

1:40 – 1:50

3. **2024 Strategic Transportation Funding Program**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of the 2024 Strategic Transportation Funding Program will be requested.

Background: Over the past couple of years, North Central Texas Council of Government (NCTCOG) staff has inventoried numerous funding requests from transportation agencies and local governments. After evaluating the requests, several projects and partnerships are being proposed for funding. The recommended projects meet one or more of the following criteria: addresses the RTC's policies or improvements outlined in the Metropolitan Transportation Plan (MTP), implements outcomes of planning activities, and/or assists in reaching the region's federal performance targets. A list of the proposed projects and partnerships are provided in [Electronic Item 3.1](#). Additional details on the funding program can be found in [Electronic Item 3.2](#).

Performance Measure(s) Addressed: Air Quality, Roadway

1:50 – 2:00

4. **Fiscal Year 2024 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program**

Action Possible Action Information Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of projects to be submitted for funding consideration through the Fiscal Year (FY) 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program.

Background: In November 2023, the United States Department of Transportation (USDOT) announced availability of \$1.5 billion toward the solicitation of project applications for the FY 2024 RAISE Discretionary Grant Program, targeting strategic capital investments for surface transportation projects that will have significant local or regional impacts. As a supplement to specific program details provided by staff, additional information like the Notice of Funding Opportunity (NOFO), application requirements, analysis tools, and other relevant data can be accessed at <https://www.transportation.gov/RAISEgrants>. [Electronic Item 4](#) provides information regarding candidate projects (with applications to be authored and/or submitted by NCTCOG). Applications are due to the USDOT by February 28, 2024. For regional agencies planning to submit their own candidate projects, please be aware you must complete the www.grants.gov registration process, usually requiring two to four weeks for completion prior to submitting applications. Assuming the projected timing for

application development, agency requests to receive a letter of support from the RTC should be submitted to Nicholas Allen by Wednesday, February 14, 2024, at nallen@nctcog.org.

Performance Measure(s) Addressed: Bike/Ped+, Roadway

2:00 – 2:10

5. **Endorsement of Advanced Transportation Technology and Innovation Program**

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council endorsement of the North Central Texas Council of Governments (NCTCOG) submission of a 2023 Advanced Transportation Technology and Innovative (ATTAIN) Program application.

Background: In November 2023, the United States Department of Transportation (USDOT) issued an announcement for the ATTAIN program proposals that deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. USDOT will provide funding of up to \$12 million per project with a required 20 percent non-federal match. grants.gov/search-results-detail/351055 contains a copy of the Notice of Funding Opportunity that details the grant program for Fiscal Year 2023-2024, as well as the application requirements. Applications are due to the USDOT by February 2, 2024. Staff will provide a summary grant and provide an overview of the application. More information is available in [Electronic Item 5](#).

Performance Measure(s) Addressed: Roadway, Safety

2:10 – 2:20

6. **Director of Transportation Report on Selected Items**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: An overview of current transportation items will be provided.

Background: Efforts continue to advance transportation in the region. Staff will highlight the following:

1. Analysis of Dallas High-Speed Rail Tunnel Request and Other Options
2. Status of Consultants for Transit 2.0 ([Electronic Item 6.1](#))
3. Status of Texas Department of Transportation Rule Making for Metropolitan Planning Organization-Selected Funding
4. Audit Results
5. Fort Worth Airshow Receipt of Funds
6. FIFA World Cup Committees

7. Assistance on Agenda Item 8 - Safety

Performance Measure(s) Addressed: Administrative

2:20 – 2:30

7. **Safe Streets and Roads for All Grant Program**

Action Possible Action Information Minutes: 10

Presenter: Catherine Richardson, NCTCOG

Item Summary: Staff will provide an update regarding the anticipated Fiscal Year 2024 (FY24) Safe Streets and Roads for All (SS4A) Discretionary Grant program and highlight Fiscal Year (FY23) planning, and infrastructure grants awarded to local governments in the North Central Texas region.

Background: The United States Department of Transportation is anticipated to announce a Notice of Funding Opportunity in February 2024 for the solicitation of applications for FY24 funding. The Bipartisan Infrastructure Law established the SS4A discretionary program with \$5 billion in appropriated funds over the next five years. Staff will provide an overview of eligible applicants and the types of grant applications. Staff will also highlight the more than \$29 million in federal funding awarded in FY22 and FY23 in the region for planning activities and an implementation project. An overview is contained in [Electronic Item 7](#).

Performance Measure(s) Addressed: Roadway, Safety

2:30 – 2:40

8. **Regional Roadway Safety Performance Targets Update**

Action Possible Action Information Minutes: 10

Presenter: Michael Misantonis, NCTCOG

Item Summary: Staff will provide an update on the Regional Roadway Safety Performance Targets for 2024 for federally required performance measures and provide an update on actual performance of the 2022 targets. Roadway safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers.

Background: In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act requires certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of four rulemakings: Safety, Infrastructure Condition, System Performance/ Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. As the Metropolitan Planning Organization for the North Central Texas region, the North Central Texas Council of Governments is required to set regional targets for roadway safety. These targets are used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report. In February 2023, the Regional Transportation Council (RTC) approved the reduction schedule for the 2023-

2027 regional roadway safety targets. Staff will provide the Committee with an update on the proposed 2024 targets based on the approved reduction schedule and provide an update on the actual performance of the 2022 targets. Additional information will be provided at the meeting.

Performance Measure(s) Addressed: Safety

2:40 – 2:50

9. **Update on the Dallas-Fort Worth Air Quality Improvement Plan**

Action Possible Action Information Minutes: 10

Presenter: Savana Nance, NCTCOG

Item Summary: Staff will provide an update on North Central Texas Council of Governments (NCTCOG) efforts to develop a Dallas-Fort Worth Air Quality Improvement Plan, including the status of a regional greenhouse gas emission inventory and provide a list of potential measures for the transportation sector.

Background: NCTCOG received a \$1 million planning grant from the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG) Program, which was created by the Inflation Reduction Act. CPRG planning grants support development and implementation of plans for reducing greenhouse gas emissions and other harmful air pollution of local concern. NCTCOG is using this funding to develop a Dallas-Fort Worth Air Quality Improvement Plan that will outline strategies to reduce emissions of ozone-forming pollutants, fine particulate matter, and greenhouse gases across all 16 counties of the NCTCOG planning area. The first EPA deliverable, a Priority Climate Action Plan (PCAP), is due March 1, 2024. Upon PCAP submittal, NCTCOG intends to begin drafting a grant proposal to seek funding from the EPA CPRG Implementation Grants Program, which can be used to help pay for implementation of strategies included in the PCAP. The Implementation Grants application is due by April 1, 2024. Staff will present a list of potential measures for inclusion in the PCAP, along with a CPRG Implementation Grants application. [Electronic Item 9](#) provides additional details. More information on this effort is available at www.publicinput.com/dfwAQIP.

Performance Measure(s) Addressed: Air Quality

2:50 – 3:00

10. **Broadband as a Transportation Service: Four Proposed Elements**

Action Possible Action Information Minutes: 10

Presenter: Connor Sadro, NCTCOG

Item Summary: Staff will provide information on the Municipal Stakeholder Broadband Roundtable recently held at the North Central Texas Council of Governments (NCTCOG).

Background: On December 4, 2023, NCTCOG hosted the Municipal Stakeholder Broadband Roundtable to discuss the state of municipal involvement in broadband and digital equity in their

respective communities. Several members of the 16-county region attended, and together with NCTCOG staff, compiled the following suggested action steps to be taken to increase the presence of broadband in the region: The NCTCOG Transportation Department shall:

1. 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. Create a policy committee consisting of elected officials in the region to provide clear and consistent feedback to the Texas Broadband Development Office.
3. Leverage this policy committee to form a legislative program that will help guide the State of Texas legislature on regional needs.
4. Continue with outreach to broadband practitioners in the region and encourage municipalities to appoint broadband technical leads. Additionally, the NCTCOG Transportation Department will create a strategy for municipal best practices in achieving internet for all residents.

Performance Measure(s) Addressed: Administrative, Goods Movement

3:00 – 3:10

11. **Fast Facts**

Action Possible Action Information Minutes: 10

Item Summary: Brief staff presentations will be provided. Please reference the material provided for each of the following topics.

1. *Shawn Conrad* – School Crossing Guard Implementation Survey (Handout)
2. *Shawn Conrad* – Walk to School Day Follow-up Survey (Handout)
3. *Jenny Narvaez* – State Implementation Plan Comments to the Texas Commission on Environmental Quality ([Electronic Item 11.1](#))
4. *Daniela Tower* – Update on Greenhouse Gas Performance Measures
5. *Joaquin Escalante* – Local Government Energy Reporting ([Electronic Item 11.2](#))
6. *Joaquin Escalante* – Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
7. *Joaquin Escalante* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
8. *Jackie Castillo* – November Online Input Opportunity Minutes ([Electronic Item 11.3](#))
9. *Jackie Castillo* – December Online Input Opportunity Minutes ([Electronic Item 11.4](#))
10. *Jackie Castillo* – January Online Input Opportunity Notice ([Electronic Item 11.5](#))
11. *Jackie Castillo* – February Online Input Opportunity Notice ([Electronic Item 11.6](#))
12. *Taylor Benjamin* – Public Comments Report ([Electronic Item 11.7](#))
13. *Kimberlin To* - Air North Texas Partner Awards ([2023 Partner of the Year | airnorthtexas](#))

14. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 11.8](#))
12. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on February 23, 2024.***

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE December 8, 2023

The Surface Transportation Technical Committee (STTC) met on Friday, December 8, 2023, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Melissa Baker, David Boski, Shon Brooks, Tanya Brooks, Daniel Burnham, Travis Campbell, John Cordary, Jr., Chad Davis, Don Raines (representing Arturo Del Castillo), Pritam Deshmukh, Caryl DeVries, Greg Dickens, Phil Dupler, Jana Pimental (representing Chad Edwards), Chris Flanigan, Ricardo Gonzalez, Gary Graham, Tom Hammons, Barry Heard, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, William Janney, Kelly Johnson, Major Jones, Gus Khankarli, Eron Linn, Alan Hendrix (representing Stanford Lynch), Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Tim Palermo, Dipak Patel, Kelly Porter, Tim Porter, Elizabeth Reynolds, Jahor Roy, Greg Royster, Jeff Kelly (representing David Salmon), Shane Davis (representing James Ryan Sartor), Brian Shewski, Randy Skinner, Cheryl Taylor, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Berrien Barks, Nathan Benditz, Taylor Benjamin, Natalie Bettger, Jesse Brown, Farhan Butt, Jackie Castillo, Lori Clark, Brian Dell, Cody Derrick, Amber Ellis, Ann Foss, Rebekah Gongora, Christie Gotti, Duane Hengst, Ernest Huffman, Brian Jahn, Amy Johnson, Zachary Joseph, Wilson Kakembo, Dan Kessler, Chris Klaus, Kevin Kokes, Matt Leppla, Michael Morris, Chandra Murvwanandhan, Dylan Niles, Donald Parker, Trey Pope, Vercie Pruitt-Jenkins, Maggie Quinn, Minesha Reese, Sarah Rogers, Connor Sadro, Robert Saylor, Aliyah Shaikh, Samuel Simmons, Toni Stehling, Cheryl Taylor, Dallas Teston, Daniela Tower, Brendon Wheeler, and Amanda Wilson.

1. **Approval of October 27, 2023, Minutes:** The minutes of the October 27, 2023, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program:** Vickie Alexander requested a recommendation for Regional Transportation Council (RTC) approval of modifications to the Fiscal Year (FY) 2024 and FY2025 Unified Planning Work Program (UPWP), along with direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents administratively, as appropriate, to reflect the approved modifications was sought. The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2024 and FY2025 UPWP was approved by the Regional Transportation Council and North Central Texas Council of Governments (NCTCOG) Executive Board in July 2023 and identifies the activities to be carried out between October 1, 2023, and September 30, 2025. Amendments to this document were proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments were provided in Electronic Item 2.1.1 and posted on the NCTCOG website for public

review and comment as part of the November 2023 online public outreach opportunity. Additional information was provided in Electronic Item 2.1.2.

- 2.2. **Dallas-Fort Worth High-Speed Rail Additional Funding for National Environmental Policy Act Consultant:** Brendon Wheeler requested a recommendation for Regional Transportation Council approval for additional funding (as a “not to exceed” amount) for a consultant contract to complete preliminary engineering and environmental documentation required by the National Environmental Policy Act (NEPA). Additional funding provision requested not to exceed 10 percent of original contract budget; Surface Transportation Block Grant (STBG) Program funds were requested for this purpose. In April 2020, North Central Texas Council of Governments staff began work on the Dallas-Fort Worth High-Speed Transportation Connections Study with consultant assistance. The project is divided into two phases, the first being an alternatives analysis of high-speed modes and corridors, which was completed in late 2022. The second phase included conceptual and preliminary engineering and a National Environmental Policy Act (NEPA) effort resulting in a federal government action identifying the project’s next steps; this phase is expected to be complete in late 2024. Public and stakeholder input as well as constraints resulting from conceptual engineering analysis required development of additional alignment alternatives than originally anticipated and inclusion of tunneling expertise for preferred alignment in the NEPA process. Additional reference material was provided in Electronic Item 2.2.
- 2.3. **Regional Transportation Council Local Funds for North Texas Innovation Alliance Urban Resilience Fellowship Program:** Ernest Huffman requested a recommendation for Regional Transportation Council (RTC) approval of \$18,000 in RTC Local funds to support three problem statements submitted through the North Texas Innovation Alliance (NTXIA) Urban Resilience Fellowship Program. During the summer of 2023, NTXIA initiated the Urban Resilience Fellowship Program. This program connects teams of students from higher education institutions across Dallas-Fort Worth with a community partner from local governments or industry to develop innovative solutions to pressing local issues. North Central Texas Council of Governments (NCTCOG) Transportation staff submitted the following three problem statements: Municipal Broadband Deployment Related to the Enhancement of Roadway and Residential Connectivity, Development of an Integrated Network Design and Demand Estimation of Advanced Air Mobility, Evaluating the Change to an Electric Aircraft Fleets, Developing Strategies, Benchmarking and Modeling the Market for Electric Aircraft Costs. NCTCOG has partnered with the University of Texas at Arlington to address these problem statements. The program will begin in the 2024 Spring semester and will start with introductions of the community partner and student teams, along with the development of a baseline understanding of the problems and a path forward towards solutions. Then, students move into a four-week sprint of prototyping and development, with a final close out of project outcomes and presentations. Each problem statement cost \$6,000, for a total not to exceed \$18,000. Staff requested a recommendation for RTC approval of \$18,000 in RTC Local funds to participate in this program.

A motion was made to recommend Regional Transportation Council approval of Items 2.1, 2.2, and 2.3 on the Consent Agenda. Daniel Vedral (M); Mark Nelson (S). The motion passed unanimously.

3. **Additional Professional Services for the Cotton Belt Trail:** Kevin Kokes requested a recommendation for Regional Transportation Council (RTC's) approval of funds for additional design services associated with the Cotton Belt Trail. The Dallas Area Rapid Transit (DART) Silver Line rail project is coordinating a parallel regionally significant Cotton Belt Regional Veloweb Trail that provides pedestrian and bicycle access to the rail stations in seven cities across three counties. The Trail corridor has been in the Mobility plan for the past three decades, originally in the Mobility 2010 in the early 1990's which led to RTC's approved funding in 2018 for engineering design of the entire trail corridor (\$8.2 million) and construction of several "critical" trail sections. In 2020, RTC approved additional funding for design (increased total to \$14.9 million), and a notice to proceed was issued by DART for the trail design services. In 2023, phase 1 construction of 5 critical bridges was initiated, and also the United States Department of Transportation Rebuilding American Infrastructure With Sustainability and Equity (USDOT RAISE) Grant Award of \$25 million, and the Texas Department of Transportation (TxDOT) Transportation Alternatives Award of \$25 million were received for construction of the phase 2 portion of the Trail. Kevin provided an overview of a map of the phase 2 construction area anticipated to begin by the fall 2024 and identified the constraints that have impacted the final design plans. An overview of the proposed funding request was contained in Electronic Item 3

A motion was made to recommend and concur with Regional Transportation Council (RTC) approval of up to \$4 million of federal Congestion Mitigation and Air Quality Improvement Program funds with 800,000 Regional Transportation Development Credits for additional professional services, and administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP), along with other planning/administrative documents to incorporate these changes. Mark Nelson (M); Kelly Porter (S). The motion passed unanimously.

4. **Safety Program Implementation of Innovative Ideas to Reduce Youth Fatalities Due to Motor Vehicle Crashes:** Natalie Bettger requested a recommendation for the Regional Transportation Council (RTC's) approval of an additional \$4 million in Regional Toll Revenue (RTR) funds for the implementation of innovative ideas that are generated through a Call for Partners, to reduce youth fatalities due to motor vehicle crashes. Natalie briefly highlighted that \$50 million was previously approved for the RTC Safety Program for the Dallas-Fort Worth Region for Fiscal Year 2024-2026. In learning more about safety statistics, 12 percent of Licensed Drivers under 25 and account for 19 percent of fatalities in motor vehicle crashes in Texas. Due to the disproportionate of fatalities, innovative ideas for the Call for Partners include colleges, universities and school districts, mental health experts, law enforcement, driver education curriculum developers, social media, and the gaming industry. Additional information regarding this item was provided in Electronic Item 4.

A motion was made to recommend Regional Transportation Council (RTC) approval to allocate \$4 million in Regional Toll Revenue to focus on ways to reduce the youth fatality rate associated with motor vehicle crashes in the Dallas-Fort Worth Region, to amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the project funding. Melissa Baker (M); Tanya Brooks (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items:** Michael Morris highlighted the approval of the reallocation of the North Central Texas Council of Governments (NCTCOG) Executive Board item on Advertising and Introduction of Risk Analysis. Michael mentioned

that he doesn't have any next steps for the status of Texas Department of Transportation Rule Making for Metropolitan Planning Organization-Selected Funding. Additional information was provided in Electronic Item 5.1. He hopes NCTCOG will know in January the position of the Commission on whether they will adjust, proceed, modify, and/or correct the particular items that were submitted. Michael noted the meeting with the local elected officials and Texas Department of Transportation Commissioners was well attended and continues to work critical items. He presented Electronic Item 5.2 for more detailed information. Michael announced an update on the Transportation Development Credits and the Executive Board approved the Regional Transportation Council RTC Local funds of \$60 million were approved last month. Michael mentioned the approval of the Transportation Authority 2.0 along with gaining some momentum as part of that particular initiative. Lastly, Michael concluded with the approval of the Texas Corridor ID from Fort Worth to Houston, and the Amtrak from Fort Worth to Atlanta, Georgia, was funded, and we have record of High-Speed Rail from Fort Worth to Houston sitting at the Federal Railroad Administration.

6. **Texas Department of Transportation State Infrastructure Bank Loan Opportunities:** Dallas Teston, with Texas Department of Transportation (TxDOT) briefed the Committee on the availability of State Infrastructure Bank (SIB) loan opportunities available to local governments. The SIB is a low-cost Transportation borrowing program, a federal revolving loan fund managed by TxDOT for roadway projects, such as a local contribution or local match, utility relocation, or even local road projects. Dallas highlighted some changes made to the interest rate. The rate set at the time of application is a fixed rate through the life of the loan, Municipal Market Data index (MMD), 2 main factors are credit rating and term of the loan. Eligible under federal highway programs, must be functionally classified above a rural minor collector, must be in the Statewide Transportation Improvement Program (STIP), on or off-system roadways can be eligible, generally, projects eligible under Title 23, and with local match Transportation Alternative. Dallas outlined the SIB program requirements, eligibility, and application process as presented in Electronic Item 6.
7. **End of Ozone Season Recap:** Chris Klaus provided a summary of the 2023 ozone season activity along with other air quality updates for the Dallas-Fort Worth (DFW) region. The ozone season began on March 1 and concluded November 30. Preliminary ozone season monitor value = 81 parts per billion (ppb). The region continues to work towards compliance for both the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS). Chris highlighted that the regions ozone design value has been trending higher, going in the wrong direction. He presented the two ozone standards that region currently is in noncompliance: the 2008 Standard ≤ 75 ppb (Severe by 2027 based on 2024-2026 monitor data) and the 2015 Standard ≤ 70 ppb (Moderate by 2024 based on 2021-2023 monitor data). Per EPA rules, both standards currently apply until the region can ultimately reach attainment to a standard. Specifically for the 2008 standard, if attainment is not reached by 2027, the region would then be subject to Section 185 fees applied to regional industry operations. Specifically for the 2015 standard, the Governor submitted voluntary reclassification to EPA on October 12, 2023, and the Texas Commission and Environmental Quality (TCEQ) indicated assistance need for emission reduction strategies. Chris highlighted a disconnect between photochemical air modeling against observed emissions recorded at each monitor. For example, the monitor at Pilot Point has the regions highest 2023 ozone design value at 81 ppb, as compared to 71 ppb that the State Air Quality Model is suggesting in 2023. Air Quality 2.0 is a renewed path forward focusing on several areas, with diesel engines being the largest contribution to NOx in the region. More information provided in Electronic Item 7.

8. **Advanced Transportation Technology and Innovation Program:** Natalie Bettger provided an overview of the grant and possible project opportunities for a regional application for the 2023-2024 Advanced Transportation Technology and Innovative (ATTAIN) Program. This is a continuation of Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program that has been around for several years with funding of \$120 million (\$60 million for Fiscal Year 2023 and \$60 million for Fiscal Year 2024); with a rural set-aside of 20 percent with 5 to 10 awards with a maximum of up to \$12 million apiece with a 20 percent local match required. A Notice of Funding Opportunity (NOFO) was issued on November 24, 2023, with applications due on February 02, 2024. Natalie highlighted the technologies that are eligible to improve emergency evacuation and responses, integrated corridor management systems, electronic pricing, toll collection, and payment systems, technology for High Occupancy Vehicles (HOV) toll lanes, congestion pricing, integration of transportation service payment systems, advanced mobility access, like shared-use mobility applications and systems to support services for elderly and disabled individuals, retrofitting dedicated short-range communications (DSRC) as part of pilot programs to cellular vehicle-to-everything (C-V2X) technology, integration of Intelligent Transportation System with Smart Grid or other charging systems. There are three areas of focus in the grant application when reviewed. She mentioned some of ATTAIN's program goals are to reduce fatalities, injuries, traffic delays, emissions, optimize multimodal system performance, improve access to transportation alternative, and integration of payment systems. Administration's priorities are safety, climate change and sustainability, equity, workforce development, job quality, wealth creation and United States Department of Transportation (USDOT) focus areas that she briefly highlighted such as state of good repair, integration of intelligent transportation system with Smart Grid, to name a few. Natalie mentioned to prepare for the funding opportunity that the North Central Texas Council of Governments (NCTCOG) staff did release a request for Partners on November 6, 2023, with applications that were due on December 8, 2023. The timeline for ATTAIN program will request action at the January 11, 2024, Regional Transportation Council meeting, the January 25, 2024, Executive Board meeting, and the January 26, 2024, Surface Transportation Technology Committee meeting. NCTCOG letters of support requests were due January 22, 2024, to Nicholas Allen at nallen@nctcog.org. The link to the NOFO that details the grant program for Fiscal Year 2023-2024, as well as the application requirements are located at: grants.gov/search-results-detail/351055.

9. **Fast Facts:** The following fast facts were provided by NCTCOG staff:

Aliyah Shaikh highlighted that the deadline for submittals for the May 2024 Transportation Improvement Program Modification Cycle was December 8, 2023.

Dylan Niles noted that the Transportation Development Credit (TDC) Annual Report for Fiscal Year 2023 was submitted to Texas Department of Transportation on November 29, 2023, fulfilling our State requirement with approximately 49.5 million TDCs were awarded with approximately 675 million remaining for future programing. More detailed information was provided in Electronic Item 9.1.

Daniel Snyder provided an update on the Transportation Alternatives Call for Projects Obligations Notice was authorized under Section 1122 of MAP – 21: Moving Ahead for Progress in the 21st Century and reauthorized under the Bipartisan Infrastructure Law (BIL) to provide funding for programs and projects. Currently, there is a carry-over balance of

approximately \$40 million in the region that needs to be obligated to avoid a lapse. Electronic Item 9.2 provided additional details.

Connor Sadro provided an update on Broadband as a Transportation Service. The Infrastructure Investment and Jobs Act allocated \$3.3 billion to the state of Texas for Broadband Infrastructure, additionally the State with a passing proposition eight is allowed to create a \$1.5 billion Broadband Infrastructure fund. North Central Texas Council of Governments Municipal Broadband Investment Roundtable Agenda Public Sector Stakeholders met to strategically guide on how to challenge the State for a share of the funding. Additional details in Electronic Item 9.3.

Jesse Brown reported on the Toll Managed Lane policy, in particular the High Occupancy Vehicle subsidy amount that Regional Transportation Council is responsible for, \$8.9 million, as of September 2023. More details provided in the High Occupancy Vehicle Subsidy Report in Electronic Item 9.4.

Trey Pope briefed the Committee on a particular project, the Hirschbach Motor Lines, in the Local Clean Air Project Spotlight provided in Electronic Item 9.5. Awarded one all-electric class 8-yard terminal tractor that replaced a one class 8 diesel short haul single unit tractor for the Dallas area, implemented in August of 2023. The awarded amount of \$179,778 with a total cost of \$415,388 funded by the Environmental Protection Agency.

Maggie Quinn highlighted for the Air Quality Funding Opportunities for Vehicles, a current available grant opportunity, Texas Commission of Environmental Quality, Texas Volkswagen Environmental Mitigation Program All-Electric Grant Program, a replacement or repower of eligible heavy-duty diesel vehicles or equipment or installation of refueling infrastructure. The program is open until the end of August of 2025 with currently 600 million available in Dallas-Fort Worth. It is a first-come, first-serve with up to 100% of the incremental cost of the project for government entities, and up to 75% for nongovernmental entities. The Texas Hydrogen Infrastructure, Vehicle, and Equipment Grant Program, a replacement or repower of heavy-duty vehicles and equipment with hydrogen models or installation of refueling infrastructure with the deadline to apply is February 27, 2024. More details provided at www.nctcog.org/aqfunding. Maggie mentioned a few upcoming events, the Drafting Fuels Webinar, January 8, 2024, via zoom. The Regional Electric Vehicle Infrastructure Working Group EVSE Expo event was hosted, Wednesday, January 17, 2:00 – 4:00 pm, in the Transportation Council Room. More information, including registration for the upcoming Dallas-Fort Worth Clean Cities events available at: <https://www.dfwcleancities.org/events>.

Jackie Castillo announced the December Online Input Opportunity Notice with comment period ending on January 9, 2024, details provided in Electronic Item 9.6. Jackie also mentioned a public meeting was held on October 9, 2023, with details provided in the October Public Meeting Minutes provided in Electronic Item 9.7.

Taylor Benjamin noted that the Public Comments Report, which contained general public comments received from September 20, 2023, through October 19, 2023, was provided in Electronic Item 9.8.

Toni Stehling announced the 2024 Surface Transportation Technical Committee and Regional Transportation Council Meeting schedules provided in Electronic Item 9.9.

Written Progress Reports were provided in Electronic Item 9.10.

10. **Other Business (Old or New)**: There was no discussion on this item.

11. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 23, 2024.

Meeting adjourned at 3:01 PM.

**2024 Strategic Transportation Funding Program
Draft Recommendations**

Implementing Agency	City	Project Name/Facility	Limits	Project Scope	Fiscal Year ¹	Phase	Proposed Funding									Comments	
							Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Federal Carbon Reduction Program (CAT 10)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Other	Transportation Development Credits (TDC) ²		Total Proposed Funding
Coppell	Coppell	SH 121 Frontage Road	At Eastlake Drive	Construct right turn/deceleration lane to improve safety	2025	C	\$0	\$0	\$0	\$250,000	\$0	\$0	\$62,500	\$0	-	\$312,500	Dallas County RTR (Account 121 DA2) funding
							\$0	\$0	\$0	\$250,000	\$0	\$0	\$62,500	\$0	-	\$312,500	
Dallas	Dallas	Arapaho Road	At Dallas Parkway	Construct intersection improvements including modifications to the westbound left lane, pedestrian crosswalks, and installation of permanent traffic signals	2025	C	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$300,000	\$0	-	\$1,500,000	Dallas County RTR (Account 121-DA2) funding
							\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$300,000	\$0	-	\$1,500,000	
Dallas	Dallas	Frankford Road	At Campbell Road	Construct intersection improvements including pedestrian crosswalks and reconstruction of existing traffic signals	2025	C	\$0	\$0	\$0	\$400,000	\$0	\$0	\$100,000	\$0	-	\$500,000	Dallas County RTR (Account 121-DA2) funding
							\$0	\$0	\$0	\$400,000	\$0	\$0	\$100,000	\$0	-	\$500,000	
Dallas	Dallas	Frankford Road	At DNT/Dallas Parkway	Construct additional lane on Dallas Parkway (southbound); Construct right turn lane at Frankford (southbound); Construct traffic barriers at Dallas Parkway (northbound) at Frankford Road	2026	R	\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$0	25,000	\$125,000	City of Dallas MTP Policy Bundle TDCs to be utilized in lieu of a local match
					2028	C	\$0	\$1,650,000	\$0	\$0	\$0	\$0	\$0	\$0	330,000	\$1,650,000	
							\$0	\$1,775,000	\$0	\$0	\$0	\$0	\$0	\$0	355,000	\$1,775,000	
Dallas	Dallas	Infrastructure Improvements in Proximity to Forest Theater	Bounded by IH 45, SM Wright, and Peabody Avenue	Construct public parking under IH 45, including lighting and electric vehicle charging stations; Construct intersection improvements at Martin Luther King Jr Blvd and South Harwood Street (enhanced crosswalks, closure of right turn "slip" lane); Construct landscaping/streetscaping enhancements in public right-of-way along S.M. Wright frontage road	2025	C	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$0	-	\$5,000,000	Dallas County RTR (Account 121-DA2) funding; Staff proposes that no match be required as project is in an Environmental Justice community; Project facilitates first land use/transportation revitalization effort after S.M. Wright reconstruction completion; Funding contingent upon City approval of High-Speed Rail "One Seat Ride" concept and siting plans for future station
							\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$0	-	\$5,000,000	
Dallas	Dallas	West Dallas Gateway Project; On Herbert Street	Broadway Avenue to Commerce Street	Construct 0 to 4 lane grade separated roadway with sidewalks and bicycle lanes under the Union Pacific Railroad line	2026	C	\$0	\$0	\$0	\$30,000,000	\$0	\$0	\$26,992,106	\$0	-	\$56,992,106	Dallas County RTR (Account 121-DA2) funding; RTR proposed as design already being done to local standards; Local contribution paid by the City of Dallas (2012 Bond Program); Funding contingent upon City approval of High-Speed Rail "One Seat Ride" concept and siting plans for future station
							\$0	\$0	\$0	\$30,000,000	\$0	\$0	\$26,992,106	\$0	-	\$56,992,106	
Dallas	Dallas	Harry Hines Blvd	Specific limits to be determined	Construct signal improvements to give emergency vehicles priority in the corridor	2026	E	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	400,000	\$2,000,000	Regional TDCs (Category 2) proposed in lieu of cash match; Funding contingent upon City approval of High-Speed Rail "One Seat Ride" concept and siting plans for future station
					2028	C	\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	2,000,000	\$10,000,000	
							\$0	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$0	2,400,000	\$12,000,000	
Dallas	Dallas	Harry Hines Blvd	At Mockingbird Lane	Construct intersection improvements	2027	C	\$0	\$0	\$0	\$20,000,000	\$0	\$0	\$5,000,000	\$0	-	\$25,000,000	Dallas County RTR (Account 121-DA2) funding; Federal engineering funding already approved by the RTC for this project and proposed to be switched to RTR; Funding contingent upon City approval of High-Speed Rail "One Seat Ride" concept and siting plans for future station
							\$0	\$0	\$0	\$20,000,000	\$0	\$0	\$5,000,000	\$0	-	\$25,000,000	
Dallas	Various	Belt Line Road	At South North Lake Road	Construct right turn/deceleration lane to improve safety	2025	E	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	9,000	\$45,000	City of Irving MTP Policy Bundle TDCs to be utilized in lieu of a local match; Belt Line is within City of Dallas, but impacted neighborhood is located within City of Coppell and City of Irving
					2026	C	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	90,000	\$450,000	
							\$0	\$495,000	\$0	\$0	\$0	\$0	\$0	\$0	99,000	\$495,000	
Dallas	Dallas	Thanks-Giving Square Improvements	Specific limits to be determined	Construct roadway and pedestrian improvements to connect Thanks-Giving Square to AT&T Square and Klyde Warren Park	2029	C	\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$20,000,000	-	\$30,000,000	Dallas County RTR (Account 121-DA2) funding; RTC funding is only for public sector improvements and is contingent on \$20 million contribution from Thanks-Giving Foundation; Funding contingent upon City approval of High-Speed Rail "One Seat Ride" concept and siting plans for future station
							\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$20,000,000	-	\$30,000,000	
Dallas County	Various	Southern Dallas County Inland Port Local Government Corporation		Facilitate the establishment of a local government corporation designed to support economic development, housing, and transportation needs within the Dallas County Inland Port, including necessary study and coordination to develop long term finance plan	2025	I	\$0	\$0	\$0	\$0	\$1,800,000	\$0	\$0	\$0	-	\$1,800,000	Funding will cover first three years; Local partners will be responsible for identifying sustainable funding after that time; Would be programmed after the Collin County Federal/Local Partnership is finalized and the local funds are transmitted to NCTCOG to replenish the RTC Local pool
							\$0	\$0	\$0	\$0	\$1,800,000	\$0	\$0	\$0	-	\$1,800,000	

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**2024 Strategic Transportation Funding Program
Draft Recommendations**

Implementing Agency	City	Project Name/Facility	Limits	Project Scope	Fiscal Year ¹	Phase	Proposed Funding									Comments	
							Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Federal Carbon Reduction Program (CAT 10)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Other	Transportation Development Credits (TDC) ²		Total Proposed Funding
Dallas County	Various	Sunrise Road	South of Belt Line Road to Ferris (South of Van Road)	Realign and widen 2 lane to 4 lane roadway	2027	C	\$0	\$0	\$0	\$8,300,000	\$0	\$0	\$0	\$0	-	\$8,300,000	Dallas County RTR (Account 121-DA2) funding; Project has been submitted for several past federal discretionary grants, but has not been selected (some applications still pending); RTC previously approved federal funding for pre-construction phases as part of the grant applications, which will be switched out for RTR funding; Local funds on pre-construction phases will serve as match to RTR funds
							\$0	\$0	\$0	\$8,300,000	\$0	\$0	\$0	\$0	-	\$8,300,000	
Dallas County	Various	Belt Line Road/Sunrise Road	Belt Line Road from Alba Road to East of Mason Road and Sunrise Road from Belt Line to South of Belt Line	Belt Line Road: Reconstruct and widen 2 lane to 4 lane roadway and replacement of bridge over Ten Mile Creek; Sunrise Road: Reconstruct and realign 2 lane roadway	2027	C	\$0	\$0	\$0	\$14,850,000	\$0	\$0	\$0	\$0	-	\$14,850,000	Dallas County RTR (Account 121-DA2) funding; Project has been submitted for several past federal discretionary grants, but has not been selected (some applications still pending); RTC previously approved federal funding for pre-construction phases as part of the grant applications, which will be switched out for RTR funding; Local funds on pre-construction phases will serve as match to RTR funds
							\$0	\$0	\$0	\$14,850,000	\$0	\$0	\$0	\$0	-	\$14,850,000	
Rockwall	Rockwall	Village Drive	Laguna Drive to Marina Drive	Reconstruct and widen 2 lane to 4 lane bridge over DGNO RR	2027	C	\$0	\$0	\$0	\$12,000,000	\$0	\$0	\$3,000,000	\$0	-	\$15,000,000	Rockwall County RTR (Account 121-RC1, 121-RC2, and 161-RC2) funding; Staff proposing RTR funds due to roadway not being on the federal-aid highway system; Staff proposes an exchange in which Denton County RTR funds are sent to Rockwall County in exchange for federal funds due to Rockwall's RTR accounts not having sufficient funding to cover this project
							\$0	\$0	\$0	\$12,000,000	\$0	\$0	\$3,000,000	\$0	-	\$15,000,000	
Rowlett	Various	Miller Road	PGBT/SH 190 Frontage Road to Glen Hill Drive	Reconstruct and widen 2 lane to 4 lane divided roadway (including replacing bridge over Lake Ray Hubbard)	2026	E	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$5,120,000	\$0	-	\$10,120,000	Dallas County RTR (Account 121-DA2) funding; Funds would pay for schematic level design to determine scope and feasibility of project; Local contribution to be paid by Dallas County (MCIP funds) and City of Rowlett (required 50% match to County funds)
							\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$5,120,000	\$0	-	\$10,120,000	
TxDOT Dallas	Dallas	IH 30	At Harwood	Construct pedestrian structure over IH 30	2027	C	\$0	\$0	\$0	\$30,000,000	\$0	\$0	\$27,000,000	\$0	-	\$57,000,000	Dallas County RTR (Account 121-DA2) funding; RTC has already committed \$6 million federal to this project as part of Reconnecting Communities grant application (funds to be switched to RTR); Staff proposes a partnership where the RTC covers the funding shortfall (\$30 million) on the deck substructure only and is repaid by the City of Dallas in exchange for participating on the West Dallas Gateway project; \$27 million already committed by the City of Dallas; Funding contingent upon City approval of High-Speed Rail "One Seat Ride" concept and siting plans for future station
							\$0	\$0	\$0	\$30,000,000	\$0	\$0	\$27,000,000	\$0	-	\$57,000,000	
TxDOT Dallas	Various	IH 35E	At Lake Lewisville	Construct new northbound bridge over Lake Lewisville	2029	C	\$0	\$0	\$0	\$75,000,000	\$0	\$0	\$0	\$0	-	\$75,000,000	Denton County RTR (Account 121-DE1) funding; Proposed partnership with Denton County to fund next increment of improvements on IH 35E
							\$0	\$0	\$0	\$75,000,000	\$0	\$0	\$0	\$0	-	\$75,000,000	
TxDOT Dallas	Various	US 75	Exchange Parkway to US 380	Add ITS fiber optic cable; Install additional CCTV	2026	C	\$2,000,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	-	\$2,500,000	Fills a gap in the ITS system
							\$2,000,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	-	\$2,500,000	
TxDOT Dallas	Various	US 67	Belt Line Road to Ward Road	Installation of new CCTV, DMS, and vehicle detection units	2026	C	\$1,540,000	\$0	\$0	\$0	\$0	\$385,000	\$0	\$0	-	\$1,925,000	Fills a gap in the ITS system
							\$1,540,000	\$0	\$0	\$0	\$0	\$385,000	\$0	\$0	-	\$1,925,000	
TxDOT Dallas	Various	Various	Various locations along IH 30, IH 35E, IH 35W, IH 45, SH 114, SH 183, and US 75	Install new dynamic message signs	2026	C	\$2,000,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	-	\$2,500,000	Fills a gap in the ITS system
							\$2,000,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	-	\$2,500,000	
Fort Worth	Fort Worth	Altamesa/Sublett	Anglin Drive to Dick Price Road	Construct 0 to 4 lane roadway with sidewalks	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$4,480,000	\$0	-	\$4,480,000	Part of a proposed bond program partnership between the RTC and Tarrant County; Local contribution for engineering and right-of-way to be paid by Tarrant County; Local match for construction to be paid by Tarrant County (part of 2021 Tarrant County Bond Program)
					2027	R	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800,000	\$0	-	\$2,800,000	
					2029	C	\$0	\$15,000,000	\$0	\$0	\$0	\$0	\$3,750,000	\$0	-	\$18,750,000	
							\$0	\$15,000,000	\$0	\$0	\$0	\$0	\$11,030,000	\$0	-	\$26,030,000	
Fort Worth	Fort Worth	Bonds Ranch Road	At Bus 287/BNSF/UP RR lines	Construct grade separation at Bus 287 and the BNSF and UP RR lines	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000,000	\$0	-	\$6,000,000	Part of a proposed bond program partnership between the RTC and Tarrant County; Local funding for engineering to be contributed by Tarrant County (part of 2021 Tarrant County Bond Program); Other funding for construction is 10% contribution by Burlington Northern Santa Fe (BNSF); Local contribution for construction to be paid by City of Fort Worth and Tarrant County (anticipate at least \$2.5 million each with final amounts to be negotiated); Additional funding may be contributed by TxDOT and/or Union Pacific; Federal discretionary grant to be pursued for remainder of needed construction funding
					2029	C	\$0	\$20,000,000	\$0	\$0	\$0	\$2,000,000	\$5,000,000	\$5,000,000	-	\$32,000,000	
							\$0	\$20,000,000	\$0	\$0	\$0	\$2,000,000	\$11,000,000	\$5,000,000	-	\$38,000,000	

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**2024 Strategic Transportation Funding Program
Draft Recommendations**

Implementing Agency	City	Project Name/Facility	Limits	Project Scope	Fiscal Year ¹	Phase	Proposed Funding									Comments		
							Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Federal Carbon Reduction Program (CAT 10)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Other	Transportation Development Credits (TDC) ²		Total Proposed Funding	
Fort Worth	Fort Worth	Westport Parkway	High Mesa to SH 170 Frontage Road	Construct 0 to 4 lane roadway with sidewalks	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000	Part of a proposed bond program partnership between the RTC and Tarrant County; Local contribution to be paid by Tarrant County (part of 2021 Tarrant County Bond Program)	
					2027	R	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000,000	\$0	-	\$7,000,000		
					2029	C	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$1,250,000	\$0	-	\$6,250,000		
							\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$9,250,000	\$0	-	\$14,250,000		
Fort Worth	Various	Everman Safe Streets Project	Oak Grove Road from Everman Parkway to Forum Way; Everman Parkway from Oak Grove Road to Dan Meyer Drive; Shelby Road from Dan Meyer to Forest Hill Drive; Dan Meyer from Everman to Townley Drive; Townley Drive from Dan Meyer to Race Street; Race Street from Townley Drive to Enon Avenue	Construct various bicycle, pedestrian, and traffic calming improvements, including reduction of lane widths, protected bicycle lanes, sidewalks, crosswalks, and HAWK signals in proximity to 6 schools (Everman HS, Everman Academy HS, Daniel Powell Early Learning Academy, Roy Johnson STEM Academy, JW Bishop Elementary, Hommel Elementary)	2026	E	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	200,000	\$1,000,000	City of Fort Worth MTP Policy Bundle TDCs and regional TDCs to be utilized in lieu of a cash match; Policy Bundle TDCs and regional TDCs to be used for Fort Worth and Everman 50/50 split of funding match on engineering and construction.	
					2028	C	\$8,300,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	1,660,000	\$9,300,000		
							\$9,300,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	1,860,000	\$10,300,000		
Fort Worth	Fort Worth	LTJG Barnett	At Naval Air Station Joint Reserve Base (NASJRB) Fort Worth East Gate	Construct second bridge at east entrance to NASJRB	2026	E	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	400,000	\$2,000,000	Regional TDCs (Category 2) to be utilized in lieu of a cash match; Department of Defense funding to be pursued for construction	
							\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	400,000	\$2,000,000		
Fort Worth	Fort Worth	Meandering Road	Roberts Cutoff to SH 183	Construct 0 to 2 lane roadway with sidewalks	2026	E	\$0	\$0	\$0	\$400,000	\$0	\$0	\$100,000	\$0	-	\$500,000	Tarrant County RTR (Account 161-TC1) funding	
					2028	C	\$0	\$0	\$0	\$2,400,000	\$0	\$0	\$600,000	\$0	-	\$3,000,000		
							\$0	\$0	\$0	\$2,800,000	\$0	\$0	\$700,000	\$0	-	\$3,500,000		
Fort Worth	Fort Worth	Bomber Spur Trail (Southern Section)	Camp Bowie/US 377 to Vickery Blvd	Construct shared use path	2026	E	\$1,125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	225,000	\$1,125,000	City of Fort Worth MTP Policy Bundle TDCs to be utilized in lieu of a cash match	
					2028	C	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	900,000	\$4,500,000		
							\$5,625,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	1,125,000	\$5,625,000		
Parker County	Weatherford	FM 730	US 180 to IH 20 Frontage Road	Construct 0 to 4 lane divided roadway, including a bridge over Willow Creek	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$3,120,000	\$0	-	\$3,120,000	Part of a proposed bond program partnership between the RTC and Parker County; Local contribution for engineering to be paid by Parker County	
					2029	C	\$0	\$10,000,000	\$0	\$0	\$0	\$2,500,000	\$0	\$0	-	\$12,500,000		
							\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$2,500,000	\$3,120,000	\$0	-	\$15,620,000	
Parker County	Various	FM 5	At Bankhead Drive	Construct intersection improvements, including left and right turn lanes	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	-	\$80,000	Part of a proposed bond program partnership between the RTC and Parker County; Local contribution for engineering to be paid by Parker County	
					2027	C	\$512,000	\$0	\$0	\$0	\$0	\$128,000	\$0	\$0	-	\$640,000		
							\$512,000	\$0	\$0	\$0	\$0	\$128,000	\$80,000	\$0	-	\$720,000		
Tarrant County	Forest Hill	Forest Hill Drive	Lon Stephenson Road to Shelby Road	Reconstruct and widen from 2 lanes to 4 lanes with signal retiming and intersection improvements	2029	C	\$0	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$0	4,000,000	\$20,000,000	Regional TDCs (Category 2) to be utilized in lieu of a cash match; Add construction funding for project that is currently being designed (TIP 21013/CSJ 0902-90-224, -225)	
							\$0	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$0	4,000,000	\$20,000,000		
TxDOT Fort Worth	Various	RM 2871	IH 20 to US 377	Reconstruct and widen 2 lane rural to 4 lane divided roadway with sidewalks	2028	C	\$0	\$8,000,000	\$0	\$0	\$0	\$2,000,000	\$10,000,000	\$0	-	\$20,000,000	Part of a proposed bond program partnership between the RTC and Tarrant County; Local contribution to be paid by Tarrant County (part of 2021 Tarrant County Bond Program)	
							\$0	\$8,000,000	\$0	\$0	\$0	\$2,000,000	\$10,000,000	\$0	-	\$20,000,000		
TxDOT Fort Worth	Weatherford	IH 20	Bethel Road to Main Street	Construct eastbound entrance ramp from Bethel Road; Construct westbound exit ramp to Bethel Road; Widen existing bridge over Tin Top Road	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$3,040,000	\$0	-	\$3,040,000	Local funding to be contributed by Parker County for engineering; Funding contingent upon project being designed to prevent "throwaway" when the larger IH 20 corridor in the area is reconstructed	
					2027	C	\$0	\$15,392,000	\$0	\$0	\$0	\$3,848,000	\$0	\$0	-	\$19,240,000		
							\$0	\$15,392,000	\$0	\$0	\$0	\$3,848,000	\$3,040,000	\$0	-	\$22,280,000		
TxDOT Fort Worth	Aledo	FM 1187	FM 5 to Aledo Iona Road	Reconstruct and widen 2 lane to 4 lane roadway with sidewalks	2025	E	\$0	\$0	\$0	\$0	\$0	\$0	\$3,380,000	\$0	-	\$3,380,000	Part of a proposed bond program partnership between the RTC and Parker County; Local contribution for engineering to be paid by Parker County	
					2028	C	\$0	\$19,152,000	\$0	\$0	\$0	\$4,788,000	\$0	\$0	-	\$23,940,000		
							\$0	\$19,152,000	\$0	\$0	\$0	\$4,788,000	\$3,380,000	\$0	-	\$27,320,000		
NCTCOG	Hurst	SH 10/Hurst Blvd	IH 820 to Bell Flight Blvd up to and including Southern Hurst City Limit	Develop economic development plan for the SH 10 corridor in Hurst to determine the best zoning and land use, reduce environmental impacts, and complement transit-oriented development at Trinity Lakes Station and review associated trail connections	2025	E	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	-	\$500,000	Funding is part of a partnership with Hurst on the Trinity Lakes TRE Station; City of Hurst has agreed to permit City of Fort Worth to provide water services to the station; Planning study needed to determine how to best develop land in Hurst adjacent to new Trinity Lakes station along SH 10	
							\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	-	\$500,000		

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**2024 Strategic Transportation Funding Program
Draft Recommendations**

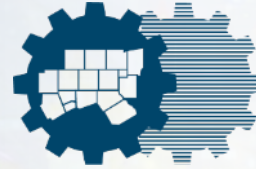
Implementing Agency	City	Project Name/Facility	Limits	Project Scope	Fiscal Year ¹	Phase	Proposed Funding								Comments		
							Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	Federal Carbon Reduction Program (CAT 10)	Regional Toll Revenue (RTR)	RTC Local	State	Local	Other		Transportation Development Credits (TDC) ²	Total Proposed Funding
NCTCOG	Various	Flooded Roads Information Systems Project	Regionwide	Improve roadway safety by providing advance warnings to drivers/vehicles through mobile driving apps and connected vehicle systems; System will focus on alerting users of a high probability of water pooling, ponding, or flooding on roadway surfaces; Includes integration with existing regional flood detection systems and a needs assessment to determine where additional rain sensing infrastructure is needed	2025	I	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	400,000	\$2,000,000	Regional (Category 2) TDCs to be utilized in lieu of a cash match
							\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	400,000	\$2,000,000	
Trinity Metro	Various	New TEXRail Vehicles		Purchase 4 new passenger rail vehicles for TEXRail to enable expansion of service from existing T&P Station to Near Southside Station in the Fort Worth Medical District	2025, 2026	T	\$31,234,636	\$0	\$33,765,364	\$0	\$0	\$0	\$0	\$0	13,000,000	\$65,000,000	Regional TDCs (Category 2) and Trinity Metro MTP Policy Bundle TDCs to be utilized in lieu of cash match; As part of this partnership, Trinity Metro will provide \$7 million for associated rail yard improvements that are needed; Proposing to use the Western subregion's portion of CRP funds
							\$31,234,636	\$0	\$33,765,364	\$0	\$0	\$0	\$0	\$0	13,000,000	\$65,000,000	
DART	Various	Trinity Railway Express (TRE) Replacement Vehicles		Purchase 9 replacement vehicles for TRE	2025, 2026	T	\$0	\$30,000,000	\$0	\$0	\$0	\$60,000,000	\$0	\$0	-	\$90,000,000	Local contribution to be paid by DART (\$30,000,000) and Trinity Metro (\$30,000,000); CMAQ funding would be split between the Eastern and Western subregions, adhering to RTC-approved split of 31% for the West and 69% for the East; Additional federal discretionary grant funding to be pursued by DART and Trinity Metro
							\$0	\$30,000,000	\$0	\$0	\$0	\$60,000,000	\$0	\$0	-	\$90,000,000	
TxDOT Fort Worth	Various	CR 4668	At Bobo's Crossing	Reconstruct 2 to 2 lane roadway, including construction of bridge to elevate the roadway out of the floodplain	2027	C	\$0	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$0	2,400,000	\$12,000,000	Regional TDCs (Category 2) to be utilized in lieu of a cash match; Project to raise the roadway out of the 100-year floodplain; TIP 21094/CSJ 0902-20-232
							\$0	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$0	2,400,000	\$12,000,000	
TBD	Various	Railroad Crossing Safety Program	Specific locations to be determined	Construct railroad crossing improvements to improve safety	2026	C	\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$2,500,000	\$0	-	\$12,500,000	Funding would be split between Western and Eastern Subregions, adhering to RTC-approved split of 31% for the West and 69% for the East; RTR funds would come from Eastern and Western Set Aside accounts; Local match would come from the local government(s) that individual projects are within
							\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$2,500,000	\$0	-	\$12,500,000	
TBD	Various	Traffic Signal Equipment Standardization and Upgrade Program	Specific locations to be determined	Construct traffic signal improvements identified in regional traffic signal survey	2026	C	\$0	\$30,000,000	\$0	\$0	\$0	\$0	\$0	\$0	6,000,000	\$30,000,000	Funding would be split between Western and Eastern Subregions, adhering to RTC-approved split of 31% for the West and 69% for the East; Regional TDCs (Category 2) would be utilized in lieu of cash match
							\$0	\$30,000,000	\$0	\$0	\$0	\$0	\$0	\$0	6,000,000	\$30,000,000	
							\$52,211,636	\$202,814,000	\$33,765,364	\$224,800,000	\$2,300,000	\$16,649,000	\$182,674,606	\$25,000,000	32,039,000	\$740,214,606	

	CMAQ	STBG	CRP	RTR	RTC Local
2025	\$0	\$2,045,000	\$26,742,206	\$6,850,000	\$2,300,000
2026	\$38,899,636	\$64,575,000	\$7,023,158	\$45,400,000	\$0
2027	\$512,000	\$27,392,000	\$0	\$85,150,000	\$0
2028	\$12,800,000	\$38,802,000	\$0	\$2,400,000	\$0
2029	\$0	\$70,000,000	\$0	\$85,000,000	\$0
Total	\$52,211,636	\$202,814,000	\$33,765,364	\$224,800,000	\$2,300,000

	West	East	West %	East %
CMAQ	\$46,671,636	\$5,540,000	89.39%	10.61%
STBG	\$147,144,000	\$55,670,000	72.55%	27.45%
CRP	\$33,765,364	\$0	100.00%	0.00%
RTR	\$5,900,000	\$218,900,000	2.62%	97.38%
RTC Local	\$500,000	\$1,800,000	21.74%	78.26%
Overall	\$233,981,000	\$281,910,000	45.35%	54.65%

Notes: East's portion of CRP funds for 2022-2024 has already been programmed

1: Funding may be shifted depending on financial constraints and/or project readiness
2: TDCs are not cash and are not calculated in funding totals



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

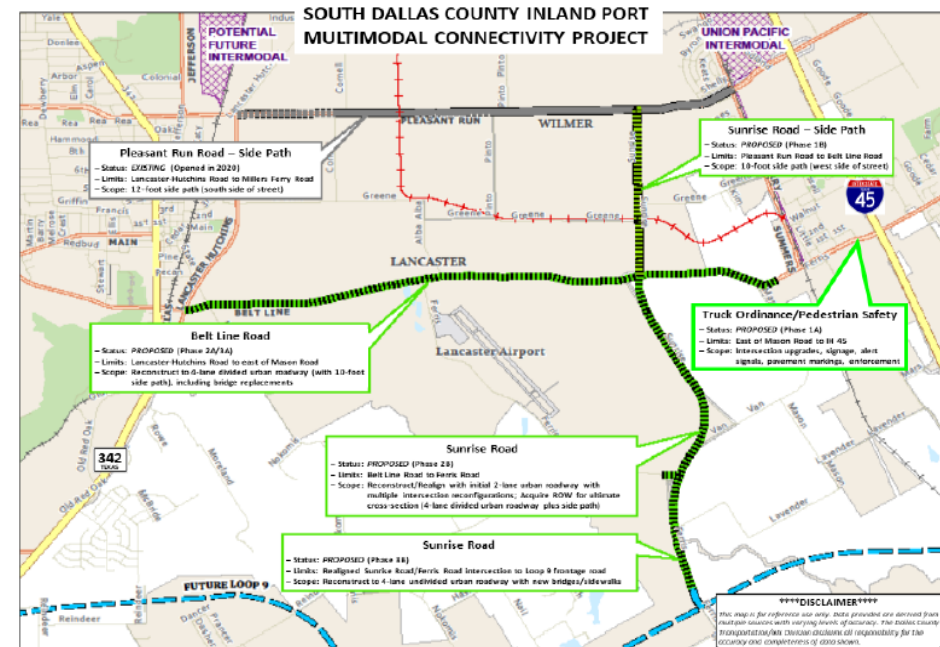
- The City of Dallas and NCTCOG have been coordinating on a funding partnership for new projects and for additional funding to address cost overruns on existing projects.
- The following projects are being proposed¹:
 - West Dallas Gateway/Herbert Street – \$30 million RTR
 - IH 30 at Harwood Street 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
- 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
- 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



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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

NCTCOG Federal Grant Applications *(cont.)*

FY 23 Pending Announcements – Status Update

Grant Program	Application (Project) Name	Award Request	Status
Dept. of Energy/Transportation "Ride & Drive Electric" Program	<i>Planning Resilient Electric Vehicle (EV) Charging in Texas</i>	\$ 1.5M	Selection expected Jan 2024
Multimodal Projects Discretionary Grant (MPDG) Program: INFRA/MEGA/RURAL	<i>1) INFRA – AllianceTexas Smart Port (Fort Worth)</i> <i>2) MEGA – US 81/287 North Tarrant Reconstruction</i> <i>3) INFRA/RURAL – Dallas County Inland Port (DCIP) Multimodal Connectivity</i>	1) \$ 80M 2) \$ 115.44M 3) \$ 45M	Selection expected Jan/Feb 2024
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 "Tri-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 (Stage 1)	Selection expected Apr 2024

Post-submittal inquiries from USDOT received & addressed – usually indicates advancement to higher state of review.

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**
 - 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**
 - 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 RTC 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 2024; *Applications due April 2024*
- **Innovative Finance & Asset Concession Program**
 - NOFO expected January 2024; *Applications due April 2024*
- **Consolidated Rail Infrastructure & Safety Improvement (CRISI) Grant Program**
 - NOFO expected January 2024; *Applications due April 2024*
- **Buses/Bus Facilities & Low-/No-Emissions Bus Grant Programs**
 - NOFOs expected January 2024; *Applications due April 2024*
- **Active Transportation Infrastructure Investment Program (ATTIP)**
 - NOFO expected January/February 2024; *Applications due April 2024*
- **Safe Streets & Roads for All (SS4A) Grant Program**
 - 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*

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. If FY 24 Appropriations, or other subsequent Acts, provide extra funding or significantly alter requirements, USDOT will release amended NOFO.**

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
					NCTCOG/ TxDOT	Local/Private	%	NCTCOG/ TxDOT	RAISE Grant	%	
Southern Gateway Park – Ph. 2.0 (SGP2.0)	Construct foundational structural, safety, multimodal transport, & hardscape elements to expand SGP 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 – Ph 2.0 (KWP2.0)	Construct foundational structural, safety, multimodal transport, & hardscape aspects for West Lawn & Pavilion Deck/2 nd Level Plaza.	NO	URBAN	EAST	N/A	\$23,045,600 ³	29%	\$36,800,000 ⁴	\$20,000,000	71%	\$79,845,600
DCIP Multimodal Connectivity	Rebuild Belt Line Rd. & Sunrise Rd. to 4-lane arterials w/ side paths for improved Dallas County Inland Port (DCIP) mobility, safety, & accessibility.	NO	RURAL	EAST	\$36,340,000 ⁵	\$17,995,000 ⁶	47%	\$9,130,000 ⁷	\$25,000,000	53%	\$88,265,000
US 377/SH 144 Reconstruction – Granbury	Rebuild US 377 to 6-lanes (Pirate Dr. to Overstreet Blvd.), w/ upgrades to SH 144 interchange, serving safety, mobility, access, & drainage needs.	YES	RURAL	WEST	\$30,000,000 ⁸	N/A	24%	\$72,000,000 ⁹	\$25,000,000	76%	\$127,000,000

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):

1. 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)
2. 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. Same as FY 23 RCN application (E, U, C)
4. Same as FY 23 RCN application (C)
5. RTC (New) - \$36,340,000 (E, R, C) in RTR funds from 2024 Regional Transportation Funding Program (STTC Item #3), plus reduced Transportation Development Credits (TDCs) from 4,510,000 to 3,048,000 (C only)
6. 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
7. Reduced STBG funds from \$20,530,000 in MPDG application to \$9,130,000 (C only) due to new RTR funds from 2024 Regional Transportation Funding Program (STTC Item #3)
8. 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
9. 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

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)
 - ▣ *DCIP Multimodal Connectivity Project*
 - \$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
 - ▣ *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
- **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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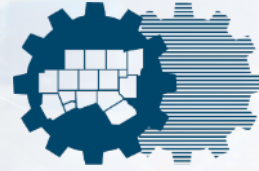
USDOT BIL: <https://www.transportation.gov/bipartisan-infrastructure-law>

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

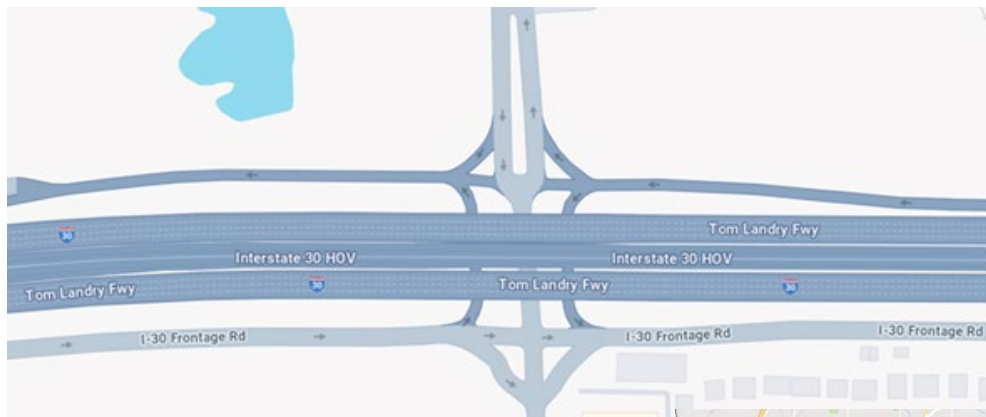
- Silo-based operations
- Minimal real time information sharing
- Lack of regional operations coordination and cooperation
- Many stand-alone proprietary systems
- Lack of coordinated regional technology deployment
- Lack of regional coordinator



NCTCOG System of Systems Phase 1, IH 30 Digital Corridor

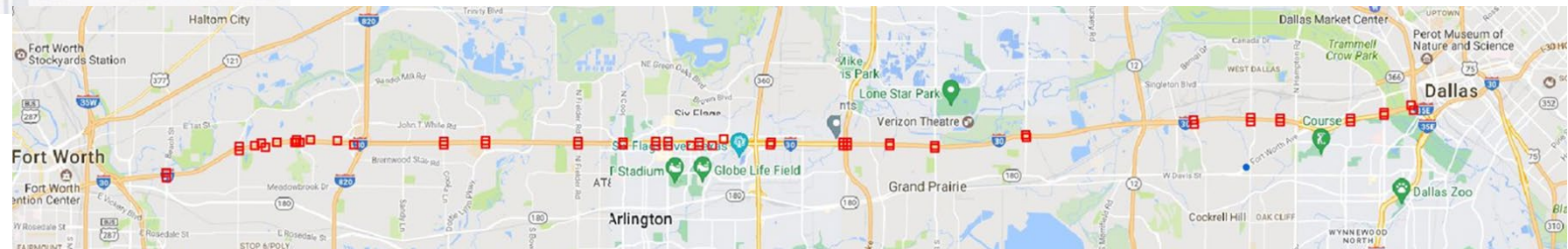
Project Area:

- 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

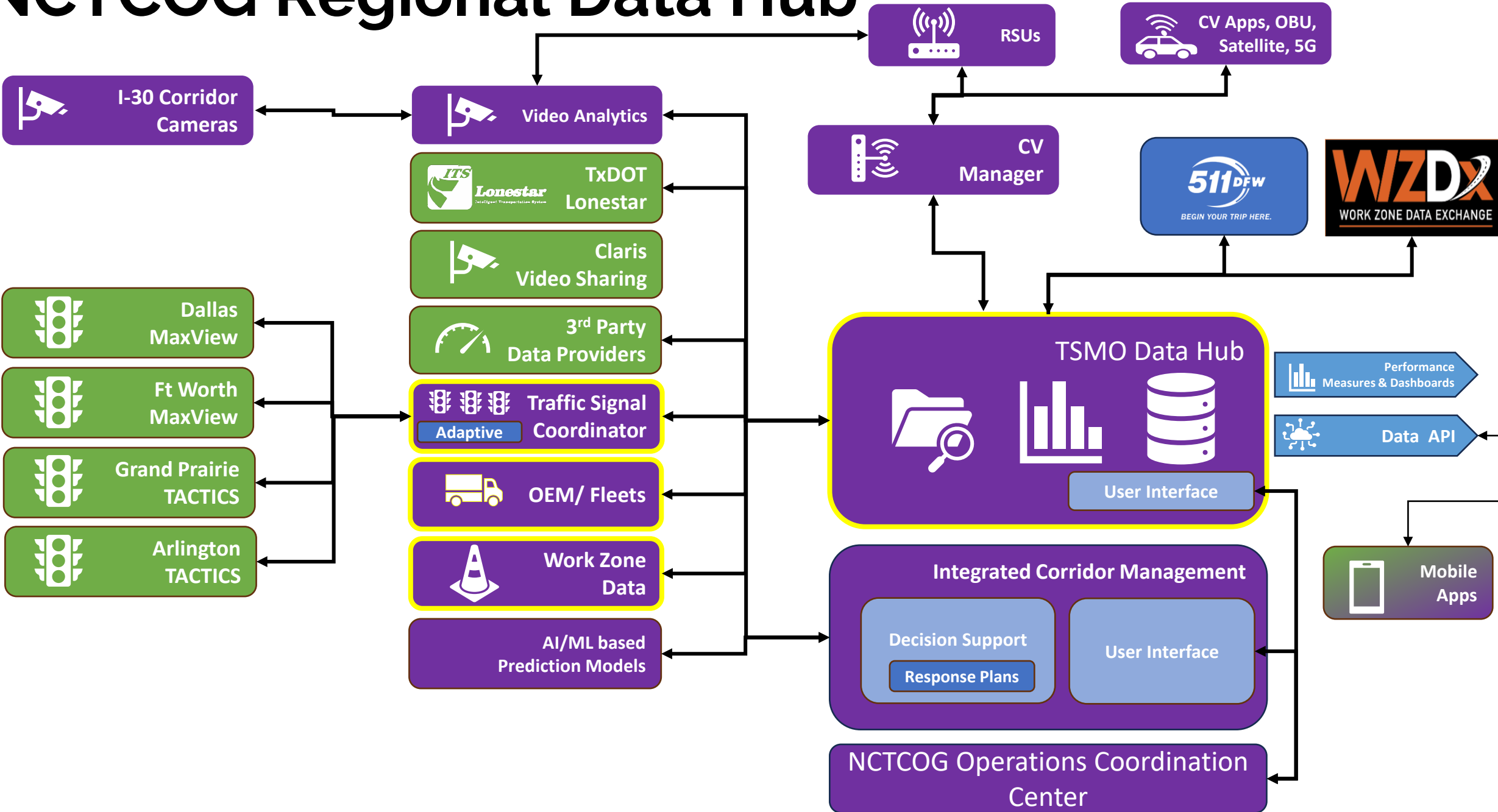


Bigger Picture:

- 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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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



CONTACT US



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POTENTIAL TRANSPORTATION MEASURES FOR THE DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN

MEASURE OVERVIEW										IMPLEMENTING AGENCY SURVEY FEEDBACK		RESIDENT SURVEY FEEDBACK	
SECTOR	PROGRAM AREA	MEASURE	PROJECTS TO QUANTIFY WITHIN MEASURE	DESCRIPTION	ANTICIPATED IMPLEMENTATION GRANT REQUEST?	RELATED STRATEGIES PRESENTED IN SURVEY	PERCENTAGE OF RESPONDENTS WHO CONSIDER THIS A PRIORITY	RELATED STRATEGIES PRESENTED IN SURVEY	PERCENTAGE OF RESPONDENTS WHO "AGREE"				
Transportation	Transit	Transit Service Enhancement Program	Enhance Existing Transit Service (Increase Frequency or Capacity)	Provide funding to transit entities to implement or expand higher capacity on-demand/micro transit support disadvantaged communities and enhance access to jobs.	Potential Funding Request	Reduce single occupancy vehicle trips Implement higher capacity on-demand/micro transit vehicles Implement micro transit Expand public transportation	50% 50% 50% 62%	I would like using public transit to be more convenient.	79%				
Transportation	Transit		Passenger Amenity Replacement and Expansion	Upgrade passenger amenities to increase transit ridership, including solar panel bus/passenger shelters, replacing ticket vending machines, and Americans with Disabilities Act (ADA) access improvements.	Potential Funding Request	N/A	N/A	I would like using public transit to be more convenient.	79%				
Transportation	Transit		Bus Corridor Improvements	Deploy new features to improve transit operations, including traffic signal priority and bus priority lanes.	Potential Funding Request	Create bus/transit only lanes Expand public transportation	26% 62%	I would like using public transit to be more convenient. Roadways should be improved to help traffic flow (add turn lanes, roundabouts, remove forced merges, etc.)	79% 81%				
Transportation	Transit		Expand Vanpool Program	Expand the use of electric vehicles across the regional vanpool program.	Plan Only	Expand vanpool programs(s)	48%	I would like using public transit to be more convenient.	79%				
Transportation	Transit		Subsidize Transit Passes	Provide funding to local governments/transit agencies to subsidize transit passes. Passes could be provided to individuals or businesses. Would include funding for outreach and education.	Potential Funding Request	Subsidize individuals' cost of public transportation Create an educational campaign to increase transit ridership	43% 48%	I would like public transit to cost less.	43%				
Transportation	Transit		Transit Planning Program	Develop Regional Transit Plan	Identify service gaps and offer recommendations to expand on public and active transit routes and grow regional transit fund.	Plan Only	Develop regional transit plan	60%	I would like using public transit to be more convenient	79%			

POTENTIAL TRANSPORTATION MEASURES FOR THE DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN

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Transportation	Transit	Enhanced Commuter Rail Program	Add Wayside Power for Locomotives	Fund the addition of wayside power to locomotives.	Potential Funding Request	Adopt clean locomotive technology Restrict locomotive idling	38% 40%	We should replace old locomotives with newer locomotives that pollute less.	79%
Transportation	Transit		Replace/Retrofit Diesel Locomotives	Provide incentives to replace/retrofit locomotives.	Potential Funding Request	Adopt clean locomotive technology	38%	We should replace old locomotives with newer locomotives that pollute less. We should replace gasoline and diesel equipment (ex: lawn, construction) with newer equipment that doesn't pollute as much	79% 78%
Transportation	Sustainable Development; Transit	Active Transportation Investment Program	Develop Mobility Hubs & Transit-Oriented Developments	Mobility hubs for walkable multi-modal connections; Transit oriented development support	Potential Funding Request	Add more walkable, dense, mixed-use centers	60%	I would like using public transit to be more convenient.	79%
Transportation	Sustainable Development		Improve/Expand Sidewalk Infrastructure	Improve biking and pedestrian infrastructure by securing well-maintained sidewalks Includes supporting the Safe Routes to Schools Program	Potential Funding Request	Improve/expand sidewalk infrastructure Expand the Safe Routes to Schools program	67% 60%	We need to improve our sidewalks/bicycle routes (add safety measures, and shade).	90%
Transportation	Sustainable Development		Install Safe Bike Facilities	Implement more protected bike lanes, trails, cycle tracks and other safe bike facilities throughout the region. Includes supporting the Safe Routes to Schools Program	Potential Funding Request	Install more safe bike facilities Add shade to bike lanes or sidewalks (solar, trees, etc.) Expand the Safe Routes to Schools program	62% 55% 60%	We need to improve our sidewalks/bicycle routes (add safety measures, and shade).	90%

POTENTIAL TRANSPORTATION MEASURES FOR THE DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN

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Transportation	Sustainable Development	Green Infrastructure Program	Green Purchasing/Green Construction Program	Ensure use of lower-carbon construction materials (e.g. 'green' cement/asphalt, recycled/recyclable materials, higher-efficiency materials) and methods (e.g. low emissions equipment, efficient staging/equipment use, etc.). Consider lifecycle impacts. Use funds to buy down the costs of these elements if needed.	Potential Funding Request	Create green purchasing policy Deploy urban heat island mitigation strategies	50% 75%	N/A	N/A
Transportation	Sustainable Development		Blue-Green-Gray-Projects	Implement projects using innovative designs that integrate features that integrate water or vegetation features with traditional transportation design (e.g. bioswales, etc.)	Potential Funding Request	Develop markets for materials and products with low embodied carbon Modify construction process/materials to reduce emissions impacts	35% 52%	We have a flooding problem	52%
Transportation; Energy	Sustainable Development		Install Vegetated Roofs	Install vegetated roofs to increase roof life, decrease energy use through reduction in the overall heat island effect, and reduce stormwater runoff, as well as provide acoustical buffering and air quality protection.	Potential Funding Request	Install cool roofs on buildings (e.g., white paint, "green" vegetated roofs)	57%	Residents/community members should be provided incentives to help with energy efficiency/weatherization projects. We have a flooding problem	89% 53%
Transportation; Agriculture/Forestry/Land Use	Sustainable Development	Regional Green Spaces Initiative	Develop Parks/Plazas/Open Spaces	Develop parks, plazas, and open spaces in developed spaces, especially in areas where such green spaces can help provide multimodal connections (e.g. deck parks that enable connectivity across transportation infrastructure)	Potential Funding Request	Increase public green spaces Expand urban forests	94% 81%	We do not have enough public parks/green spaces. We have too much parking/concrete.	75% 81%
			Preserve Existing Green Spaces	Preserve existing green spaces and tree cover	Potential Funding Request	Increase public green spaces Expand urban forests	94% 81%	We have too much parking/concrete. We do not have enough public parks/green spaces.	81% 75%
			Expand Landscaping and Tree Cover in Right-of-Ways	Enhance transportation right-of-way with trees, vegetation, and other landscaping that not only facilitate more active transportation and pleasant surroundings but can also buffer stormwater and drainage issues	Potential Funding Request	Increase public green spaces Increase tree cover Expand urban forests	94% 94% 81%	We do not have enough public parks/green spaces. We have too much parking/concrete.	75% 81%

POTENTIAL TRANSPORTATION MEASURES FOR THE DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN

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Transportation	Congestion Management	Enhanced Regional Traffic Signal Timing Program	Upgrade Traffic Signal Equipment	Upgrade traffic signals in the region based on the inventory that identified those not meeting our minimum equipment regional standard. At a minimum, upgrade all signals identified as not meeting regional standard based on NCTCOG's inventory that are the jurisdiction of local governments . Could include utilization of Advanced Traffic Management System (ATMS) and/or battery backup for traffic signals.	Potential Funding Request	Upgrade traffic signals in the region	48%	We should time traffic signals better so traffic flows more freely.	92%				
Transportation	Congestion Management		Improve Signal Timing in the Region	Adjustment of timing plans of traffic signals at intersections to optimize traffic flow and improve overall efficiency.	Potential Funding Request	Upgrade traffic signals in the region	48%	We should time traffic signals better so traffic flows more freely.	92%				
Transportation	Congestion Management	Transportation System Optimization and Connectivity	Utilize Autonomous Vehicles	Identify and implement an autonomous vehicle pilot in the region.	Potential Funding Request	Identify and implement opportunities to utilize autonomous vehicles to reduce vehicle miles traveled or SOV	60%	N/A	N/A				
Transportation	Congestion Management		Update Roadways to Minimize Idling and Improve Safety	Roadway improvements (roundabouts, dedicated turn lanes, improving "forced merges", identify opportunities to better utilize roadways)	Potential Funding Request	Update roadways to minimize idling and improve safety	60%	Roadways should be improved to help traffic flow (add turn lanes, roundabouts, remove forced merges, etc.) We should upgrade railroad crossings to minimize cars idling and improve safety	81% 79%				
Transportation	Congestion Management		Improve Roadway Connections	Modify existing roadways to optimize alignments and traffic patterns	Potential Funding Request (pending current grant proposals)	Update roadways to minimize idling and improve safety	60%	Roadways should be improved to help traffic flow (add turn lanes, roundabouts, remove forced merges, etc.) There is too much traffic congestion in our region	91% 93%				

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Transportation	Congestion Management	Vehicle Miles Traveled Reduction Program	Minimize Toll Fees for First/Last Mile Transportation	Reduce or eliminate toll fees for first/last mile services by subsidizing costs for designated pick up/drop off areas.	Still being evaluated; may not meet NCTCOG screening criteria	Minimize toll fees for first/last mile transportation Utilize active managed lanes	43% 50%	I would like public transit to cost less.	43%				
Transportation	Congestion Management/Transit		Improve Job-Housing-Transportation Balance	Provide incentives for construction of new housing near public transit locations and in close proximity to major new employment centers	Plan Only	Improve housing-transportation balance Add more walkable, dense, mixed-use centers	38% 60%	I would like using public transit to be more convenient	79%				
Transportation	Congestion Management		Provide incentives to encourage commuting during "off-peak" times or working remote	Incentives to encourage commuting during "off-peak times", hybrid work and/or other modes of transportation.	Plan Only	Incentivize delivery drivers during off-peak times Provide incentives to encourage off-peak commutes or working remote Reduce single occupancy vehicle trips	38% 45% 50%	When possible, employers should let employees work from home or commute during "off-peak hours" to reduce congestion. There is too much traffic congestion in our region. <input type="checkbox"/>	89% 93%				
Transportation	Congestion Management		Utilize Smart Infrastructure to Improve Operations	Install ground-based sensors that can be integrated into a public network. Includes the North Texas Minimum Viable Unmanned Traffic Management Infrastructure Project	Potential Funding Request (pending current grant proposals)	N/A	N/A	N/A	N/A				
Transportation	Congestion Management		Implement Transportation Pricing Programs	Transportation pricing programs, such as paid parking	Still being evaluated; may not meet NCTCOG screening criteria	Implement transportation pricing program Promote the use of TryParkingIt.com or other platforms to encourage reduction in single occupancy vehicle trips	36% 48%	N/A	N/A				

POTENTIAL TRANSPORTATION MEASURES FOR THE DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN

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Transportation	Congestion Management	Freight Flow Optimization Program	Improve Freight Efficiency Through Technology and Multimodal Connectivity Improvements	Expand use of transportation technologies (e.g. connected infrastructure elements) and improve efficiency of traffic flow through multimodal connections (e.g. from road to rail)	Potential Funding Request (pending current grant proposals)	Identify optimization for intermodal facilities	50%	There is too much traffic congestion in our region.	93%
Transportation	Congestion Management		Freight Signal Prioritization (leaving warehousing, etc.)	Modify traffic signal timing/technology at locations with substantial freight traffic/queuing to ensure the diesel truck queue can clear quickly and avoid long idling	Potential Funding Request	Upgrade traffic signals in the region	48%	We should time traffic signals better so traffic flows more freely.	92%
Transportation	Congestion Management		Grade Separations	Construct overpasses or underpasses to separate at-grade intersections (either roadway intersections or road-rail intersections), with priority on locations of substantial freight congestion	Potential Funding Request	Eliminate rail grade crossings	40%	We should upgrade railroad crossings to minimize cars idling and improve safety.	83%
Transportation	Congestion Management		Provide Discounts to Heavy-Duty Diesel Vehicles to Use Managed Lanes	Open managed lanes for Heavy Duty Diesel Vehicles to use for free	Potential Funding Request	Allow heavy duty diesel vehicles to use managed lanes for free Utilize active managed lanes	33% 50%	Roadways should be improved to help traffic flow (add turn lanes, roundabouts, remove forced merges, etc.)	91%
Transportation	Clean Vehicles and Transportation Energy Efficiency	Green Airport Planning Program	Pursue Carbon-Neutral Airport Accreditation	Manage carbon at airport facilities to aid in reducing their CO2 emissions from aircrafts and other equipment associated with the facility	Still being evaluated; may not meet NCTCOG screening criteria	Pursue carbon-neutral airport accreditation	17%	Airports should reduce emissions through utilizing fuels that pollute less	82%
Transportation	Clean Vehicles and Transportation Energy Efficiency		Integrate Environmental Sustainability into Airport Contracts	Integrate environmental sustainability clauses into airport contracts to increase environmental performance	Still being evaluated; may not meet EPA Implementation Grants criteria	Integrate environmental sustainability into airport contracts	14%	Airports should reduce emissions through utilizing fuels that pollute less	82%
Transportation	Clean Vehicles and Transportation Energy Efficiency		Increase Renewable Resource Projects Utilized at Airports	Add the airport's renewable resources strategy in the airport master plan and implement it.	Still being evaluated; may not meet NCTCOG screening criteria	Incorporate renewable resource projects into the airport master plan	24%	Airports should reduce emissions through utilizing fuels that pollute less	82%
Transportation	Clean Vehicles and Transportation Energy Efficiency		Install Airport Vapor Recovery Devices	Devices designed to capture displaced vapors that emerge from inside a storage tank when a load of fuel is delivered into the tank	Still being evaluated; may not meet EPA Implementation Grants criteria	Install airport vapor recovery devices	14%	Airports should reduce emissions through utilizing fuels that pollute less	82%
Transportation; Energy	Clean Vehicles and Transportation Energy Efficiency	Regional LED Streetlight Program	Retrofit Streetlights with LEDS	Replace older technology streetlights with LED lighting. May be limited to streetlights owned by local governments. Oncor-owned streetlights would require direction to Oncor from the franchised entity.	Potential Funding Request	Retrofit lighting with light-emitting diodes (LED)	61%	Industrial facilities should find ways to reduce emissions and decrease energy consumption	92%

POTENTIAL TRANSPORTATION MEASURES FOR THE DALLAS-FORT WORTH AIR QUALITY IMPROVEMENT PLAN

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Transportation	Clean Vehicles and Transportation Energy Efficiency	Regional Clean Vehicle Program	Heavy-Duty Hydrogen Pilot Program	Facilitate leases of hydrogen fuel cell vehicles to be used in and around the NCTCOG area, potentially in partnership with a truck leasing company. Include fueling infrastructure to support leased vehicles. Emphasize medium- and heavy-duty trucks.	Potential Funding Request	Build infrastructure to support use of low emission fleet vehicles Decarbonize fleets	86% 74%	We should reduce air pollution from large diesel vehicles	86%				
Transportation	Clean Vehicles and Transportation Energy Efficiency		Zero- and Near-Zero Freight and Work Truck/Bus Program	Provide incentives to cover the incremental cost of purchasing hybrid, plug-in hybrid, or electric drivetrain vehicles/technologies in the work truck (e.g. freight trucks, utility trucks, refuse trucks, dump trucks, contractor pickup trucks, etc.) , and associated infrastructure if needed.	Potential Funding Request	Decarbonize fleets Provide incentives for Auxiliary Power Units on trucks	74% 50%	We should provide incentives for those with vehicles that don't pollute very much.	82%				
Transportation	Clean Vehicles and Transportation Energy Efficiency			Provide funding to replace medium- and heavy-duty vehicles and equipment with newer, cleaner ones.	Potential Funding Request	Replace heavy-duty diesel vehicles with newer ones which meet newer emission standards Decarbonize fleets	62% 74%	We should reduce air pollution from large diesel vehicles We should provide incentives for those with vehicles that don't pollute very much.	86% 86%				
Transportation	Clean Vehicles and Transportation Energy Efficiency			Fund the development of heavy duty truck charging hubs and hydrogen fueling stations	Potential Funding Request	Build infrastructure to support use of low emission fleet vehicles	76%	We should reduce air pollution from large diesel vehicles	86%				
Transportation	Clean Vehicles and Transportation Energy Efficiency			Low-Emission Non-Road Equipment Program	Provide Incentives for Alternative Fuel and Advanced Technologies for Non-Road Equipment including lawn equipment, ground support equipment, rubber-tire gantry cranes, etc. Could also include local governments providing rebates to residents for the replacement of gas powered lawn equipment with electric models.	Potential Funding Request	Decarbonize lawn equipment Decarbonize ground support equipment Decarbonize fleets Incentivize energy efficient or alternative fuel construction equipment	45% 24% 74% 50%	We should replace gasoline and diesel equipment (ex: lawn, construction) with newer equipment that doesn't pollute as much.	78%			
Transportation	Clean Vehicles and Transportation Energy Efficiency		Public Sector Fleet Transition Program	Provide funding for public entity fleet transitions, with priority to those who are adopting a new fleet tech for the first time, or in a new segment or hard-to-reach segment of operation (e.g. non-revenue vehicles in transit agencies, 'white fleets' for school districts, older non-diesel vehicles that don't qualify for diesel replacement programs, etc.)	Potential Funding Request	Decarbonize fleets Increase EV adoption among commercial vehicle fleets (Freight, contractors, etc..) Increase EV adoption among local government fleets Provide local EV rebates to fleets Replace heavy-duty diesel vehicles with newer ones which meet newer emission standards	74% 64% 69% 55% 62%	We should provide incentives for those with vehicles that don't pollute very much.	82%				
Transportation	Clean Vehicles and Transportation Energy Efficiency		Dallas-Fort Worth Clean Cities Coalition	Electric and Alternative Fuel Vehicle Outreach	Conduct outreach to educate the public on electric and alternative fuel vehicles and infrastructure	Still being evaluated; may not meet EPA Implementation Grants criteria	Conduct outreach to increase adoption of light-duty passenger EVs	60%	N/A	N/A			

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Transportation	Clean Vehicles and Transportation Energy Efficiency	Regional Low Carbon Liquid Fuels Program	Build Infrastructure to Enable Use of Low-Carbon Liquid Fuels	Provide incentives to assist with building ethanol, biodiesel, renewable diesel, and/or renewable gasoline facilities.	Potential Funding Request	Decarbonize fleets Incentivize renewable diesel usage Build infrastructure to support use of low emission fleet vehicles	74% 43% 86%	We should provide incentives for those with vehicles that don't pollute very much.	82%
Transportation	Clean Vehicles and Transportation Energy Efficiency		Provide Incentives for Utilizing Biofuels in Locomotives/Non-Road Equipment	Pay the difference between a conventional fuel and a renewable biofuel to encourage biofuel usage	Potential Funding Request	Decarbonize fleets Incentivize renewable diesel usage	74% 43%	We should provide incentives for those with vehicles that don't pollute very much.	82%
Transportation	Clean Vehicles and Transportation Energy Efficiency	Regional Emissions Compliance Program	Fund Emissions Compliance Activities and Operations	NCTCOG will provide funding to cover law enforcement personnel hours to dedicated emissions compliance task force to combat fraudulent emissions inspections and engine tampering; ensure compliance and cite on violations like visible tailpipe smoking vehicles, heavy-duty truck highway lane restrictions, vehicle idling restriction ordinances, and fraudulent vehicle inspections and registrations	Potential Funding Request	Engage in or support emissions enforcement task force activities and operations	60%	Cities should adopt and enforce anti-idling policies.	76%
Transportation; Water/Wastewater	Other	Fuel Tank Improvement Program	Install Above Ground Fuel Tanks	Install above ground fuel tanks that are equipped with spill containment systems that can help prevent fuel from entering the environment in the event of a spill	Still being evaluated; may not meet EPA Implementation Grants criteria	Install unleaded tanks	12%	N/A	N/A
Transportation; Waste	Other	Tire Recycling Initiatives	Adopt Tire Recycling Policy	Adopt and implement an ordinance (cities), guidelines similar to an ordinance (counties) that promote sustainable tire disposal practices including recycling.	Still being evaluated; may not meet EPA Implementation Grants criteria	Increase waste diversion through expanded recycling efforts	78%	Illegal dumping of trash is a problem Local governments should have more programs to help residents reduce waste.	80% 86%
Cross-Sector	Other	Carbon Footprint App	Carbon Footprint Smartphone Application and Rewards Program	Develop smartphone app to "gamify" personal decisions by residents that impact carbon footprint by enabling logging, measuring, and earning rewards	Still being evaluated; may not meet EPA Implementation Grants criteria	N/A	N/A	N/A	N/A
Cross-Sector	Other	Regional Air Quality Monitoring Program	Deploy air quality monitors	Deploy additional air quality monitors to supplement the TCEQ regulatory air monitoring network and collect more detailed regional air quality data	Plan Only	N/A	N/A	N/A	N/A



North Central Texas Council of Governments

January 16, 2024

Ms. Denine Calvin, MC 206
State Implementation Plan Team – Air Quality Division
Texas Commission on Environmental Quality
PO Box 13087
Austin, TX 78711-3087

RE: Dallas-Fort Worth Severe Area Attainment Demonstration SIP Revision for the 2008 Eight-Hour Ozone NAAQS (2023-107-SIP-NR)

Dear Ms. Calvin:

Please accept the following comments regarding the Texas Commission on Environmental Quality's (TCEQ) revisions to the Texas State Implementation Plan (SIP) for the Dallas-Fort Worth (DFW) nonattainment area for the 2008 eight-hour ozone national ambient air quality standard (NAAQS) severe classification: ***Dallas-Fort Worth Severe Area Attainment Demonstration SIP Revision for the 2008 Eight-Hour Ozone NAAQS (2023-107-SIP-NR)***, proposed on November 29, 2023.

This effort results from the DFW serious nonattainment area for the 2008 NAAQS of 75 parts per billion (ppb), consisting of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties, not attaining the July 20, 2021 attainment date. Based on 2018, 2019, and 2020 monitoring data, the DFW area did not attain the 2008 eight-hour NAAQS in 2020 and did not qualify for a one-year attainment date extension in accordance with the Federal Clean Air Act (FCAA). On October 7, 2022, the United States Environmental Protection Agency (EPA) published a final notice reclassifying the DFW area to severe nonattainment for the 2008 eight-hour ozone NAAQS. This reclassification was effective on November 7, 2022.

In response to the EPA's reclassification, the area is now subject to the severe nonattainment area requirements in the FCAA that TCEQ is required to submit severe classification attainment demonstration (AD) and reasonable further progress (RFP) SIP revisions to the EPA. The attainment date for a severe classification is July 20, 2027 with a 2026 attainment year. The EPA set a May 7, 2024 deadline for states to submit AD and RFP SIP revisions to address the 2008 eight-hour ozone standard severe nonattainment area requirements. We commend TCEQ for devoting limited resources and turning around this SIP for the 2026 attainment year.

The attainment and maintenance of federal ambient air quality standards is vital for the region, as well as the state. We believe TCEQ should be proactive now to not only reach the 2008 standard, but also avoid potential Section 185 fees that will greatly impact our region.

January 16, 2024

We appreciate the opportunity to comment on TCEQ's revisions to the DFW ADSIP, as well as the continued partnership between our agencies. NCTCOG thanks TCEQ staff for their time and resources spent attending public hearings to discuss SIP updates, and for their follow-up with comments and suggestions. NCTCOG staff is committed to continuing to implement projects and programs and collaborate with partner agencies to reduce emissions in the DFW region.

Should you have any questions, please contact Chris Klaus at cklaus@nctcog.org or (817) 695-9286.

Sincerely,

A handwritten signature in black ink that reads "Mike Eastland". The signature is written in a cursive, flowing style.

Mike Eastland
Executive Director
North Central Texas Council of Governments

VT:cmg

Technical Review of Photochemical Model Validation

Due to the results of TCEQ's photochemical model performance, NCTCOG requests a thorough, peer-reviewed photochemical model validation assessment to explain the model's NOx emissions underprediction, thus resulting in future year results inconsistent with observed monitoring readings. This state-led tool is critical for planning to ensure the implementation of the best strategies, quantify emissions reduction measures, and ultimately aid in reaching ozone attainment. It is understood that modeling is an estimate and does not produce absolute values; however, such large differences that ultimately result between a future modeled design value and the region's observed monitor values is not acceptable.

This observation was first realized in the "Proposed DFW Moderate AD SIP Revision for the 2015 Eight-Hour Ozone NAAQS", approved by the TCEQ Commission on May 31, 2023. Results suggested that the nonattainment area would have a future modeled 2023 design value of 73 ppb at Frisco; however, the monitored/observed design value at the end of the 2023 ozone season landed at 81 ppb at Pilot Point. This erroneous result in 2023, not only design value prediction but also location, is based on a 2019 model validation that is significantly under predicting NOx and most likely will result in inaccurate results in 2026.

Photochemical modeling for "Proposed DFW Severe Area Attainment Demonstration (AD) State Implementation Plan (SIP) Revision for the 2008 Eight-Hour Ozone NAAQS" indicates the DFW 10-county 2008 Ozone NAAQS Severe nonattainment area would have a 2026 design value forecast of 72 ppb, with Frisco as the driving monitor (Table ES-2, page ES-4). However, the design value at the end of 2023 ozone season is still 81 ppb at the Pilot Point monitor, leading to wonder how this will occur with no additional control strategies recommended, largely due to the fact that no additional control strategies are needed as the future modeled design value is under the 75 ppb standard, again, based on a 2019 model validation that is underestimating NOx.

After reviewing the 'Photochemical Modeling Performance Evaluation' (Section 3.5, pages 3-16 to 3-19) in the proposed SIP and the '2019 Modeling Platform Updates' presentation at the DFW Air Quality Technical Information Meeting on August 24, 2022, we understand the model performance metrics meet EPA modeling guidance. Even though TCEQ's photochemical performance is within EPA's modeling guidance, it is significantly off from real-world observances, and we believe further evaluation is needed. TCEQ is applauded for a <15 percent normalized mean bias for all the monitors except the Cleburne Airport monitor; however, it still does not achieve desirable results. We recommend establishing more stringent Texas-level or region-specific criteria rather than relying on generous EPA/national guidance parameters.

The results contain a systematic underprediction of the values in the photochemical model. We request a further assessment of the established modeling platform with any necessary updates/revisions to be done for future work.

Below is a matrix showing the anthropogenic emissions for analysis years from multiple ADSIP emissions inventories for the DFW 2008 ozone NAAQS 10-county nonattainment area. Despite the decrease in various sources of local emissions from 2006 to 2026, the ozone design value continues to be in an upward trend and is at 81 ppb (end of 2023 ozone season). Due to such a decrease in current Design Value (DV) and the 72 ppb predictions, we request TCEQ provide

information (data analyses and assumptions) used to determine the 3 ppb per year reduction that will need to occur between now and 2026.

We understand that the background ozone generally accounts for approximately two-thirds to three-quarters of the total ozone concentration, and the remaining one-fourth to one-third is locally attributable. Since we are limited on how much more local contributions can be reduced, we encourage TCEQ to investigate this further and work with the EPA to modernize/update parameters governing ozone transport and implement rules that would not subject regional airshed to reduce emissions they are not responsible for producing. Additionally, we request an expansion of existing measures applicability to beyond the 10-county nonattainment area to assist in reducing background ozone coming from outside the region but within Texas.

DFW 10-County Nonattainment Area Nitrogen Oxides (NOx) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	284.27	130.77	72.30	60.20	-75%	-17%
Non-Road Mobile	98.06	45.54	34.38	32.03	-65%	-7%
Off-Road Mobile	32.92	25.24	23.59	24.59	-28%	4%
Point (All sources)	57.55	54.80	42.34	42.00	-26%	-1%
Oil & Gas (Production & Drill Rigs)	80.07	13.87	3.61	1.86	-95%	-48%
Area	29.02	26.55	31.33	32.17	8%	3%
Total	581.89	296.77	207.55	192.85	-64%	-7%
DFW 10-County Nonattainment Area Volatile Organic Compounds (VOC) (tons/day)						
Sources	Analysis Years				% Change from 2006 to 2023	% Change from 2023 to 2026
	2006	2017	2023	2026		
On-Road Mobile	116.50	64.91	38.74	33.27	-67%	-14%
Non-Road Mobile	64.69	34.01	42.68	44.12	-34%	3%
Off-Road Mobile	5.74	3.66	4.60	4.86	-20%	6%
Point (All sources)	50.44	47.38	23.53	23.56	-53%	0%
Oil & Gas (Production & Drill Rigs)	44.88	32.18	24.72	11.80	-45%	-52%
Area	290.46	236.70	265.77	275.73	-9%	4%
Total	572.71	418.84	400.04	393.34	-30%	-2%

Enhance Public Engagement Efforts

NCTCOG requests that TCEQ enhance public engagement for the SIP and partner with NCTCOG and local governments in our region to distribute information on public hearings. We believe there is a need for TCEQ to be more specific in public engagement discussion to identify the number of meetings held, as well as include the attendance across all hearings, as opposed to stating that multiple meetings were held.

Additionally, NCTCOG requests TCEQ organize more engagement and information meetings for the DFW region allowing clear understanding of the technical outcomes, not only closer to the SIP proposal timeframe, but for results to not be a surprise to those outside TCEQ.

The last DFW Air Quality Technical Information Meeting was held on August 24, 2022, mostly specific to the DFW Moderate AD SIP Revision for the 2015 Eight-Hour Ozone NAAQS. No further meetings were held to discuss technical information on the DFW Severe Area AD State SIP Revision for the 2008 Eight-Hour Ozone NAAQS. The discussions should cover concluding results and summaries of the anthropogenic modeling emissions, ozone design values of base case, future design values, and scenario-based planning runs (such as zero-out runs on various emissions source categories, time-of-day analysis, etc.) and present these sensitivities at the technical information meetings.

Sensitivity Analyses to Determine Strategy Effectiveness

TCEQ is strongly encouraged to establish necessary resources and reinstate photochemical model sensitivity analyses. These efforts provide informative information to all those involved in the SIP process, including elected officials, and the ability to make educated decisions on how best to address future emission reductions. The analyses should cover scenario-based planning runs, such as zero-out runs on various emissions source categories, time-of-day analysis, weekend assessments, and other programs that generate unnecessary emissions, as mentioned throughout these comments. At a minimum, final results should be shared with the public and made available on the TCEQ's website and provide findings at technical information meetings.

Implement Additional Control Measures and Expand Applicability of Existing Measures Beyond the 10-County Area

Given the fact that our region continuously fails to attain the ozone standard despite SIP revisions that model attainment makes clear that a more aggressive approach should be taken. While more stringent emissions requirements may be unpopular, unwillingness to do something more aggressive now could be the catalyst to trigger Section 185 fees. It is more agreeable to go ahead and do something a bit more aggressive now that may avoid Section 185 fees in the future by proactively pursuing additional benefits.

To further decrease emissions, NCTCOG recommends expanding and updating existing control measures. As previously stated, measures currently only applicable in the DFW region should be expanded to key counties upwind. TCEQ should review the latest reasonable standards for those with specific targets and update to the latest/greatest. For example, the standards for non-road gasoline engines 25 horsepower and larger (30 TAC Chapter 114, Subchapter I, Division 3) were based on California standards as applicable on November 18, 1999. California revised these standards in 2007 and 2008, which should trigger an update to the Texas Administrative Code.

With the design value forecast for the 2026 analysis year at 72 ppb (even though under 75 ppb but still 2 ppb more than the EPA's 2015 Ozone NAAQS) and with the EPA disapproving the existing contingency measures, a discussion on comprehensive control strategies and air quality programs will benefit the region. NCTCOG staff is evaluating existing emissions reductions strategies and hosting sessions for local governments and the public to solicit ideas for multi-pollutant emissions reductions strategies in the coming months. Any relevant information gathered from these meetings will be shared with TCEQ.

Evaluate Trade-Offs Between Costs to Implement Reasonably Available Control Technology

It appears that TCEQ is proposing only applying Reasonably Available Control Technology (RACT) to 25 tons per year sources versus 50 tons per year sources, which is beneficial. However, NCTCOG requests an explanation of the expected emissions reductions impact this may bring. Additionally, has the potential future cost of Section 185 fees been factored into the assessment that “additional RACT is not economically feasible”? Has TCEQ evaluated how many years’ worth of fees would be needed to fund RACT implementation if an amount equal to those fees were expended now on strategy implementation?

Release of Texas Emissions Reduction Plan Revenue in Fund Balance to Targeted Programs Specific to Severe Nonattainment Areas

NCTCOG requests TCEQ taking a stronger role in advocating and requesting dedicated monies through Legislative Appropriations that are available for targeted air quality reductions. The Texas Emissions Reduction Plan (TERP) has over \$2 billion in dedicated revenue (fund 5071). Assuming half of this is appropriated to the DFW area and based on the cost per ton estimates in the TCEQ December 2022 Biennial Report (\$8,787 per ton), a potential reduction of around 45 tons per day of NO_x and approximately 1.5 ppb of ozone is possible. The latter estimate would be a great sensitivity applied to the photochemical model (see earlier comment) to answer how much ppb is achievable by reducing an additional 45 tpd of locally generated emissions.

Advocate for Local Initiative Programs Funding to Counties in TCEQ Legislative Appropriations Request

NCTCOG encourages TCEQ to include Local Initiatives Project (LIP) funds into their Legislative Appropriations Request ahead of the 89th Texas Legislative session occurring in 2025. There still exists approximately \$176 million in Clean Air Account 151 which, if reappropriated back to nonattainment regions, would fund local emissions enforcement task forces to combat fraudulent vehicle emissions inspections, reduce, high emitting vehicles, and other air quality/transportation initiatives. Research is also needed to see what effect this fraud is having on air quality, and what other initiatives can be done to enhance the Inspection and Maintenance Program. Being proactive is a key to success moving forward.

The prevalence of emissions related fraud has steadily increased since the dissolution of Regional Emissions Task Forces as a result of losing funding. Much was covered in the news regarding the fraudulent temporary paper license plates, which enabled registration of a vehicle without the need to have a proper emissions or safety inspection. According to the news reports, millions of these vehicles were able to circumvent emissions inspections utilizing this method. These paper plates were used in the commission of serious crimes, including murder and human trafficking, while generating tens of millions of dollars in illegal profits and depriving the state and local governments from registration fees and toll revenues.

Additionally, improper, and fraudulent vehicle inspection has been occurring with more frequency in the past few years, again partly enabled by a lack of allocated enforcement resources needed to combat this issue head-on. According to the news reports, millions of vehicles in the past few years have been able to obtain a passing emissions test without even having been present at an inspection station. This is known as “clean scanning” a vehicle,

using a vehicle that would pass an inspection as a surrogate for one that would not. The use of “simulators” mimics a vehicle connected to an inspection machine as also being utilized to a much greater extent than in years past. These inspections have been allowed to occur within the TCEQ maintained database, with little to no enforcement actions being taken until very recently with Texas Department of Public Safety (TxDPS) assistance. TCEQ’s recent actions are commended for coordinating with TxDPS on enforcement as a result of evidence covered in the news.

Proactive Action to Reduce Vehicle Inspection Fraud

More proactive actions can include using the TCEQ-maintained database to obtain “clean scanning” trends and share to TxDPS so they can take enforcement action as soon as possible. Another remedy is to simply program the analyzer to shut down an inspection test from proceeding when a VIN mismatch is identified. Again, the ill-gotten revenue from these fraudulent inspections have enabled criminals to profit at the expense of the general public and state.

Enhance the State’s Vehicle Inspection and Maintenance Program

NCTCOG encourages Texas to implement a “clean screen” program by which drivers pass through a predetermined roadside monitor location and have the entire emissions inspection taken care of through the mail if emissions are at an acceptable level. With the recent passing of legislation to eliminate the noncommercial vehicle safety inspection requirement, there is an opportunity to enhance the Inspection and Maintenance Program to provide a greater convenience to the vehicle owners by streamlining the vehicle emissions inspection process. In addition, this can result in reducing historical levels of observed inspection station vehicle fraud.

Research on Diesel Engine Tampering; Extent and Impacts

NCTCOG requests TCEQ to conduct research on the magnitude and emission impacts associated with diesel engine emission component tampering. In addition to gasoline vehicle fraud, diesel vehicle emissions component tampering such as removing selective catalytic reduction systems (manual tampering) or disabling emissions components through tuning (electronic tampering) presents another challenge currently. According to the EPA, a tampered diesel truck has an increase of over 300 times the NOx emissions of a compliant diesel truck. Since there are no diesel emissions inspections performed in Texas, the extent of the diesel tampering requires more study and research opportunities.

Once emission impacts are identified, NCTCOG requests TCEQ to conduct a photochemical model sensitivity analysis, using real-world studies on both vehicle inspection fraud and diesel vehicle tampering. This can indicate possible reasons for the disconnect between air quality photochemical modeling results as compared to observed monitor readings.

Attainment Demonstration On-road Motor Vehicle Emission Budgets

Part of the EPA’s approval process of this SIP will be to consider the adequacy of Motor Vehicle Emissions Budgets (MVEB) based on on-road emissions inventories contained in the SIP narrative. Once declared adequate by the EPA, updated MVEBs are required for use in all subsequent transportation conformities. Due to local responsibility and regional importance of transportation conformity to the implementation of long-range transportation plans, staff has reviewed the proposed SIP and observes marginally different on-road NOx and VOC emissions in the SIP versus on-road NOx and VOC emissions provided by NCTCOG under contract Proposal for Grant Activities/PCR No. 582-21-11549-004. Differences are summarized in the

following table. NCTCOG is requesting an explanation by TCEQ regarding these slight differences.

Source	NOx (tpd)	VOC (tpd)
TCEQ: Executive Summary, Table ES-1, page ES-3	60.12	33.31
TCEQ: Section 4.7, Table 4-2, page 4-12	60.12	33.31
NCTCOG: Chapter 6: Summary of Vehicle Miles of Travel, Speed, and Emissions, Page 40 and 43	60.19	33.27

These on-road emissions inventories are developed using inputs from NCTCOG's Travel Demand Model and other local inputs, resulting in inventories based on regional specific parameters. The development of these on-road emissions inventories by NCTCOG minimizes transportation conformity risk for the 10-county Dallas-Fort Worth area, with transportation investments totaling \$148 billion. We appreciate the relationship with TCEQ working together to develop emissions inventories and various projects and programs implemented in the North Central Texas region.

Appendix E (Local Initiatives Submitted by the North Central Texas Council of Governments)

NCTCOG continues to develop local area strategies to help improve air quality. These projects and programs are expected to be fully implemented within the 10-county 2008 ozone NAAQS nonattainment area by the end of 2026. The continued progress of these strategies will allow for additional air quality benefits to be gained with further reduction in ozone precursor emissions. We appreciate the opportunity to provide these local initiatives (Appendix E) and continued collaboration between our agencies to mitigate health and environmental impacts of pollution in the DFW region.

Update Weight of Evidence (WOE)

After the review of Chapter 5: Weight of Evidence, TCEQ appears to be using inaccurate or inappropriate assumptions. For example, Figure 5-8: DFW 2008 Ozone NAAQS Nonattainment Area Point Source NOx Emissions by Site illustrates a decreasing trend in Point Source NOx emissions, but the data in the graph do not support this premise. The bar graph illustrates a variable or flat trend at best, not a clear decrease.

TCEQ indicates that prevailing winds bring emissions from the southeast into the region, impacting ozone formation. NCTCOG recommends an expansion to Figure 5-9: Map of Stationary NOx Emissions in the DFW 2008 Ozone NAAQS Nonattainment Area to include major NOx sources in counties south and east to show a complete picture of facilities impacting our region.

After review of 5.3.1: Additional Measures, NCTCOG recommends that TCEQ remove discussion of the Blue Skyways Collaborative from Section 5.3.1.1. This particular EPA initiative has not been active in EPA Region 6 in nearly 10 years and is no longer resulting in meaningful impacts.

Additionally, NCTCOG recommends several additional programs could be added to the Weight of Evidence discussion:

- Several TERP programs not currently listed may achieve additional reductions, including the Light-Duty Motor Vehicle Purchase or Lease Incentive Program and Alternative Fueling Facility Program (which achieve benefits indirectly by facilitating broader use of cleaner alternative fuel vehicles).
- The Bipartisan Infrastructure Law (BIL) and Inflation Reduction Act (IRA) implemented key programs, including the new EPA Clean School Bus Program, which are not highlighted.
- Implementation of the National Electric Vehicle Infrastructure (NEVI) Formula Program through the Texas EV Charging Plan may result in additional tailpipe emissions reductions in the urban core.

TCEQ should seek to voluntarily, but proactively implement the VOC contingency measures detailed in Chapter 4: Control Strategies and Required Elements, voluntary measures listed in Table 4-1: Existing Ozone Control and Voluntary Measures Applicable to the DFW 10-County Nonattainment Area, and contingency measures listed in Table 4-3: 10-County DFW 2008 Ozone NAAQS Nonattainment Area VOC Contingency Measures Reductions (tons per day) that could provide for a discussion as inclusion as WOE measures.

Modernized Industry Permit Process

Requesting TCEQ to modify the statewide permit approval process so that each permit under consideration for approval by the Commission be evaluated through the appropriate SIP photochemical model on their proposed permitted air quality impacts and how permit levels would impact nonattainment areas. Since photochemical modeling suggests emissions transport from outside the nonattainment area is significant, statewide means EVERY proposed permit be analyzed for their air quality impacts, not just those sought within a nonattainment area. Similar to transportation conformity and MVEBs, TCEQ is encouraged to identify a certain allotment of industry/point source emissions allowable as a whole, not individually. This is in order to reach future attainment per what the photochemical suggests the air shed can accommodate from this emission source. Predicting number of future permits, be it new or modified, is uncertain and for every one not predicted accurately would be absent from the photochemical modeling used in a SIP. The continued impact from the existing process would continue to grow over time as the attainment year approaches. Mechanically, a modernized statewide permit process would have an established point source total of emissions that is acceptable per the TCEQ photochemical model. Thereafter, each new or revised permit for consideration would either add or subtract from the point source total. Future permits would not be allowed for approval if the emissions are over the allowable collective point source total.



Local Government Energy Reporting

Surface Transportation Technical Committee

January 26, 2024

North Central Texas Council of Governments



Local Government Energy Reporting

[Texas Health and Safety Code §388.005\(c\)](#)

Purpose: Aid efforts to attain federal air quality standards by reducing demand for electricity generation

Requirement:

- Establish a goal to reduce electricity consumption by at least **five percent** each year
- Report progress annually

Who:

- Each political subdivision in a nonattainment area or an affected county
- North Texas counties: Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise

Action Required:

- **Submit the report by Monday, March 4, 2024**
- [State Energy Conservation Office \(SECO\) Local Government Energy Reporting webpage](#)

Resources:

- [Energy Dashboard](#) – Prior reporting data
- [Reporting template](#) – organize and collect data
- [Frequently asked questions](#)
- [Reporting Help Guide \(PDF\)](#)
- [Workshop recording](#)



State Energy Conservation Office Resources

No-Cost Assistance to Meet the 5% Reduction Goal

Preliminary Energy Assessment (PEA):

- Recommendations for cost-effective efficiency measures
- [Preliminary Energy Assessments \(texas.gov\)](https://www.seco.state.tx.us/pea)

Technical Assistance Program (TAP):

- Customized, energy-related services: basic consultation to feasibility studies
- [Technical Assistance for Local Governments \(texas.gov\)](https://www.seco.state.tx.us/tap)

Texas LoanSTAR (Saving Taxes and Resources) Revolving Loan:

- Finances projects that reduce energy/water/utility costs
- Simple payback period of 15 years or less from project cost savings
- Open enrollment through Friday, August 30, 2024
- [LoanSTAR Revolving Loan Program \(texas.gov\)](https://www.seco.state.tx.us/loanstar)



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MINUTES**REGIONAL TRANSPORTATION COUNCIL
ONLINE PUBLIC INPUT OPPORTUNITY****US 380 Federal/Local Partnership with Collin County****Modifications to the FY2024 and FY2025 Unified Planning Work Program (UPWP)****Online Public Input Opportunity Dates**

Monday, Nov. 13 - Tuesday, Dec. 12, 2023 – The North Central Texas Council of Governments (NCTCOG) posted information at www.publicinput.com/nctcogNov23 for public review and comment.

Purpose and Topics

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018. Staff posted information regarding:

1. US 380 Federal/Local Partnership with Collin County
2. Modifications to the FY2024 and FY2025 Unified Planning Work Program (UPWP)

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at nctcogNov23@publicinput.com, online at www.publicinput.com/nctcogNov23, by mail at PO Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-695-9255 or emailing jcastillo@nctcog.org.

Summary of Presentations***US 380 Federal/Local Partnership with Collin County presentation:***

<https://www.nctcog.org/getmedia/d569510d-fba5-4386-b792-103dd0f60c61/US-380-Federal-Local-Partnership-with-Collin-County.pdf>

NCTCOG is seeking to enhance the use of RTC Local funds to expedite transportation project implementation without relying on a lengthier federal process. The RTC Local funding pool, previously expanded through federal and local exchanges, saw success with the City of Dallas partnership back in June 2023. NCTCOG staff is now proposing to build on a 2020 partnership with Collin County to further increase non-federal funding for the RTC.

In November 2020, the RTC funded two projects (Panther Creek Parkway in Frisco and McKinney National Airport Runway Extension) using RTC-selected Category 2 funds, replacing \$60 million of Collin County bond funds initially allocated to the US 380 project.

The current proposal involves Collin County committing \$60 million from its local bond program funds to fulfill the existing US 380 partnership. In exchange, Collin County is requesting the RTC

to redirect an equivalent amount of new Category 2 funds to US 380. This transaction would add \$60 million to the RTC Local pool.

The RTC approved the US 380 Federal/Local Partnership with Collin County on Thursday, Nov. 9, 2023.

Modifications to the FY2024 and FY2025 Unified Planning Work Program (UPWP)

handout: <https://www.nctcog.org/getmedia/f96f78fa-486b-4f68-b79d-61e79d562ae2/FY2024-and-FY2025-UPWP-Modifications.pdf>

The UPWP summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. It is divided into five major task areas:

- Administration and Management
- Transportation Data Development and Maintenance
- Short-Range Planning and Programming and Air Quality and Transit Operations
- Metropolitan Transportation Plan
- Special Studies and System Operations

The proposed modifications to the Fiscal Year 2024 and 2025 UPWP address project updates and funding adjustments. The RTC will take action on the FY2024 and FY2025 UPWP modifications on Thursday, Dec. 14, 2023.

**COMMENTS SUBMITTED DURING THE COMMENT PERIOD VIA WEBSITE,
EMAIL, SOCIAL MEDIA, PHONE, AND MAIL**

Website

John Cheney, Citizen

We need more trains. They need to cross not hub downtown like in Dallas. Include Will Rodgers Col. stop and the Auto Racetrack on IH 35 at SH 114. The Bay Area Rapid Transit trains in California are a very good example!!

Email

Joel Altsman, Citizen

The congestion on this road, especially during the afternoon rush hour, is unacceptable! At a minimum, the traffic light timing at SH 205 needs to be improved (both directions). There needs to be another road over Lavon Lake. Fix the existing one so it can be reopened.

John Donaghey, Citizen

We need traffic lights as soon as possible at the intersections of CR 546/FM 982, and E. Lucas Branch Rd./FM 546/FM 437. Thank you for anything you can do.

Alan Scott, Citizen

In regard to the transportation study of SH 78 from US 190/George Bush to Lavon or Nevada, consider an upper deck highway (not a tollway or TEXpress Lanes) with three lanes on each

side starting at US 190/George Bush with only a few exits along the way. One exit and entrance for Sachse, Wylie, Lavon, and Nevada. Not express lanes where it would cost extravagant amounts to dig under like they did on IH 635. A great example of this would be in Austin on SH 183 from IH 35 to Leander or Cedar Hill. This project was around 1990. It quadrupled traffic flow to the rural areas in less of the time.

State Highway 78 in Lavon is already a huge mess, mainly in the Lavon area. Traffic is backing up for 30 to 45 minutes or 2 to 3 miles coming from Wylie to the intersection of SH 78 and SH 205 during rush hours. There needs to be a very long right turn lane from SH 78 North onto SH 205 and from Hwy 78 South onto SH 205. The lights need to be set up differently and for longer times during rush hours. The lights also need to be changed on the sensor times coming from SH 205 to SH 78. There is a railroad truck/18-wheeler depot in Wylie and a new truck/18-wheeler distribution center coming. Not to mention the four cement plants constantly having gravel truck delivering nonstop from the north all day long. Every time an 18-wheeler tries to go through the light from SH 205 onto SH 78, it turns red for all the people behind them due to the sensor not registering because of the distance between the cab and the trailer and the time it takes for an 18-wheeler to go through the light. This needs to be changed!

State Highway 205 from SH 78 to Rockwall is already under construction. Additions are already needed to this, as from what I can tell, there are no right turn lanes being put in coming from Rockwall allowing safe turns on CR 483 and CR 485, which looks like they are both going to be major thoroughfares for future traffic.

Please route all 18-wheeler traffic onto John King instead of allowing them to go through Downtown Rockwall. This will help with some of the traffic flow on SH 205. The times need to be changed/increased on SH 205 at the intersection of SH 205/E Quail Run and North Lakeshore to help with traffic flow during heavier traffic times. Toll road or freeway from US 190/George Bush to SH 205. I do believe a freeway would help with traffic flow tremendously between these two locations going across Lake Ray Hubbard. I do not think it needs to continue anywhere past that point. However, I believe a freeway coming across from Allen or Parker coming from IH 75 across Lake Lavon and continuing Copeville then between Nevada and Josephine on to Royse City IH 30 area would be a better alternative, as it would give better access to both major interstate freeways, similar to the angle of US 190/George Bush just not as far out as the Outer Loop. This coupled with an upper deck on SH 78 would eliminate the need for a freeway from George Bush to SH 205. The upper deck could expand all the way to Farmersville for faster access to these areas.

November 2023 Online Input Opportunity

Federal/Local Funding Partnership with Collin County
On US 380

Question: Are the local (non-federal) funds drawn upon only temporarily? In other words, are Federal funds still obtained later on to reimburse the local funds? Another way of asking the question would be - are the local funds instead of the Federal funds?

Administrative Revisions to Mobility 2045: the Metropolitan Transportation Plan for North Central Texas 2022 Update

Question: Why are some fields highlighted in yellow? Some dollar figures in the Total Project Cost column are highlighted in yellow. Also, on some charts additional fields are highlighted in yellow. What is the significance of the yellow highlighting?

Question:
The last pages of the charts (with the column headings highlighted in blue) have a final column of "FFCS Status". What is FFCS status and FFCS Amendment Request?

Thank you.



Phyllis Silver
11/27/2023

MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE PUBLIC INPUT OPPORTUNITY

End of 2023 Ozone Season

Dallas-Fort Worth Clean Cities Fleet Recognition Awards and Annual Survey Results

National Drive Electric Week Recap

Online Public Input Opportunity Dates

Monday, Dec. 11, 2023 - Tuesday, Jan. 9, 2024 – The North Central Texas Council of Governments (NCTCOG) posted information at www.publicinput.com/nctcogDec23 for public review and comment.

Purpose and Topics

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018. Staff posted information regarding:

1. End of 2023 Ozone Season
2. Dallas-Fort Worth Clean Cities Fleet Recognition Awards and Annual Survey Results
3. National Drive Electric Week Recap

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at nctcogDec23@publicinput.com, online at www.publicinput.com/nctcogDec23, by mail at PO Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-695-9255 or emailing jcastillo@nctcog.org.

Summary of Presentations

End of 2023 Ozone Season presentation: <https://www.nctcog.org/getmedia/80eb1881-0b85-4e4b-8868-00f980857fbe/End-of-2023-Ozone-Season.pdf>

Ozone is a gas composed of three atoms of oxygen and occurs both in the Earth's upper atmosphere and at ground level. Ground-level ozone is commonly referred to as "bad ozone" and forms when emission sources emit nitrogen oxides and/or volatile organic compounds that react in the presence of sunlight. Ozone can make it more difficult to breathe, aggravate lung diseases, and inflame and damage the airway.

North Texas is currently under two ozone standards, one for 2008 and one for 2015. Because the region did not meet attainment for either standard, NCTCOG staff is preparing for the region to be reclassified from marginal to moderate under the 2015 standard and from serious to severe under the 2008 standard.

Staff expects the attainment deadline for the new classifications to be no later than July 20, 2027 for the 2008 standard and no later than August 3, 2024 for the 2015 standard.

For more information on regional air quality, visit <https://www.nctcog.org/trans/quality/air/ozone>.

Dallas-Fort Worth Clean Cities Fleet Recognition Awards and Annual Survey Results presentation: <https://www.nctcog.org/getmedia/58763cc1-c92d-4e9e-84de-3b58ba836269/DFWCC-2023-Fleet-Recognition-Survey-Results.pdf>

NCTCOG is the host organization for Dallas-Fort Worth Clean Cities (DFWCC), a U.S. Department of Energy initiative to reduce total energy impacts in the transportation sector. As part of these efforts, DFWCC surveys local fleets each year about alternative fuel use and other fuel-saving activities.

Fifty-two fleets participated in the 2022 Annual Survey and assisted in reducing approximately 27 tons of ozone-forming nitrogen oxides and approximately 176,226 tons of greenhouse gas emissions. Staff also recognized winners of the 2023 Fleet Challenge Goals, Greatest Progress in NOX Reduction, Alternative Fuel Champions and Greatest Showcase of Efficiency Strategies. Winners included the City of Addison, City of Grand Prairie, City of Southlake, Tarrant County, Dallas Area Rapid Transit (DART) and DFW International Airport.

To view the 2022 Annual Report and for more information on the 2023 Annual Survey, visit www.dfwcleancities.org.

National Drive Electric Week Recap presentation: <https://www.nctcog.org/getmedia/e5c6a329-1892-4443-9fee-f2176206cf21/National-Drive-Electric-Week-Recap.pdf>

This year's National Drive Electric Week (NDEW) event provided an array of free activities that helped educate the public on electric vehicles (EV). The event featured opportunities for attendees to engage with current EV owners, explore EV displays, participate in ride-and-drives and witness EV charging demonstrations. The event's location at the Tanger Outlets in Fort Worth drew more attendees than in previous years.

The exhibition showcased 20 exhibitors and more than 70 ride-and-drives were provided by Pedego Electric Bikes and Autobahn Fort Worth. Attendee feedback also highlighted an appreciation for the range of EVs available for exploration as well as the opportunity to interact one-on-one with the owners.

To learn more about NDEW and EVs, visit www.driveelectricdfw.org.

**COMMENTS SUBMITTED DURING THE COMMENT PERIOD VIA WEBSITE,
EMAIL, SOCIAL MEDIA, PHONE, AND MAIL**

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

December 2023 Regional Transportation Public
Input Opportunity

End of 2023 Ozone Season

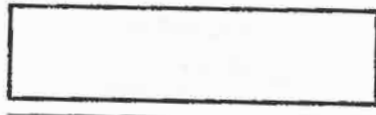
Comment

Since we continue to be in the nonattainment category for ozone, perhaps we can delve deeper into all contributors to this (bad) ozone. For example, leaf blowers are used throughout our Region throughout the hot summer. I'm not sure if they are powered by propane or some other method,

One leaf blower will have very little impact on the environment, however, with hundreds of leaf blowers running during the hottest part of the day throughout our Region, this can contribute to ^{our} pollution. I think that a full analysis of all sources of pollution needs to be made. Restrictions of use and enforcement to lessen the use of identified offenders need to follow. Instead of leaf blowers, the use of rakes and other mechanical devices can be used.

I use leaf blowers as an example because personally, I have trouble breathing when they are in use and I have to avoid them by walking down a different street when they are in use. I'm sure there are many other offenders. I'm suggesting brainstorming and "thinking outside the box" to identify these factors.

Thank you.



Phyllis Silver

12/25/2023

RECEIVED

DEC 29 2023

TRANSPORTATION

TRANSPORTATION

ONLINE PUBLIC INPUT OPPORTUNITY

MONDAY, JAN. 8 - TUESDAY, FEB. 6, 2024

WHAT DO YOU THINK? TELL US.

Learn about transportation in the region and help set future priorities. The Regional Transportation Council (RTC) and North Central Texas Council of Governments (NCTCOG), together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input. Information will be posted online at publicinput.com/nctcogJan24 for public review and comment **Monday, Jan. 8 - Tuesday, Feb. 6, 2024.**

2024 Regional Transportation Funding Program

Over the past few months, NCTCOG staff has been evaluating funding requests from agencies in the Dallas-Fort Worth region. The 2024 Regional Transportation Funding Program is a culmination of those efforts and proposes to award federal and regional funding to projects across the region. Details of the program will be posted online for review and comment.

Funding to Support Special Events in Dallas-Fort Worth

The RTC recently took action to support transportation planning efforts related to several regional events. Information on the "Wings Over Cowtown Air Show", which will be held in April 2024 at the Naval Air Station Joint Reserve Base (NAS JRB), as well as information on the 2024 Major League Baseball All-Star Game and the 2026 FIFA World Cup, will be posted online for review and comment.

Dallas-Fort Worth Air Quality Improvement Plan

Local governments are collaborating with NCTCOG to develop the Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP), a regional plan to improve air quality, protect public health and address extreme weather events. The development of this plan is supported through a grant from the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants. Details of the plan will be posted online for review and comment.

For special accommodations due to a disability or for language interpretation, contact Jackie Castillo at 817-695-9255 or jcastillo@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

SUBMIT COMMENTS & QUESTIONS TO NCTCOG:

nctcogJan24@publicinput.com
publicinput.com/nctcogJan24
 Phone: 855-925-2801 (code: 2205)
 Fax: 817-640-3028
 P.O. Box 5888, Arlington, TX, 76005-5888

To request printed copies of the information, call 817-695-9255 or email jcastillo@nctcog.org.



RESOURCES & INFORMATION

Interactive Public Input: Map Your Experience:
nctcog.org/mapyourexperience

Regional Smoking Vehicle Program (RSVP):
smokingvehicle.net

Vehicle Incentive & Funding Opportunities:
nctcog.org/aqfunding

Try Parking It:
tryparkingit.com

TRANSPORTATION

ONLINE PUBLIC INPUT OPPORTUNITY

MONDAY, FEB. 12 - TUESDAY, MARCH 12, 2024

WHAT DO YOU THINK? TELL US.

Learn about transportation in the region and help set future priorities. The Regional Transportation Council (RTC) and North Central Texas Council of Governments (NCTCOG), together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input. Information will be posted online at publicinput.com/nctcogFeb24 for public review and comment **Monday, Feb. 12 - Tuesday, March 12, 2024**.

Transit Strategic Partnerships

The Transit Strategic Partnerships Program is a competitive grant program that funds innovative transit projects supporting services for seniors, persons with disabilities and low-income populations from public agencies looking to directly implement service and those seeking partnership with an existing transit provider. Proposed projects must be in the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized areas. The November 2023 Cycle for proposal submission has closed, and an update on selected projects will be posted online for review and comment. More information on the Transit Strategic Partnerships Program can be found at nctcog.org/strategicpartnerships-transit.

Safe Routes to School Update

NCTCOG's Community Schools and Transportation program seeks to encourage and enable active transportation among school-aged children by promoting and supporting safer routes for students to walk and bike to school. An update on exciting Safe Routes to Schools activities, including program-related surveys, will be posted online for review and comment.

Proposed Modifications to the List of Funded Projects

A comprehensive list of funded transportation projects through 2026 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis and will be posted for review and comment.

For special accommodations due to a disability or for language interpretation, contact Jackie Castillo at 817-695-9255 or jcastillo@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

SUBMIT COMMENTS & QUESTIONS TO NCTCOG:

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RESOURCES & INFORMATION

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nctcog.org/mapyourexperience

Regional Smoking Vehicle Program (RSVP):
smokingvehicle.net

Vehicle Incentive & Funding Opportunities:
nctcog.org/aqfunding

Try Parking It:
tryparkingit.com

Business Engagement Program:
publicinput.com/nctcogbusinessengage

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on Nov. 10, 2022.

This report is a compilation of general public comments submitted by members of the public from Monday, Nov. 20 through Tuesday, Dec. 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email, online and in person at the monthly RTC meeting.

This month, public comments were received on a number of topics across social media platforms and via email. Comments related to safety were in the majority.

In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 5 new comments related to bicycle and pedestrian conditions. You can view these new comments as well as past comments by visiting <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Twitter –

1. NCTCOG is collaborating with local stakeholders to develop a comprehensive Air Quality Improvement Plan. The plan will create a roadmap to improve air quality & protect public health. Please provide feedback at <http://publicinput.com/dfwAQIP> or in person on December 4th. — Dallas Climate Action (@DallasClimate)



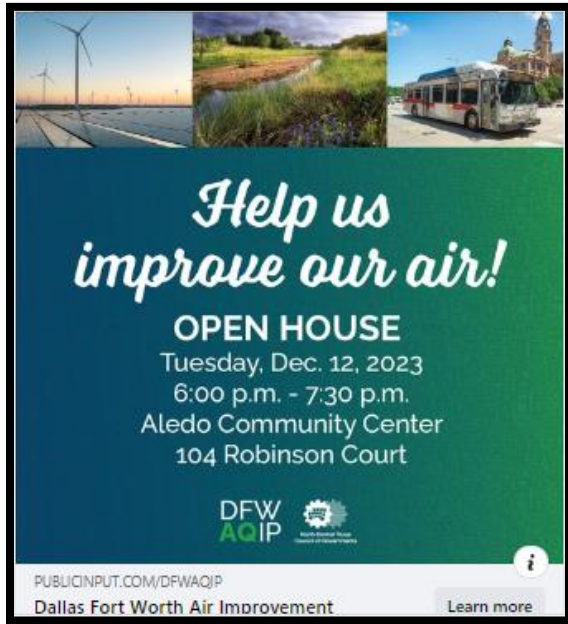
2. @DallasCountyTx is seeking your input on ways to improve air quality, protect public health, & address extreme weather events! This feedback will help our DFW Air Quality Improvement Plan, a regional plan developed by @NCTCOGtrans.

Provide feedback-> <http://publicinput.com/dfwAQIP-survey> — Clay Lewis Jenkins (@JudgeClayJ)



Facebook –

1. We want your feedback on ways to improve regional air quality! — NCTCOG Transportation Department

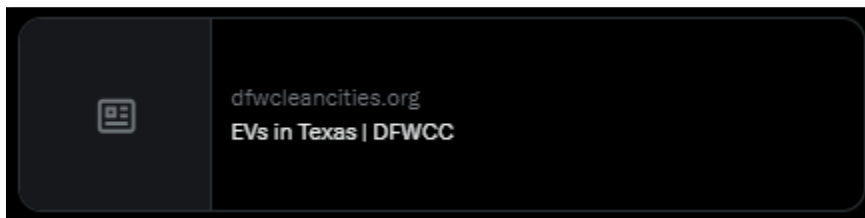


Ban outdoor smoking. — Marty King

Alternative Fuel Vehicles

Twitter –

1. Data from @NCTCOGtrans — Luke Metzger (@Lukemetzger)



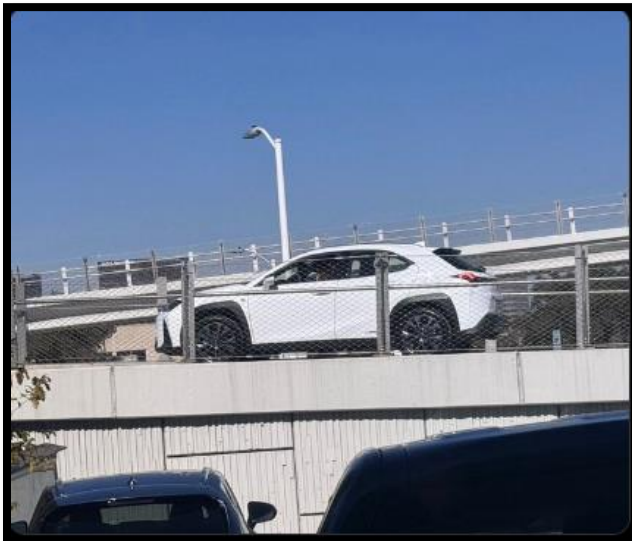
Bicycle/Pedestrian/Sustainable Development

Twitter –

1. Great morning to get outside 🙌 We dedicated @NorthavenTrail bridge over 75 today. You can now take northhaven trail to cottonwood, white rock lake, santa fe trail, downtown + several others! Thanks to our partners @NCTCOGtrans @CityOfDallas @TxDOT @DallasCoTrails @DallasCountyTx — Clay Lewis Jenkins (@JudgeClayJ)



Didn't Clay get his Tesla stuck on the bridge a few weeks ago? Clay it is pedestrian only bridge! That includes EVs! — Nate Weymouth (@NateWeymouth)



Lay tagged 2 dormant county twitter accounts @DallasCoTrails @DallasCountyTx pretending the county has a social media presence — Cynic1234 (@cdsheetrs)

Clay, did you drive across the trail in your Tesla or do donuts on a motorcycle? — Cynic1234 (@cdsheetrs)

2. What a beautiful morning to officially open the @NorthavenTrail bridge! Thanks to @TxDOTDallas, @CityOfDallas, @DallasParkRec, Dallas County, @NCTCOGtrans, FoNHT, and all the agencies who collaborated to make this a reality. The bridge is awesome! #DallasParks #DallasTrails — Jeff Kitner (@JeffKitner)



3. Celebrating the completion of the new Northaven Trail Bridge, a 201-foot-long pedestrian bridge that connects the @NorthavenTrail to the White Rock Creek Trail and Cottonwood Creek Trail. — Senator Nathan Johnson (@NathanForTexas)



Thank you to the @CityOfDallas, Dallas County, @DallasParkRec, @NCTCOG_Official, @TxDOT, and Friends of @NorthavenTrail for providing a safe recreational area for pedestrians, cyclists, and joggers to enjoy. #TXLege#SD16 — Senator Nathan Johnson (@NathanForTexas)



4. Updates on @NorthavenTrail bridge surrounding infrastructure:

-Trash cans/dog waste stations installed by @DallasParkRec

-More "No Motor Vehicles" signage from @TxDOTDallas

Still to come:

-Improved road/bike lane barrier

-Better road/bike lane deviation signs from

@CityOfDallas — Jeff Kitner (@JeffKitner)



High-Speed Transportation

Twitter –

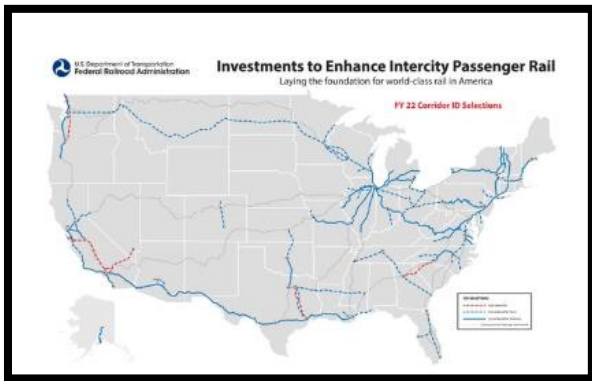
1. U.S. House rail committee hears from Austin Mayor @KirkPWatson on need for intercity passenger rail in Texas Triangle. DFW-Austin-San Antonio pax rail corridor is "low hanging fruit". <https://texasrailadvocates.org/post/austin-mayor-kirk-watson-on-us-house-transpo-pax-rail-hearing-texas-needs-intercity-passenger-rail-corridors> @TxDOT @TxDOTCommission @AndyBrownATX @NCTCOGtrans — Peter J LeCody (@railadvo)



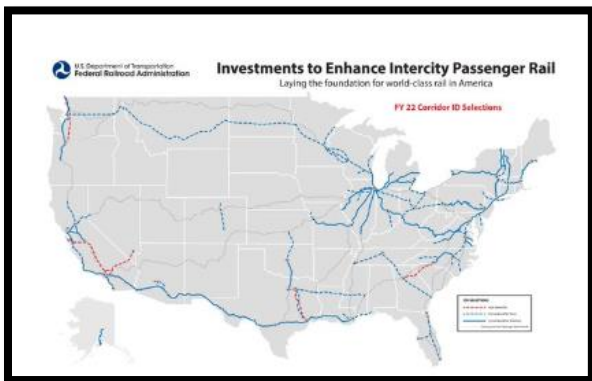
2. U.S. House rail committee hears from Austin Mayor @KirkPWatson on need for intercity passenger rail in Texas Triangle. DFW-Austin-San Antonio pax rail corridor is "low hanging fruit". <https://texasrailadvocates.org/post/austin-mayor-kirk-watson-on-us-house-transpo-pax-rail-hearing-texas-needs-intercity-passenger-rail-corridors> @TxDOT @TxDOTCommission @AndyBrownATX @NCTCOGtrans — Texas Rail Advocates (@TXRailAdvocates)



3. Federal Corridor ID Rail Grants awarded to @TxDOT, @Amtrak, @NCTCOGtrans to develop passenger rail plans. Details: <https://texasrailadvocates.org/post/texas-scores-in-federal-passenger-rail-corridor-grants> — Peter J LeCody (@railadvo)



4. Federal Corridor ID Rail Grants awarded to @TxDOT, @Amtrak, @NCTCOGtrans to develop passenger rail plans. Now let's Connect Texas. Details: <https://texasrailadvocates.org/post/texas-scores-in-federal-passenger-rail-corridor-grants> — Texas Rail Advocates (@TXRailAdvocates)



5. Is Brightline Texas on the horizon? <https://texasrailadvocates.org/post/after-brightline-florida-and-soon-brightline-west-could-there-be-brightline-texas> @GoBrightline @TravisCoJudge @KirkPWatson @TxDOT @NCTCOGtrans — Peter J LeCody (@railadvo)



6. Is Brightline Texas on the horizon? <https://texasrailadvocates.org/post/after-brightline-florida-and-soon-brightline-west-could-there-be-brightline-texas> @GoBrightline @TravisCoJudge @KirkPWatson @TxDOT @NCTCOGtrans — Texas Rail Advocates (@TXRailAdvocates)



Let's hope so! — Clayton Meeker (@CIm1403)

Rideshare/Carpool

Twitter –

1. Irony: The prize for signing up for a carpool-vanpool-public transit sharing site is 2 tickets to the transit-deprived Dallas Cowboys @clarencehilljr — Bud Kennedy / #ReadLocal (@BudKennedy)



Roadways

Email –

1. John Donaghey, AIA-E

Dear NCTCOG, You are aware of the impossible traffic during the rush hours and how it is being impacted by the new construction of road improvements. An obvious aid for this situation is one used in Oregon. Limiting the number of new county residents would place a governor on the ever increasing strain on our infrastructure. Success is strangling the County. I thank my lucky stars everyday that I am retired and not required to participate in the rush hour traffic jams. Here is Oregon's solution to urban sprawl. Some open space would be desirable over covering every spare area of land. Good for the air quality too.

<https://www.wbur.org/hereandnow/2016/05/16/urban-sprawl-portland> Thank you for the opportunity to add my two cents. John Donaghey AIA

Response by NCTCOG Transportation Staff:

Mr. Donaghey, Thank you for contacting the NCTCOG Transportation Department. Your comments will be provided to the Regional Transportation Council and have been shared with our roadway planning team for their consideration. Thank you.

Safety

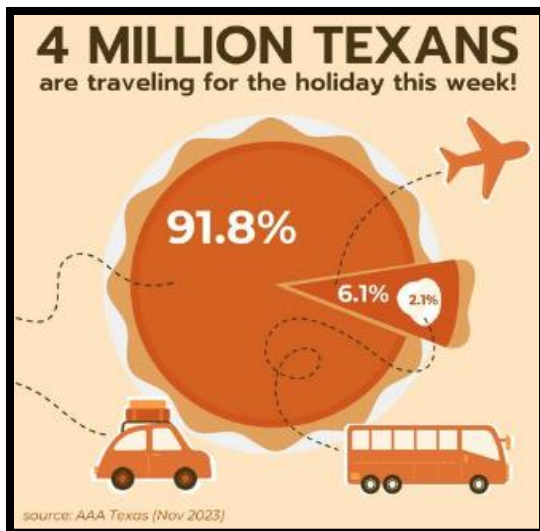
Twitter –

1. Congrats to @CityOfDallas, Dept of Transportation & @NCTCOGtrans for securing this grant which will have a major impact on safety. I believe we should prioritize fixing our most dangerous streets based on safety data, not district #. — Cara Mendelsohn(@caraathome)



Facebook –

1. Traveling for Thanksgiving? AAA predicts this will be one of the busiest years for holiday travel across the US! 3.7 million Texans are expected to be on the roads this week, so stay safe and #DriveAware! For driving tips and resources, visit driveawarentx.org — NCTCOG Transportation Department



Somebody take me with you! — Tim Norton

2. From 2018-2022, more than 80,000 crashes in North Texas were the result of distracted driving. It's not worth your life. — NCTCOG Transportation Department

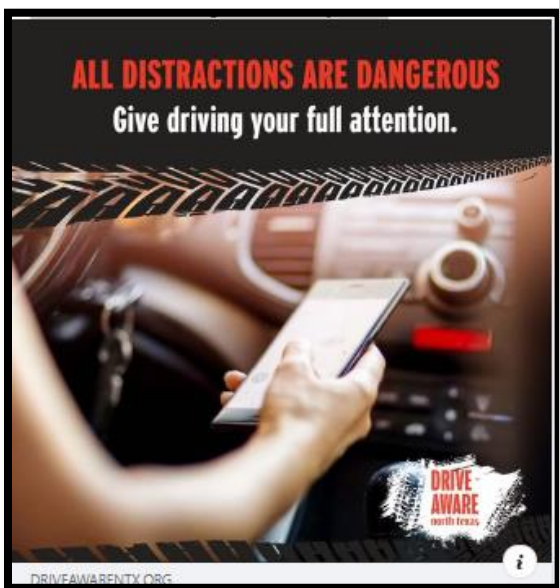


As a truck driver I see plenty of people swerving and then when I am passing them there is a phone in their hand, especially those who try to hide it at their crotch (those are the most dangerous). This is not just car drivers but truck drivers as well. A Window Mount might cost \$20 and it will help you with the GPS functions when you need it. There are a few applications where you can do hands free texting, phone calls, or making your map program work for you. — Michael Harrington

so true — Edward Dent

ITS MY CAR AND I WILL TEXT AND LOOK AT FACEBOOK WHILE I DRIVE IT IF I WANT! CUZ I BELIEVE FREEDOM! — Pichael Mack

3. From 2018-2022, more than 80,000 crashes in North Texas were the result of distracted driving. It's not worth your life. — NCTCOG Transportation Department



But its worth that DoorDash tip — Shang Frazier

4. This week is Older Driver Safety Awareness Week. #DidYouKnow that in 2021, older drivers (age 65+) made up 21% of all licensed drivers in the United States? How to drive safely is a lifelong conversation and is especially important for aging adults. Begin talking about safe driving in general long before you notice difficulties. Remember: It is a person's driving performance, not age, that determines fitness to drive. Learn more: [NHTSA.gov/OlderDrivers](https://www.nhtsa.gov/OlderDrivers) #ODSAW — NCTCOG Transportation Department



How about the people coming over the border no driver's license or insurance just good old paper plates..... And you are worried about senior s..... — Jere Tucker

5. From 2018-2022, more than 80,000 crashes in North Texas were the result of distracted driving. It's not worth your life. — NCTCOG Transportation Department



Make it illegal for cops to use cell phones and laptops while driving if it is as dangerous as you claim. — Cooper Gatewood

There is only one way to know where you are going. And that is to look at your GPS. Smh. This ad is pointless — Chase Albright

Then stop making such great content. Can't help but comment on this while I drive — Samuel Smith

6. From 2018-2022, more than 80,000 crashes in North Texas were the result of distracted driving. It's not worth your life. — NCTCOG Transportation Department



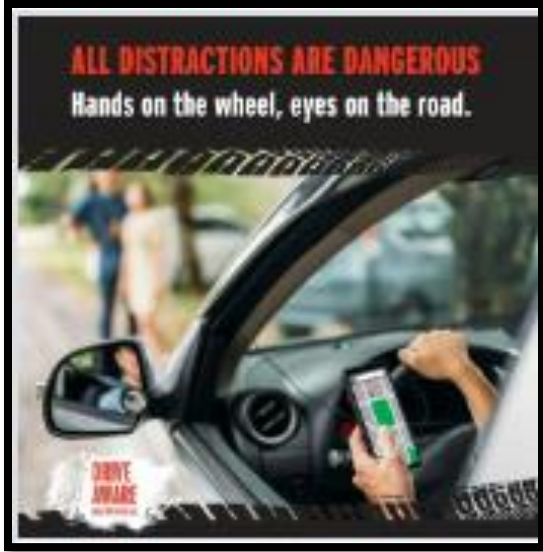
if we arent meant to eat while driving, why are there cup holders and drive thrus? 😞 im not eating no cold fries lol — Jorge A. Valentin

Would really like to see drivers have to requalify for the privilege to operate on the roads. It hasnt been long on the road for me but god, seeing someone merge onto the freeway at 35mph is just insane. — Joshua Olesiak

Eating a burger has never killed someone else. Let's replace that with women taking selfies while driving, people in general texting while driving. Never heard of a hit and run burger eater — Tony Porter

Instagram –

1. From 2018-2022, more than 80,000 crashes in North Texas were the result of distracted driving. It's not worth your life. — NCTCOG Transportation (@nctcogtrans)



I'm going to play Clash Royale™ and drive — rouxsauced (@rouxsauced)

2. How to drive safely is a lifelong conversation and is especially important for aging adults. Begin talking about safe driving in general long before you notice difficulties. Remember: It is a person's driving performance, not age, that determines fitness to drive. Learn more: [NHTSA.gov/OlderDrivers](https://www.nhtsa.gov/OlderDrivers) #ODSAW — NCTCOG Transportation (@nctcogtrans)



NCT MENTIONED!?! 🗣️🗣️!!🔥 — twnnitus (@twnnitus)

Transit

Email –

1. Phil Waigand

Have used and highlighted the TRE often as a place to show “ Communities Coming Together” . For example, having the FW, Arlington & Dallas Boys & Girls Club joining up at CentrePort. So you the East & West TRE arriving at about the same time at CentrePort. So have an Arlington Boys & Girls Club representatives welcoming both East & West TREs at CentrePort. Then , have all 3 cities take a shuttle to the nearby hotel for a joint luncheon. This idea could work with churches, synagogues and other business/ civic groups. It is very doable and highlights the Metroplex & Transportation in a positive light. Thanks for listening

Response by NCTCOG Transportation Staff:

Mr. Waigand, Thank you for contacting the NCTCOG Transportation Department. Your comments will be provided to the Regional Transportation Council and have been shared with our transit team. Thank you.

Other

Facebook –

1. Wishing you safe travels and a wonderful #Thanksgiving holiday! — NCTCOG Transportation Department



This is traffic daily in Parker County! — Eric Hagre



2.

— NCTCOG Transportation Department

Lonnie Blaydes are you still donning the suit? Nice to see your Santa legacy still chugging along. 🎄👴🎄👴 — Cinde Weatherby

DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics *** COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

KEY WINTER TRAVEL TIPS

Each storm is different; we make our plans based on forecasts and information from crews in other areas of the state

For your safety, travel is discouraged during snow or ice events. Check local forecasts and be prepared to delay travel plans

If deciding to risk travel, be prepared for hazardous driving conditions caused by the weather

Ultimate safety is in hands of driver during weather events

Drive slow, give full attention to road and surrounding traffic and allow extra travel time

Bridges and overpasses will freeze first; use caution on these structures

Conditions can quickly change and slick spots can reform even on cleared areas

Any spot has the potential to be hazardous due to conditions or the driver behind the wheel

Our crews and support staff work 24/7 during weather events.

Not all lanes may be drivable especially during the storm.

With refreezing, clearance operations may extend several days following the storm

More than 100 trucks in Dallas metro that we can attach different equipment to based on the storm (plow blades, spreaders, sprayers, etc.)

SOURCE: TxDOT

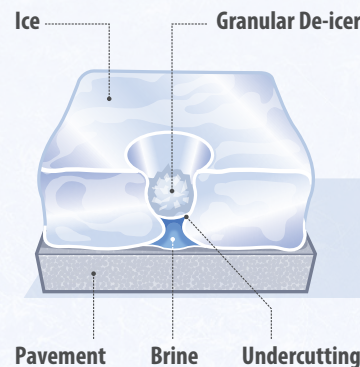
TxDOT Public Information Office

TxDOT PREPARED FOR WINTER WEATHER

HOW DO THE CHEMICALS WORK?

Granular De-Icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use). When salt makes contact with ice, melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.



Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.

SOURCE: TxDOT

TxDOT graphic

WHICH MATERIALS ARE USED ON THE ROADS?



Before an ice/snow event

- Liquid salt-based anti-icers help prevent ice formation



During an ice/snow event

- Various salt-based granular de-icers are used to help melt ice already formed on the road

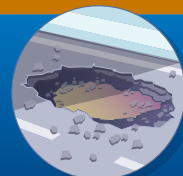
AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm



TEXAS DEPARTMENT OF TRANSPORTATION
4777 E. Highway 80
Mesquite, TX
75150-6643

FOR MORE INFORMATION:
214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit <https://www.txdot.gov/inside-txdot/contact-us/contact-us/reportIssueSubPage/roadNeedsRepair.html> or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

INNOVATIVE CHANGES COMING TO US 75:

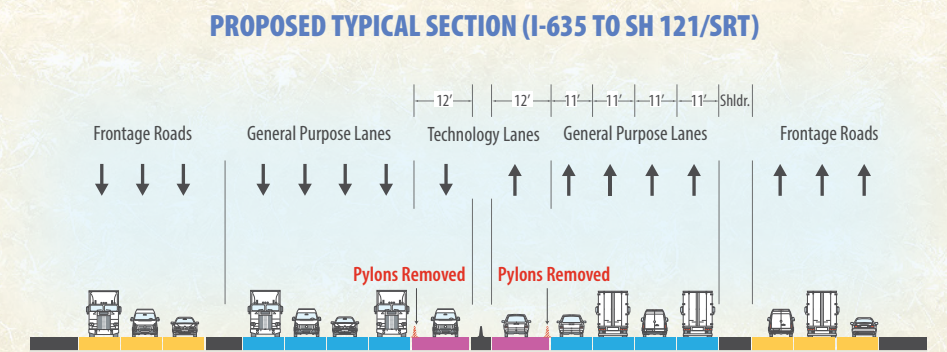
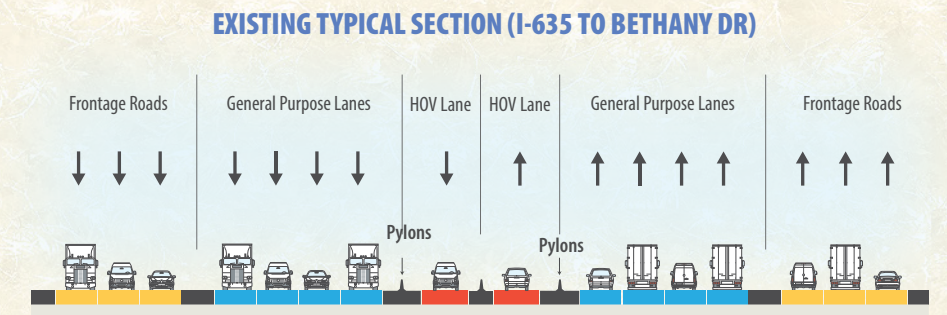
Introducing Technology Lanes for a Smoother Commute

Diving on US 75 in Dallas County and Collin County is about to get a whole lot smarter with the introduction of Technology Lanes, a groundbreaking initiative aimed at further addressing congestion during peak hours without tolls.

The plan involves transforming certain lanes on US 75 to accommodate to carpoolers, low-emission cars and motorcycles, during busy times like morning and evening rush hours. No tolls will be imposed on those using these special lanes.

During peak travel times (7-9 a.m. for southbound and 4-6 p.m. for northbound), the technology lanes will be available for use by high-occupancy vehicles (HOVs), low-emission vehicles and motorcycles. The lanes will be open to HOVs, low-emission vehicles, motorcycles and single-occupant vehicles (SOVs) at all other times of the day, and on weekends.

To make the transition seamless, construction will focus on enhancing accessibility to and from these designated lanes. Existing pylons will be removed, and the solid white lines will be replaced with broken white stripes, allowing vehicles to easily enter and exit along the entire corridor. In addition, clear signage will be strategically placed to notify motorists when these technology lanes are restricted to HOVs, low-emission



SOURCE: TxDOT

TxDOT graphic

vehicles and motorcycles. The goal of the project is to enhance the flow of traffic during peak hours, ensuring a smoother and more efficient commute for all eligible vehicles.

Construction on the \$58 million project extends from I-635 LBJ Freeway to State Highway 121. Work will begin in early 2024 and should be complete in 2026. The project also will install new

high-mast lighting along the corridor and rebuild the existing median barrier. Portions of the existing HOV lane will be closed during the project to accommodate construction. The existing main lanes on the highway will remain unchanged, and no additional land will be required for this innovative project.

CONTINUED ON [BACK PAGE](#)

DECEMBER 2023 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	+/- (%)	TOTAL COST EST. (M)	CONTRACTOR
1	0009-02-073	SH 78	From Stratford Dr. to Avenue F	Rehabilitate existing roadway	\$2.85	\$2.75	-3.48%	\$3.57	Austin Bridge & Road Services, LP
2	0092-14-103	I-45	From Pennsylvania Ave. to I-30	Bridge maintenance	\$8.33	\$7.19	-13.66%	\$10.60	Ragle Construction, Inc

* Unmapped.

** District FY 2022 Letting Cap includes the following:
1) IH 35E Phase II Dallas County Design Build Project for \$708 M

Note: Accumulative Letting/Obligations decreased due to bid rejection of Klyde Warren Deck Park Extension CSJ 0196-07-034 and IH 35E Frankford Rd CSJ 0196-02-132.

	COST EST. (M)	BID (M)	+/- (%)
EST. DECEMBER 2023 TOTALS	\$11.18	\$9.94	-8.57%
DISTRICT FY CUMULATIVE LETTINGS	\$80.65	\$66.29	
DALLAS DIST. FY LETTING VOLUME CAP	\$1,111,870,522**		

JANUARY 2024 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0047-14-053	US 75	North of CR 370 to CR 375 (Grayson County line)	Widen to 6-lane divided freeway	\$96.19
2	0092-02-135	I-45	South of Malloy Bridge Rd. to IH 30	FDCR, flex pavement replacement, & bridge scour rep	\$7.58
3	0092-14-108	I-45	At Newton Creek and Five Mile Creek	Bridge maintenance	\$3.43
4	0196-01-118	I-35E	Dallas County line to S of Corinth Parkway	Rehabilitate existing roadway	\$13.05
ESTIMATED TOTAL					\$120.25 M

COMPLETED CONSTRUCTION PROJECTS (FROM DECEMBER 1-31, 2023)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0815-03-015	FM 424	From US 380 to US 377	Rehab existing road	\$2.1	12/12/2023
2	2250-02-020	SL 288	From I-35 to US 380	Rehab existing road	\$1.4	12/27/2023
3	2461-01-010	FM 2170	From FM 2551 to FM 1378	Rehab existing road	\$3.1	12/27/2023
4	2982-01-007	FM 1390	From SH 34 to FM 148	Rehab existing road	\$7.6	12/27/2023
ESTIMATED TOTAL					\$14.2 M	

SOURCE: Texas Department of Transportation

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

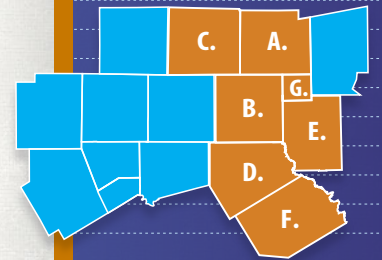
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in December 2023, are projected to let in January 2024, or have recently been completed.



NOTE: Information for each county is in the blue sidebar at right.

LEGEND	
■	LET
■	PROJECTED
■	COMPLETED
■	TOLL ROAD

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG



2023 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,272,434
*POPULATION ESTIMATE | 5,414,645
LANE MILES | 11,456

A. COLLIN COUNTY

VEHICLE REGISTRATION: 892,924
*POPULATION ESTIMATE: 1,175,974
LANE MILES: 1,578

B. DALLAS COUNTY

VEHICLE REGISTRATION: 2,101,685
*POPULATION ESTIMATE: 2,675,009
LANE MILES: 3,563

C. DENTON COUNTY

VEHICLE REGISTRATION: 763,677
*POPULATION ESTIMATE: 1,006,492
LANE MILES: 1,822

D. ELLIS COUNTY

VEHICLE REGISTRATION: 201,810
*POPULATION ESTIMATE: 218,125
LANE MILES: 1,627

E. KAUFMAN COUNTY

VEHICLE REGISTRATION: 151,162
*POPULATION ESTIMATE: 158,672
LANE MILES: 1,225

F. NAVARRO COUNTY

VEHICLE REGISTRATION: 54,161
*POPULATION ESTIMATE: 55,639
LANE MILES: 1,276

G. ROCKWALL COUNTY

VEHICLE REGISTRATION: 107,015
*POPULATION ESTIMATE: 124,734
LANE MILES: 365