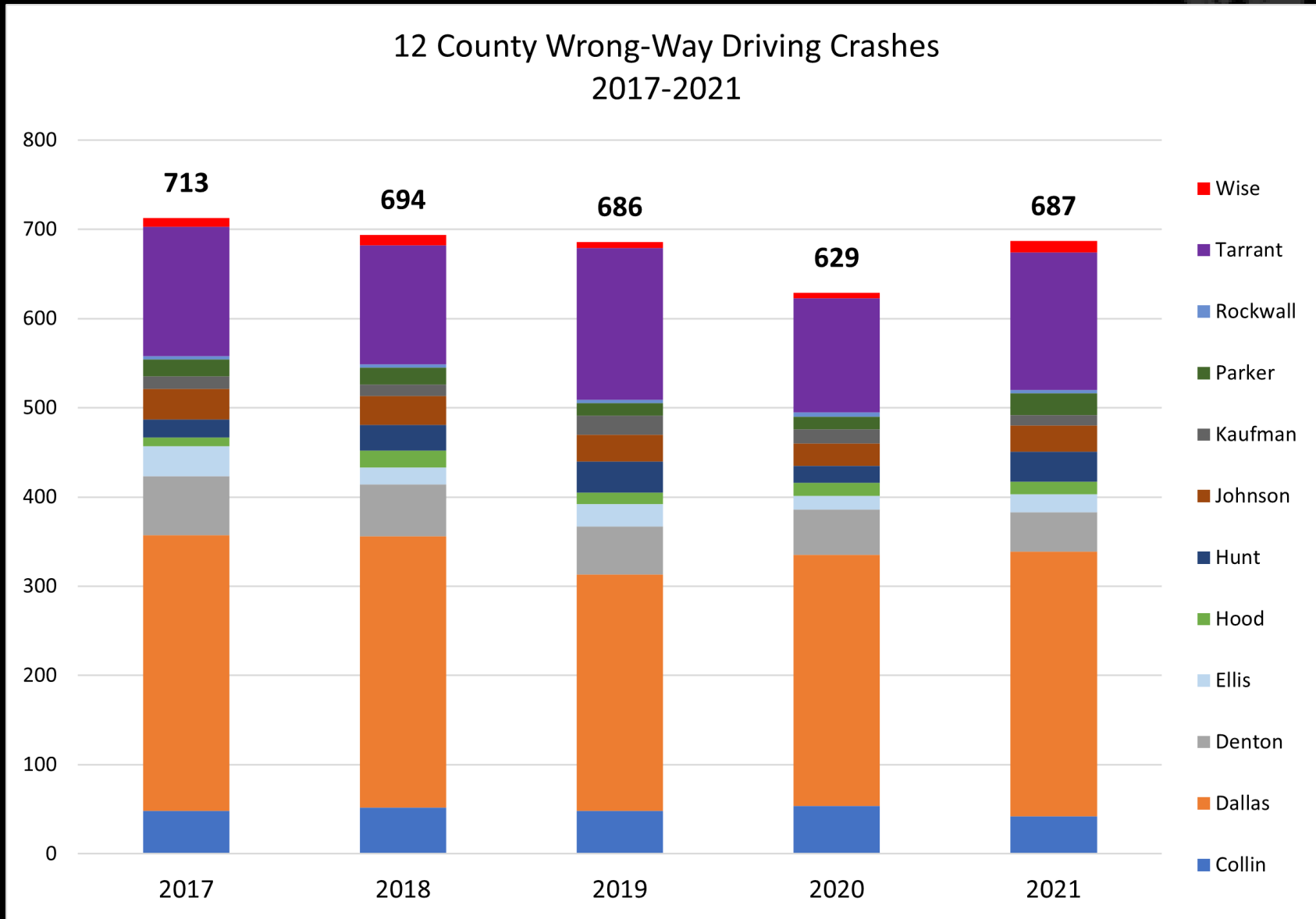
Abandoned
Vehicle Check

Total Combined Assists: 127,417

Note:
Data includes Dallas County,
Tarrant County, and NTTA motorist
assists combined.

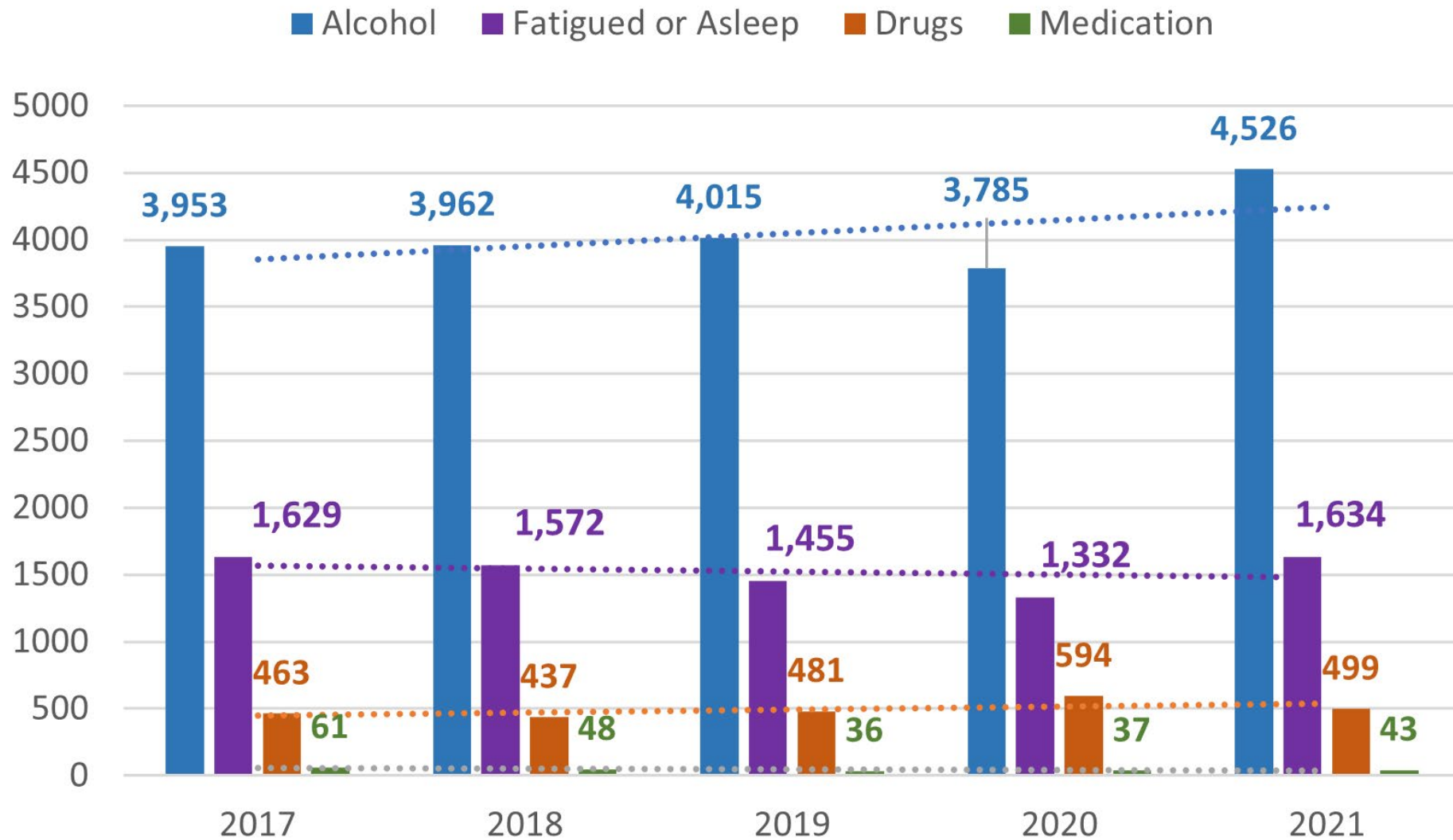
2,505 assists were either not
found, cancelled before a patrol
vehicle arrived, or did not specify
the service provided.

12-County MPA – Wrong Way Driving Crashes: 2017-2021



Note: WWD crashes include those where wrong way driving was identified as either a primary, secondary, or tertiary contributing factor to the crash.

Crashes Involving Impaired Drivers: 2017-2021



Note: The Impaired Driving Analysis includes TxDOT crash records where the primary, secondary, or tertiary contributing factors were cited as “Had been drinking”, “Taking medication”, “Under influence—alcohol”, “Under influence—drugs”, or “Fatigued or Asleep”. Motor vehicle crash within the NCTCOG 12-County area are included.

NCTCOG Safety Program Contacts

Camille Fountain

Senior Transportation Planner

cfountain@nctcog.org

Kevin Kroll

Senior Transportation Planner

kkroll@nctcog.org

Michael Misantonis

Transportation Planner

mmisantonis@nctcog.org

Sonya Landrum

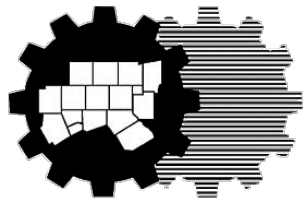
Program Manager

slandrum@nctcog.org



STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Surface Transportation Technical Committee
June 24, 2022**



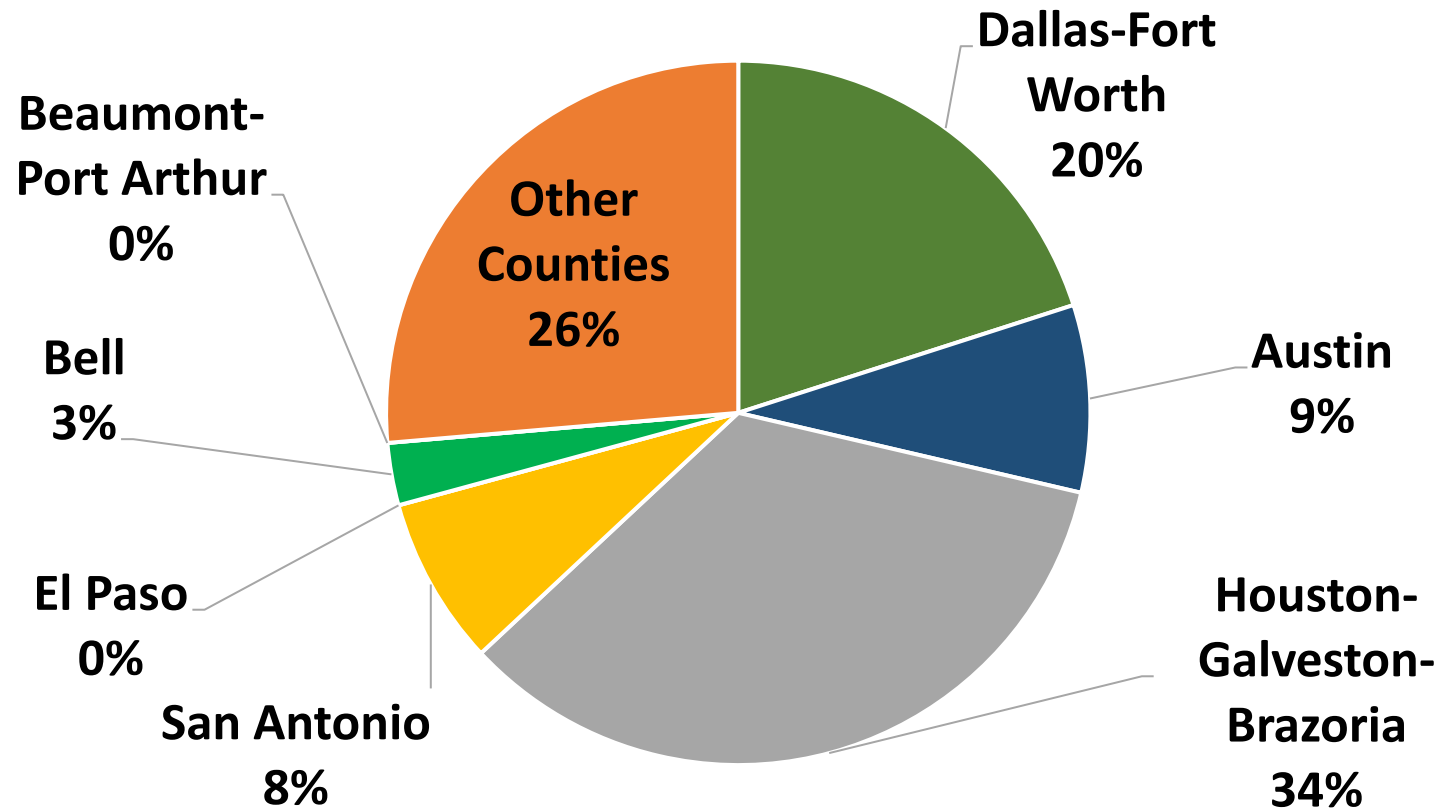
**North Central Texas
Council of Governments**

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

TXVEMP ZEV INFRASTRUCTURE DC FAST CHARGE REBATE

Total Awarded = \$20,934,042 to 170 Charging Units at 41 Locations

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



Over 96% of DC Fast Charge funding has been awarded to convenience store locations.

Other locations include grocers, auto dealers, and warehouses.

GEOGRAPHIC DISTRIBUTION OF DCFC FUNDING AWARDED

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

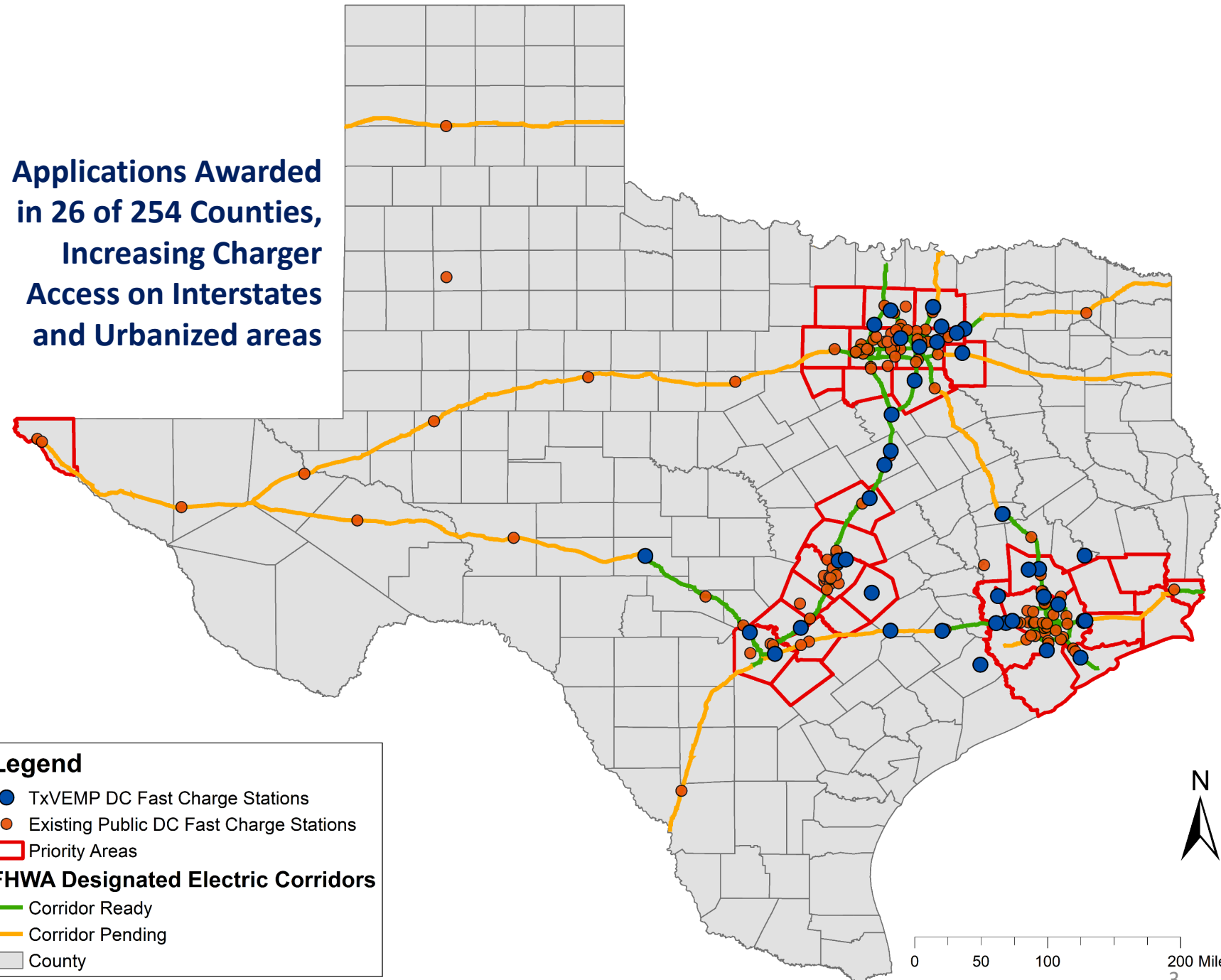
Area	Counties	DCFC Stations
Dallas-Fort Worth Area	Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise	11
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller	12
San Antonio Area	Bexar, Comal, Guadalupe, Wilson	3
Austin Area	Bastrop, Caldwell, Hays, Travis, Williamson	3
El Paso County	El Paso	0
Bell County	Bell	1
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange	0
Non-Priority Counties	Counties outside Priority Areas	11

Legend

- TxVEMP DC Fast Charge Stations
- Existing Public DC Fast Charge Stations
- Priority Areas

FHWA Designated Electric Corridors

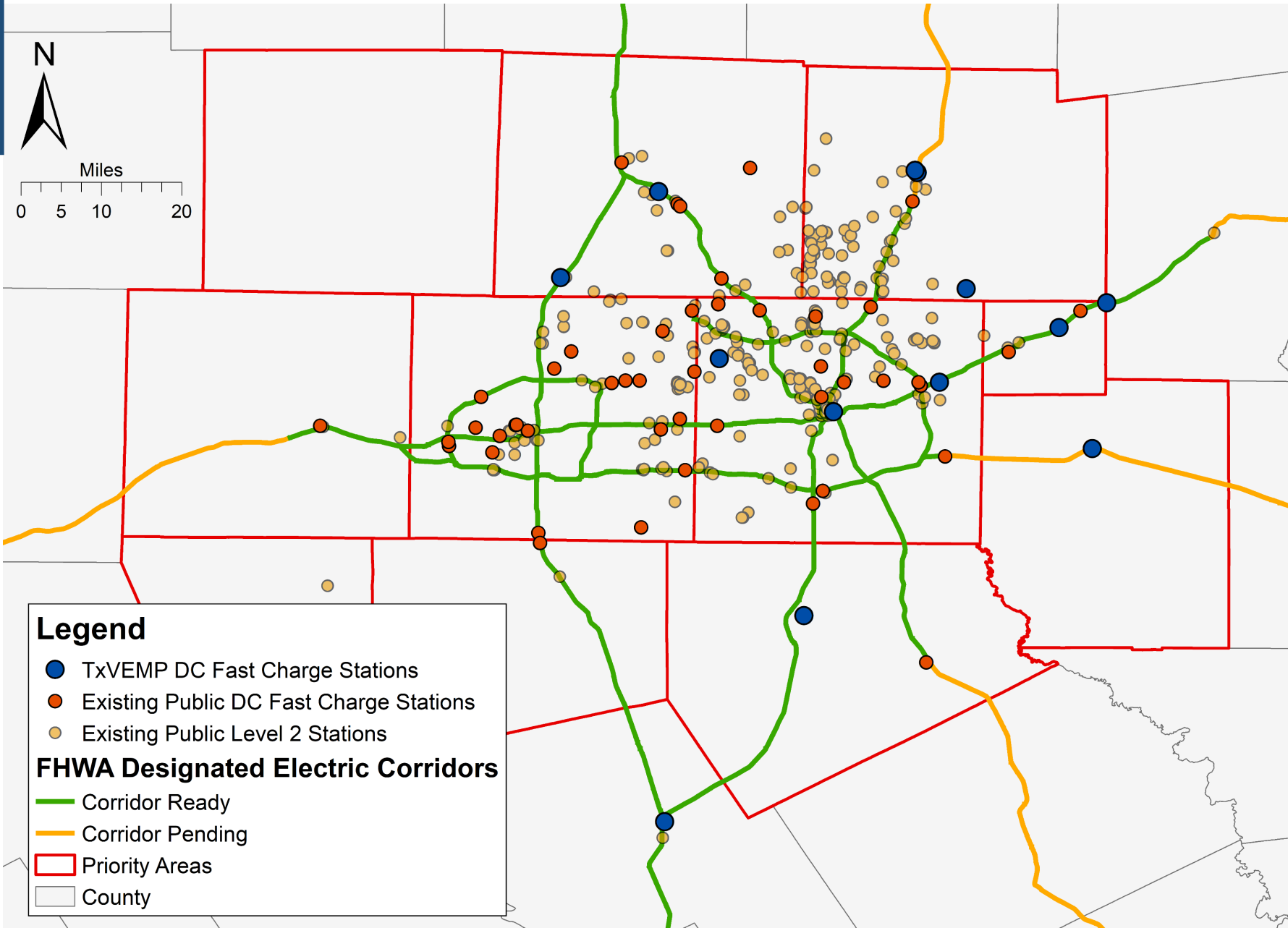
- Corridor Ready
- Corridor Pending
- County



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

DCFC LOCATIONS AWARDED IN DFW PRIORITY AREA

Major Highways Receiving DCFC Stations



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

OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING STATUS

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 June 8, 2022

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

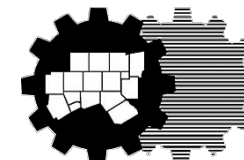
Data reflects information posted at www.texasvfund.org as of June 8, 2022

Soria Adibi
Senior Air Quality Planner
817-704-5667
sadibi@nctcog.org

Jonathan Cupit
Air Quality Planner I
817-704-5663
jcupit@nctcog.org

Lori Clark
Program Manager and
DFW Clean Cities Coordinator
817-695-9232
lclark@nctcog.org

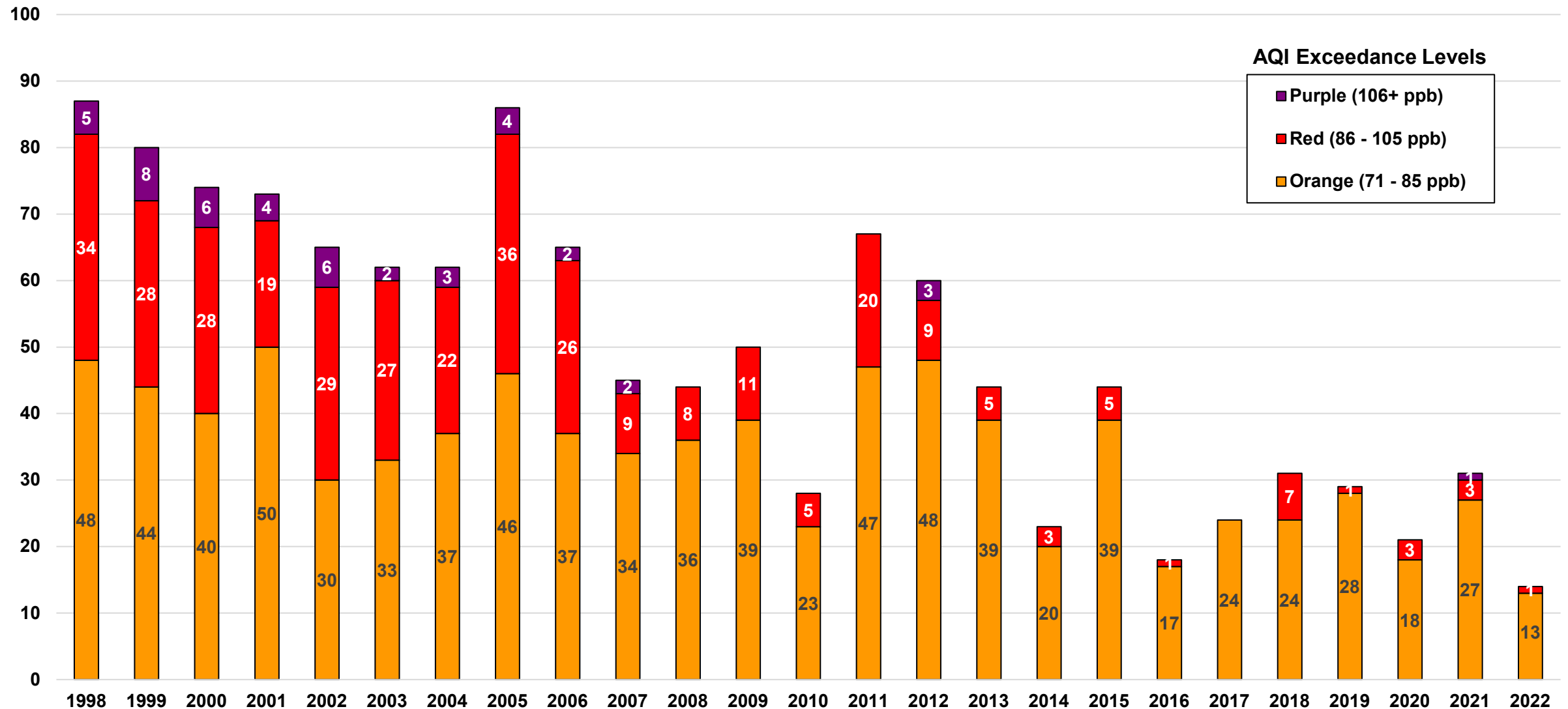
Also see “Hot Topics” at www.nctcog.org/aqfunding



**North Central Texas
Council of Governments**

8-HOUR OZONE NAAQS HISTORICAL TRENDS

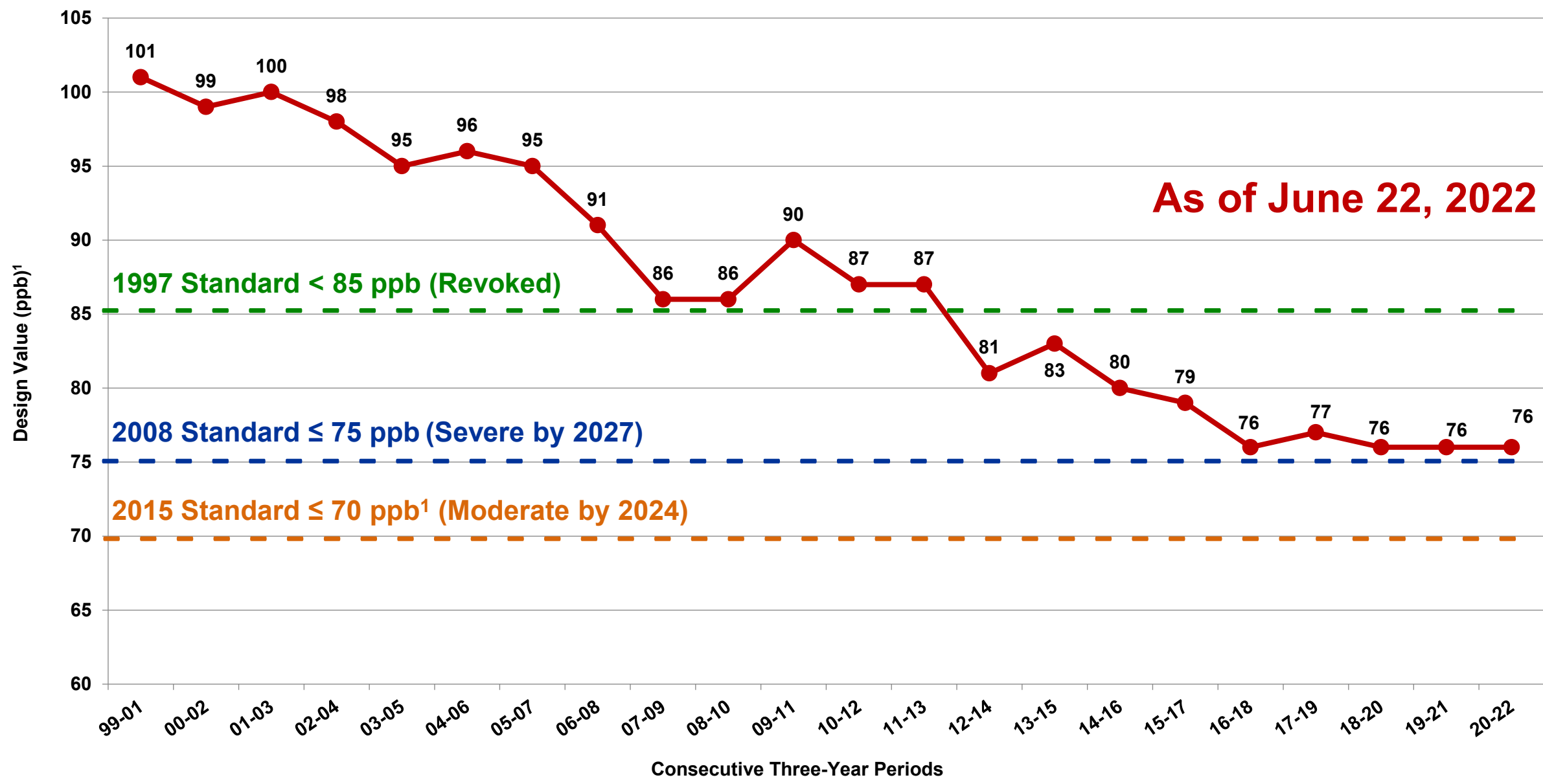
Based on ≤ 70 ppb (As of June 22, 2022)



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



¹ Attainment 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).

CHRIS KLAUS
Senior Program Manager
cklaus@nctcog.org
817-695-9286

VIVEK THIMMAVAJJHALA
Transportation System Modeler II
vthimmavajjhala@nctcog.org
817-704-2504

JENNY NARVAEZ
Program Manager
jnarvaez@nctcog.org
817-608-2342

NICK VAN HAASEN
Air Quality Planner III
nvanhaasen@nctcog.org
817-608-2335

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