



NCTCOG PRESENTATION

2024 STRATEGIC TRANSPORTATION FUNDING PROGRAM

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
JANUARY 26, 2024



BACKGROUND

- Over the past couple of years, numerous funding requests have been received from local governments and transportation agencies.
- These requests have been evaluated by staff for funding consideration.
- These proposed projects meet one or more of the Regional Transportation Council's (RTC) policies or improvements outlined in the Metropolitan Transportation Plan (MTP), implement outcomes of planning activities, and/or assist in reaching the region's federal performance targets.
- The following slides highlight a few of the major projects and partnerships that are being proposed.



PROPOSED LOCAL BOND PROGRAM PARTNERSHIPS

- In recent years, citizens in several jurisdictions have passed bond programs to fund transportation projects
- Tarrant County and Parker County asked the North Central Texas Council of Governments (NCTCOG) to partner on projects of regional interest that are being funded in part through their bond programs
Tarrant County projects proposed for regional funding include:
 - Bonds Ranch Road Grade Separation (Fort Worth) – \$20 million Surface Transportation Block Grant (STBG) to be matched with local funds
 - RM 2871 (Fort Worth, Benbrook) – \$8 million STBG to be matched with Texas Department of Transportation (TxDOT) and local funds
- Parker County projects proposed for funding include:
 - FM 1187 (Aledo) – \$19.15 million STBG to be matched with TxDOT funds
 - FM 730 (Weatherford) – \$10 million STBG to be matched with TxDOT funds
- Justification: Leverages local funding, enhances mobility and safety
- Refer to the project table for a comprehensive list of projects being proposed through this partnership



PROPOSED SIGNAL AND RAILROAD CROSSING FUNDING POOLS

- Two programs are being proposed that would provide funds for projects that have come out of completed planning activities.
- Specific projects will be proposed to the RTC in the future.
- Railroad Crossing Safety Program
 - \$10 million Regional Toll Revenue (RTR) funds
 - To be matched with local funds from project sponsors
- Traffic Signal Equipment Standardization and Upgrade Program
 - \$30 million STBG funds
 - To be matched with regional Transportation Development Credits (TDC)
- Justification: Addresses safety, mobility, and air quality



Source: Getty Images



REGIONAL TRANSIT VEHICLES

- Dallas Area Rapid Transit (DART) and Trinity Metro have requested funding assistance for new and replacement vehicles for the Trinity Railway Express (TRE) and TEXRail lines.
- TRE Vehicles
 - Existing vehicles are nearing the end of their useful life.
 - Proposed Funding:
 - \$30 million STBG
 - \$30 million from Trinity Metro
 - \$30 million from DART
- TEXRail Vehicles
 - New vehicles are needed to enable expansion of service to the Fort Worth Medical District
 - Proposed funding:
 - \$31.2 million CMAQ
 - \$33.8 million Carbon Reduction Program (CRP)
 - To be matched with regional and Trinity Metro's MTP Policy Bundle TDCs
- Justification: Addresses Transit Asset Management (federal performance measure)



Source: Trinity Metro



CITY OF DALLAS PARTNERSHIP

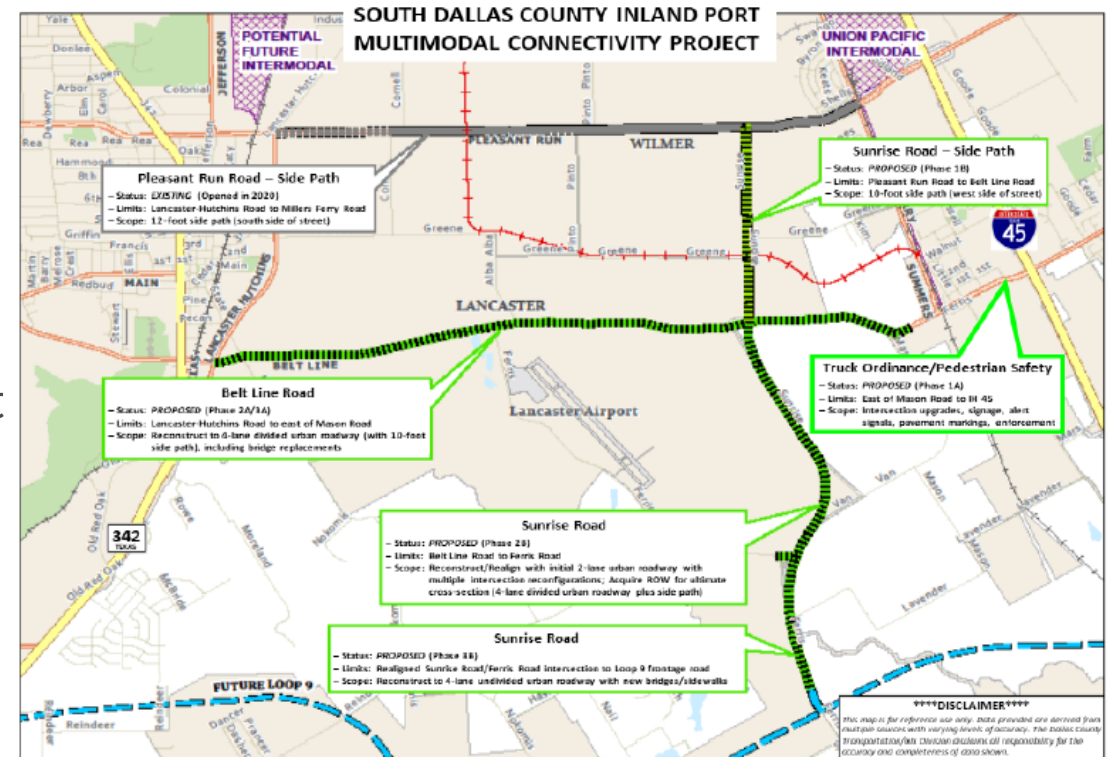
- The City of Dallas and NCTCOG have been coordinating on a funding partnership for new projects and for additional funding to address cost overruns on existing projects.
- The following projects are being proposed¹:
 - West Dallas Gateway/Herbert Street – \$30 million RTR
 - IH 30 at Harwood Street Pedestrian Structure – \$30 million RTR loan to be paid back over time
 - Harry Hines/Mockingbird Improvements – \$12 million STBG, \$20 million RTR
 - Thanks-Giving Square Improvements – \$10 million RTR, but contingent on private sector contribution of \$20 million
 - Forest Theater Infrastructure Improvements – \$5 million RTR
 - Frankford at Dallas North Tollway Safety Intersection Improvements - \$1.775M federal
- Overall partnership is contingent on City of Dallas' approval of the “One Seat Ride” concept and Union Station siting plans for High-Speed Rail (projects will be added to the Transportation Improvement Program [TIP] once resolved)

1: There is also a TIP modification request pending to increase funding and change federal funding to RTR for signals damaged in 2019 tornado



DALLAS COUNTY INLAND PORT

- NCTCOG and local partners in Dallas County have been coordinating on funding for a series of improvements that would facilitate access to and from the Dallas County Inland Port.
- Funding is being proposed for a portion of those improvements.
- Location: Belt Line Road and Sunrise Road
- Proposed Funding:
 - \$23.15 million Dallas County RTR
 - To be matched with local funds
 - Change existing federal funding for pre-construction phases to RTR to expedite project
- Justification: Enhances freight access, safety, and bicycle/pedestrian connectivity
- Funding to establish an Inland Port Local Government Corporation is also being proposed



CR 4668 AT BOBO'S CROSSING

- In recent years, flooding has been an issue at this location in Wise County.
- The RTC previously provided design funding for needed improvements.
- Scope: Reconstruct 2 to 2 lane roadway, including construction of bridge to elevate low water crossing out of the 100-year floodplain
- Proposed Funding:
 - \$12 million STBG
 - To be matched with regional Transportation Development Credits (TDCs)
- Justification: Addresses roadway safety and resiliency during major weather events



Source: Wise County



SUMMARY OF PROPOSED FUNDING (\$ IN MILLIONS)

Funding Category	Funding Amount	Funding Distribution (West)	Funding Distribution (East)
CMAQ	\$52.21	89%	11%
STBG	\$202.81	73%	27%
CRP	\$33.77	100%	0%
RTR	\$224.8	3%	97%
RTC Local	\$2.3	-	-
Non-RTC ¹	\$224.32	-	-
TDCs ²	32.04	-	-
Total	\$740.21	45%	55%

1: Includes State, local, and private funding

2: Transportation Development Credits are not cash and do not count in total funding



SUMMARY OF WEST/EAST FUNDING DISTRIBUTION (\$ IN MILLIONS)

- Since the last major funding initiative (COVID), funding has been awarded through TIP actions or other initiatives (e.g., DART and Fort Worth/Trinity Metro Partnerships).
- Additionally, pending cost overrun requests are not yet reflected in the calculation.

Funding Initiative	CMAQ & CRP		STBG	
	West	East	West	East
Approved Funding Since COVID	\$20.53	\$187.07	\$120.32	\$100.7
Strategic Transportation Funding Program (Proposal)	\$80.44	\$5.54	\$147.14	\$55.67
Pending Cost Overrun Requests	\$0	\$0	\$0	\$42.8
Total Funding	\$100.97	\$192.61	\$267.46	\$197.4
Funding Distribution By Category	34%	66%	58%	42%
Funding Distribution (Including RTR)	West – 38%		East – 62%	



TIMELINE

Meeting/Task	Date
Public Involvement	January 2024
STTC Action	January 26, 2024
RTC Action	February 8, 2024

- For a comprehensive list of project recommendations, please reference the project listing



PROPOSED ACTION

- Recommend RTC approval of:
 - Proposed 2024 Strategic Transportation Funding Program
 - Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding



CONTACT/QUESTIONS



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REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT PROGRAM – FY 24



JEFFREY C. NEAL – SENIOR PROGRAM MANAGER

SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC) – ACTION ITEM – January 26, 2024

NCTCOG Federal Grant Applications

FY 23 Awarded Projects – Through January 2024

Grant Program	Application (Project) Name	Award Received
Rebuilding American Infrastructure with Sustainability & Equity (RAISE) Program	1) East Lancaster Avenue Complete Streets & Transit Technology 2) Cotton Belt/Silver Line Trail Critical Sections (DART)	1) \$ 20M 2) \$ 25M
Safe Streets & Roads for All (SS4A): Planning/Demonstration Grants	Advancing Regional Safety in the Dallas-Fort Worth Region	\$ 5M
Safe Streets & Roads for All (SS4A):: Implementation Grants	MLK, Jr./Cedar Crest Boulevard Complete Street & Safety Upgrades (City of Dallas)	\$ 21.8M
Buses/Bus Facilities & Low-/No-Emissions Bus Grant Programs	Compressed Natural Gas (CNG) Bus Fleet Modernization Project (DART)	\$ 103M
Corridor Identification & Development (ID) Program: High-Speed Rail (HSR)	1) Fort Worth – Houston HSR Corridor 2) Texas HSR Corridor: Dallas – Houston (Amtrak)	1) \$ 500K 2) \$ 500K
Corridor Identification & Development (ID) Program: Conventional Rail	1) Texas Triangle: FTW-Dallas-Houston Intercity Passenger Rail (TxDOT) 2) IH 20 Corridor Intercity Passenger Rail (Southern Rail Commission)	1) \$ 500K 2) \$ 500K
Charging & Fueling Infrastructure (CFI) Program: Community	North Texas Equitable Electric Vehicle Infrastructure (NTx-EEVI) Project	\$ 15M
Charging & Fueling Infrastructure (CFI) Program: Corridor	Texas Hydrogen & Electric Freight Infrastructure (Tx-HEFTI) Project	\$ 70M
Department of Energy (DOE)/USDOT – “Ride & Drive Electric” Program	Planning Resilient Electric Vehicle (EV) Charging in Texas	\$ 1.5M
Electric Vehicle (EV) Charger Reliability & Accessibility Accelerator Program	Incorporate North American Charging Standard (NACS) Connectors for Consistency with Texas EV Infrastructure Plan	\$ 3.66M

NCTCOG Federal Grant Applications *(cont.)*

FY 23 Pending Announcements – Status Update

Grant Program	Application (Project) Name	Award Request	Status
Multimodal Projects Discretionary Grant (MPDG) Program: INFRA/MEGA/RURAL	1) INFRA – AllianceTexas Smart Port (Fort Worth) 2) MEGA – US 81/287 North Tarrant Reconstruction 3) INFRA/RURAL – Dallas County Inland Port (DCIP) Multimodal Connectivity	1) \$ 80M 2) \$ 115.44M 3) \$ 45M	Awards announced January 25, 2024 – None selected
Reconnecting Communities and Neighborhoods (RCN) Program: Implementation Grants	<i>Bridging Highway Divides for DFW Communities:</i> <i>a) Klyde Warren Park – Phase 2.0 (KWP2.0)</i> <i>b) Southern Gateway Park – Phase 2.0 (SGP2.0)</i> <i>c) IH 30 Canyon: Dallas Heritage Village/Farmers Market “Triple-Deck”</i> <i>d) SH 5 McKinney – Lower 5 Plaza</i>	\$ 95M	Selection expected Jan/Feb 2024
EPA Diesel Emissions Reduction Act (DERA): National Grants Program	<i>North Texas Diesel Emissions Reduction (NTDER) Project</i>	\$ 3M	Selection expected Mar 2024
Strengthening Mobility & Revolutionizing Transportation (SMART) Grant Program	<i>North Texas Minimum Viable Unmanned Traffic Management Infrastructure</i>	\$ 2M <i>(Stage 1)</i>	Selection expected Apr 2024

Current Programs (Eligible for MPOs/Locals) – January 2024

Notice of Funding Opportunity (NOFO) Release Has Occurred – ACTIVE

- **All Stations Accessibility Program**
 - NOFO released on 11/30/2023; *Applications due 01/30/2024*
- **Advanced Transportation Technology & Innovation (ATTAIN) Program – Item #5**
 - NOFO released on 11/20/2023; *Applications due 02/02/2024*
- **Local & Regional Project Assistance Program (RAISE)**
 - NOFO released on 11/30/2023; *Applications due 02/28/2024*
- **Bridge Investment Program (BIP) – Planning & Bridge Project (< \$100M) Grants**
 - NOFO released on 12/20/2023; *Applications due 03/19/2024*
- **Climate Pollution Reduction Grant (CPRG) Program: Implementation Grants – Item #9**
 - NOFO released on 9/20/2023; *Climate Action Plan due 03/01/2024; Applications due 04/01/2024*
- **Port Infrastructure Development Program (PIDP)**
 - NOFO released on 12/27/2023; *Applications due 04/30/2024*

RED – NCTCOG not anticipated to lead in project applications for the program this year.

GREEN – NCTCOG anticipated to lead in one or more project applications for this program. Candidate projects presented for information or action during this month's STTC meeting.

BLACK – Consideration by NCTCOG to lead/participate in one or more project applications is ongoing. Expect potential candidates to be discussed at upcoming meetings.

Upcoming Programs (Eligible for MPOs/Locals) – January 2024

Expected NOFO Releases Through 1st Quarter 2024 – PENDING

- **Railroad Crossing Elimination Program (RCEP)**
 - NOFO expected January/February 2024; *Applications due April/May 2024*
- **Innovative Finance & Asset Concession Program**
 - NOFO expected January/February 2024; *Applications due April/May 2024*
- **Consolidated Rail Infrastructure & Safety Improvement (CRISI) Grant Program**
 - NOFO expected January/February 2024; *Applications due April/May 2024*
- **Active Transportation Infrastructure Investment Program (ATTIP)**
 - NOFO expected January/February 2024; *Applications due April/May 2024*
- **Safe Streets & Roads for All (SS4A) Grant Program – Item #7**
 - NOFO expected February 2024; *Applications due May 2024*
- **Federal-State Partnership for Intercity Passenger Rail Grant Program – National**
 - NOFO expected February 2024; *Applications due May/June 2024*
- **Buses/Bus Facilities & Low-/No-Emissions Bus Grant Programs**
 - NOFOs expected March 2024; *Applications due May/June 2024*

FY 24 Local & Regional Project Assistance (RAISE) Program

Solicitation Overview – Notice of Funding Opportunity (NOFO)

Funding Availability*

\$75 Million
Planning Grants

\$1.425 Billion
Capital Grants

50% / 50%
Urban / Rural Areas

Cost Sharing (Federal)

Up to 80%
Urban Areas

Up to 100%

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

Maximum Award*

\$25 Million
– per Project (All)

\$225 Million
– per State (≤ 15%)

Minimum Award

\$5 Million
Urban Areas (Capital)

\$1 Million
Rural Areas (Capital)

No Minimum
Planning Grants

Other Details

FY 23 RCN “Reconnecting Extra” projects with “recommended” overall merit rating & at least one “high” merit criteria score will automatically advance to FY 24 RAISE 2nd tier review analysis.

Application Limit = Three (3) per Lead Agency

For planning/budget purposes, NOFO provides application, award, obligation, & expenditure deadlines for **FY 24-26 RAISE funding**:

FY 24:

Application Deadline – February 28, 2024

Award Announcement – June 27, 2024

Obligation Deadline – September 30, 2028

Expenditure Deadline – September 30, 2033

FY 25:

Application Deadline – January 13, 2025

Award Announcement – June 28, 2025

Obligation Deadline – September 30, 2029

Expenditure Deadline – September 30, 2034

FY 26:

Application Deadline – January 13, 2026

Award Announcement – June 28, 2026

Obligation Deadline – September 30, 2030

Expenditure Deadline – September 30, 2035

Applicant Eligibility

1. State / Territorial Government (*or political subdivision*)
2. Metropolitan Planning Organization (MPO)
3. Local / Tribal Government (*or political subdivision*)
4. Public Agency / Chartered Authority
5. Public Special Purpose District (*including Port*)
6. Multi-Jurisdictional Group of Above Entities

BIL – Bipartisan Infrastructure Law

RCN – Reconnecting Communities & Neighborhoods Grant Program

Project Eligibility

1. Highway, Bridge, or Road (*Title 23*)
2. Public Transportation (*Chapter 53 of Title 49*)
3. Passenger / Freight Rail / Intermodal
4. Port Infrastructure (*incl. inland / land ports of entry*)
5. Airport Surface Transportation (*pt. B, subtitle VII, Title 49*)
6. Stormwater Improvement (*aquatic species habitat*)
7. Tribal Surface Facility (*vested Federal title / maintenance*)
8. TOD / Non-Motorized / Mobility On-Demand

*** Current NOFO only includes BIL funding/requirements. With signing of Continuing Resolution (CR) funding Federal government at FY 23 levels through March 1st, this NOFO should remain unchanged.**

FY 24 Local & Regional Project Assistance (RAISE) Program *(cont.)*

Candidate Project List & Details – DRAFT

PROJECT					COST/FUNDING BREAKDOWN						
TITLE	DESCRIPTION/LIMITS	NEW	URBAN/RURAL	E/W	NON-FEDERAL			FEDERAL			TOTAL COST
					RTC/ TxDOT	Local/Private	%	RTC/ TxDOT	RAISE Grant	%	
Southern Gateway Park 2.0 (SGP2.0)	Expand structural, safety, multimodal transport, & hardscape elements to IH 35E/Marsalis Avenue bridge.	NO	URBAN	EAST	N/A	\$25,000,000 ¹	37%	\$17,000,000 ²	\$25,000,000	63%	\$67,000,000
Klyde Warren Park 2.0 (KWP2.0)	Build structural, safety, multimodal transport, & hardscape aspects for KWP West Lawn & Pavilion Deck.	NO	URBAN	EAST	N/A	\$23,045,600 ³	29%	\$36,800,000 ⁴	\$20,000,000	71%	\$79,845,600
US 377/SH 144 Granbury	Rebuild US 377 to 6 lanes (Pirate Dr. to Overstreet Blvd.), w/ upgrades to SH 144 interchange.	YES	RURAL	WEST	\$30,000,000 ⁵	N/A	24%	\$72,000,000 ⁶	\$25,000,000	76%	\$127,000,000
CAN BE AUTHORED BY NCTCOG / PARTNERS & SUBMITTED BY OTHERS											
DCIP Multimodal Connectivity	Rebuild Belt Line Rd. & Sunrise Rd. to 4-lane arterials w/ side paths to improve mobility, safety, & access.	NO	RURAL	EAST	\$36,340,000 ⁷	\$17,795,000 ⁸	61%	\$9,130,000 ⁹	\$25,000,000	39%	\$88,265,000
SH 5 McKinney "Lower 5 Plaza"	Rebuild SH 5 over wide sunken civic plaza between Louisiana/Virginia St.	NO	URBAN	EAST	N/A	\$550,000 ¹⁰	2%	\$14,450,000 ¹¹	\$15,000,000	98%	\$30,000,000

■ IH 30 Canyon "Triple-Deck" (\$57M) to proceed via 2024 Strategic Transportation Funding Program (Item #3)

Designated by USDOT as FY 23 RAISE "Project of Merit" – Resubmittal guaranteed for automatic advancement to FY 24 RAISE 2nd tier review analysis.

NOTES – Engineering (E); Right-of-Way Acquisition (R); Utility Relocation (U); Construction (C):

- City of Dallas - \$15,000,000 (C) from 2024 Bond Program; Dallas County - \$5,000,000 (C); RTC (Existing) - \$5,000,000 in Regional Toll Revenue (RTR) funds (C)
- RTC (Existing) - \$7,000,000 (E) in STBG funds; RTC (New) - \$10,000,000 (C) in STBG funds (of which \$5,000,000 replaces TxDOT/Senator West budget rider to be used on Phase 1.0)
- 3-4 Same as FY 23 RCN application (E, U, C)
- RTC/TxDOT (Existing) - \$5,000,000 (E) in Category 2 funds; RTC/TxDOT (New) - \$25,000,000 (R, U, C) in Category 4 funds via future Unified Transportation Program (UTP) allocations
- RTC/TxDOT (Existing) - \$20,000,000 (R, U, C) in Category 2 funds; RTC/TxDOT (New) - \$52,000,000 (R, U, C) in Category 4 funds via future UTP allocations
- RTC (New) - \$36,340,000 (E, R, C) in RTR funds from 2024 Strategic Transportation Funding Program (Item #3), plus reduced Transportation Development Credits (TDCs) from 4,510,000 to 3,048,000 (C only)
- Same as FY 23 Multimodal Projects Discretionary Grant (MPDG) application, but reorganized among activity types (E, R, U, C) with extra \$50,000 (E) from City of Lancaster, & \$750,000 (C) from developer
- Reduced STBG funds from \$20,530,000 in MPDG application to \$9,130,000 (C only) due to new RTR funds from 2024 Strategic Transportation Funding Program (Item #3)
- 10-11. Same as FY 23 RCN application (E, R, U, C); Area of Persistent Poverty (APP)/Historically Disadvantaged Community (HDC) designation enables eligibility to exceed 80%/20% Federal/non-Federal match requirement for RAISE

FY 24 Local & Regional Project Assistance (RAISE) Program *(cont.)*

Schedule

November 30, 2023	FY 24 RAISE Program: Notice of Funding Opportunity (NOFO) Release
January 11, 2024	RTC Information
January 18, 2024	Finalize Candidate Project Details <i>(for posting of STTC Agenda)</i>
January 26, 2024	STTC Action
February 8, 2024	RTC Action
February 14, 2024	RTC Letter of Support Deadline <i>(for projects submitted by partnering agencies, please send requests to Nicholas Allen – nallen@nctcog.org)</i>
February 22, 2024	Executive Board Action
February 28, 2024	FY 24 RAISE Program: Application Deadline – Grants.gov
June 27, 2024	FY 24 RAISE Program: Award Announcement Deadline

FY 24 Local & Regional Project Assistance (RAISE) Program *(cont.)*

Requested STTC Action

Recommend Regional Transportation Council (RTC) approval of:

■ Allocation of previous / new RTC funds:

■ *SGP2.0*

- \$10,000,000 STBG funds – Construction (of which \$5,000,000 replaces TxDOT/Senator West budget rider now targeted for SGP1.0)

■ *US 377/SH 114 – Granbury*

- \$72,000,000 in Cat 2/4 funds (\$20,000,000 non-Federal) via future Unified Transportation Program (UTP) allocations

■ *DCIP Multimodal Connectivity Project (from STTC Item #3)*

- \$36,340,000 RTR funds (2024 Strategic Transportation Funding Program) – Engineering, ROW, & Construction
- Reduction of previously approved STBG funds from \$20,530,000 to \$9,130,000, allocated solely to construction
- Reduction of previously approved TDCs from 4,510,000 to 3,048,000, allocated solely to construction

■ Request for any new funds from local / TxDOT partners, as specified

■ Proposed projects to submit for funding consideration through FY 24 RAISE Program

■ Administratively amending NCTCOG & State Transportation Improvement Programs (TIP / STIP), as well as other planning / administrative documents, to include proposed projects if selected for FY 23 / 24 RAISE awards

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

USDOT Grant Portal: <https://www.transportation.gov/bipartisan-infrastructure-law/bipartisan-infrastructure-law-grant-programs>

USDOT (Upcoming Schedule of Grant Opportunities): <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

USDOT RAISE Grant Program: <https://www.transportation.gov/RAISEgrants>





NCTCOG PRESENTATION

Advancing Transportation Technologies and Innovative Program

Surface Transportation Technical Committee
1.26.2024

Natalie Bettger
Senior Program Manager

Advanced Transportation Technology and Innovation (ATTAIN) Program

- Continuation of Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program
- \$120M ((\$60 million for FY 2023 and \$60 million for FY 2024). Rural Set-Aside of 20%.
- 5-10 awards up to \$12M apiece
- 20 percent local match required
- NOFO issued 11/24/23
- Applications due: 02/02/24



ATTAIN Program Goals

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



Regional Operations Related Issues

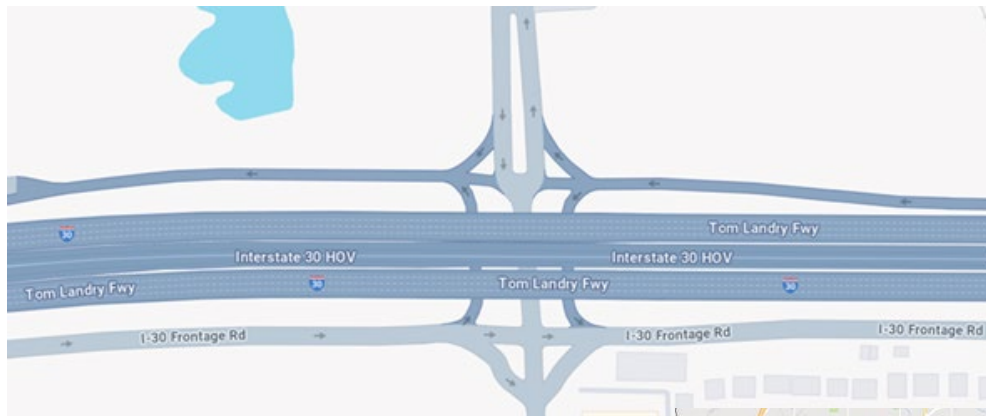
- Silo-based operations
- Minimal real time information sharing
- Lack of regional operations coordination and cooperation
- Many stand-alone proprietary systems
- Lack of coordinated regional technology deployment
- Lack of regional coordinator



NCTCOG System of Systems Phase 1, IH 30 Digital Corridor

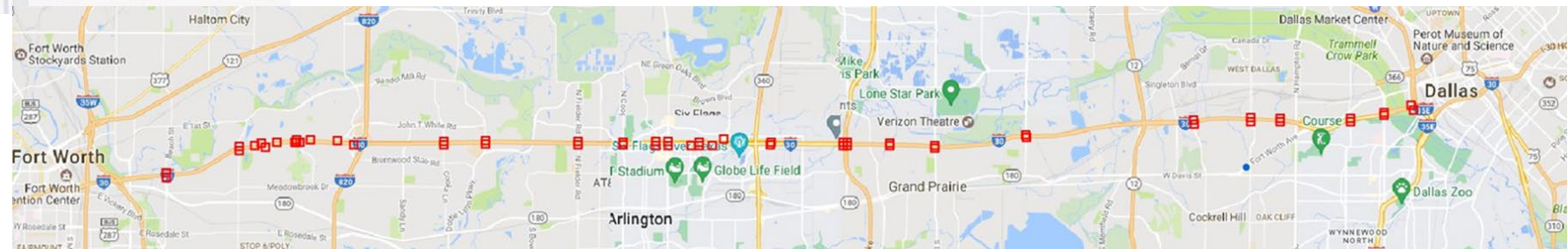
Project Area:

- I-30 from Dallas to Fort Worth
 - Mainline freeway, frontage roads, managed lanes, and 56 intersections
 - Cities of Dallas, Grand Prairie, Arlington, and Fort Worth
 - TxDOT Dallas and Fort Worth Districts

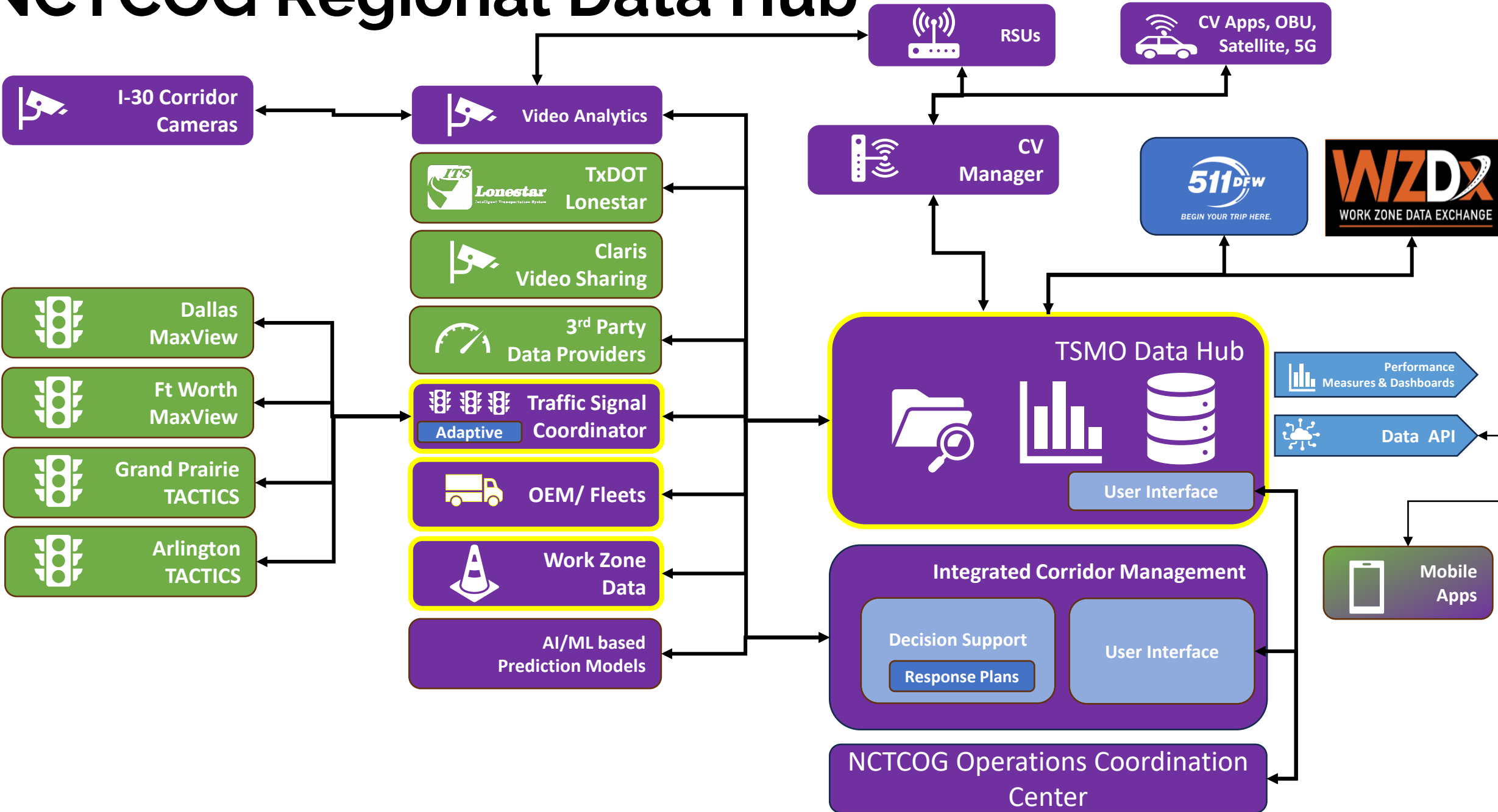


Bigger Picture:

- Regional perspective with corridor focus
- Innovative regional operations
- Proactive management -digital infrastructure (Forecasting / AI / ML)
- Open architecture concept
- Standards compliance
- Inter-operability
- End user connectivity
- No more pilots, operational system



NCTCOG Regional Data Hub



Schedule

~~12/08/23: STTC Information~~

~~12/14/23: RTC Information~~

~~01/11/24: RTC Action~~

~~01/25/24: NCTCOG Executive Board Action~~

01/26/24: STTC Endorse RTC Action



REQUESTED RTC ACTION

- Requesting endorsement of RTC approval of:

Submittal of Regional Technology Corridor and Data Hub for funding consideration through the FY23 Advanced Transportation Technology and Innovation (ATTAIN) Program (\$10M) and Regional Toll Revenue (RTR) (\$6M) for a total of (\$16M)

Administratively amend NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY23 ATTAIN Grant total award (\$16M)



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Downtown Dallas High Speed Rail Options

1. West of Hyatt Regency
2. East of Hyatt Regency
3. Further East of Hyatt Regency with Lobby Extension
4. Subway at High-Speed Rail Station
5. Subway not at High-Speed Rail Station
6. TRE At-Grade Update
7. TRE Grade Separated



Transit 2.0 Contract & Project Management

Task	InfraStrategies* DBE – Dikita, DBE - Intueor	McKinsey	NCTCOG
1 – Project Management	✓	✓	✓
2 – Develop Transit Legislative Program	✓		✓
3 – Develop Strategies to Increase Transit Authority Membership	✓		✓
4 – Develop Collaborations between Existing Transit Authorities	✓		✓
5 – Develop Strategies for Authority Board Partnerships & Teamwork		✓	✓
6 – Develop Strategies for In-Fill Development	✓		✓
7 – Review of Fare Collection Strategies	✓		✓
8 – Develop Recommendations for Transit Authority/Member City Paradox		✓	✓
9 – Final Report	✓	✓	✓
TOTAL Amount	\$1,212,200	\$980,000	\$100,000

*11% Disadvantaged Business Enterprise goal, not including NCTCOG staff activities.



9 NCTCOG PRESENTATION

Safe Streets and Roads for All Grant Program

Catherine Richardson
Surface Transportation Technical Committee
1.26.2024

Safe Streets and Roads for All (SS4A) Grant Program

- Created through the Bipartisan Infrastructure Law
- Purpose: prevent deaths and serious injuries on our roadways
 - Focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans
- \$5 billion discretionary grant program
 - \$1 billion per year over five years
- Inclusive of all types of roadway safety interventions across the Safe Systems Approach



SS4A Grant Program (FY24)

- Notice of Funding Opportunity is anticipated to be announced **February 2024**
- Political subdivisions of a State (**e.g. cities, counties, transportation agencies**)
- **One application** per agency allowed
- Applicants can apply for **Planning and Demonstration Grants** or **Implementation Grants**



SS4A: Planning and Implementation Grants

- **Planning and Demonstration Grants**: funds to develop, complete, or supplement a comprehensive safety action plan
 - Creation of Action Plan (Action Plan)
 - Sub-plans (Supplemental Action Plan)
 - Pilot program of safety treatments not yet adopted (Demonstration Activity)
- **Implementation Grants**: funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem
 - Can be infrastructure, behavioral, and/or operational activities.



SS4A: Planning and Demonstration Grants (FY22) Awarded in North Central Texas

Project Title	Lead Applicant	Total Federal Funding
City of Arlington TX Safety Action Plan	City of Arlington	\$240,000.00
DeSoto, TX 2022 Safe Streets and Roads for All Action Plan Grant	City of DeSoto	\$160,000.00
Fort Worth Citywide Safety Action Plan	City of Fort Worth	\$419,505.60
	Total:	\$819,505.60



SS4A: Planning and Demonstration Grants (FY23)

Awarded in North Central Texas

Project Title	Lead Applicant	Total Federal Funding
Alvarado Multimodal Transportation Safety Plan	City of Alvarado	\$236,000
City of Arlington - ADA Transition Plan	City of Arlington	\$385,000
SS4A Action Plan Grant for the City of Balch Springs, TX	City of Balch Springs	\$160,000
City of Frisco TX Safety Action Plan	City of Frisco	\$280,000
Mansfield Active Transportation and Safety Plan	City of Mansfield	\$548,800
City of McKinney Safety Action Plan	City of McKinney	\$240,000
SS4A Action Plan Grant for the City of Mesquite, TX	City of Mesquite	\$256,000
Midlothian Mobility Safety Action Plan	City of Midlothian	\$107,284
Richardson Comprehensive Safety Action Plan	City of Richardson	\$320,000
Saginaw Comprehensive Safety Action Plan	City of Saginaw	\$184,000
City of Terrell Road Safety Action Plan	City of Terrell	\$168,000
Watauga Safe Streets and Roads for All Action Plan	City of Watauga	\$160,000
Weatherford Comprehensive Safety Action Plan	City of Weatherford	\$224,000
Advancing Regional Safety in the Dallas-Fort Worth Region	North Central Texas Council of Governments	\$4,000,000
Total:		\$7,269,084.00



SS4A: Implementation Grant (FY23) Awarded in North Central Texas

Project Title	Lead Applicant	Total Federal Funding
MLK Jr./Cedar Crest Blvd Complete Street & Safety Upgrades	City of Dallas	\$21,800,000

SS4A: Award Totals (FY22 and FY23) for North Central Texas

Fiscal Year and Grant Type	Total Federal Funding
FY22 Planning Grants	\$819,505.60
FY23 Planning Grants	\$7,269,084.00
FY23 Implementation Grants	\$21,800,000.00
Total:	\$29,888,589.60



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Surface Transportation Technical Committee

Regional Safety Performance Targets Update

Michael Misantonis | Transportation Planner

January 26, 2024



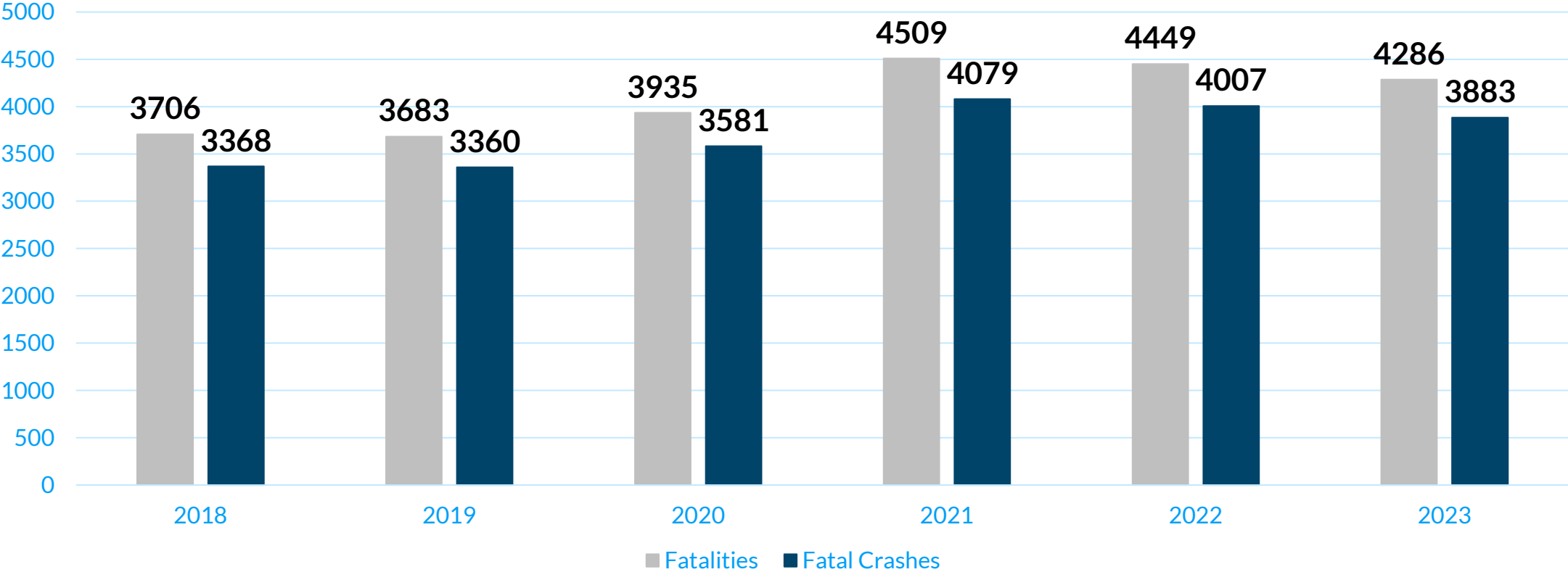
Recent and Upcoming Federal Performance Measure Action

Rulemaking	Last RTC Target-Setting Action	Next Anticipated RTC Target-Setting Action	Target-Setting Schedule
PM1 – Roadway Safety	February 2023	February 8, 2024 (Info/Update Only)	Targets established as reductions over 5-year period
PM3 – Greenhouse Gas Emissions	N/A (New Rule)	Mid-Late 2024	Every 4 Years
PM3 – System Performance, Freight, and CMAQ	September 2022	Mid-Late 2024	Biennial
PM2 – Pavement and Bridge	July 2023	Late 2024	Biennial
Transit Safety (PTASP)	May 2021	Early 2025	Every 4 Years
Transit Asset Management (TAM)	September 2022	Late 2026	Every 4 Years



Texas Fatalities and Fatal Crashes

Texas Fatalities and Fatal Crashes
2018-2023



Data as of 1/22/2024 - TxDOT's Crash Records Information System (C.R.I.S.)



Background of Safety Performance Targets

- Regional Transportation Council (RTC) approved the 2023 – 2027 Safety Performance Target reduction schedule in February 2023
- Targets are updated and reported annually
- NCTCOG currently supporting TxDOT targets
- Fatalities, fatality rates, and bike and pedestrian fatalities to 50 percent by 2035 and zero by 2050
- Serious injuries, serious injury rates, and bike and pedestrian serious injuries two percent reduction from the trend line*

Number of Fatalities

Rate of Fatalities*

Number of Serious Injuries

Rate of Serious Injuries*

Bicyclist and Pedestrian Fatalities and Serious Injuries

*Rates Calculated per 100 million Vehicle Miles Traveled



NCTCOG Safety Performance Target Schedule: 2023-2027

Targets: Number of Fatalities and Fatality Rate	
Year	Percentage Reduction*
2023	3.4%
2024	3.6%
2025	3.7%
2026	3.8%
2027	4.0%

Targets: Number of Serious Injuries and Serious Injury Rate	
Year	Percentage Reduction
2023	2%
2024	2%
2025	2%
2026	2%
2027	2%

The number of non-motorized fatalities and serious injuries target will use both reduction percentages to calculate the combined measures.

*Based on linear trendline of 50 percent reduction by 2035 and zero by 2050.



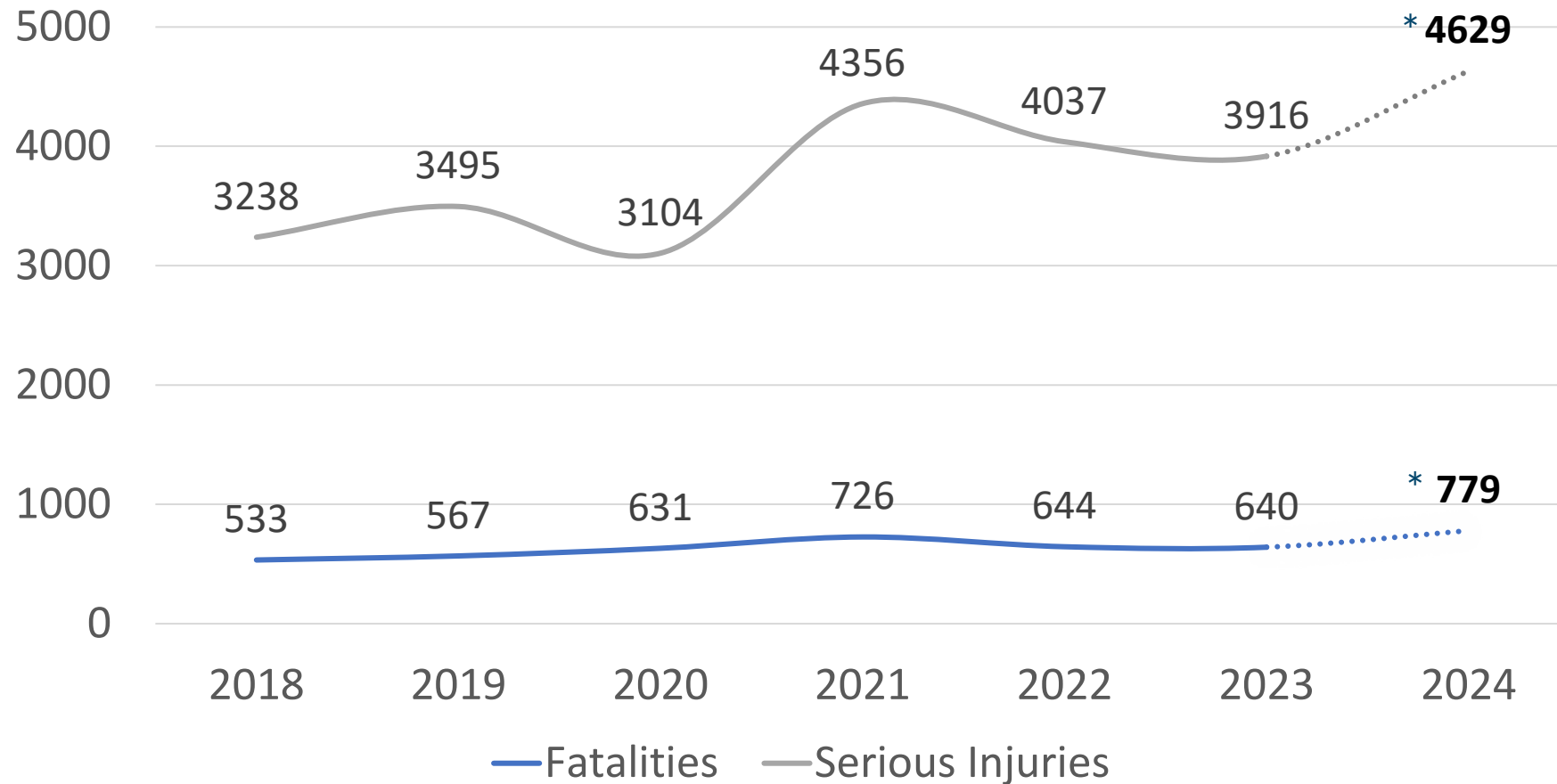
NCTCOG Safety Performance Targets: 2023-2024

Safety Performance Targets	2023 Adopted Targets	Preliminary 2024 Targets	Target Reduction
No. of Fatalities	590.4	598.5	3.4% in 2023 3.6% in 2024
Fatality Rate	0.767	0.760	3.4% in 2023 3.6% in 2024
No. of Serious Injuries	3,711.5	3,943.7	2% per year
Serious Injury Rate	4.615	4.793	2% per year
No. of Non-motorized Fatalities and Serious Injuries	637.3	634.7	Fatalities: 3.4% in 2023 / 3.6% in 2024 Serious Injuries: 2%

Targets are based on a 5-year rolling average. 2024 targets calculated using 2020-2022 (observed) data and 2023-2024 (projected) data. Data Source – TxDOT’s Crash Records Information System (C.R.I.S.) due to 2022 FARS data being unavailable.



NCTCOG Region Actual Vehicle Fatalities and Serious Injuries (2018-2023)

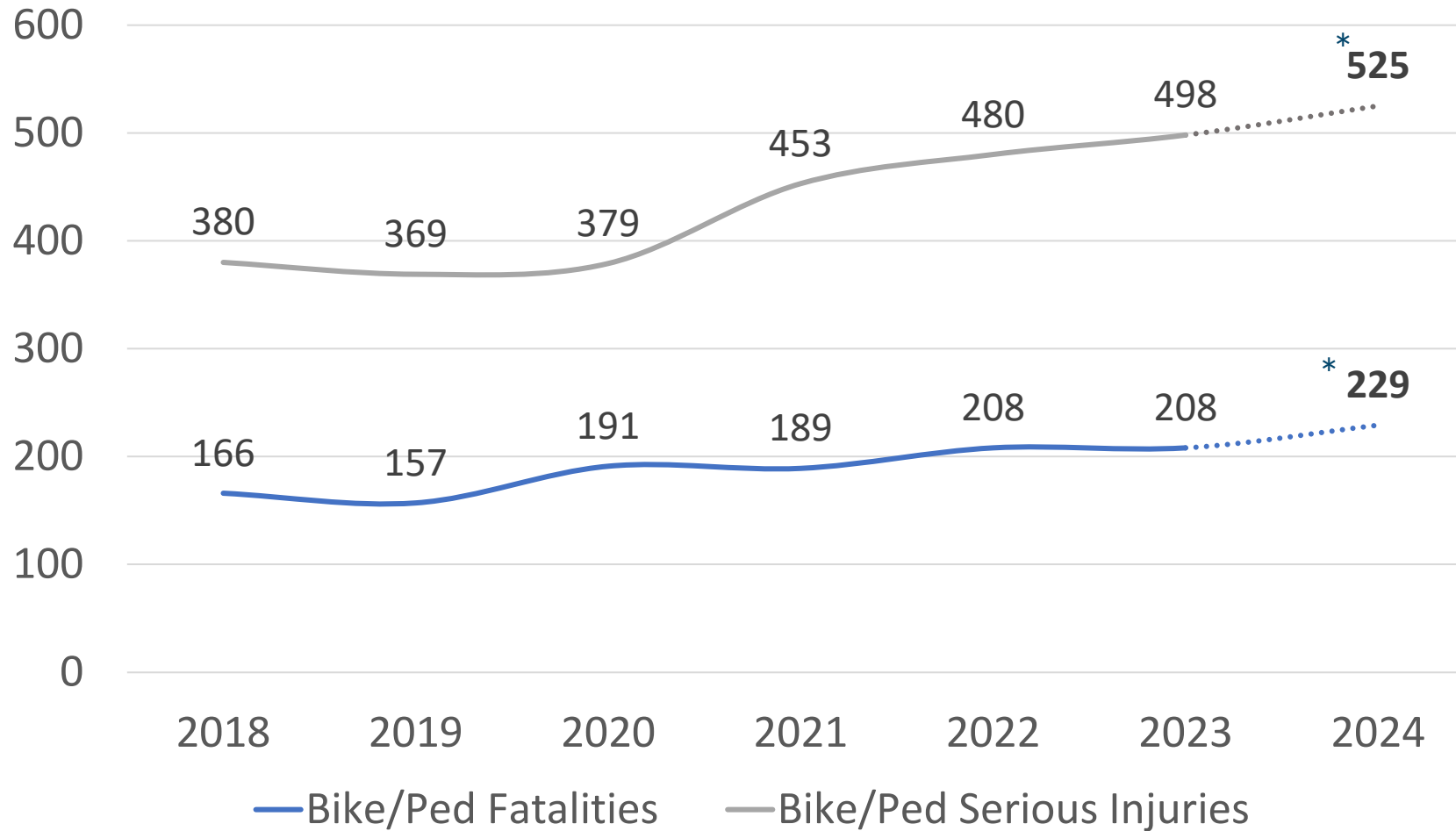


* 2024 Projected Data

Data as of 1/22/2024 - TxDOT's Crash Records Information System (C.R.I.S.)



NCTCOG Region Actual Bike/Ped Fatalities and Serious Injuries (2018-2023)



* 2024 Projected Data

Data as of 1/22/2024 - TxDOT's Crash Records Information System (C.R.I.S.)



NCTCOG Safety Performance (PM1) Trends and Target Performance: 2018 - 2021

Performance Measure	Desired Improvement Trend	Current Trend*	2018 Target Met	2019 Target Met	2020 Target Met	2021 Target Met
	State of Texas					
Number of Fatalities	↘	↗	Yes	Yes	Yes	No
Fatality Rate	↘	↘	Yes	Yes	Yes	No
Number of Serious Injuries	↘	↘	Yes	Yes	Yes	Yes
Serious Injury Rate	↘	↘	Yes	Yes	Yes	Yes
Number of Non-motorized Fatalities and Serious Injuries	↘	↗	Yes	Yes	Yes	Yes
	North Central Texas (NCTCOG) Region					
Number of Fatalities	↘	↗	Yes	Yes	Yes	No
Fatality Rate	↘	↘	Yes	Yes	Yes	No
Number of Serious Injuries	↘	↘	Made Significant Progress	Yes	Yes	No
Serious Injury Rate	↘	↘	Made Significant Progress	Yes	Yes	No
Number of Non-motorized Fatalities and Serious Injuries	↘	↗	Yes	Yes	Yes	No

Preliminary NCTCOG Safety Performance Update for 2022

Safety Performance Measures	Original 2022 Target	PY2022 Actual Performance	PY2016-2020 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	579.5	622.2	584.8	No	No	No
Rate of Fatalities	0.755	0.799	0.802	No	Yes	
Number of Serious Injuries	3,032.9	3645.8	3,559.8	No	No	
Rate of Serious Injuries	3.939	4.685	4.891	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	594.7	594.6	588.4	Yes	No	

Original 2022 Target was calculated in early 2022 and included observed data for 2018-2020 and projected data for 2021-2022
 PY2022 actual performance includes 2018-2022 observed data



\$54 Million Regional Transportation Council Safety Program (DFW Region) FY 24-26

Category	Final
Speed Enforcement ¹	\$7 Million
Speed Education ²	\$2 Million
Bicycle/Ped Education ²	\$2 Million
Bicycle/Ped Engineering ³	\$10 Million
Freeway Operations Engineering and Intercity Connections ³	\$25 Million
Innovative Ideas to Reduce Youth Fatality Rate	\$4 Million
Other	\$4 Million
Total	\$54 Million



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[North Central Texas Council of Governments](http://www.nctcog.org)
[- Roadway Safety \(PM1\) \(nctcog.org\)](http://www.nctcog.org)



Update on the Dallas-Fort Worth Air Quality Improvement Plan

Savana Nance
Senior Planner
Surface Transportation Technical Committee
1.26.2024

Priority Climate Action Plan

First deliverable from the Environmental Protection Agency’s (EPA) Climate Pollution Reduction Grants (CPRG): Planning Grants

Submission of deliverable is required for participation in EPA’s CPRG: Implementation Grants

Task	Description	Completion Date
Greenhouse Gas (GHG) Emissions Inventory	Calculate the GHGs produced in the 16 counties in North Texas	January 2024
Quantified GHG Reduction Measures	Identify short-term projects, programs, and policies to reduce GHG emissions (targeting emissions benefits in 2025-2030) Quantify the benefits of projects, programs, and policies	January 2024
Low-Income/ Disadvantaged Communities Benefits Analysis	Calculate the potential benefits to disadvantaged communities through the deployment of GHG reduction measures <i>Will include inventory of relevant criteria pollutants</i>	February 2024
Review of Authority to Implement	Review GHG reduction measures to ensure they can be implemented <i>NCTCOG anticipates measures will be voluntary/incentive</i>	February 2024
Funding Analysis	Identify funding to implement the GHG reduction measures	February 2024



Air Pollution

Local Air Pollution

EPA sets National Ambient Air Quality Standard for six criteria pollutants which are harmful to human health:

<u>Criteria Pollutant</u>	<u>DFW Attainment Status</u>
Ozone	✘
Lead	✓
Carbon Monoxide	✓
Nitrogen Oxides	✓
Particulate Matter	?
Sulfur Dioxide	Partial nonattainment in Navarro County due to aggregate plant

Greenhouse Gases¹

Gases that trap heat in the atmosphere, resulting in the warming on the surface

Carbon Dioxide (CO₂) – 1 Global Warming Potential

Burning fossil fuels, solid waste, trees, and other biological materials, and as a byproduct in certain chemical reactions

Methane (CH₄) – 28 Global Warming Potential

Production and transport of coal, natural gas, and oil, the decay of organic waste and agricultural practices

Nitrous Oxide (N₂O) – 274 Global Warming Potential

Agricultural, land use, industrial activities, treatment of wastewater, combustion of fossil fuels

Fluorinated Gases – Up to 10,000 Global Warming Potential

Synthetic gases emitted from household, commercial, and industrial applications and processes

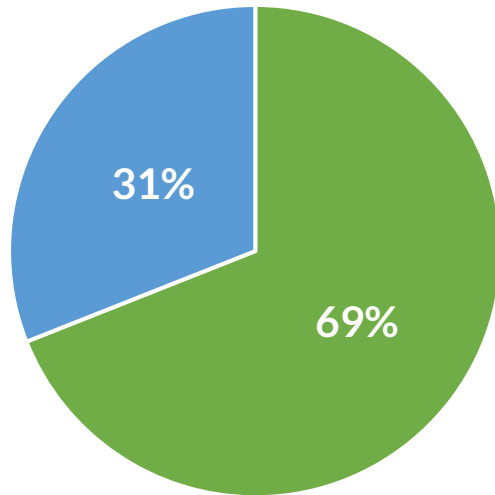
1. Source: www.epa.gov/ghgemissions/overview-greenhouse-gases



Air Quality In Dallas-Fort Worth

2019 Nitrogen Oxides (NO_x) Emissions Inventory 10-County DFW Ozone Nonattainment Area

Nitrogen Oxides (NO_x) = 247.02 Tons per Day



■ Transportation ■ Other Sources

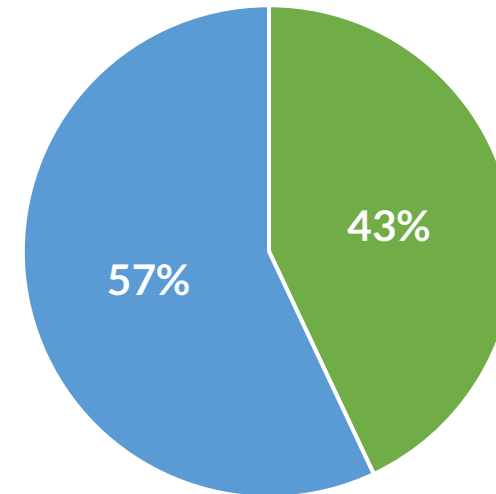
“Transportation” includes off-road, on-road, and non-road mobile

“Other Sources” includes point, area, and oil and gas production

Source: TCEQ, 2019 summer weekday anthropogenic emissions for the DFW 10 County Ozone Nonattainment Region, **Proposed DFW Moderate Attainment Demonstration State Implementation Plan Revision for the 2015 Eight-Hour Ozone NAAQS**

2019 Greenhouse Gas Emissions Inventory 12-County Metropolitan Planning Area

Carbon Dioxide Equivalent (CO₂e) = 102,856,587 Metric Tons per Year



■ Transportation ■ Other Sources

“Transportation” includes off-road, on-road, and non-road mobile

“Other Sources” currently includes energy, water, wastewater, and solid waste; agricultural, process & fugitive emissions not included to date

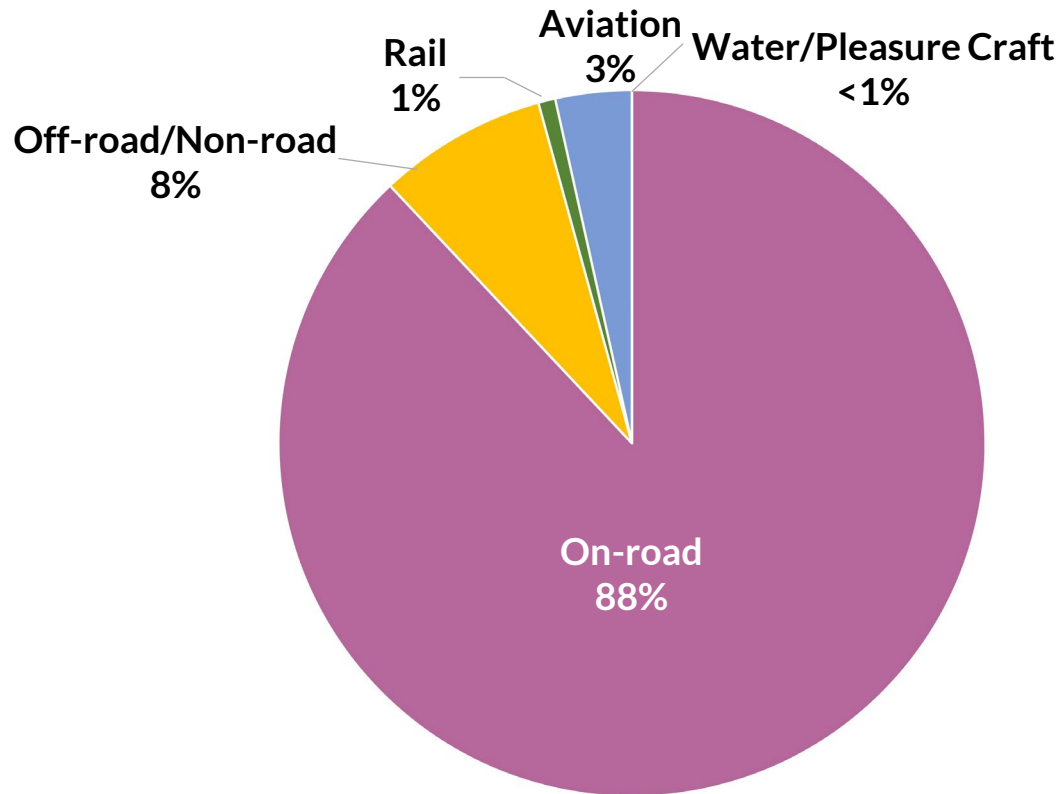
Source: NCTCOG, [North Central Texas 12-County Metropolitan Planning Area 2019 Inventory of Community Greenhouse Gas Emissions](#)



2019 Greenhouse Gas Emissions Inventory - Transportation

DFW 12-County MPA Transportation and Mobile Sources

CO₂e = 44,179,160 Metric Tons



DFW 12-County MPA On-Road CO₂e = 39,006,087 Metric Tons

Greenhouse Gas	Global Warming Potential	% to Total On-road CO ₂ e
CO ₂	1	99.53%
CH ₄	28	0.11%
N ₂ O	265	0.36%

Vehicle Types	Fuel	On-road CO ₂ e
Light-Duty	Gas	70.02%
Light-Duty	Diesel	0.94%
Medium-Duty	Gas	4.54%
Medium-Duty	Diesel	0.48%
Heavy-Duty	Gas	3.65%
Heavy-Duty	Diesel	20.37%



CPRG Implementation Grants

Program Structure Incentivizes Collaborative Applications

- EPA will not award multiple grants for the same initiative in the same area

Proposed Approach

- Balance High Emissions Reductions with Regional Priorities as Expressed through Local Government Interests and Resident Surveys
- Balance Emissions Reductions between GHGs (EPA priority) and Criteria Pollutants (Regional Concern and Part of Low-Income/Disadvantaged Community Benefit Analysis)
- Avoid Applying to the Same Tier as the State's Application
 - Pursue Tier A, B, or C Depending on Institutional Capacity to Manage Cash Flow

Tier	Grant Ranges	Potential Transportation Allocation if Proportional to GHG Emissions Inventory	Anticipated Number of Grants to be Awarded
Tier A	\$200M - \$500M	\$86M - \$215M	4-10
Tier B	\$100M - \$199M	\$43M - \$85M	6-13
Tier C	\$50M - \$99M	\$22M - \$42M	6-12
Tier D	\$10M - \$49M	\$4.3M - \$21M	6-30
Tier E	\$2M - \$9.9M	\$1M - \$4.2M	10-50



Selecting Measures and Projects

Review NCTCOG Screening Criteria for Plan:

- Is there interest in the region?
- Is someone willing to implement (local governments, NCTCOG, third party entity)?
- Can it be done in the next five years?
- Does it provide broad, quantifiable greenhouse gas and criteria pollutant reductions?



Review EPA Scoring Criteria for Grant:

- Reduces GHG and criteria pollutants
- Benefits disadvantaged communities
- Can be implemented in 2025-2030
- Funds a strategy for which other funding is unavailable or insufficient
- Is cost-effective
- Advances decarbonization
- Is innovative



Proposed Transportation Measures

Enhanced Regional Traffic Signal Timing Program - \$10-\$25M

- Upgrading signals to minimum standard
- Retiming
- Focus on corridors
- Transit bus signal prioritization

Clean Vehicle & Equipment Program - \$10-\$25M

- Zero emissions (battery or hydrogen fuel cell) vehicles and equipment
- Hybrid vehicles/equipment for hard-to-electrify use cases
- Key vehicle segments that always fall through the cracks of existing funding (e.g., hybrid utility bucket trucks)
- Public sector fleet replacements (transit non-revenue vehicles, police fleets, etc.)

LED Streetlighting Program - \$5M

- Replacing streetlights with LEDs

Transportation System & Freight Flow Optimization Program - \$20M-\$30M

- Roadway improvements to minimize idling (e.g., improved alignments, roundabouts, etc.)
- Improve freight efficiency through technology and multimodal connectivity improvements
- Select road/rail grade separations with adequate planning/design complete or underway



Proposed Transportation Measures

Transit Enhancement Program - \$20-35M

- TRE Locomotive replacements/improvements & Wayside power
- Transit service enhancements (increased frequencies & select passenger amenity improvements)

Green Purchasing/Green Construction Program - \$10-20M

- Using low-embodied carbon, recycled content, and/or high-efficiency materials (e.g., materials that extend the life of projects and reduce the frequency of necessary construction/maintenance)
- Employing reduced-emission construction methods (e.g., low-emission equipment), materials (e.g., low-emission or high-albedo coatings/surfaces), or management practices (e.g., tools/field work improving oversight and efficiency)

Urban Heat Island and Green Spaces Program - \$20M

- Increasing use of landscaping/vegetation, tree cover, green spaces
- May include bioswales and other integrated “blue-green-gray” type projects

Active Transportation Program - \$10M-\$25M

- On-street bikeway striping
- Select trails/sidewalks/mobility hubs with adequate design/engineering/procurement completed

Potential Transportation Subtotal: \$105-\$185M



Financial Mechanics for Implementation Grants

Utilize EPA Standard Advance Payment for Cash Flow

- Confirm option available for CPRG
- Anticipate 5-day cash on hand limitation

Require Cash Advance to NCTCOG to Enable Cash Flow

- Demonstrates partnership and commitment

Require Cost Share

- Increase competitiveness; Increase AQ benefit per federal dollar
- May not be feasible for all strategies
- May be challenge to ensure fair and equitable participation

Limit Funding Request to Smaller Grant Amount



Next Steps

Milestone	Date
Transportation Project Submittals to Inform Plan Due to NCTCOG	January 26, 2024
Optional Notice of Intent to Apply to CPRG Implementation Grants Due to EPA	February 1, 2024
Regional Transportation Council Action on Plan	February 8, 2024
Executive Board Action on Plan	February 22, 2024
STTC Action on Transportation Elements for the Plan and Grant Application	February 23, 2024
Plan Due to EPA	March 1, 2024
Regional Transportation Council Action on Grant Application	March 14, 2024
Executive Board Action on Implementation Grant Application	March 28, 2024
Grant Applications Due to EPA	April 1, 2024
Anticipated Award of CPRG Grant	October 2024
Comprehensive Climate Action Plan Due to EPA	June 17, 2025



Contact Us

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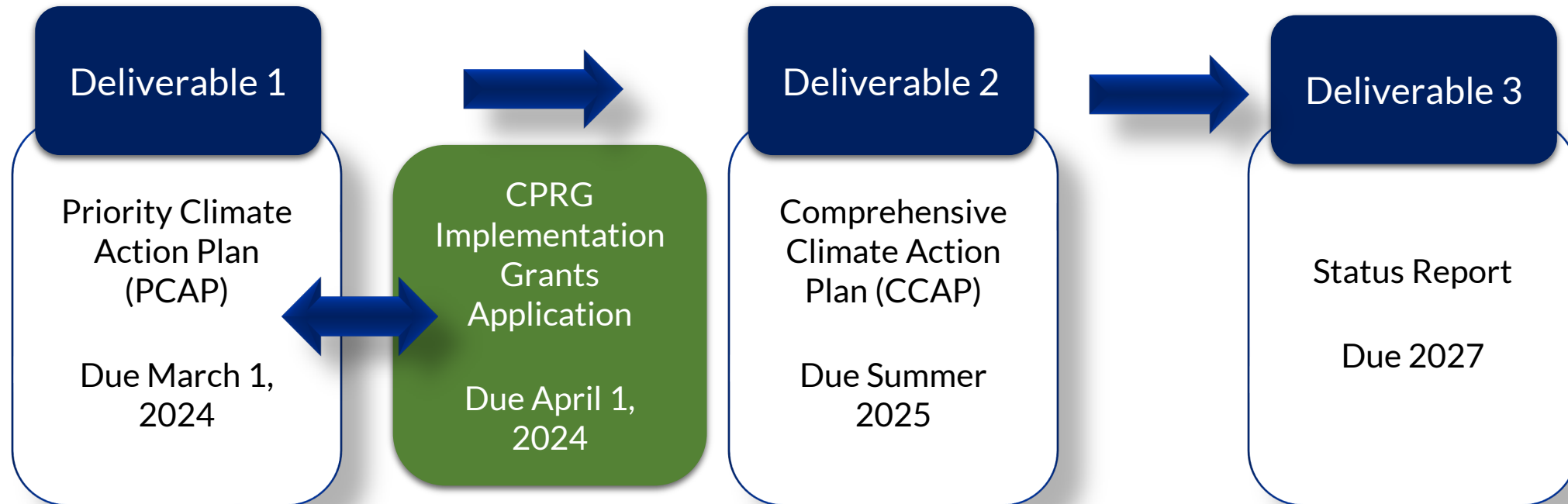
Background on Planning Grant

Funding:

\$1 million in Environmental Protection Agency (EPA) Funds From Climate Pollution Reduction Grant (CPRG) Planning Grant Program

Scope:

Develop and implement plans to reduce greenhouse gases (GHGs) and other pollutants of local concern North Central Texas Council of Governments (NCTCOG) serving as lead for the region



Process to Select Measures for PCAP

Brainstorm Measures

3 Workshops to Identify Strategies to Improve Air Quality
5 Meetings with Collaborating Agencies/Local Governments
1 Workshop with Entities Subject to Section 185 Fees
55 Responses to Survey for Implementing Agencies

Refine Measures

~200 Responses to Public Survey
~6 Public Meetings
Local Governments Submit Proposed Measures

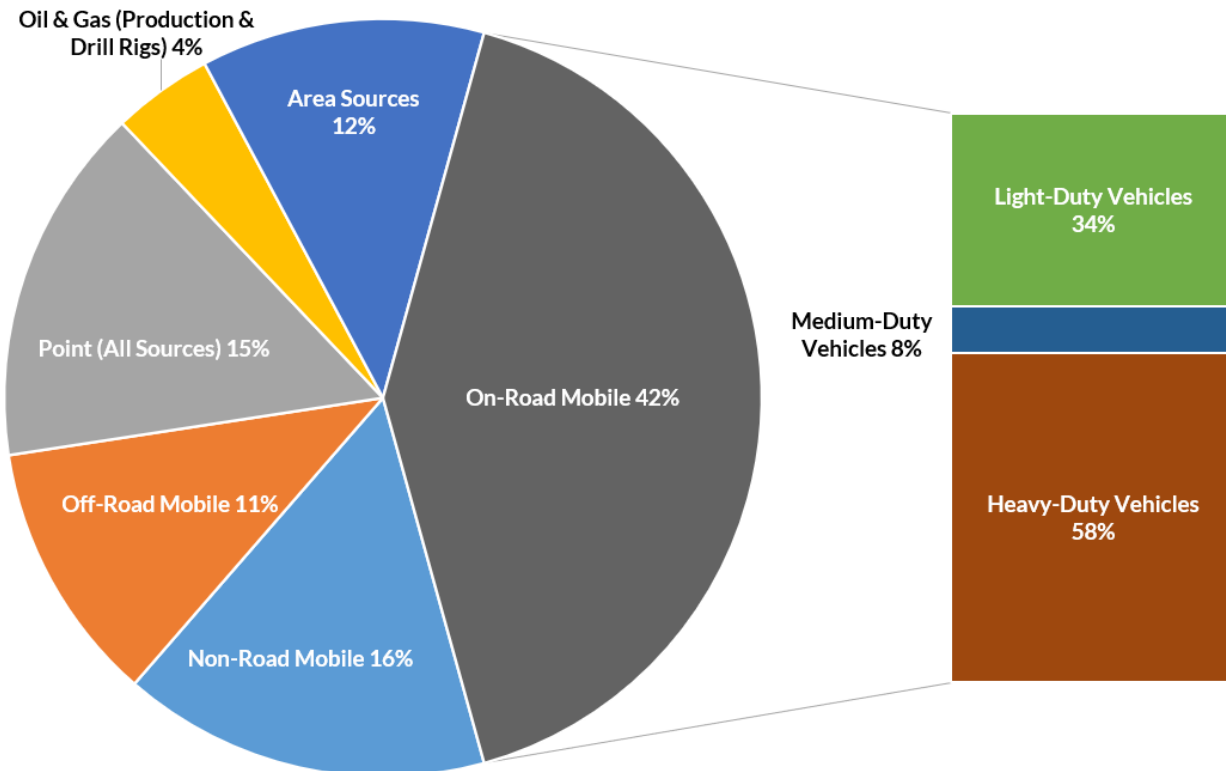
Finalize Measures



Air Quality In Dallas-Fort Worth

2019 Nitrogen Oxides (NO_x) Emissions Inventory 10-County DFW Ozone Nonattainment Area

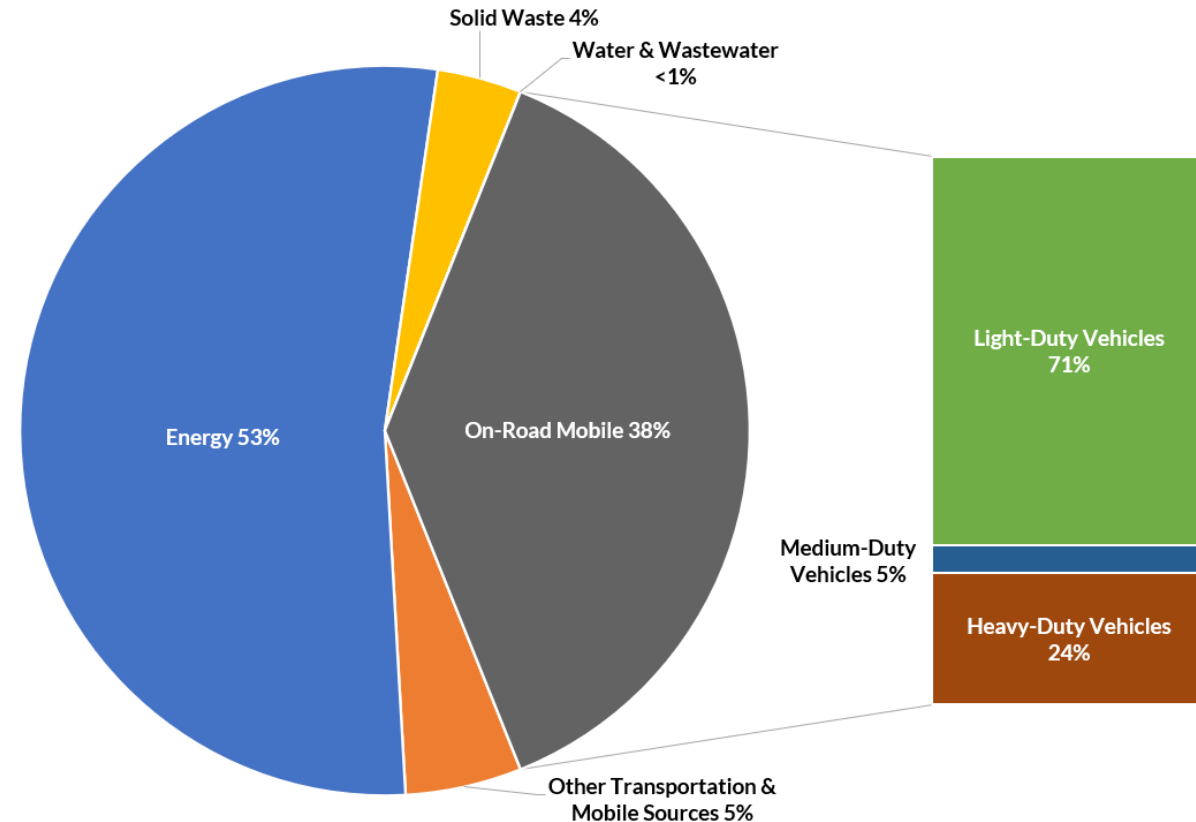
Nitrogen Oxides (NO_x) = 247.02 **Tons per Day**



Source: TCEQ, 2019 summer weekday anthropogenic emissions for the DFW 10 County Ozone Nonattainment Region, **Proposed DFW Moderate Attainment Demonstration (AD) State Implementation Plan (SIP) Revision for the 2015 Eight-Hour Ozone NAAQS**

2019 Greenhouse Gas Emissions Inventory 12-County Metropolitan Planning Area

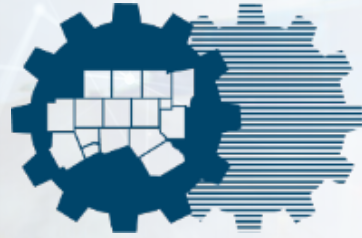
Carbon Dioxide Equivalent (CO₂e) = 102,856,587 **Metric Tons**



Source: NCTCOG, North Central Texas 12-County Metropolitan Planning Area 2019 Inventory of Community Greenhouse Gas Emissions: [North Central Texas Council of Governments - Local and Regional Greenhouse Gas Emission Inventory \(nctcog.org\)](http://nctcog.org)

Note: The agricultural emissions, process & fugitive emissions were not part of this inventory





NCTCOG PRESENTATION

NCTCOG BROADBAND AS TRANSPORTATION SERVICE REVIEW

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
JANUARY 26, 2024

MARCH 2022 STTC/RTC ACTION

PROPOSED DEPLOYMENTS

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

10



NATIONAL BROADBAND PROGRAMS AND DATA

- Infrastructure Investment and Jobs Act (IIJA) – \$65B in Broadband Funding
 - National Telecommunications and Information Administration (NTIA) Programs
 - Broadband Equity, Access and Deployment Program (BEAD) - \$42.45B
 - Enabling Middle Mile Broadband Infrastructure Program - \$1B
 - Tribal Broadband Connectivity Program - \$2B
 - Digital Equity Act Programs - \$2.75B
 - Federal Communications Commission (FCC) Programs
 - The Affordable Connectivity Program (ACP) - \$14.2B
 - Exhausting without Reauthorization
 - ~300,000 households in NCTCOG currently enrolled (USAC Monthly Reporting)
 - Other Programs - \$2.6B
- NTIA/FCC collaboration created the [National Broadband Availability Map](#)
 - Issues with data collection via Form 477 data
 - Over 1.5 Million serviceable locations added to map through community challenges



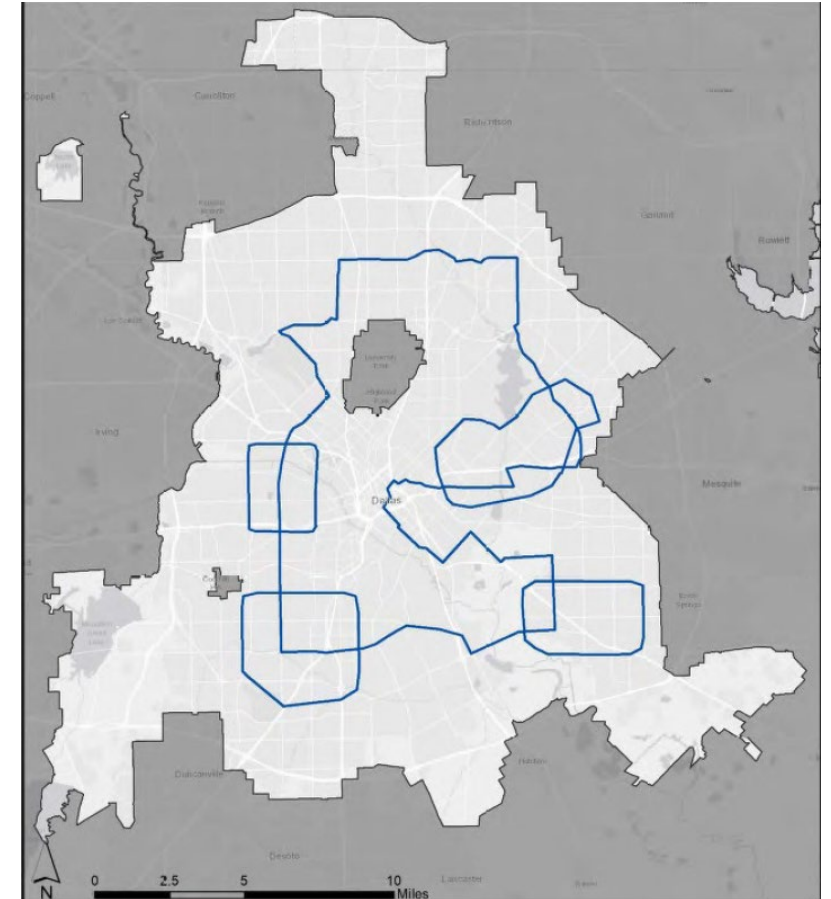
STATE OF TEXAS BROADBAND PROGRAM & LEGISLATION

- State of Texas Broadband Development Office (BDO)
 - Largest BEAD allocation among all States – \$3.3B
 - Responsible for awarding BEAD funding with competitive grants
 - Broadband Infrastructure Fund (BIF) – \$1.5B
 - Supplements 20% match for BEAD grants
 - Using NTIA/FCC map to guide allocations
- Example of Legislative Challenges:
 - Utility Code 54.201 disallows a municipality from obtaining the certificate to operate as a service provider for telecommunications service
 - The City of Mont Belvieu took the code to court, won, and created MB Link



NCTCOG TRANSPORTATION BROADBAND ROUNDTABLE

- Attendees:
 - City of Dallas, Dallas County, City of Fort Worth, City of Arlington, Town of Prosper, & Town of Little Elm
- Municipal Plans:
 - City of Fort Worth, City of Dallas and Dallas County Municipal Middle Mile Fiber Optic Infrastructures (Other siloed efforts as well)
 - Several digital navigation and training programs across the Region
- Challenges Mentioned:
 - Inconsistency with federal and state map data
 - Legislative pressure from Internet Service Provider (ISP) lobbyists
 - Local Elected Officials uncoordinated in approach
 - Siloed broadband practitioners
- “Wild West” of municipal broadband
- Whitepaper drafted and under review



Source: City of Dallas



ROUNDTABLE REQUESTS

Four Proposed Elements:

- ★ 1. The NCTCOG will assist the region with the ***coordination of data collection and analysis*** for the purpose of better reporting broadband availability, affordability, and residential usage rates.
2. The NCTCOG will ***create a policy committee consisting of elected officials*** in the region to provide clear and consistent feedback to the Texas Broadband Development Office.
3. The NCTCOG will leverage this policy committee to ***form a legislative program*** that will help guide the State of Texas legislature on regional needs.
- ★ 4. The NCTCOG will continue with ***outreach to broadband practitioners in the region*** and ***encourage municipalities to appoint broadband technical leads***. Additionally, the NCTCOG will create a strategy for municipal best practices in achieving internet for all residents.



REQUEST FOR STTC MEMBER ENGAGEMENT & FEEDBACK

- Provide NCTCOG staff with general feedback on our role in the region, given the information shared today about the state of municipal broadband investment.
- Roundtable Action Item Feedback:
 - Action Item # 1
 - Assisting with coordination of communication infrastructure location data
 - Action Item #4
 - Help to identify technical contacts within agencies or help persuade to create
 - Three proposed technical committees:
 - Regional Committee Quarterly Convening
 - East Side of Region Monthly Subcommittee
 - West Side of Region Monthly Subcommittee



CONTACT/QUESTIONS



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