

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:

(Active)

Richard Grady
Councilmember
City of Plano
SGT, USA

(Veteran)

Richard Grady
Councilmember
City of Plano
SGT, USA (Veteran)

(Retired)

Richard Grady
Councilmember
City of Plano
SGT, USA (Retired)

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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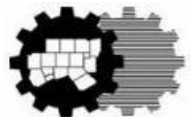
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RTC/DART FEDERAL And LOCAL FUNDING PARTNERSHIP

Regional Transportation Council

December 8, 2022



North Central Texas
Council of Governments
Transportation Department

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.

MPO REVOLVER AND RTC/LOCAL PARTNERSHIP

- 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)

Partnership Component	RTC Payment (Federal) ¹	RTC Receipt (Local)	DART Payment (Local)	DART Receipt (Federal) ²	City of Dallas Receipt (Local)
DART Partnership with Cities	-\$19.674 M			+\$19.674 M	
DART/RTC And Local Partnership	-\$44.00 M	+\$40.00 M	-\$40.00 M	+\$44.00 M	
DART/RTC And Dallas Garage Partnership ³	-\$30.00 M		-\$30.00 M	+\$30.00 M	+\$30.00 M
Total	-\$93.674 M	+\$40.00 M	-\$70.00 M	+\$93.674 M	+\$30.00 M

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

Meeting/Task	Date
STTC Action	December 2, 2022
RTC Action	December 8, 2022
Executive Board Approval to Receive Funds	January 26, 2023

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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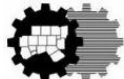
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PROJECT STATUS REPORT

Regional Transportation Council

December 8, 2022



North Central Texas
Council of Governments
Transportation Department

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)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2022	1	\$24,529,721
Scheduled Letting FY2023	9	\$93,435,636
Scheduled Letting FY2024 or Beyond	4	\$242,201,031
Total	14	\$360,166,388

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

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY2022	0	0	1
Scheduled Letting FY2023	4	0	5
Scheduled Letting FY2024 or Beyond	2	2	0
TOTAL	6	2	6

FISCAL YEAR 2022 & FISCAL YEAR 2023 PROJECT TRACKING

SUMMARY OF TIP FY2022 PROJECT FUNDING - CMAQ

	OCTOBER 2021	SEPTEMBER 2022
Total Federal Funding Programmed ¹	\$70,669,684	\$83,452,443
Federal Funding Obligated (2022) ^{2, 3}	\$0	\$83,452,443
FY2022 Project Phases ⁴	44	14
Project Phases Obligated to Date	0	14
Project Phases Past Their Original Estimated Start Date ⁵	4	36

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

	OCTOBER 2021	SEPTEMBER 2022
Total Federal Funding Programmed ¹	\$178,455,967	\$155,768,797
Federal Funding Obligated (2022) ^{2, 3}	\$0	\$155,768,797
FY2022 Project Phases ⁴	77	28
Project Phases Obligated to Date	0	28
Project Phases Past Their Original Estimated Start Date ⁵	3	52

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

	OCTOBER 2021	SEPTEMBER 2022
Total Federal Funding Programmed ¹	\$17,356,430	\$8,661,010
Federal Funding Obligated (2022) ^{2, 3}	\$0	\$7,553,967
FY2022 Project Phases ⁴	18	8
Project Phases Obligated to Date	0	8
Project Phases Past Their Original Estimated Start Date ⁵	0	11

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

	NOVEMBER 2022
Total Federal Funding Programmed ¹	\$85,866,811
Federal Funding Obligated (2023) ^{2, 3}	(\$515,153)
FY 2023 Project Phases	36
Project Phases Obligated to Date	0

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

	NOVEMBER 2022
Total Federal Funding Programmed ¹	\$230,670,388
Federal Funding Obligated (2023) ^{2, 3}	(\$1,405,523)
FY 2023 Project Phases	77
Project Phases Obligated to Date	0

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

	NOVEMBER 2022
Total Federal Funding Programmed ¹	\$19,234,907
Federal Funding Obligated (2023) ^{2, 3}	(\$1,674,876)
FY 2023 Project Phases	18
Project Phases Obligated to Date	0

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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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

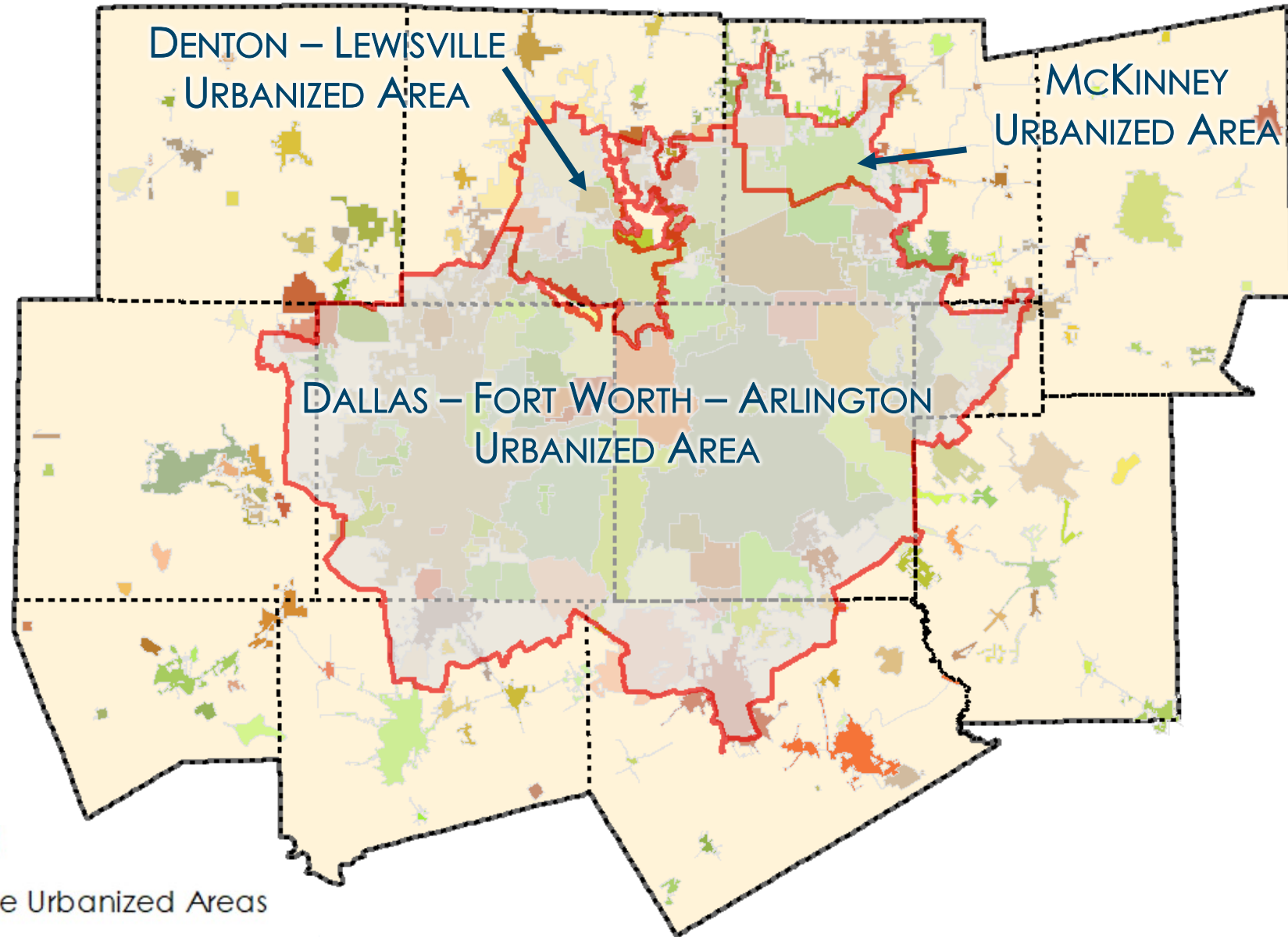


Eligible Project Areas

All projects must be within one of the three Urbanized Areas (UA) exceeding 200K population

Legend

 Large Urbanized Areas



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

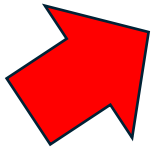
- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match

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)

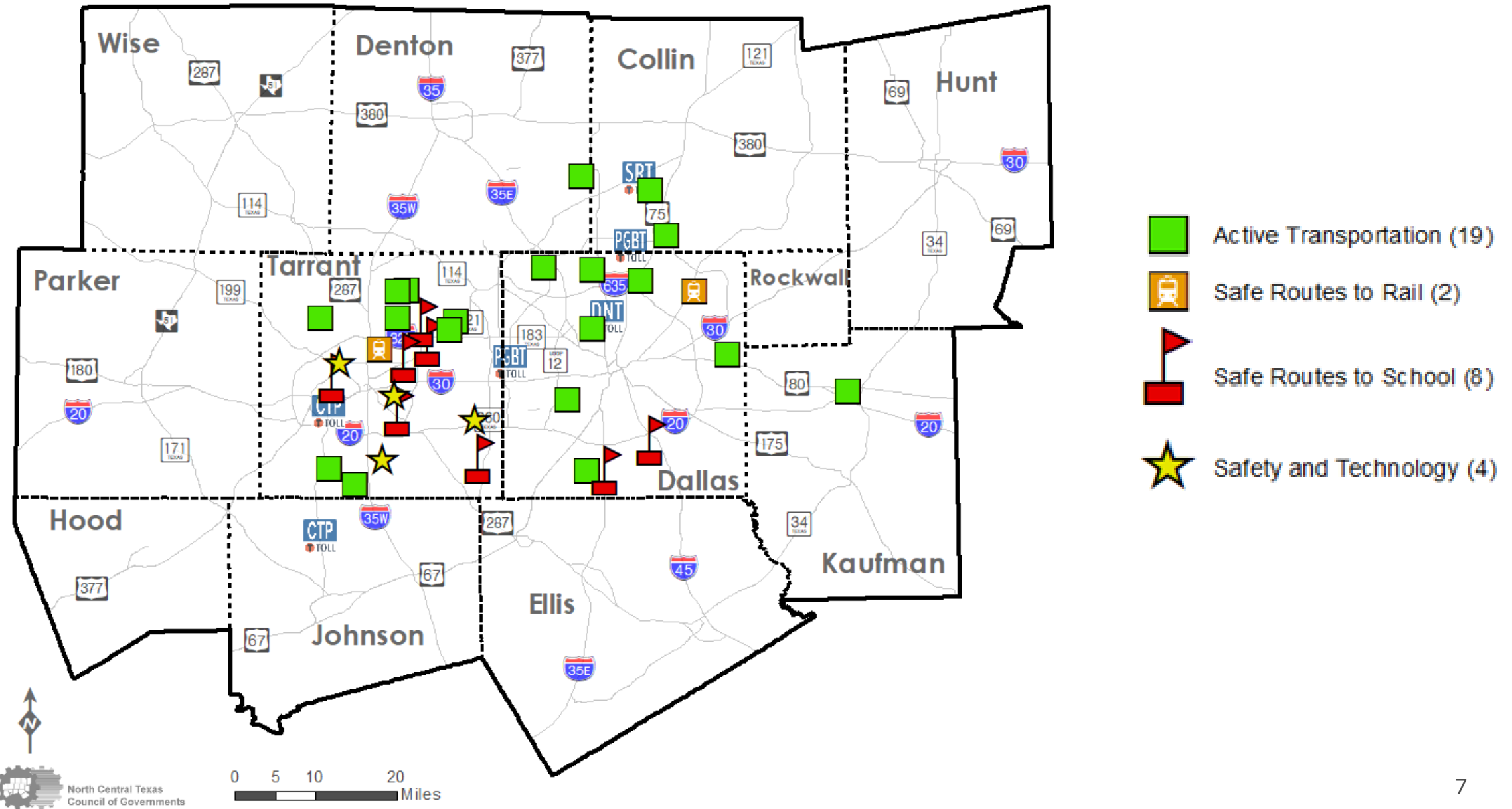


Applications and Requested Federal Funding 2022 Transportation Alternatives Set-Aside Program

	Western Subregion (Fort Worth District)	Eastern Subregion (Dallas District)	Total
Number of Applications Received	19	14	33
Active Transportation (19 Applications)	\$ 35,678,362	\$ 66,633,652	\$ 102,321,014
Safe Routes to School (8 Applications)	\$ 10,577,909	\$ 1,295,310	\$ 11,873,219
Safe Routes to Rail (2 Applications)	\$ 2,058,460	\$ 3,344,389	\$ 5,402,849
Safety and Technology (4 Applications)	\$ 14,531,188	\$ 0	\$ 14,531,188
Total Federal Funding Requested	\$ 62,854,919	\$ 71,273,351	\$ 134,128,270



Project Applications Received (33)



Funding Recommendations

2022 Transportation Alternatives Set-Aside Program

	Project Sponsor	Project Name	Application Category	Recommended Funding	
				TA Funds	TDCs
1	City of Allen	Rowlett Creek Trail Segments C-2, C-4, and C-5	Active Transportation	\$ 3,200,000	0
2	City of Arlington	Allen Avenue Sidewalk Project	Safety and Technology	\$ 957,427	0
3	City of Fort Worth	AM Pate Safe Routes to School Project	Safe Routes to School	\$ 1,043,908	0
4	City of Fort Worth	AV Cato Safe Routes to School Project	Safe Routes to School	\$ 1,570,248	0
5	City of Fort Worth	Oakland-Miller Safe Streets	Safety and Technology	\$ 2,000,000	0
6	City of Frisco	Iron Horse Trail	Active Transportation	\$ 4,200,000	0



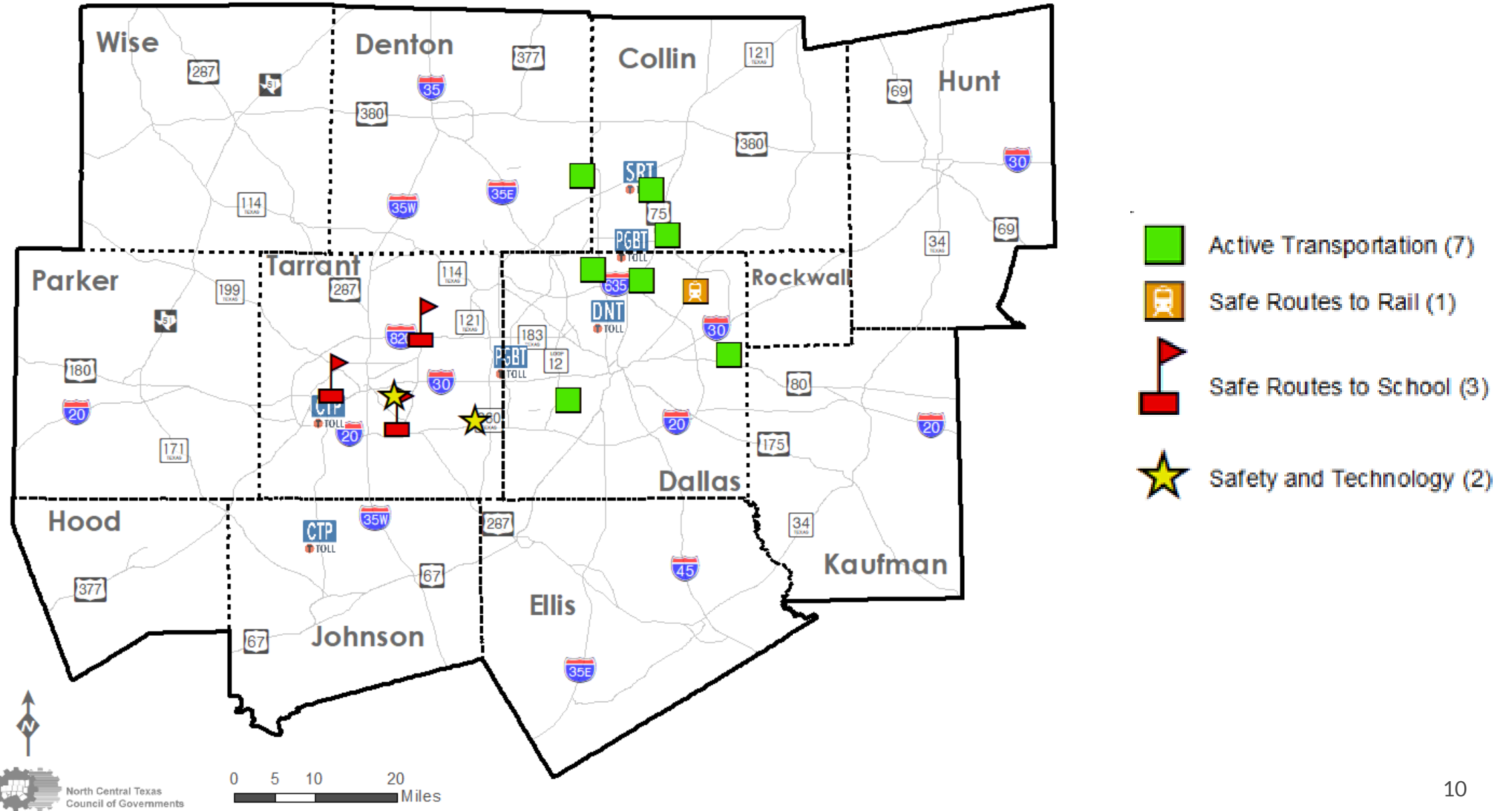
Funding Recommendations (cont.)

2022 Transportation Alternatives Set-Aside Program

	Project Sponsor	Project Name	Application Category	Recommended Funding	
				TA Funds	TDCs
7	City of Garland	Downtown Garland DART Station area sidewalks	Safe Routes to Rail	\$ 3,344,389	0
8	City of North Richland Hills	Smithfield Middle Safe Routes to School Project	Safe Routes to School	\$ 663,596	132,719
9	Dallas Area Rapid Transit	Cotton Belt Trail Bridge at Jupiter Rd (Plano)	Active Transportation	\$ 14,050,998	2,810,199
10	Dallas County	Central Trail Extension (Richardson)	Active Transportation	\$6,473,650	1,294,730
11	Dallas County	Chalk Hill Trail Phase 1A (Dallas)	Active Transportation	\$ 3,412,553	0
12	Town of Addison	Cotton Belt Trail Bridge at Midway Rd (Addison)	Active Transportation	\$ 12,274,826	2,454,965
13	Town of Sunnyvale	Sunnyvale Rails to Trails	Active Transportation	\$ 1,791,299	0



Recommended Projects (13)



Recommended Funding (All Sources)

Subregion	Federal	Local Match	Transportation Development Credits	Total
Eastern Total	\$ 48,747,715	\$ 6,237,059	6,559,894	\$ 54,984,774
Western Total	\$ 6,235,179	\$ 1,784,713	132,719	\$ 8,019,892
Grand Total	\$ 54,982,894	\$ 8,021,772	6,692,613	\$ 63,004,666



Schedule

Milestone	Date
Bicycle and Pedestrian Advisory Committee - Information	May 18, 2022
Surface Transportation Technical Committee – Action	June 24, 2022
Regional Transportation Council – Action	July 14, 2022
Call for Projects Opens	July 18, 2022
Call for Projects Workshop	July 19, 2022
Call for Projects Closes (Applications Due by 5PM)	Sept 9, 2022
Review of Projects/Scoring by NCTCOG Staff	Sept – Oct 2022
Public Meeting	Nov 2022
Surface Transportation Technical Committee – Action to Recommended Project Funding Awards	Dec 2, 2022
Regional Transportation Council – Action to Approve Project Funding Awards	Dec 8, 2022
Submittal Deadline for TIP Modifications	Jan. 27, 2023
Deadline for Project Sponsors to Execute Agreements with TxDOT	December 2023
Deadline for Project Sponsors to Open Bids and Obligate Funds	December 2026 2025



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:
 - Project Sponsors must execute an Advanced Funding Agreement with TxDOT within one year of project selection.
 - Projects must advance to construction within three years from selection or the funding may be reprogrammed.



Contact Us



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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

1

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

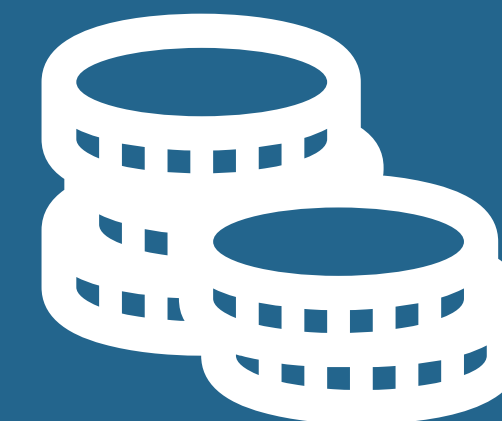
Goals



Improve Safety
& Efficiency



Share Real-Time
Travel
Information



Improve
economy



Prioritize quality
of life

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?

How can agencies predict and monitor the impacts of transformational technologies?

What are the potential future scenarios for automation in the region?

What are best-practices and funding opportunities for AV deployments?

AV2.1 STUDY TEAM



Abby Morgan, PhD, PE,
Project Manager
AV Policy & Impacts



STAKEHOLDER & PUBLIC ENGAGEMENT



Leigh Hornsby, PhD
Stakeholder
messaging

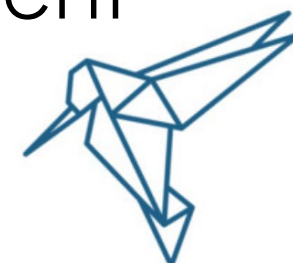


Royalyn Reid
Focus groups



Denise Smith, PhD
Virtual community
engagement

Hummingbird



LOCAL & NATIONAL RESEARCH EXPERTS



Janille Smith-Colin, PhD
Future Mobility Needs
& Impacts



SMU



John Hicks, AICP
AV Policy & Impacts



Darcy Bullock, PhD
AV Hosting Best
Practices



PURDUE
UNIVERSITY

LOCAL PLANNING EXPERTS



Khaled Abdelghany, PhD
AV Scenario
Development and
Evaluation



SMU



Mike Chaney
NCTCOG Travel
Demand Modeling



Behruz Paschai, PhD, PE
NCTCOG Travel
Demand Modeling





2

PROJECT REPORTS

Available on Project Website:

www.ConnectNTxFutures.org/Learn



PUBLIC MEETINGS & STUDENT LESSON PLAN

www.ConnectNTxFutures.org/Get-Involved

CONNECTING NORTH TEXAS COMMUNITIES with EMERGING TRANSPORTATION TECHNOLOGIES
PUBLIC MEETING #1 RECAP

Attendance: 57 TOTAL

Three-phase Automated Vehicle 2.0 Program

- AV2.1 – Planning
- AV2.2 – Partnerships
- AV2.3 – Investments

The Region

The Technologies

Take a Survey

YOUR VOICE MATTERS!

Poll Questions

What is the first thing that comes to mind when you hear the word "transportation"?

Which of these technologies could you see yourself using in the future?

The Schedule

Public Survey Aug.	Meetings in a Bag Sep.	PAC Workshops ongoing	Focus Groups Sep.	Public Meetings Jan.
Remember to complete the public survey by August 28th. Share it with your network.	Would you like to bring this information to your constituents or organization members?	Is your agency or organization interested in attending workshops?	We will be talking in deeper dive into perspectives on emerging transportation technologies.	We will keep you posted on the next virtual public meeting as well as other events.

Public Meeting #1

Preparing for Emerging Transportation Technologies

A Panel Discussion on Education and Workforce Development

Meet the Panel

Ernest Huffman
Aviation Planning and Education Program Manager
North Central Texas Council of Governments

LaKesha Raynor
Director, Workforce Development and Apprenticeships Relationship Management
Dallas College, Cedar Valley Campus

Kentrel Phillips, Ed.D.
Chief Academic Officer
Everman ISD

Janille Smith-Colin, Ph.D.
Assistant Professor
Southern Methodist University

Co-hosts

Abby Morgan, Ph.D., P.E.
Associate Transportation/Planning Engineer
Kittelson & Associates, Inc.

Denise Smith, Ph.D.
Director of Community Engagement
Hummingbird Firm

Connecting North Texas Communities with Emerging Transportation Technologies

Public Meeting #2

Hummingbird

AV2.1 EMERGING TRANSPORTATION TECHNOLOGIES

K-12 Lesson Plans*

- 01 Preparing for Emerging Transportation Technologies
- 02 English - Same Message, Different Audience
- 03 Social Studies - A Review of Transportation Policy
- 04 Math - Avoid the Crash!
- 05 Science - Pavement Markings and the Science of Retroreflectivity
- 06 First Lego League (WeDo 2.0 Software) - Blind Spot Monitoring
- 07 Other Transportation-Related Lesson Plans

www.connectNTxFutures.org

*These lesson plans are primarily designed for high school students but can be easily adapted for younger age groups.

February 2022

Lesson Plans

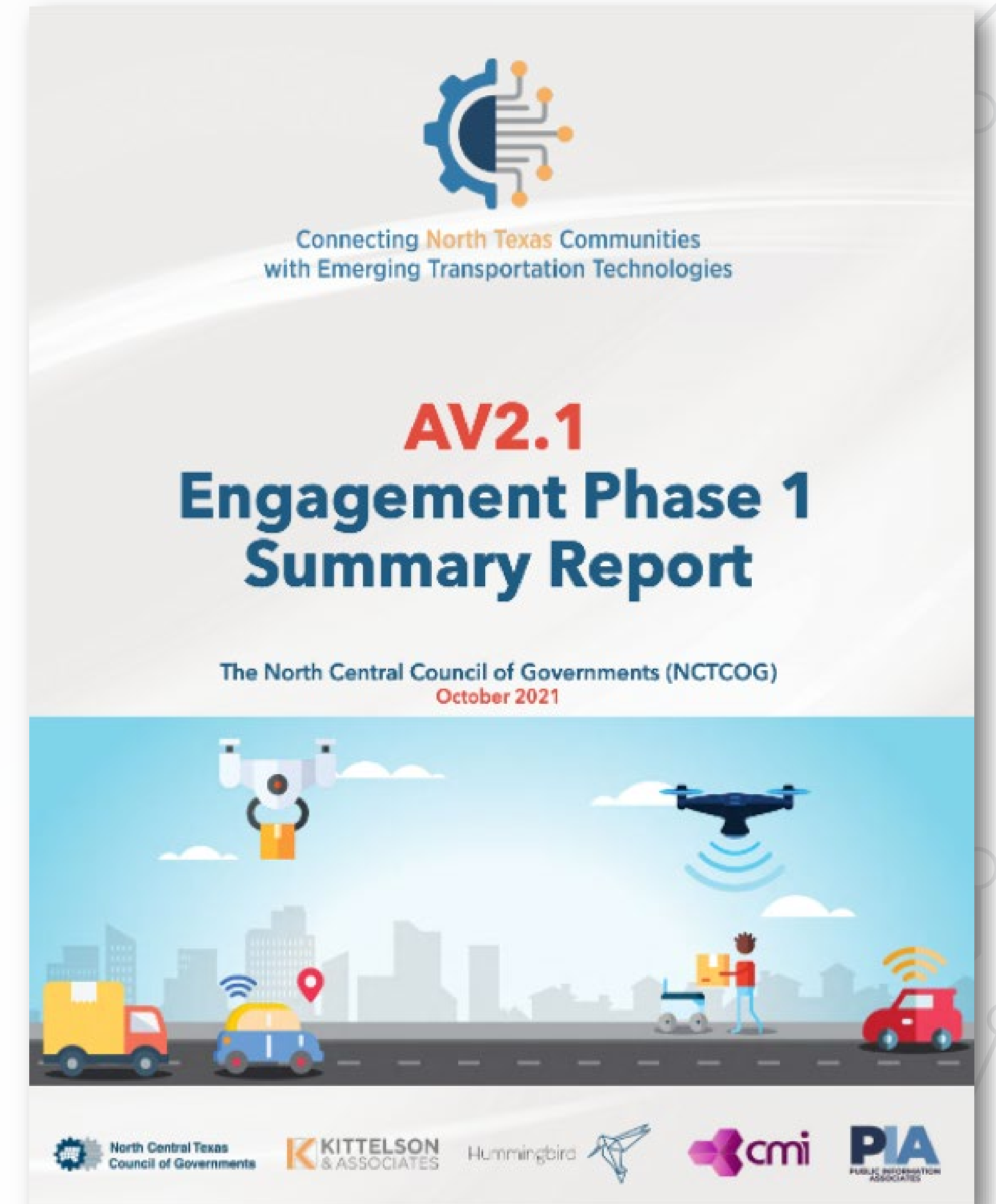
ONLINE PUBLIC SURVEY

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



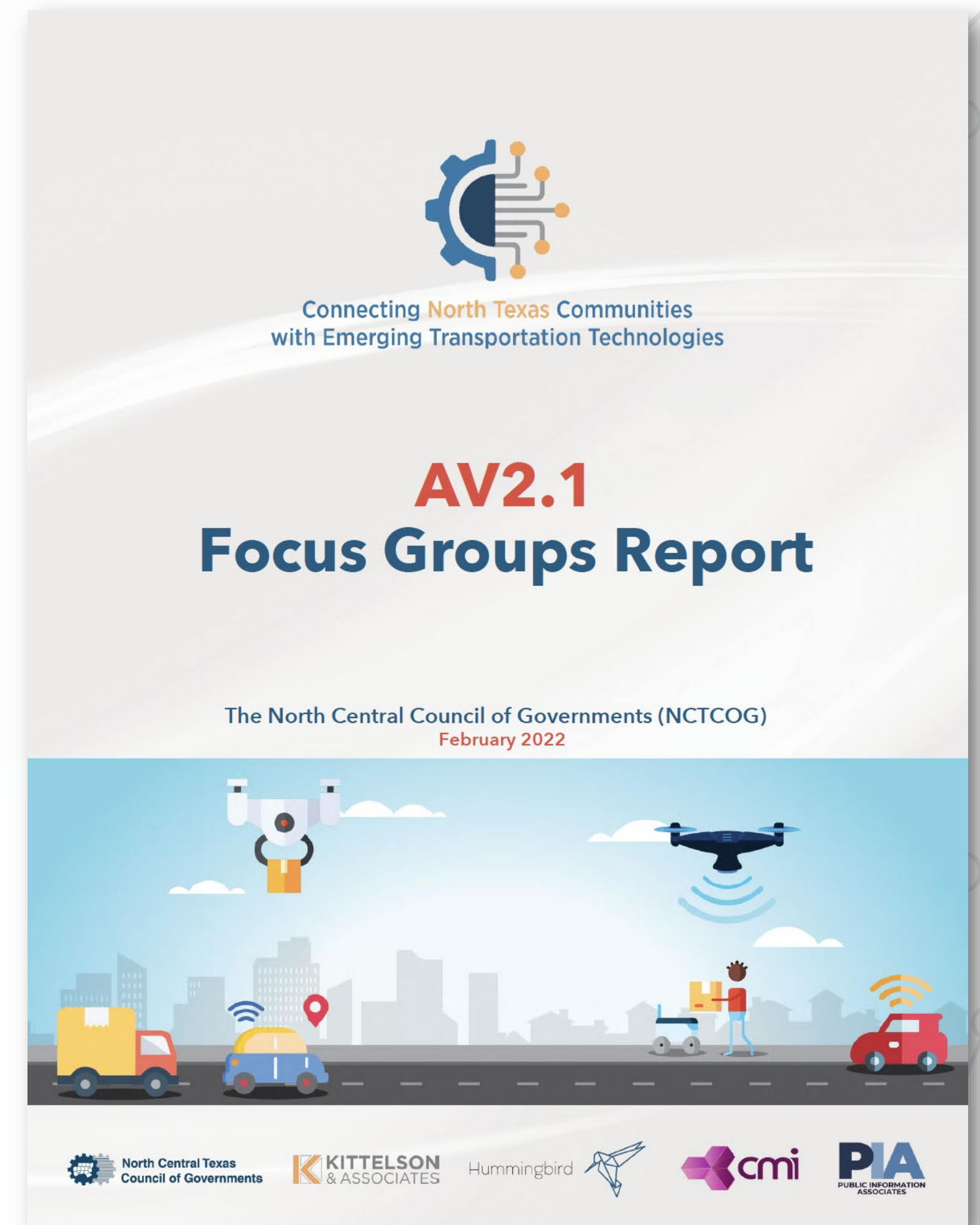
FOCUS GROUPS

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 26, 2021

Meeting Minutes ([morning](#) | [afternoon](#))

[Presentation Slides](#)

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

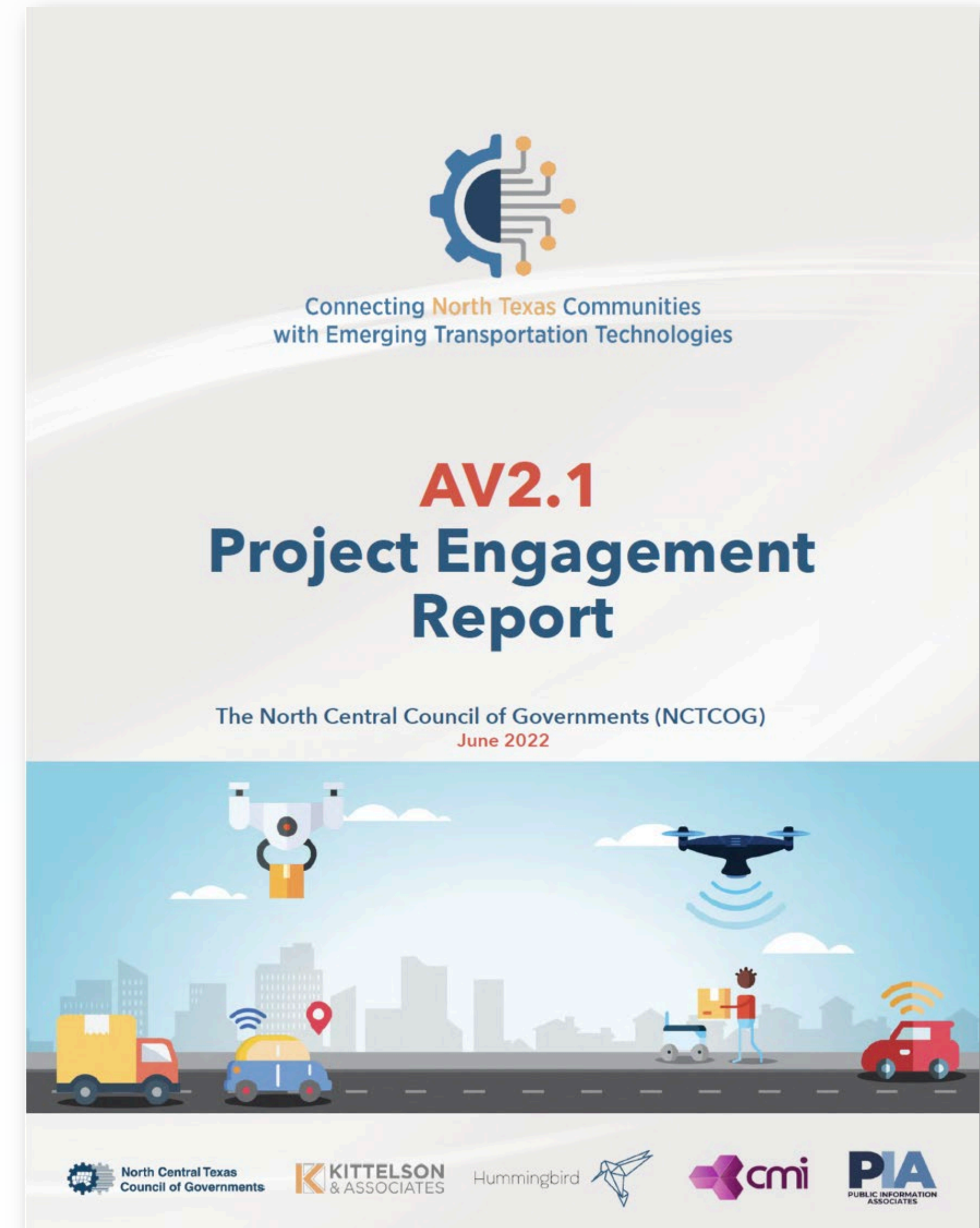
[Meeting Minutes](#)

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

[Meeting Minutes](#)

PAC Meeting 5 - October 27, 2021

[Meeting Minutes](#)



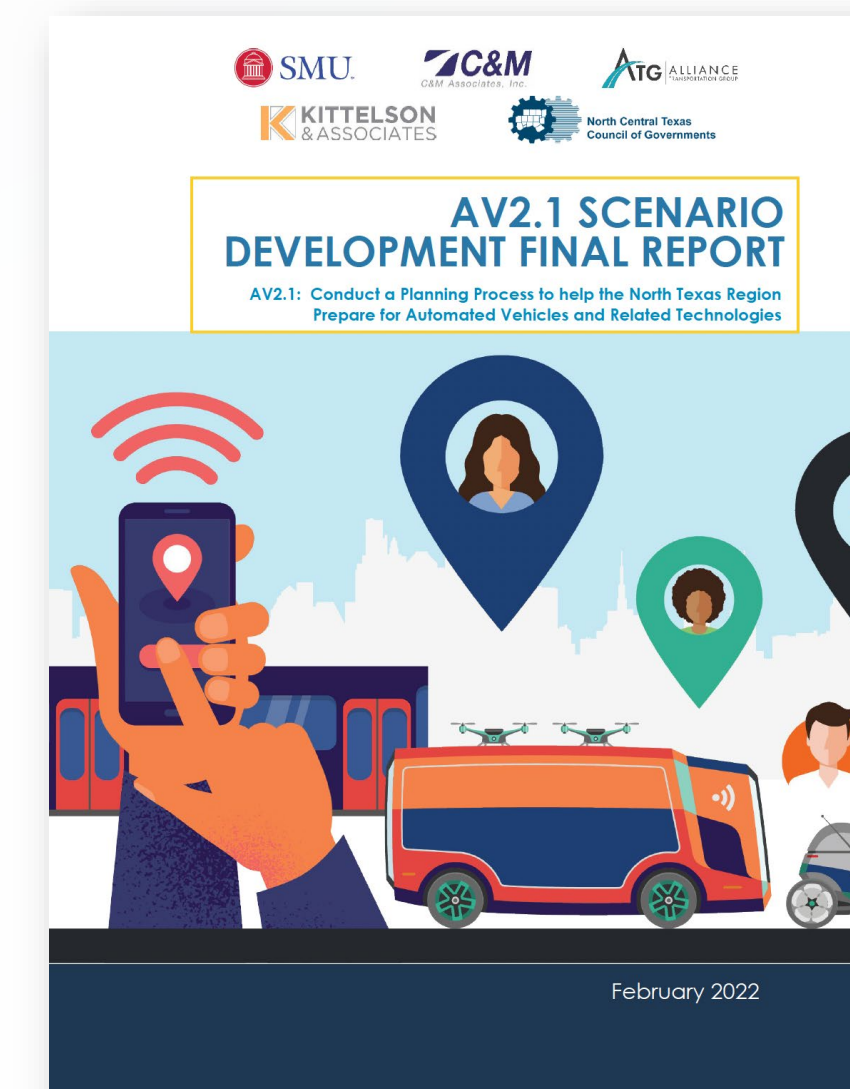
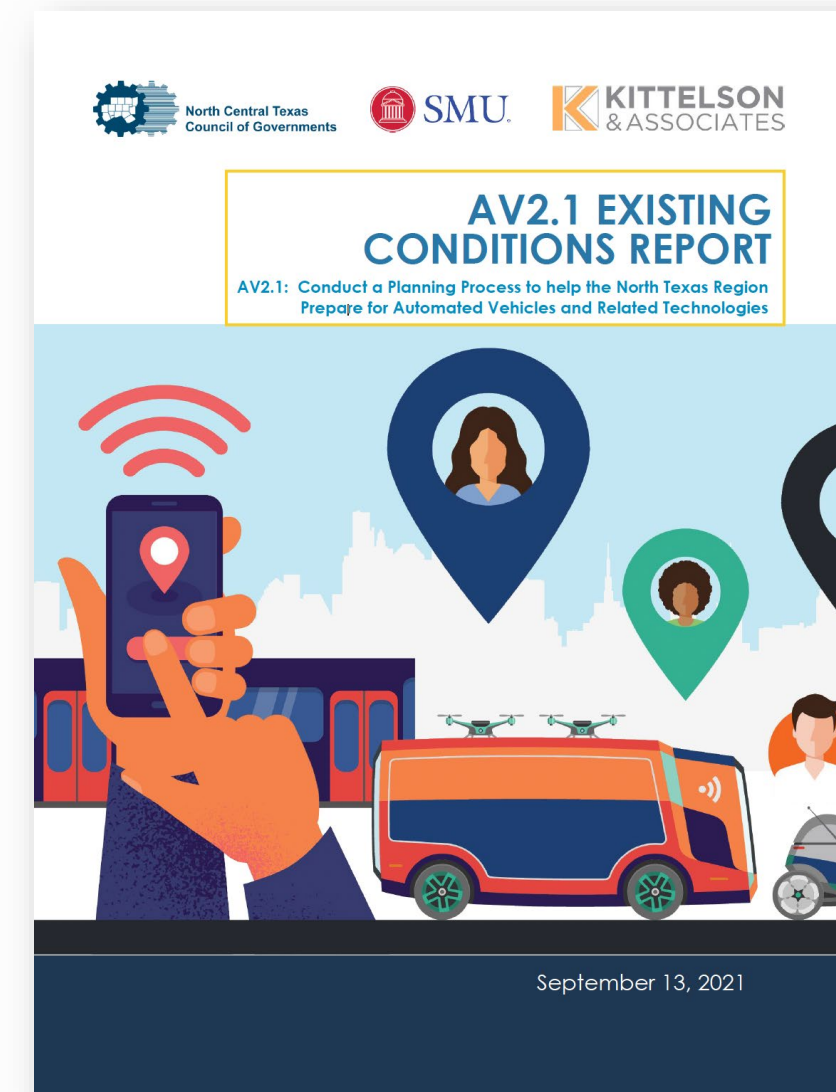
ADDITIONAL REPORTS

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

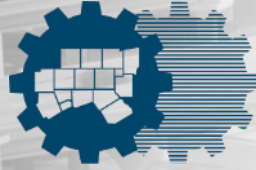


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STATUS OF CONFORMITY DETERMINATION – LAPSE GRACE PERIOD

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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End of 2022 Ozone Season

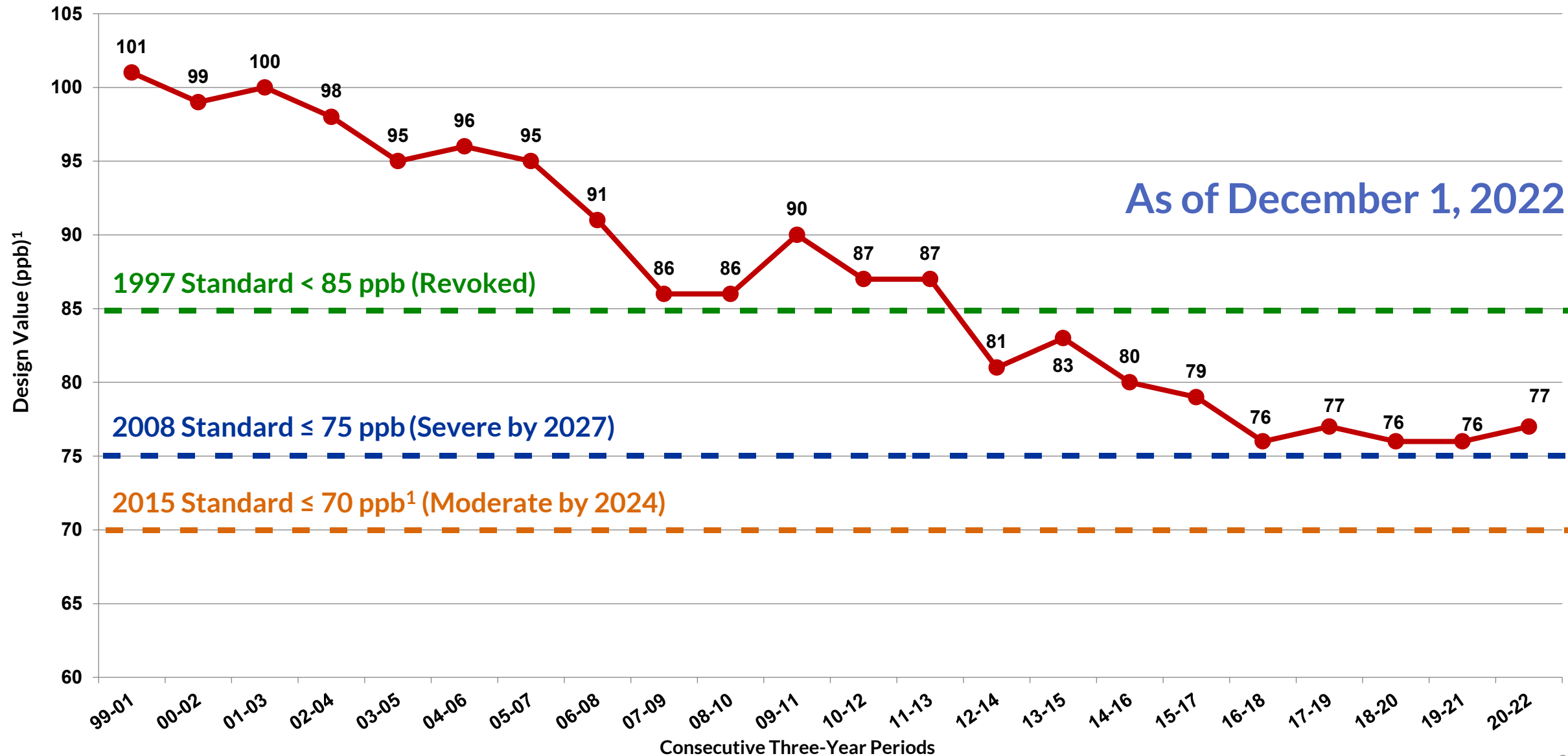
REGIONAL TRANSPORTATION COUNCIL
DECEMBER 8, 2022

JENNY NARVAEZ, PROGRAM MANAGER



North Central Texas
Council of Governments

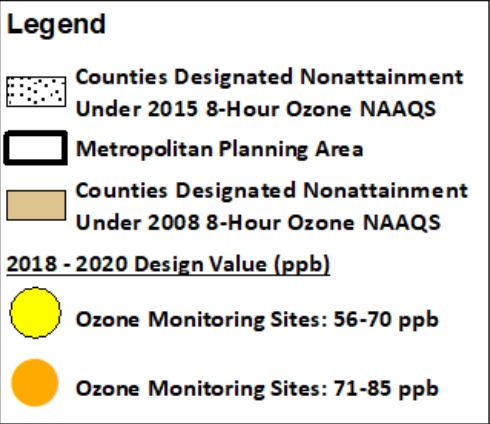
Ozone Design Value Trends



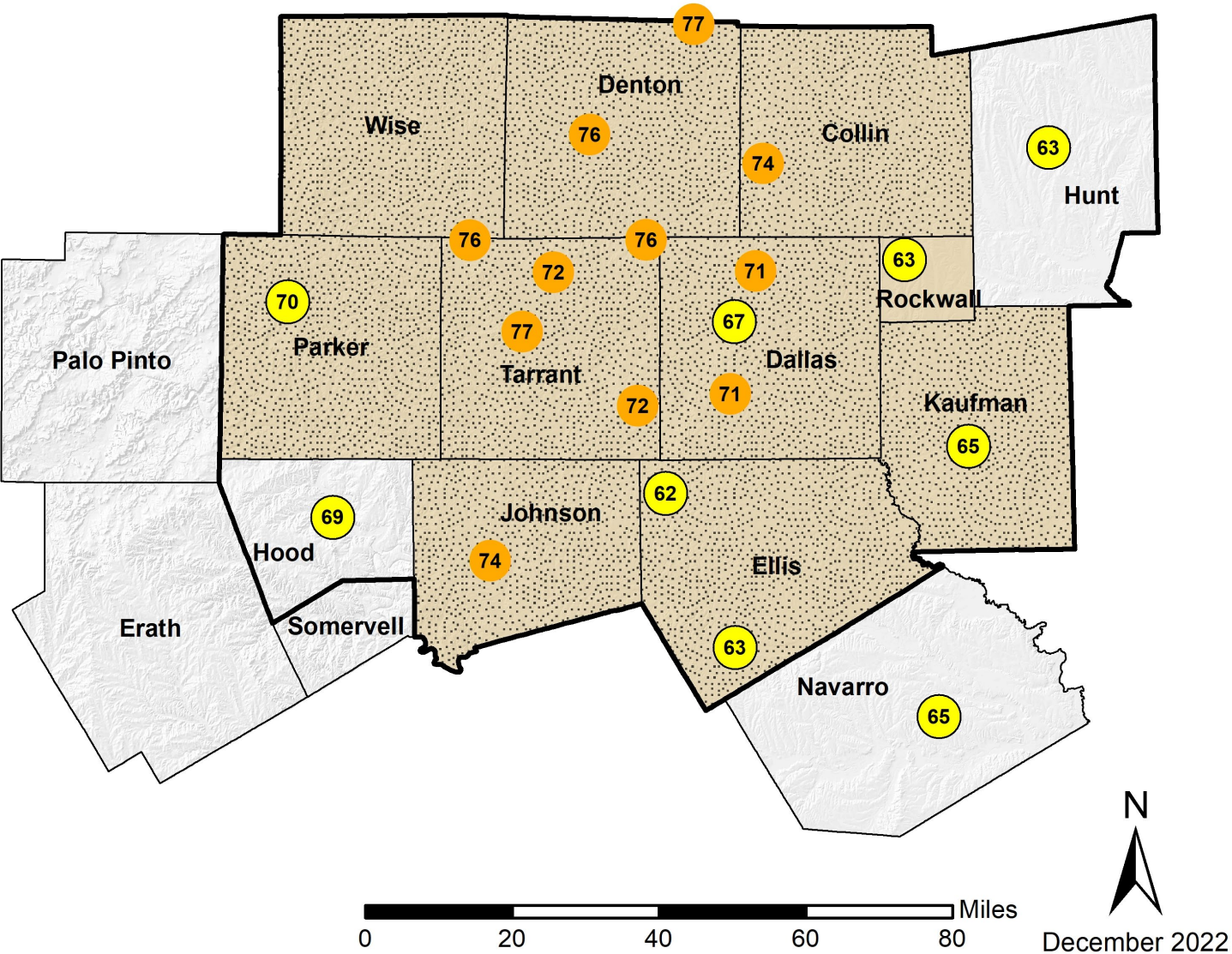
¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Monitor Locations with Associated 4th Highest Value

As of December 1, 2022



Colors represent Air Quality Index Breakpoints



2022 Ozone Season Monitor Data

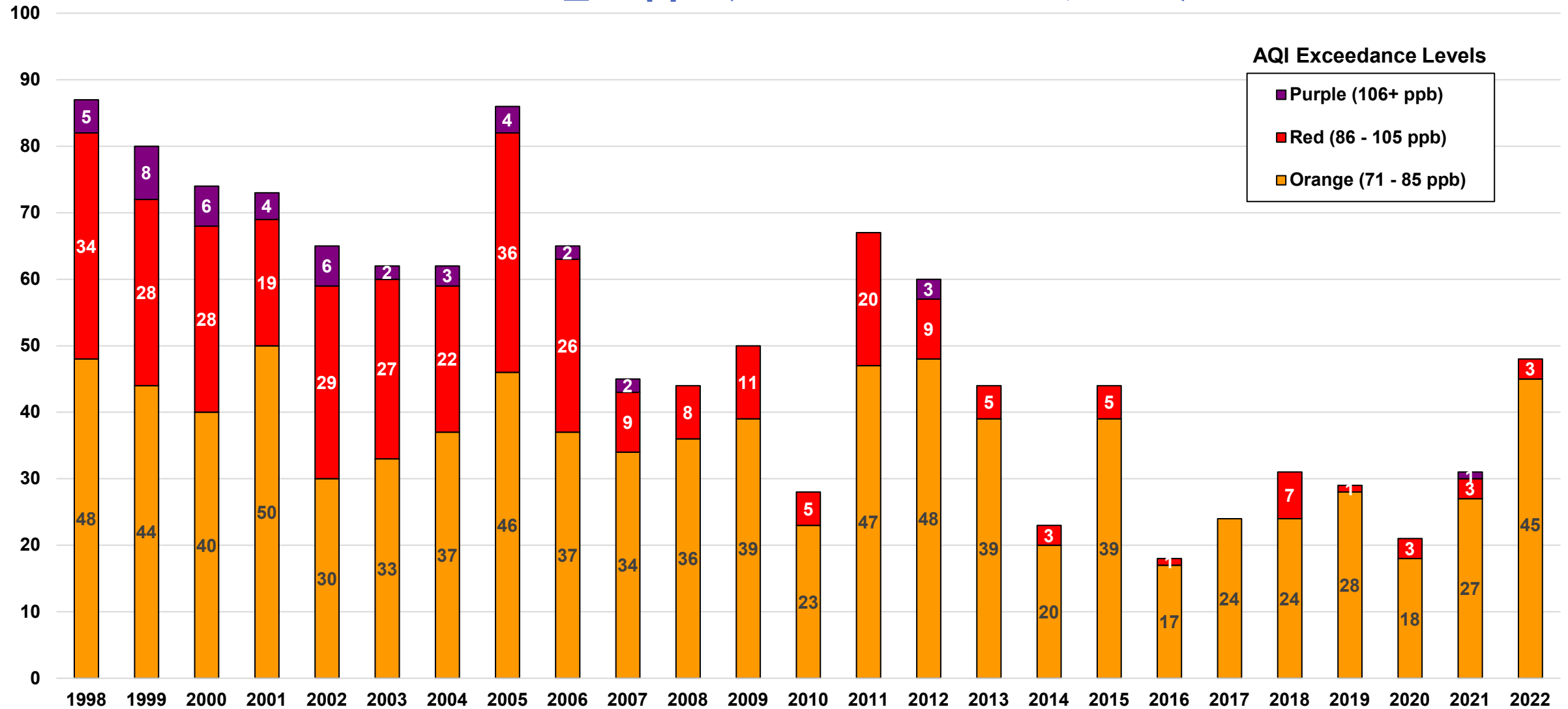
Five Highest Monitors

Five Highest Monitors	4 th Highest Value for Season			2022 Ozone Season Design Value
	2020	2021	2022	
Denton Airport South	71	81	78	76
Eagle Mountain Lake	76	76	77	76
Grapevine Fairway	74	70	81	76
Ft. Worth Northwest	75	76	80	77 ←
Pilot Point	71	85	77	77 ←

Design Value = 3-Year Average of Fourth Highest Value

8-Hour Ozone NAAQS Exceedance Trends

Based on ≤ 70 ppb (As of December 1, 2022)



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

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

2015 Ozone NAAQS Attainment Scenario

Monitor Values to Reach Attainment

Five Highest Monitors	4 th Highest Value for Season			2023 Ozone Season Design Value
	2021	2022	2023	
Cleburne Airport	75	82	55	70
Denton Airport South	81	78	53	70
Frisco	81	73	58	70
Ft. Worth Northwest	76	80	56	70
Pilot Point	85	77	50	70

Based on 2021-2023 Ozone Monitor Data

SIP Reclassifications and Deadlines

NCTCOG Nonattainment region required to attain both ozone standards in 2021

2008 Ozone Standard (≤ 75 ppb): July 20, 2021

2015 Ozone Standard (≤ 70 ppb): August 3, 2021

EPA's Final Determinations on September 15, 2022 (Effective Date = November 7, 2022)

2008 Ozone Standard (≤ 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 (≤ 70 ppb) – Marginal to Moderate

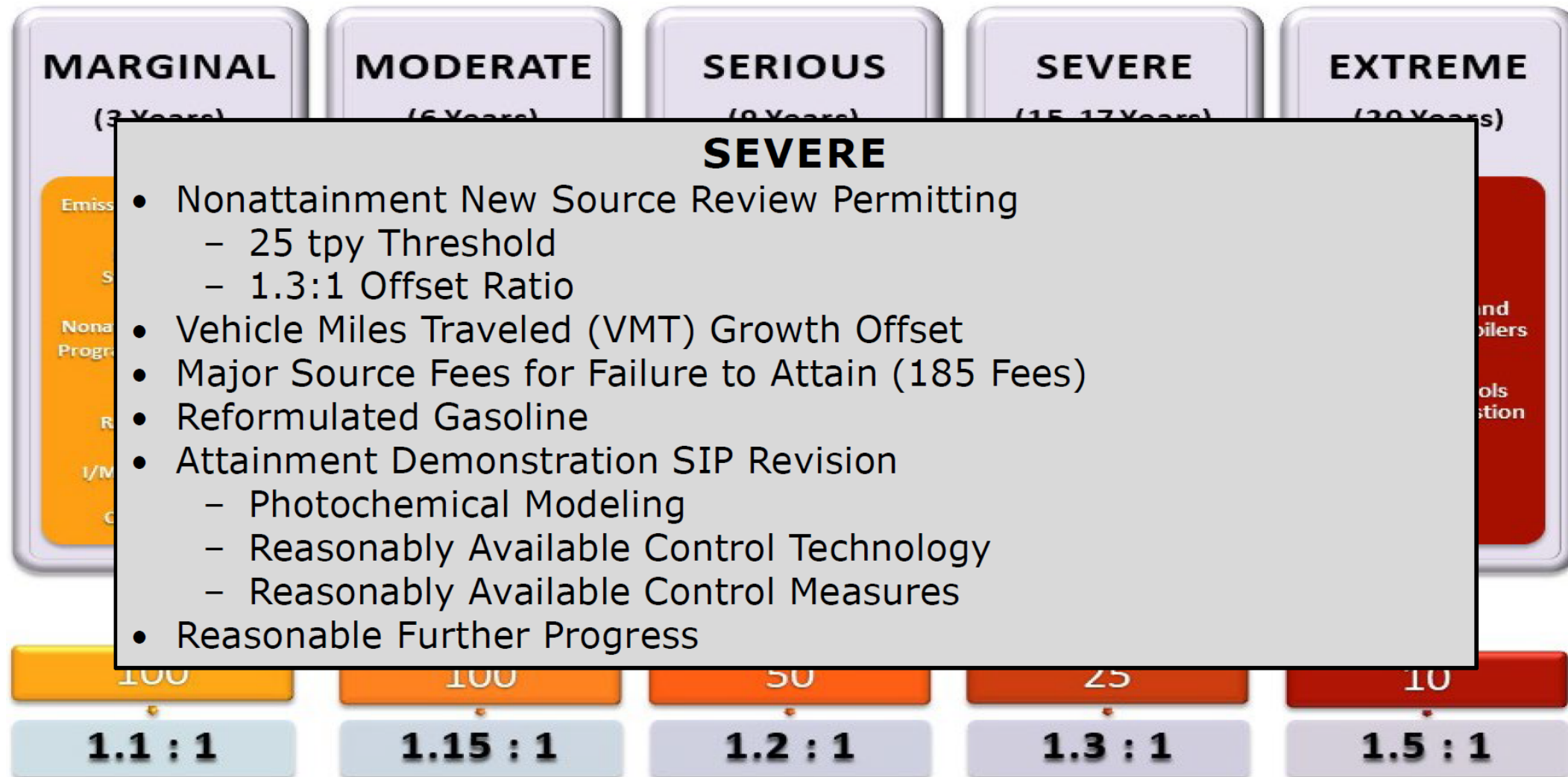
No later than August 3, 2024 to reach attainment

Based on 2021-2023 Ozone Monitor Data

Air Quality Plan (SIP) revisions by TCEQ due **January 1, 2023**

SIP Requirements

Severe Nonattainment

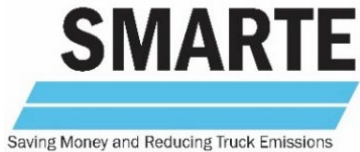
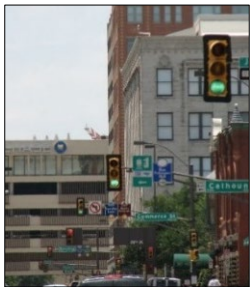
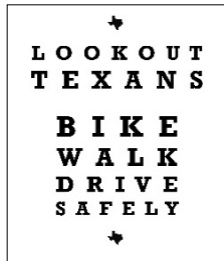


NSR Offset Ratios

Sample of Air Quality Initiatives



Rideshare. Record. Reward.



Ongoing/Additional Efforts

Emission Reduction Programs

Management & Operations (M&O) and Air Quality and Safety Program

Federal Performance Measures (PM3) CMAQ Targets

Appendix H: Weight of Evidence (Voluntary Measures)

RTC Legislative Agenda for Air Quality
Programs

TERP – Diesel Retrofit Program

Fraudulent Paper Registration Tags
and Vehicle Emissions Inspections

For More Information

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