MEDAL OF HONOR MUSEUM – SIGNATURE BLOCK EXAMPLES

**Question:** Military Service - Yes or No

If Yes,

- Active
- Veteran (i.e., Less than 20 Years of Service)
- Retired (i.e., 20 Years of Service)

**Rank**

**Service Branch**

**Examples:**

<table>
<thead>
<tr>
<th>(Active)</th>
<th>(Veteran)</th>
<th>(Retired)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard Grady</td>
<td>Richard Grady</td>
<td>Richard Grady</td>
</tr>
<tr>
<td>Councilmember</td>
<td>Councilmember</td>
<td>Councilmember</td>
</tr>
<tr>
<td>City of Plano</td>
<td>City of Plano</td>
<td>City of Plano</td>
</tr>
<tr>
<td>SGT, USA</td>
<td>SGT, USA (Veteran)</td>
<td>SGT, USA (Retired)</td>
</tr>
</tbody>
</table>
Temporary Backstop For Transit
Cooperative Vehicle Procurement

REGIONAL TRANSPORTATION COUNCIL
December 8, 2022
Background

- The RTC previously approved Federal Transit Administration funding to design, manufacture, and deliver over 60 light-duty buses and small transit vehicles to support urban transportation services.

- NCTCOG’s Executive Board approved a contract on June 24, 2021, with Creative Bus Sales, Inc. for the purchase of vehicles for the small transit providers.

- Staff discovered funding for the vehicles was programmed incorrectly, which requires a Transportation Improvement Program (TIP) modification before all work orders can be released. Funding resolution expected January 2023.

- Creative Bus Sales, Inc. notified NCTCOG of an additional price increase for work orders released after November 30, 2022.
Backstop Request

**How Much:** $1,500,000 in existing Regional Toll Revenue (RTR) funds previously approved for Transit Projects ($500,000) and RTC Local funds ($1,000,000)

**What:** Temporary backstop to fund the Transit Cooperative Vehicle Procurement to prevent additional vehicle price increases and further vehicle delivery delays

**Next Steps:** Staff is currently working through the needed TIP modifications and anticipates resolution in January 2023
Action Requested

RTC Ratification:

To utilize up to $1,500,000 ($500,000 RTR Funds and $1,000,000 RTC Local Funds) for a temporary backstop for the Transit Cooperative Vehicle Procurement (CVP) to secure vehicle prices and avoid an additional price increase.

To revise administrative documents as appropriate to incorporate the additional funding.
For More Information

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Transit Management & Planning
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817-608-2304

Lorena Carrillo
Senior Transportation Planner
Transit Management & Planning
lcarrillo@nctcog.org
817-608-2369
BACKGROUND

- The North Central Texas Council of Governments (NCTCOG)/Regional Transportation Council (RTC) is required to pay for expenses associated with projects and programs it implements before federal reimbursement can be requested.

- With the recent award of numerous federal discretionary grants (e.g., BUILD, RAISE) that NCTCOG will be administering, the amount of funding needed to cash flow projects has increased significantly.

- NCTCOG would also like to expand the pool of RTC Local funds available to implement projects outside of the restrictive federal process.

- The RTC does not have taxing authority to generate revenue to pay these invoices and fund these projects, so a source of local dollars is needed.

- The MPO Revolver Fund and RTC Local funds are typically used for these purposes, but those funds are being utilized, leading to the need for more local dollars.

- In July 2022, the RTC directed staff to pursue a funding partnership with Dallas Area Rapid Transit (DART) or Dallas to accomplish these goals.
The DART Board recently approved a program to send approximately $234 million back to its member cities.

Two methods yielding different amounts were considered for how to disburse those funds: population and the proportion of sales tax paid to DART.

To allow DART to return the higher of the two amounts to each city, a proposal is being made for the RTC to provide federal funds to offset the difference between the two methods at a cost of $19.674 million.*

In return for providing this solution and funding, an exchange of $44 million* in federal funds for $40 million of local funds from DART is being proposed.

This funding would be used to: 1) expand the Revolver Fund to cash flow federal grant projects, and 2) replenish the RTC Local funding pool for use on projects and programs across the region. The shares in each account will be brought back later for action.

* Anticipate DART using existing local funds on Silver Line to match these federal funds.
PARKING GARAGE PARTNERSHIP FOLLOW UP

• In July 2022, the RTC funded two parking garages in proximity to DART Stations.
  • Dallas Zoo Station Garage - $10 million
  • SMU/Mockingbird Station Garage - $20 million

• The RTC approved a federal-for-local funding exchange concept for either DART or Dallas to fund these projects with local dollars since parking garages are easier to implement with non-federal funds.
  • Today, a DART exchange is proposed.
  • Federal funding of $30 million will be placed on the DART Silver Line Rail project.
  • DART will utilize $30 million of DART local funds to implement the two garages.
## SUMMARY OF PROPOSED PARTNERSHIP ($ IN MILLIONS)

<table>
<thead>
<tr>
<th>Partnership Component</th>
<th>RTC Payment (Federal)¹</th>
<th>RTC Receipt (Local)</th>
<th>DART Payment (Local)</th>
<th>DART Receipt (Federal)²</th>
<th>City of Dallas Receipt (Local)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DART Partnership with Cities</td>
<td>-$19.674 M</td>
<td></td>
<td></td>
<td></td>
<td>+$19.674 M</td>
</tr>
<tr>
<td>DART/RTC And Local Partnership</td>
<td>-$44.00 M</td>
<td>+$40.00 M</td>
<td>-$40.00 M</td>
<td></td>
<td>+$44.00 M</td>
</tr>
<tr>
<td>DART/RTC And Dallas Garage Partnership³</td>
<td>-$30.00 M</td>
<td></td>
<td>-$30.00 M</td>
<td>+$30.00 M</td>
<td>+$30.00 M</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>-$93.674 M</td>
<td>+$40.00 M</td>
<td>-$70.00 M</td>
<td>+$93.674 M</td>
<td>+$30.00 M</td>
</tr>
</tbody>
</table>

1: Surface Transportation Block Grant (STBG) or Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds
2: Silver Line Rail Project will receive federal funds
3: Item already approved, contingent upon receipt of local payment received per this item
## TIMELINE/ACTION

<table>
<thead>
<tr>
<th>Meeting/Task</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Action</td>
<td>December 2, 2022</td>
</tr>
<tr>
<td>RTC Action</td>
<td>December 8, 2022</td>
</tr>
<tr>
<td>Executive Board Approval to Receive Funds</td>
<td>January 26, 2023</td>
</tr>
</tbody>
</table>
RECOMMENDED ACTION

• RTC approval of:
  • Proposed partnership with DART
    • $19.674 million federal for member city reimbursement (to be awarded to the Silver Line)*
    • $44 million federal for MPO Revolver/RTC Local trade on the Silver Line*
    • Receive $40 million local for MPO Revolver and RTC Local pool
    • Federal funding for Garage Exchange to be applied to the Silver Line ($30 million federal)*
  • Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes

* Anticipate DART using existing local funds on Silver Line to match these federal funds.
CONTACT/QUESTIONS?

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Ph: (817) 608-2338
cgotti@nctcog.org

Brian Dell
Principal Transportation Planner
Ph: (817) 704-5694
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Cody Derrick
Transportation Planner III
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cderrick@nctcog.org
BACKGROUND

• MPO Milestone Policy
  • Focuses on projects funded 10+ years that have not gone to construction
  • Creates agency accountability to implement projects

• FY2022 & FY2023 Project Tracking
  • Focuses on projects slated for implementation in FY2022 and FY2023
  • Includes a final status report for FY2022
  • Highlights potential problems in order to prevent delays
  • Provides earlier monitoring
  • Enables the Regional Transportation Council (RTC) to take corrective actions to avoid accumulation of carryover balances
MPO MILESTONE POLICY
ROUND 2 STATUS UPDATE
### SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (NOV 2022)

<table>
<thead>
<tr>
<th>PROJECT CATEGORIES</th>
<th>NUMBER OF PROJECTS</th>
<th>TOTAL FUNDING OF PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Letting FY2022</td>
<td>1</td>
<td>$24,529,721</td>
</tr>
<tr>
<td>Scheduled Letting FY2023</td>
<td>9</td>
<td>$93,435,636</td>
</tr>
<tr>
<td>Scheduled Letting FY2024 or Beyond</td>
<td>4</td>
<td>$242,201,031</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>14</strong></td>
<td><strong>$360,166,388</strong></td>
</tr>
</tbody>
</table>

1: To date, six projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency.
# PROJECT RISK BY FISCAL YEAR

<table>
<thead>
<tr>
<th>PROJECT CATEGORY</th>
<th>PROJECT RATING</th>
<th>Green (Low Risk of Delay)</th>
<th>Yellow (Medium Risk of Delay)</th>
<th>Red (High Risk of Delay)</th>
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</thead>
<tbody>
<tr>
<td>Scheduled Letting FY2022</td>
<td></td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Scheduled Letting FY2023</td>
<td></td>
<td>4</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>Scheduled Letting FY2024 or Beyond</td>
<td></td>
<td>2</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>6</strong></td>
<td><strong>2</strong></td>
<td><strong>6</strong></td>
</tr>
</tbody>
</table>
FISCAL YEAR 2022 & FISCAL YEAR 2023 PROJECT TRACKING
## SUMMARY OF TIP FY2022 PROJECT FUNDING - CMAQ

<table>
<thead>
<tr>
<th></th>
<th>OCTOBER 2021</th>
<th>SEPTEMBER 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Federal Funding Programmed¹</td>
<td>$70,669,684</td>
<td>$83,452,443</td>
</tr>
<tr>
<td>Federal Funding Obligated (2022)²,³</td>
<td>$0</td>
<td>$83,452,443</td>
</tr>
<tr>
<td>FY2022 Project Phases⁴</td>
<td>44</td>
<td>14</td>
</tr>
<tr>
<td>Project Phases Obligated to Date</td>
<td>0</td>
<td>14</td>
</tr>
<tr>
<td>Project Phases Past Their Original Estimated Start Date⁵</td>
<td>4</td>
<td>36</td>
</tr>
</tbody>
</table>

1. Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations/advancing projects or delaying projects to future years)
2. Obligations based on the federal fiscal year, which runs from October to September
3. Obligation amounts as of 09/30/2022
4. 36 project phases have been or will be delayed to future years through TIP actions or were canceled and 6 phases were advanced to 2022
5. Includes projects that were initially in FY2022 and have been delayed to a later year

The region obligated more funding than was programmed at the beginning of the fiscal year as a result of a TxDOT project being let on time, and despite 36 projects not obligating as expected.
### SUMMARY OF TIP FY2022 PROJECT FUNDING - STBG

<table>
<thead>
<tr>
<th></th>
<th>OCTOBER 2021</th>
<th>SEPTEMBER 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Federal Funding Programmed¹</td>
<td>$178,455,967</td>
<td>$155,768,797</td>
</tr>
<tr>
<td>Federal Funding Obligated (2022)²,³</td>
<td>$0</td>
<td>$155,768,797</td>
</tr>
<tr>
<td>FY2022 Project Phases⁴</td>
<td>77</td>
<td>28</td>
</tr>
<tr>
<td>Project Phases Obligated to Date</td>
<td>0</td>
<td>28</td>
</tr>
<tr>
<td>Project Phases Past Their Original Estimated Start Date⁵</td>
<td>3</td>
<td>52</td>
</tr>
</tbody>
</table>

1. Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations/advancing projects or delaying projects to future years)
2. Obligations based on the federal fiscal year, which runs from October to September
3. Obligation amounts as of 09/30/2022
4. 52 project phases have been or will be delayed to future years through TIP actions or were canceled and 3 phases were advanced to 2022
5. Includes projects that were initially in FY2022 and have been delayed to a later year

Despite 52 project phases not obligating as expected, 87% of STBG was obligated due to the Category 2/STBG funding exchange.
**SUMMARY OF TIP FY2022 PROJECT FUNDING – TRANSPORTATION ALTERNATIVES SET ASIDE**

<table>
<thead>
<tr>
<th></th>
<th>OCTOBER 2021</th>
<th>SEPTEMBER 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Federal Funding Programmed</td>
<td>$17,356,430</td>
<td>$8,661,010</td>
</tr>
<tr>
<td>Federal Funding Obligated (2022)</td>
<td>$0</td>
<td>$7,553,967</td>
</tr>
<tr>
<td>FY2022 Project Phases</td>
<td>18</td>
<td>8</td>
</tr>
<tr>
<td>Project Phases Obligated to Date</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>Project Phases Past Their Original Estimated Start Date</td>
<td>0</td>
<td>11</td>
</tr>
</tbody>
</table>

1. Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations/advancing projects or delaying to future years)
2. Obligations based on the federal fiscal year, which runs from October to September
3. Obligation amounts as of 09/30/2022
4. 11 project phases have been or will be delayed to future years in the TIP and one was advanced from 2023
5. Includes projects that were initially in FY2022 and have been delayed to a later year

While the region was able to obligate enough funding to avoid federal funding lapse, 11 project phases were delayed leading to a sizeable carryover balance.
### SUMMARY OF TIP FY 2023 PROJECT FUNDING - CMAQ

<table>
<thead>
<tr>
<th></th>
<th>NOVEMBER 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Federal Funding Programmed(^1)</td>
<td>$85,866,811</td>
</tr>
<tr>
<td>Federal Funding Obligated (2023)(^2,(^3)</td>
<td>($515,153)</td>
</tr>
<tr>
<td>FY 2023 Project Phases</td>
<td>36</td>
</tr>
<tr>
<td>Project Phases Obligated to Date</td>
<td>0</td>
</tr>
</tbody>
</table>

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations or delaying projects to future years)
2: Obligations based on the federal fiscal year, which runs from October to September
3: Obligation amounts as of 11/18/2022
## SUMMARY OF TIP FY2023 PROJECT FUNDING - STBG

<table>
<thead>
<tr>
<th></th>
<th>November 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Federal Funding Programmed (^1)</td>
<td>$230,670,388</td>
</tr>
<tr>
<td>Federal Funding Obligated (2023) (^2, 3)</td>
<td>($1,405,523)</td>
</tr>
<tr>
<td>FY 2023 Project Phases</td>
<td>77</td>
</tr>
<tr>
<td>Project Phases Obligated to Date</td>
<td>0</td>
</tr>
</tbody>
</table>

1: Programmed funding is comprised of what is included in the TIP as well as transactions that have not formally been made in the TIP (e.g., early obligations or delaying projects to future years)
2: Obligations based on the federal fiscal year, which runs from October to September
3: Obligation amounts as of 11/18/2022
### SUMMARY OF TIP FY2023 PROJECT FUNDING – TRANSPORTATION ALTERNATIVES SET ASIDE

<table>
<thead>
<tr>
<th></th>
<th>NOVEMBER 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Federal Funding Programmed¹</td>
<td>$19,234,907</td>
</tr>
<tr>
<td>Federal Funding Obligated (2023)²,³</td>
<td>($1,674,876)</td>
</tr>
<tr>
<td>FY 2023 Project Phases</td>
<td>18</td>
</tr>
<tr>
<td>Project Phases Obligated to Date</td>
<td>0</td>
</tr>
</tbody>
</table>

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

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

³: Obligation amounts as of 11/18/2022
REQUESTED ACTION

• Conflans Road from SH 161 to Valley View Lane
  • Project missed the original letting deadline at the end of FY2022
  • A portion of the project’s funding has obligated, but full obligation and project letting are still pending.
  • Staff recommends that the RTC extend the project’s deadline to the end of March 2023 and leave the funding on the project. The project will be monitored to ensure that it proceeds to construction.

• Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed
QUESTIONS/COMMENTS?

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Senior Program Manager  
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cgotti@nctcog.org

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

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

2022 Call for Projects Recommendations for the North Central Texas Region

Regional Transportation Council
December 8, 2022
Eligible Project Activities

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps
- Pedestrian and Bicycle Safety Countermeasures and Technology
- Protected Intersections
- Education Activities for Safe Routes to School Projects
Eligible Project Areas

All projects must be within one of the three Urbanized Areas (UA) exceeding 200K population.
Application Categories and Evaluation Criteria

Four application categories:
• Active Transportation
• Safe Routes to School
• Safe Routes to Rail
• Safety and Technology

Evaluation criteria emphasis:
• Regional connectivity
• Access to major destinations
• Equity
• Projects identified in adopted plans
• Safety benefits
• Project readiness
Funding Overview (cont.)

**Construction-implementation projects**
- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match

**Local match must be cash or Transportation Development Credits (TDCs)**
- No in-kind contributions
- Reimbursement up to 80 percent of eligible project costs (up to 100 percent if using TDCs)

**Option to use TDCs (in lieu of local match)**
If qualified through the MTP Policy Bundle process (with a remaining balance)

**Option to request Regional Transportation Development Credits in lieu of a local match for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update)**
### Applications and Requested Federal Funding
#### 2022 Transportation Alternatives Set-Aside Program

<table>
<thead>
<tr>
<th>Category</th>
<th>Western Subregion (Fort Worth District)</th>
<th>Eastern Subregion (Dallas District)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Applications Received</td>
<td>19</td>
<td>14</td>
<td>33</td>
</tr>
<tr>
<td>Active Transportation</td>
<td>$35,678,362</td>
<td>$66,633,652</td>
<td>$102,321,014</td>
</tr>
<tr>
<td>Safe Routes to School</td>
<td>$10,577,909</td>
<td>$1,295,310</td>
<td>$11,873,219</td>
</tr>
<tr>
<td>Safe Routes to Rail</td>
<td>$2,058,460</td>
<td>$3,344,389</td>
<td>$5,402,849</td>
</tr>
<tr>
<td>Safety and Technology</td>
<td>$14,531,188</td>
<td>$0</td>
<td>$14,531,188</td>
</tr>
<tr>
<td>Total Federal Funding Requested</td>
<td>$62,854,919</td>
<td>$71,273,351</td>
<td>$134,128,270</td>
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</tbody>
</table>
Project Applications Received (33)
## Funding Recommendations
### 2022 Transportation Alternatives Set-Aside Program

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>Application Category</th>
<th>Recommended Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Allen</td>
<td>Rowlett Creek Trail Segments C-2, C-4, and C-5</td>
<td>Active Transportation</td>
<td>$3,200,000</td>
</tr>
<tr>
<td>City of Arlington</td>
<td>Allen Avenue Sidewalk Project</td>
<td>Safety and Technology</td>
<td>$957,427</td>
</tr>
<tr>
<td>City of Fort Worth</td>
<td>AM Pate Safe Routes to School Project</td>
<td>Safe Routes to School</td>
<td>$1,043,908</td>
</tr>
<tr>
<td>City of Fort Worth</td>
<td>AV Cato Safe Routes to School Project</td>
<td>Safe Routes to School</td>
<td>$1,570,248</td>
</tr>
<tr>
<td>City of Fort Worth</td>
<td>Oakland-Miller Safe Streets</td>
<td>Safety and Technology</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>City of Frisco</td>
<td>Iron Horse Trail</td>
<td>Active Transportation</td>
<td>$4,200,000</td>
</tr>
</tbody>
</table>
### Funding Recommendations (cont.)

#### 2022 Transportation Alternatives Set-Aside Program

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>Application Category</th>
<th>Recommended Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>TA Funds</td>
<td>TDCs</td>
</tr>
<tr>
<td>7 City of Garland</td>
<td>Downtown Garland DART Station area sidewalks</td>
<td>Safe Routes to Rail</td>
<td>$3,344,389</td>
</tr>
<tr>
<td>8 City of North Richland Hills</td>
<td>Smithfield Middle Safe Routes to School Project</td>
<td>Safe Routes to School</td>
<td>$663,596</td>
</tr>
<tr>
<td>9 Dallas Area Rapid Transit</td>
<td>Cotton Belt Trail Bridge at Jupiter Rd (Plano)</td>
<td>Active Transportation</td>
<td>$14,050,998</td>
</tr>
<tr>
<td>10 Dallas County</td>
<td>Central Trail Extension (Richardson)</td>
<td>Active Transportation</td>
<td>$6,473,650</td>
</tr>
<tr>
<td>11 Dallas County</td>
<td>Chalk Hill Trail Phase 1A (Dallas)</td>
<td>Active Transportation</td>
<td>$3,412,553</td>
</tr>
<tr>
<td>12 Town of Addison</td>
<td>Cotton Belt Trail Bridge at Midway Rd (Addison)</td>
<td>Active Transportation</td>
<td>$12,274,826</td>
</tr>
<tr>
<td>13 Town of Sunnyvale</td>
<td>Sunnyvale Rails to Trails</td>
<td>Active Transportation</td>
<td>$1,791,299</td>
</tr>
</tbody>
</table>

**Transportation Alternatives Set-Aside Program**

2022 Call for Projects for the North Central Texas Region
Recommended Projects (13)
Recommended Funding (All Sources)

<table>
<thead>
<tr>
<th>Subregion</th>
<th>Federal</th>
<th>Local Match</th>
<th>Transportation Development Credits</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastern Total</td>
<td>$48,747,715</td>
<td>$6,237,059</td>
<td>6,559,894</td>
<td>$54,984,774</td>
</tr>
<tr>
<td>Western Total</td>
<td>$6,235,179</td>
<td>$1,784,713</td>
<td>132,719</td>
<td>$8,019,892</td>
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<td>Grand Total</td>
<td>$54,982,894</td>
<td>$8,021,772</td>
<td>6,692,613</td>
<td>$63,004,666</td>
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<td>Milestone</td>
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<td>Bicycle and Pedestrian Advisory Committee - Information</td>
<td>May 18, 2022</td>
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<td>Surface Transportation Technical Committee – Action</td>
<td>June 24, 2022</td>
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<td>Regional Transportation Council – Action</td>
<td>July 14, 2022</td>
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<td>Call for Projects Opens</td>
<td>July 18, 2022</td>
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<td>Call for Projects Workshop</td>
<td>July 19, 2022</td>
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<td>Call for Projects Closes (Applications Due by 5PM)</td>
<td>Sept 9, 2022</td>
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<td>Review of Projects/Scoring by NCTCOG Staff</td>
<td>Sept – Oct 2022</td>
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<td>Public Meeting</td>
<td>Nov 2022</td>
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<td>Surface Transportation Technical Committee – Action</td>
<td>Dec 2, 2022</td>
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<tr>
<td>- Action to Recommended Project Funding Awards</td>
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<tr>
<td><strong>Regional Transportation Council</strong></td>
<td><strong>Dec 8, 2022</strong></td>
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<tr>
<td>- Action to Approve Project Funding Awards</td>
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<tr>
<td>Submittal Deadline for TIP Modifications</td>
<td>Jan. 27, 2023</td>
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<tr>
<td>Deadline for Project Sponsors to Execute Agreements with TxDOT</td>
<td>December 2023</td>
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<tr>
<td>Deadline for Project Sponsors to Open Bids and Obligate Funds</td>
<td>December 2025/2026</td>
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</tbody>
</table>
Requested Action

Regional Transportation Council Approval:

• The list of projects to fund through the 2022 Transportation Alternatives Set-Aside Call for Projects, as provided in Electronic Item 8.2.

• To administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes.

• Per Program rules that:
  o Project Sponsors must execute an Advanced Funding Agreement with TxDOT within one year of project selection.
  o Projects must advance to construction within three years from selection or the funding may be reprogrammed.
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CONNECTING NORTH TEXAS COMMUNITIES with EMERGING TRANSPORTATION TECHNOLOGIES

PROJECT SUMMARY

Clint Hail, Transportation Planner
Transportation Technology & Innovation Program
Regional Transportation Council
December 2022
AGENDA

1. Project Overview
2. Report Summaries
PROJECT OVERVIEW
WHAT IS THIS PROJECT?

What is the need?
Transportation technology is evolving
Our planning process must evolve to keep up

What is the purpose?
Understand the region’s mobility challenges
Identify ways transportation automation and related technologies can address those challenges
Recommend policies and best practices to achieve positive results for the region
WHAT IS NCTCOG’s VISION FOR AUTOMATION IN THE REGION?

- Lead automated vehicle (AV) deployment
- Use automation to achieve region’s mobility goals
- Provide communities with AV planning and deployment resources
- Build effective partnerships with AV developers
- Strategically invest in use cases and communities overlooked by AV developers
WHAT IS THE AV2.0 PROGRAM?

Objectives

- Make future mobility planning resources available to stakeholders in the region
- Provide resources for stakeholders to prepare for and support future mobility
- Look beyond tech available today to plan for future scenarios, impacts

Planning Horizon

2045
AV2.1
Support for planning

2023-2025
AV2.2 / 2.3
Support for deployment costs
Implement regional-strategic investments
WHAT QUESTIONS DID AV2.1 ANSWER?

- How will transformational technologies affect regional decision making?
- What are the potential future scenarios for automation in the region?
- How can agencies predict and monitor the impacts of transformational technologies?
- What are best-practices and funding opportunities for AV deployments?
PROJECT REPORTS

Available on Project Website:

www.ConnectNTxFutures.org/Learn
PUBLIC MEETINGS & STUDENT LESSON PLAN

www.ConnectNTxFutures.org/Get-Involved

Preparation for Emerging Transportation Technologies
A Panel Discussion on Education and Workforce Development

Meet the Panel
- Dered Huffman, Aviation Planning and Education Program Planner, North Central Texas Council of Governments
- Lakesha Raynor, Director, Workforce Development and Apprenticeships, Dallas College, Cedar Valley Campus
- Ketnel Phillips, Ed.D, Chief Academic Officer, Exavier ISD
- Janille Smith-Cole, Ph.D, Assistant Professor, Southern Methodist University

Co-hosts
- Abby Morgan, Ph.D., P.E., Associate Transportation Planning Engineer, Kettleton & Associates, Inc.
- Denise Smith, Ph.D., Director of Community Engagement, Hummingbird Firm

Public Meeting #1

Public Meeting #2

Lesson Plans
ONLINE PUBLIC SURVEY

Purpose

Learn public needs and interests around automated transportation

Key takeaways:

- 483 responses (most from Tarrant and Dallas counties)
- Mixed willingness to use automation technologies for travel around DFW area
- Differences in willingness by race and age
- Older generations less willing to use the technologies
FOCUS GROUPS

Purpose

◆ Gain deeper awareness of public’s perspectives on current and emerging transportation technologies

Key takeaways:

- 83 participants from 12 focus groups
- Focus group findings align with survey
- Map apps are most used tech (smartphone cost is concern for one minority group)
- Rural residents want more transportation options (transit, ridehail), faster internet, fewer freight train backups
- Minorities most excited about new tech, but doubt fair/equitable access
STAKEHOLDER & PUBLIC ENGAGEMENT SUMMARY

PAC Meeting Slides & Notes:
www.connectntxfutures.org/Get-Involved

Project Advisory Committee Meetings & Workshops
The Project Advisory Committee (PAC) is a diverse group of stakeholders and subject matter experts, from NCTCOG, local cities and counties, transportation agencies, educational institutions, and transportation-related businesses.

Members of the PAC:
• Serve as liaison between COG, project team, and broader communities
• Represent subset of region’s decision makers and technology users
• Mentor next generation of participating agencies
• Envision multi-generational planning horizon

While PAC meetings are not open to the public, representatives of local governments are welcome to attend PAC workshops. We also encourage those interested to view the meeting minutes and presentations.

PAC Meeting 1 - March 12, 2021
Meeting Minutes

PAC Meeting 2 (Workshop 1) - May 16, 2021
Meeting Minutes (morning | afternoon)
Presentation Slides

PAC Meeting 3 (Workshop 2) - July 13, 2021
Meeting Minutes

PAC Meeting 4 (Workshop 3) - Sept 8, 2021
Meeting Minutes

PAC Meeting 5 - October 27, 2021
Meeting Minutes
ADDITIONAL REPORTS

Reports Supporting Analysis & Recommendations

- Existing Conditions Report
- Market Analysis Report
- Financial Report
- Scenario Development Report
- Scenario Evaluation Report

Purpose of Reports:

- These reports, plus the public engagement reports, act as the “methodology for the final set of documents which make policy recommendations.
AV HOSTING HANDBOOK & FINAL REPORT
Project Website: www.ConnectNTxFutures.org
STATUS OF CONFORMITY DETERMINATION – LAPSE GRACE PERIOD

Jenny Narvaez
Program Manager
Regional Transportation Council
December 8, 2022
TIMELINE – DETERMINATION BY NOVEMBER 21, 2022

June 9, 2022 – RTC Approval (allows for post 90-day consultation review)

June 15, 2022 – Documentation Submittal to Consultation Partners

July 5, 2022 – Supplemental Information to Consultation Partners

October 7, 2022 – FHWA Informally Communicates Lapse Grace Period

October 7, 2022 – FHWA Submits First Installment of 142 Comments

November 3, 2022 – NCTCOG Replies to FHWA Comments

November 17, 2022 – FHWA Formally Communicates Lapse Grace Period
LAPSE GRACE PERIOD – 40CFR 93.104(F)

• Occurs if a conformity determination is not made according to required frequency requirements.

• Areas have a one-year grace period after the missed deadline before a conformity lapse applies.

• **During the 12-month grace period, only transportation projects in the most recent conforming MTP and TIP can be funded or approved.**

• Once an area is in a conformity lapse, the use of federal funds is restricted to certain kinds of projects and no new non-exempt projects can be amended into the MTP/TIP.

• **FHWA and FTA do not reduce the amount of funding a State receives if there is a lapse; however, use of federal funds is restricted during the lapse.**
INTERAGENCY CONSULTATION PARTNERS

- Environmental Protection Agency – Region 6
- Texas Commission on Environmental Quality
- Texas Department of Transportation
- US Department of Transportation
  - Federal Highway Administration
  - Federal Transit Administration
NEXT STEPS TOWARDS DETERMINATION

- **✓** FHWA Approval of 2023-2026 STIP – November 18, 2022
- **☐** FHWA Review of DFW Conformity Analysis – TBD
- **☐** NCTCOG Responds to FHWA Comments – TBD
- **☐** US Department of Transportation Determination – TBD*

*Before November 22, 2023 to avoid Conformity Lapse, but as soon as possible to minimize project delays and associated cost increases.
CONTACT US

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Chris Klaus
Senior Program Manager
cklaus@nctcog.org
End of 2022 Ozone Season

REGIONAL TRANSPORTATION COUNCIL
DECEMBER 8, 2022

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

### Attainment Goal

- **2015 Standard**: ≤ 70 ppb \(^1\) (Moderate by 2024)
- **2008 Standard**: ≤ 75 ppb (Severe by 2027)
- **1997 Standard**: < 85 ppb (Revoked)

---

1. **Attainment Goal** - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the Design Value (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).
Monitor Locations with Associated 4th Highest Value

Legend
- Counties Designated Nonattainment Under 2015 8-Hour Ozone NAAQS
- Metropolitan Planning Area
- Counties Designated Nonattainment Under 2008 8-Hour Ozone NAAQS

2018 - 2020 Design Value (ppb)
- Ozone Monitoring Sites: 56-70 ppb
- Ozone Monitoring Sites: 71-85 ppb

Colors represent Air Quality Index Breakpoints

As of December 1, 2022
### Five Highest Monitors

<table>
<thead>
<tr>
<th>Five Highest Monitors</th>
<th>4th Highest Value for Season</th>
<th>2022 Ozone Season Design Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denton Airport South</td>
<td>71  81  78</td>
<td>76</td>
</tr>
<tr>
<td>Eagle Mountain Lake</td>
<td>76  76  77</td>
<td>76</td>
</tr>
<tr>
<td>Grapevine Fairway</td>
<td>74  70  81</td>
<td>76</td>
</tr>
<tr>
<td>Ft. Worth Northwest</td>
<td>75  76  80</td>
<td>77</td>
</tr>
<tr>
<td>Pilot Point</td>
<td>71  85  77</td>
<td>77</td>
</tr>
</tbody>
</table>

Design Value = 3-Year Average of Fourth Highest Value
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

ppb = parts per billion
## 2015 Ozone NAAQS Attainment Scenario

### Monitor Values to Reach Attainment

<table>
<thead>
<tr>
<th>Five Highest Monitors</th>
<th>4&lt;sup&gt;th&lt;/sup&gt; Highest Value for Season</th>
<th>2023 Ozone Season Design Value</th>
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<tbody>
<tr>
<td></td>
<td>2021</td>
<td>2022</td>
</tr>
<tr>
<td>Cleburne Airport</td>
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<td>Denton Airport South</td>
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<tr>
<td>Ft. Worth Northwest</td>
<td>76</td>
<td>80</td>
</tr>
<tr>
<td>Pilot Point</td>
<td>85</td>
<td>77</td>
</tr>
</tbody>
</table>

Based on 2021-2023 Ozone Monitor Data
NCTCOG Nonattainment region required to attain both ozone standards in 2021
2008 Ozone Standard ($\leq 75$ ppb): July 20, 2021
2015 Ozone Standard ($\leq 70$ ppb): August 3, 2021

EPA’s Final Determinations on September 15, 2022 (Effective Date = November 7, 2022)
2008 Ozone Standard ($\leq 75$ ppb) – Serious to Severe
No later than July 20, 2027 to reach attainment
Based on 2024-2026 Ozone Monitor Data
Air Quality Plan (SIP) revisions by TCEQ due 18 months after effective date

2015 Ozone Standard ($\leq 70$ ppb) – Marginal to Moderate
No later than August 3, 2024 to reach attainment
Based on 2021-2023 Ozone Monitor Data
Air Quality Plan (SIP) revisions by TCEQ due January 1, 2023
SIP Requirements
Severe Nonattainment

- Nonattainment New Source Review Permitting
  - 25 tpy Threshold
  - 1.3:1 Offset Ratio
- Vehicle Miles Traveled (VMT) Growth Offset
- Major Source Fees for Failure to Attain (185 Fees)
- Reformulated Gasoline
- Attainment Demonstration SIP Revision
  - Photochemical Modeling
  - Reasonably Available Control Technology
  - Reasonably Available Control Measures
- Reasonable Further Progress

Source: Texas Commission of Environmental Quality (TCEQ)
Sample of Air Quality Initiatives
## Ongoing/Additional Efforts

### Emission Reduction Programs

<table>
<thead>
<tr>
<th>Management &amp; Operations (M&amp;O) and Air Quality and Safety Program</th>
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<tr>
<td>Federal Performance Measures (PM3) CMAQ Targets</td>
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<tr>
<td>Appendix H: Weight of Evidence (Voluntary Measures)</td>
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<tr>
<th>RTC Legislative Agenda for Air Quality Programs</th>
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<tbody>
<tr>
<td>TERP – Diesel Retrofit Program</td>
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<tr>
<td>Fraudulent Paper Registration Tags and Vehicle Emissions Inspections</td>
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</table>
For More Information

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