

## AGENDA

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, March 22, 2024 North Central Texas Council of Governments**

**1:30 pm Full STTC Business Agenda  
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

- 1:30 – 1:35**      1. **Approval of February 23, 2024, Minutes**  
                         ☒ Action                      ☐ Possible Action      ☐ Information                      Minutes: 5  
                         Presenter:      Walter Shumac, III, STTC Chair  
                         Item Summary: Approval of the February 23, 2024, meeting minutes  
                         contained in [Electronic Item 1](#) will be requested.  
                         Background:      N/A

- 1:35 – 1:40**      2. **Consent Agenda**  
                         ☒ Action                      ☐ Possible Action      ☐ Information                      Minutes: 5
- 2.1. **Endorsement of the Modification to the Critical Regional  
Infrastructure Land Banking Program**  
                         Presenter:      Dan Kessler, NCTCOG  
                         Item Summary: Staff is requesting an endorsement of the Regional  
                         Transportation Council (RTC)'s approval of a  
                         reallocation of funding between parcel acquisition and  
                         site/maintenance cost associated with the Critical  
                         Regional Infrastructure Land Banking Program.  
                         Background: On March 10, 2022, the RTC approved \$2,700,000 in  
                         RTC Local funds for the Critical Regional Infrastructure  
                         Land Banking Program. The funding was allocated as  
                         \$2,600,000 for parcel acquisition and \$100,000 for site  
                         improvements/maintenance. On March 24, 2022, the  
                         Executive Board authorized North Central Texas  
                         Council of Governments (NCTCOG) to enter into an  
                         Interlocal Agreement (ILA) with the City of White  
                         Settlement to support Land Banking for Critical  
                         Regional Infrastructure. Efforts on the first of two site  
                         acquisitions was completed in June of 2022. Staff is  
                         requesting reallocation of the funding to \$2,400,000 in  
                         parcel acquisition and \$300,000 in site  
                         improvements/maintenance. The total amount of  
                         funding of \$2,700,000 is proposed to remain the same.  
                         This reallocation of funds will be used to accommodate  
                         acquisition of the second remaining parcel through a  
                         land exchange. This property is located at the south  
                         end of the Naval Air Station Joint Reserve Base Fort  
                         Worth runway within the Accident "Clear Zone."  
                         Additional supplemental materials are included in  
                         [Electronic Item 2.1](#).

Performance Measure(s) Addressed: Administrative, Safety

2.2. **Modifications to the Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program**

Presenter: Vickie Alexander, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of modifications to the Fiscal Year (FY) 2024 and FY2025 Unified Planning Work Program (UPWP) will be requested. Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.

Background: 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 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 are being proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments are provided in [Electronic Item 2.2.1](#) and are posted on the NCTCOG website for public review and comment as part of the March 2024 public outreach opportunity. Additional information is provided in [Electronic Item 2.2.2](#).

Performance Measure(s) Addressed: Administrative

1:40 – 1:50

3. **Safe Streets for All Grants Submission**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will be requesting action on a recommendation for Regional Transportation Council (RTC) approval of a regional planning project submittal and local match funds for the Fiscal Year (FY) 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant program.

Background: The United States Department of Transportation (US DOT) has announced a Notice of Funding Opportunity for the solicitation of applications for FY24 SS4A funding. The Bipartisan Infrastructure Law established the new SS4A discretionary program with \$5 billion in appropriated funds over the next five years. A maximum of one grant application of any type may be submitted per agency. Staff will provide an overview of the proposed regional planning grant that will be submitted by North Central Texas Council of Governments (NCTCOG). Total project cost is \$6.25 million. Staff will be submitting for \$5 million in federal funds and is requesting \$1.25 million of Regional Toll Revenue (RTR) funds for the required 20 percent local

match. An overview of the proposed project is contained in [Electronic Item 3](#).

Performance Measure(s) Addressed: Administrative, Safety

1:50 – 2:00

4. **2024 Federal Transit Administration Low or No Emissions and Bus/Bus Facilities Competitive Grant Program**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Lorena Carillo, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) action on a proposed regional submittal to the Federal Transit Administration (FTA) Low or No Emissions and Bus/Bus Facilities Competitive Grant Program.

Background: The Federal Transit Administration has released the Fiscal Year 2024 Low or No Emissions and Bus/Bus Facilities Competitive Grant Program Notice of Funding Opportunity (NOFO), which is expected to award approximately \$1.5 billion for modernizing aging transit fleets with low- and no-emission buses, renovate and construct bus facilities, and support workforce development. Eligible projects include the purchasing or leasing of low- or no-emission buses, related equipment (e.g., electric vehicle charging stations), and workforce development and training. Applications are due by April 25, 2024. In response to the NOFO, North Central Texas Council of Governments staff requests recommendation for Regional Transportation Council (RTC) action to submit a proposal to include in the application a proposal to procure electric vehicles and infrastructure to be purchased for the upcoming 2026 FIFA World Cup events which will later be transitioned to public transit agencies throughout the region to replace buses near or at the end of their useful life with electric vehicles. The grant application will also propose to procure electric vehicles on behalf of Trinity Metro. The total grant budget will not exceed \$55,472,890 including \$2,840,916 in local match provided by Trinity Metro and 5,906,168 Transportation Development Credits (TDCs) in lieu of local match for the 2026 FIFA World Cup buses and needed charging stations. Please see [Electronic Item 4](#) for more information.

Performance Measure(s) Addressed: Air Quality, Transit

2:00 – 2:10

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

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Connor Sadro, NCTCOG

Item Summary: Staff will be requesting action on a recommendation for the Regional Transportation Council (RTC) to approve program criteria related to the Four Proposed Elements of Broadband Activities brought as an information item at the previous STTC meeting.

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 local communities. Several members of the 16-county region attended, and together with NCTCOG staff, compiled the following suggested action steps 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.

Staff would like to request action to approve the plan to execute the Four Proposed Elements. This plan includes structures of technical and policy committees, as well as steps to achieve a regional broadband deployment strategy and legislative program. [Electronic Item 5](#) provides more details.

Performance Measure(s) Addressed: Administrative, Goods Movement



**2:10 – 2:20**

**6. North Central Texas Council of Governments Grant Management and Regional Transportation Council Initiative Fund**

☒ Action      ☐ Possible Action      ☐ Information      Minutes: 10

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will request action on a recommendation for the Regional Transportation Council (RTC) to approve the development of a Grant Management and Regional Transportation Council (RTC) Initiative Fund.

Background: The North Central Texas Council of Governments (NCTCOG) has been aggressively applying for and awarded numerous federal grants for the Dallas-Fort Worth region over the last few years. Staff will request a fund be created to support application development, grant management, compliance, and oversight. The fund would also be used to facilitate other RTC initiatives implemented on behalf of the Council that are not budgeted through authorized projects. An overview is provided as [Electronic Item 6](#).

Performance Measure(s) Addressed: Administrative

**2:20 – 2:30**

**7. 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. University of Texas at Arlington 2024 Star Partner – Public Award (Dan Kessler)
2. North Central Texas Council of Governments Awarded 2024 Transit System of the Year by Federal Transit Administration Region VI (Shannon Stevenson)
3. 2024 National Work Zone Awareness Week – April 15-19, 2024
4. Recent Federal Approvals from National Competitions; Reconnecting Communities
5. Transit 2.0 Implementation ([Electronic Item 7](#))
6. Climate Pollution Reduction Grant Program Application
7. Look Out Texans Video Local Distribution ([www.lookouttexans.org/videos](http://www.lookouttexans.org/videos))
8. Fiscal Year 2022-2024 Congestion Relief Grant Program – Due April 22, 2024 ([grants.gov/search-results-detail/352531](https://grants.gov/search-results-detail/352531))
9. Fiscal Year 2022 – 2024 Congestion Relief Grant Program

Performance Measure(s) Addressed: Administrative

2:30 – 2:40

8. **Dallas-Fort Worth High-Speed Rail: Status Update**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Staff will provide an update on parallel efforts with the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA) to qualify and promote this project for future private and public funding opportunities. Additionally, the status of the FTA-led National Environmental Policy Act (NEPA) process and latest coordination with project stakeholders in Dallas will be shared with the Council.

Background: In April 2020, North Central Texas Council of Governments (NCTCOG) 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 phase, an alternatives analysis of high-speed modes and corridors, recommended high-speed rail generally following the Interstate Highway 30 corridor. The second phase includes conceptual and preliminary engineering and a NEPA effort resulting in a federal government action identifying the project's next steps. On December 8, 2023, FRA announced the selection of NCTCOG's application, Fort Worth to Houston High-Speed Rail Corridor, for the Corridor Identification and Development Program. On March 4, 2024, NCTCOG received the NEPA Class of Action Determination letter from FTA for the Dallas-Fort Worth High-Speed Passenger Service, provided as [Electronic Item 8.1](#). FTA has determined that an Environmental Assessment is the appropriate class of action for this NEPA process. Additional information is provided in [Electronic Item 8.2](#).

Performance Measure(s) Addressed: Safety, Transit

2:40 – 2:50

9. **North Central Texas Council of Governments Spatial Data Cooperative Program**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: James McLane, NCTCOG

Item Summary: Staff will present information on the Spatial Data Cooperative Program (SDCP), an annual North Central Texas Council of Governments (NCTCOG) program through which local governments and other entities can cooperatively purchase aerial photography and related data products at cost-effective prices. Planning is underway for the 2025 cycle, and the program is seeking early commitments from interested partners by Friday, April 12, 2024.

Background: SDGP is administered by NCTCOG's Research and Information Services (RIS) Department. For over 20 years, SDGP has facilitated the acquisition of aerial photography, Light Detection and Ranging (LiDAR) elevation data, and related data products for participating entities. These data products are actively used by program participants to support a variety of initiatives, including, but not limited to, asset management, engineering, hydrological analyses, and transportation planning. As the number of participants in the

program increases, the cost per square mile for these data products decreases for all participants due to SDCP's cooperative model and economies of scale. Many entities represented on the Surface Transportation Technical Committee (STTC) are active participants in the program. NCTCOG's Transportation Department and the Texas Department of Transportation (TxDOT) Dallas and Fort Worth districts typically partner to participate in SDCP in odd-numbered years, resulting in substantially lower costs per square mile as much of the region is covered. An overview is provided in [Electronic Item 9](#).

Performance Measure(s) Addressed: Administrative

**2:50 – 3:00**

**10. Air Quality Status Report**

☐ Action      ☐ Possible Action      ☒ Information      Minutes: 10

Presenter: Daniela Tower, NCTCOG

Item Summary: Staff will provide information regarding the region's 2024 ozone season and the Environmental Protection Agency's (EPA) change of the Annual Particulate Matter 2.5 Design Value.

Background: The 2024 ozone season began on March 1 for the North Central Texas 9- and 10-county nonattainment areas and runs through the end of November. Concurrently, the region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. Daily ozone information, including current conditions and forecasts, is provided at: <https://www.nctcog.org/trans/quality/air/ozone>. On February 7, 2024, the EPA revised the level of the primary (health based) annual PM<sub>2.5</sub> NAAQS from 12.0 micrograms per cubic meter (µg/m<sup>3</sup>) to a level of 9.0 µg/m<sup>3</sup>. This change leads to the potential for Dallas and Tarrant Counties to be in nonattainment when the final designations are made in 2026. More details can be found in [Electronic Item 10](#).

Performance Measure(s) Addressed: Air Quality

**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. *Camille Fountain* – Spring 2024 Traffic Incident Management Executive Level Course Announcement, May 2, 2024 ([Electronic Item 11.1](#))
2. *Jesse Brown* – Auto Occupancy/High Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 11.2](#))
3. *Valerie Alvarado* – Local Clean Air Project Spotlight ([Electronic Item 11.3](#))
4. *Juliana Vandenberg* – Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
5. *Juliana Vandenberg* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
6. *Jackie Castillo* – February Online Input Opportunity Minutes ([Electronic Item 11.4](#))

7. *Jackie Castillo* – April Public Meeting Notice ([Electronic Item 11.5](#))
8. *Jackie Castillo* – Public Comments Report ([Electronic Item 11.6](#))
9. Written Progress Reports:
  - Partner Progress Reports ([Electronic Item 11.7](#))
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 April 26, 2024.***

**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE****February 23, 2024**

The Surface Transportation Technical Committee (STTC) met on Friday, February 23, 2024, 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: Nathan Benditz (representing Melissa Baker), David Boski, Shon Brooks, Tanya Brooks, Chris Funches (representing Daniel Burnham), Brenda Callaway, Travis Campbell, John Cordary, Jr., Clarence Daugherty, Arturo Del Castillo, Pritam Deshmukh, Caryl DeVries, Farhan Butt (representing Rebecca Diviney), Phil Dupler, Ralph Zaragoza (representing Chad Edwards), Eric Fladager, Chris Flanigan, Austin Frith, Ricardo Gonzalez, Gary Graham, Tom Hammons, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Alfredo Ortiz, Dipak Patel, John Polster, Kelly Porter, Elizabeth Reynolds, Jahor Roy, Greg Royster, Molly Carroll (representing Kathryn Rush), David Salmon, James Ryan Sartor, Brian Shewski, Walter Shumac, III, Chelsea St. Louis, Cheryl Taylor, Errick Thompson, Caleb Thornhill, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Nick Allen, Berrien Barks, Taylor Benjamin, Joslyn Billings, Juliette Breton, Shyla Camarena, Jackie Castillo, Amber Ellis, Kevin Feldt, Gypsy Gavia, Christie Gotti, Brian Jahn, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Siddesh Kudale, James Kuhr, Dan Lamers, Bradley LeCureux, Nancy Luong, Charles Marsh, Chandra Maurugandham, James McLane, Michael Morris, Savana Nance, Jeff Neal, Catherine Osborn, Donald Parker, Ezra Pratt, Vercie Pruitt-Jenkins, Catherine Richardson, Connor Sadro, Toni Stehling, Daniela Tower, Amanda Wilson, Jared Wright, Alexander Young, and Susan Young.

1. **Approval of January 26, 2024, Minutes:** The minutes of the January 26, 2024, meeting were approved as submitted in Electronic Item 1. John Polster (M); Mark Nelson (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
  - 2.1. **May 2024 Transportation Improvement Program Modifications:** Charles Marsh requested a recommendation for Regional Transportation Council (RTC) approval of revisions to the 2023-2026 Transportation Improvement Plan (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. May 2024 revisions to the 2023-2026 TIP were provided in Electronic Item 2.1 for the Committee's consideration. The modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.

A motion was made to recommend Regional Transportation approval of Item 2.1 on the Consent Agenda. Jim O'Connor (M); Daniel Vedral (S). The motion passed unanimously.

3. **Transit Strategic Partnerships Program: Selected Projects from the November 2023 Cycle:** Julie Anderson requested a recommendation for Regional Transportation Council (RTC's) approval to provide funding to Trinity Metro for on-demand service to the City of Mansfield through the Transit Strategic Partnerships Program. Transit is funded federally through two different programs: Section 5307 Urbanized Area Formula Program to serve the general public; and Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program to serve only the needs of the elderly and people with disabilities. The Federal Transit Administration (FTA) apportions the Program funds to the region and NCTCOG distributes them two ways: non-competitively through formula funding (approximately 98% which is available annually to transit providers through the Program of Projects (POP) process); and competitively, (approximately 2%, by RTC policy, of apportioned funds are set aside for transit projects that support long-range mobility plan goals and address needs outlined in Access North Texas). The competitive funding policy is what funds the Transit Strategic Partnerships Program, with the goal to support strategic transit projects and implement new and expanded services that address Mobility 2045 Update goals and Access North Texas. In order to be eligible, applicants must be a transit authority, public transit provider, or a non-profit provider (encourage partnership with an existing transit provider); must be an entity that can receive federal funds; and typically propose a two-to-three-year pilot project. In the project cycle of November 2023, NCTCOG received three project proposals: Trinity Metro proposed to introduce one-year pilot of ZIPZONE on-demand service for the City of Mansfield; Feonix Mobility Rising proposed to provide shared rides to mobility impaired residents and senior citizens where no other services are available or accessible; and the City of North Richland Hills proposed to grow existing city-provided service to mobility impaired residents and senior citizens. The total overall funding request of the three proposals is \$1.5 million. Of the three proposed projects, NCTCOG is recommending the Trinity Metro Mansfield On-Demand ZIPZONE Service, with a total project cost of \$855,318 (\$684,254 Federal, \$171,064 Local). Julie presented a map and some background information regarding the Mansfield on-demand ZIPZONE service and area. Additional details were provided in Electronic Item 3 for more information.

A motion was made to recommend Regional Transportation Council (RTC) approval to use existing Federal Transit Administration Section 5307 Urbanized Area Formula program funds from the Transit Strategic Partnerships Program in an amount not to exceed \$855,318 total to fund pilot on-demand service by Trinity Metro to the City of Mansfield, to revise and update administrative documents as appropriate to incorporate all projects. Robert Woodbury (M); Tanya Brooks (S). The motion passed unanimously.

4. **Endorsement of Dallas-Fort Worth Air Quality Improvement Plan and Approval of Transportation Programs:** Savana Nance requested an endorsement of the Regional Transportation Council (RTC's) approval the Dallas-Fort Worth (DFW) Air Quality Improvement Plan (AQIP) and approval of the RTC application to the Climate Pollution Reduction Grants (CPRG) Program. The North Central Texas Council of Governments (NCTCOG) is leading a collaboration with local governments across the region to develop a Dallas-Fort DFW AQIP, that outlines measures to reduce emissions of ozone-forming pollutants, fine particulate matter, and greenhouse gases (GHG) in all 16 counties. Savana reminded the STTC members of the Priority Climate Action Plan, first deliverable for Environmental Protection Agency (EPA) Climate Pollution Reduction Grants (CPRG), is due March 1, 2024, and submission is required to participate in the CPRG Implementation Grants, including an analysis of funding and benefits analysis. The DFW AQIP fulfills the PCAP requirement. She briefly provided an overview of the list of transportation measures that were included in this plan along with the segmented measure moving forward into the

grant implementation grant application. Savana noted that each measure was identified as “Plan Only” or “Potential Funding Request”, indicating that EPA funding may be sought to support implementation of that measure. She provided a quick reminder that transportation is a big contributor to both GHG emissions and the ozone forming pollution inventories, so it is imperative to have good performance measures for the DFW AQIP to be a comprehensive plan. She mentioned NCTCOG’s collaboration with the State’s CPRG Plan, whose measures focus on three specific sectors that contribute 87 percent of State GHG emissions: industry, electric power, and transportation. She presented 16 measures or programs being proposed to put into the plan, along with the CPRG implementation grants, and some financial mechanics. Savana mentioned some deadlines including the plan due to EPA on March 1, 2024, the grant applications due on April 1, 2024, anticipated award of CPRG grant in October 2024, and comprehensive climate action plan due to EPA on June 17, 2025. Approval of the funding request will be sought at the March RTC meeting. A full list of transportation programs for inclusion in the Plan and identified the potential funding request for the elements that staff proposed to include in the grant application was provided in Electronic Item 4.1. More information on the effort provided in Electronic Item 4.2 and [www.publicinput.com/DFWAQIP](http://www.publicinput.com/DFWAQIP).

A motion was made to recommend endorsement of Regional Transportation Council’s (RTCs) approval of proposed plan content/structure, to include a list of transportation programs as provided in attached table in Dallas-Fort Worth Air Quality Improvement Plan and recommend RTCs approval of application to Climate Pollution Reduction Grants Implementation Grants to be adjusted as needed to accommodate applying in Tier A or B. Kelly Porter (M); Daniel Vedral (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items:** Michael Morris briefed the committee on the Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID recovery. He mentioned the transit ridership making tremendous improvements. He briefly presented the traffic volumes comparing pre-COVID data to up-to-date data now. Michael provided an analysis of the Dallas High-Speed Rail Tunnel request issues around Downtown Dallas, with the alignment of East of Hyatt Regency with the current recommended alignment. The plan is to bring a High-Speed Rail service to Arlington and Fort Worth into the same station. Based on most of the questions North Central Texas Council of Governments (NCTCOG) has received have to do with the interface north of that station as we move past the Hyatt Regency. Michael is working diligently to retain High-Speed Rail with a seamless connection to downtown. The City of Dallas has declared the structure to be built as the home for Amtrak to be named the Eddie Bernice Union Johnson Station. He briefly described the vision for the High-Speed Rail. Michael congratulated Lori Clark’s team on the recent grant awarded of five hydrogen stations and Electric Vehicle projects (\$70 million and \$20 million). Michael updated the Committee on the FIFA World Cup meeting dates at the Dallas Stadium for 2026. Michael highlighted the safety trend update, we are required to use five years of linear deflation, but we have fatality rates trending down two years in a row. He provided the status of the Consultants for Transit 2.0 by presenting a table to provide to the cities and set up meetings on how to proceed. Michael thanked Ken Kirkpatrick and his procurement team for all the work on Transit 2.0 that was approved by the Executive Board. Dan is working on the demographics for 2050. Task five is the issues between Dallas Area Rapid Transit (DART) Board members and staff. Michael encouraged everyone to read his white papers on the Transit Authority and Member City Paradox.



6. **Developing Mobility 2050: Kickoff:** Amy Johnson provided an update on Mobility 2045, that was adopted by the Regional Transportation Council (RTC) on June 9, 2022. A report was provided regarding efforts to develop the next Metropolitan Transportation Plan, Mobility 2050. As a reminder, Amy provided an overview of the requirements: must make a new plan or update a plan at least once every four years, plan must go at least 20 years into the future, must be financially constrained (reasonable expectation of revenue), must go through federal conformity determination process once adopted. For Mobility 2050's plan is to focus on areas such as new demographics, updated travel demand model and analysis, major updates to projects, programs, and policies, new financial plan, robust public involvement, and enhanced final product (plan document and tools). The reason this was presented now was due to federal requirements for a 20-year horizon, which is a key driver for the plan's schedule. The Mobility 2045 Update horizon year will not meet the 20-year requirement starting in 2026, so Mobility 2050 must be adopted no later than the end of 2025. Amy provided the goals and planning factors for both Federal/State and Regional focus areas. The federal and state goals and planning factors include equity considerations and performance measures. Regional goals to be affirmed by examining three key areas: RTC's policy priority, public need, and technological advancement. Amy briefly provided an overview of the policy considerations, public engagement goals, and public involvement strategies. Amy mentioned that in early public involvement findings, there is support for increased transit service areas and increased frequency of service, transit and alternatives to driving are not keeping pace with fast growth around the region, perceived lack of funding for regional transit, along with safety concerns in regard to high speeds, intersections, and school zones. Amy mentioned two ways to provide input by taking surveys, taking polls, or map your experience via [www.nctcog.org/M50](http://www.nctcog.org/M50). Additional details provided in Electronic Item 6.
7. **Work Zone Data Exchange Update:** Connor Sadro provided an update on the Work Zone Data Exchange (WZDx) initiative and walk through the plan for funding implementation projects in the region. In 2022, the North Central Texas Council of Governments (NCTCOG) conducted a procurement of WZDx services through NCTCOG's [TXSHARE](#) cooperative purchasing program. The three categories of services include: conversion of raw Work Zone Data into WZDx format, establishing WZDx-compliant reporting system, and general WZDx services including operational. In Fiscal Year 2023, we received the notice to proceed on staff and planning activities with the funding agreement of \$250,000. NCTCOG is proposing and moving forward with the implementation submitted in the May 2024 Transportation Improvement Program Modification Cycle with approval in June/July 2024 timeframe for \$2,500,000 for Fiscal Year 2025. Connor provided the proposed options to proceed with including to proceed with local governments in the NCTCOG region by utilizing TXShare contracts without NCTCOG funding for now, NCTCOG staff would be happy to join any calls in which the agencies request clarification from our staff on the procurements, and when we are ready to launch the Call for Projects, we will begin outreach to our region and request their participation. At this time, we will have more coordinated outreach in the form of roundtables, workshops, individual meetings, digital correspondence, etc; projects that initiated before funding becomes available will NOT be eligible for reimbursement under the Call for Projects. Connor briefly went through the schedule and mentioned this will be brought for action in the August and September of 2024 timeframe. More information was provided in Electronic Item 7.

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

Catherine Richardson highlighted the Look Out Texans is a safety campaign that was launched in 2015 to encourage North Texans to look out for each other while using our roadways. As part of the 2024 efforts, North Central Texas Council of Governments collaborated with local agencies to broadcast safety education videos via local distribution beginning in April through November, with the link to the videos provided at:

<https://www.youtube.com/playlist?list=PLK43E0JdDgQwGs9EL8b1h6qJzIfDhe5Ij>.

Daniela Tower provided a brief update on the Environmental Protection Agency 2015 Ozone Standard Reclassification Proposal published January 26, 2024. More detailed information was provided in Electronic Item 8.1. She also announced the ozone season starts on March 1, 2024.

Bradley LeCureux provided an update on the 2023 Dallas-Fort Worth Clean Cities Annual Fleet survey deadline is March 11, 2024. More information provided at: [DFW Clean Cities Annual Report](#). He also provided information for February's Local Clean Air Spotlight, on January of 2023, City of Dallas acquired Compressed Natural Gas (CNG) powered dump trucks with the awarded amount of \$385,704, and a total cost of \$1,236,384. Additional details provided in Electronic Item 8.2.

Joslyn Billings highlighted the Texas Commission of Environmental Quality's Alternative Fueling Facilities Program, funding of up to \$400,000 for CNG or LNG project; \$600,000 for combined CNG and LNG project; fifty percent of the total eligible project cost up to \$600,000 for other alternative fuels with the application deadline was March 22, 2024. More details provided at [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding). Joslyn mentioned a few upcoming events, Regional EV Infrastructure Working Group, held on Wednesday, March 20, 2024, at 2:00 pm – 3:00 pm via zoom. More information, including registration for the upcoming Dallas-Fort Worth Clean Cities events available at: <https://www.dfwcleancities.org/events>.

Jackie Castillo Jackie Castillo announced the January Online Input Opportunity Notice was held from January 8, 2024, through February 6, 2024, more information provided in Electronic Item 8.3. Additionally, hosting a public meeting on March 11, 2024, at 12:00 pm, with more information provided in Electronic Item 8.4.

Taylor Benjamin noted that the Public Comments Report, which contained general public comments received from December 20, 2023, through January 19, 2024, was provided in Electronic Item 8.5.

Written Progress Reports were provided in Electronic Item 8.6.

9. **Other Business (Old or New):** There was no discussion on this item.
10. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 22, 2024.

Meeting adjourned at 3:03 PM.



# MODIFICATION TO THE CRITICAL REGIONAL INFRASTRUCTURE LANDBANKING PROGRAM

Surface Transportation Technical Committee Meeting

March 22, 2024

# BACKGROUND

- On March 10, 2022, the Regional Transportation Council (RTC) approved RTC Local funds in the amount of \$2,700,000 for landbanking to support critical regional infrastructure. These funds supplemented RTC's long-standing Landbanking Program.
- The funding was allocated as \$2,600,000 for parcel acquisition (three parcels) and \$100,000 for site improvements/maintenance.
- On March 24, 2022, the Executive Board authorized NCTCOG to enter into an Interlocal Agreement (ILA) with the City of White Settlement to support Landbanking for Critical Regional Infrastructure.
- Two of the three parcels authorized for acquisition by the RTC have been acquired by White Settlement.

# BACKGROUND

- A portion of the remaining third parcel is within the Accident “Clear Zone”, which is proposed to be transferred to the Naval Air Station, Joint Reserve Base (NAS JRB) through a swap between the Knights of Columbus and White Settlement.
- There is no acquisition costs associated with the land swap; however site improvements (i.e., fencing) to separate the parcels and to protect the Accident “Clear Zone” is necessary to effectuate the land swap.
- The necessary fencing is estimated at approximately \$200,000.
- Staff is requesting reallocation of the funding to be \$2,400,000 in parcel acquisition and \$300,000 in site improvements/maintenance with the total funding remaining \$2,700,000 as originally approved.



# NAS JRB Fort Worth

## Existing Parcels Near Southern Clear Zone

Clear Zone

Parcel Ownership (2022)

Private Property

MSGR LANGENHORST COLUMBUS CLUB

RPC STORAGE 13 PORTFOLIO LLC

Public Property

City of White Settlement

NAS JRB

State of Texas

RTC approved parcels for acquisition

Parcels acquired by White Settlement

N

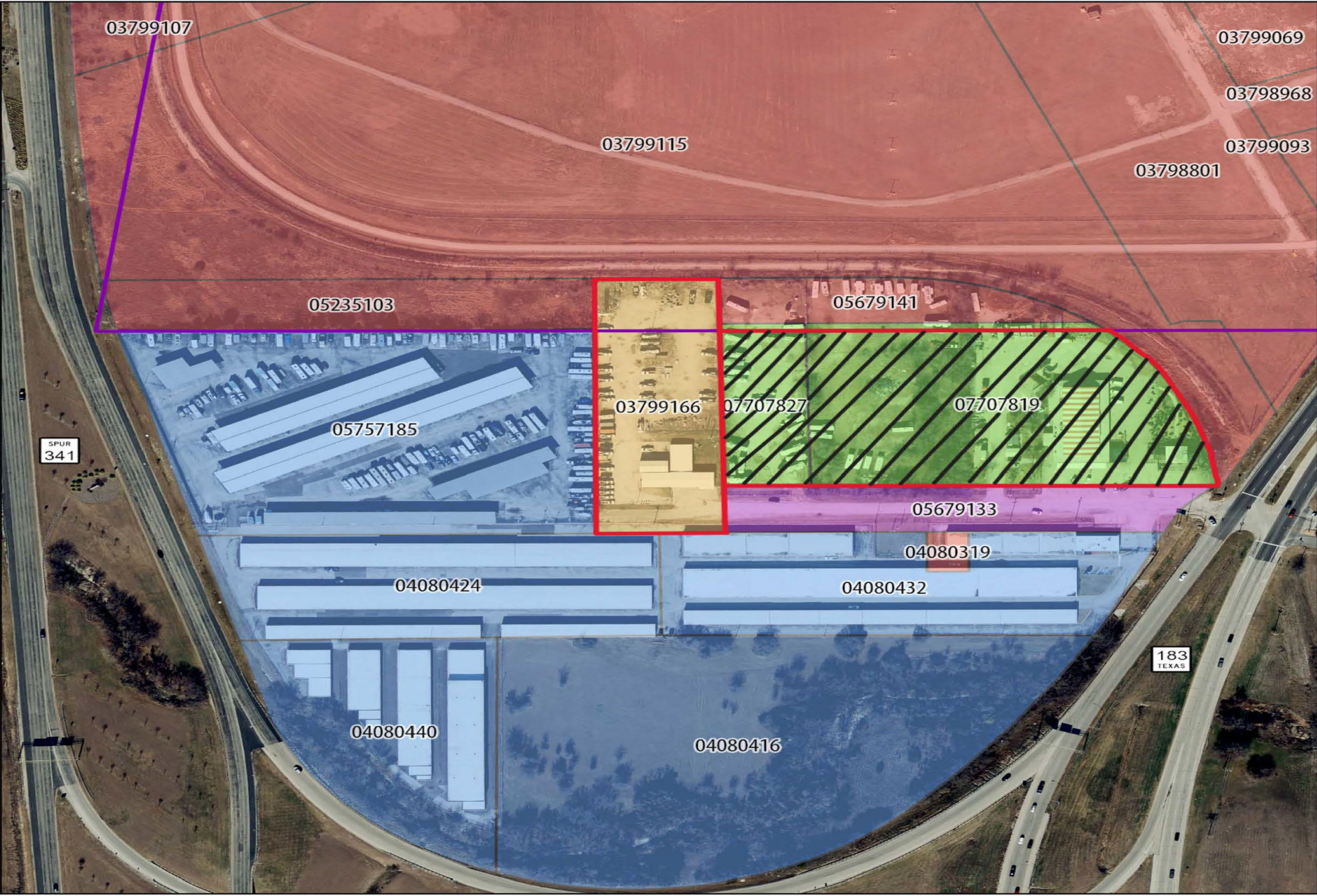
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North Central Texas Council of Governments





# NAS JRB Fort Worth

## Existing Parcels Near Southern Clear Zone With Potential Exchange

 **Clear Zone**

### Potential Exchange Areas



-  City of White Settlement to Knights of Columbus
-  Knights of Columbus to NAS JRB

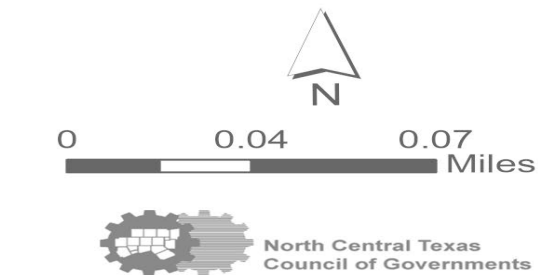
### Parcel Ownership (2022)

#### Private Property

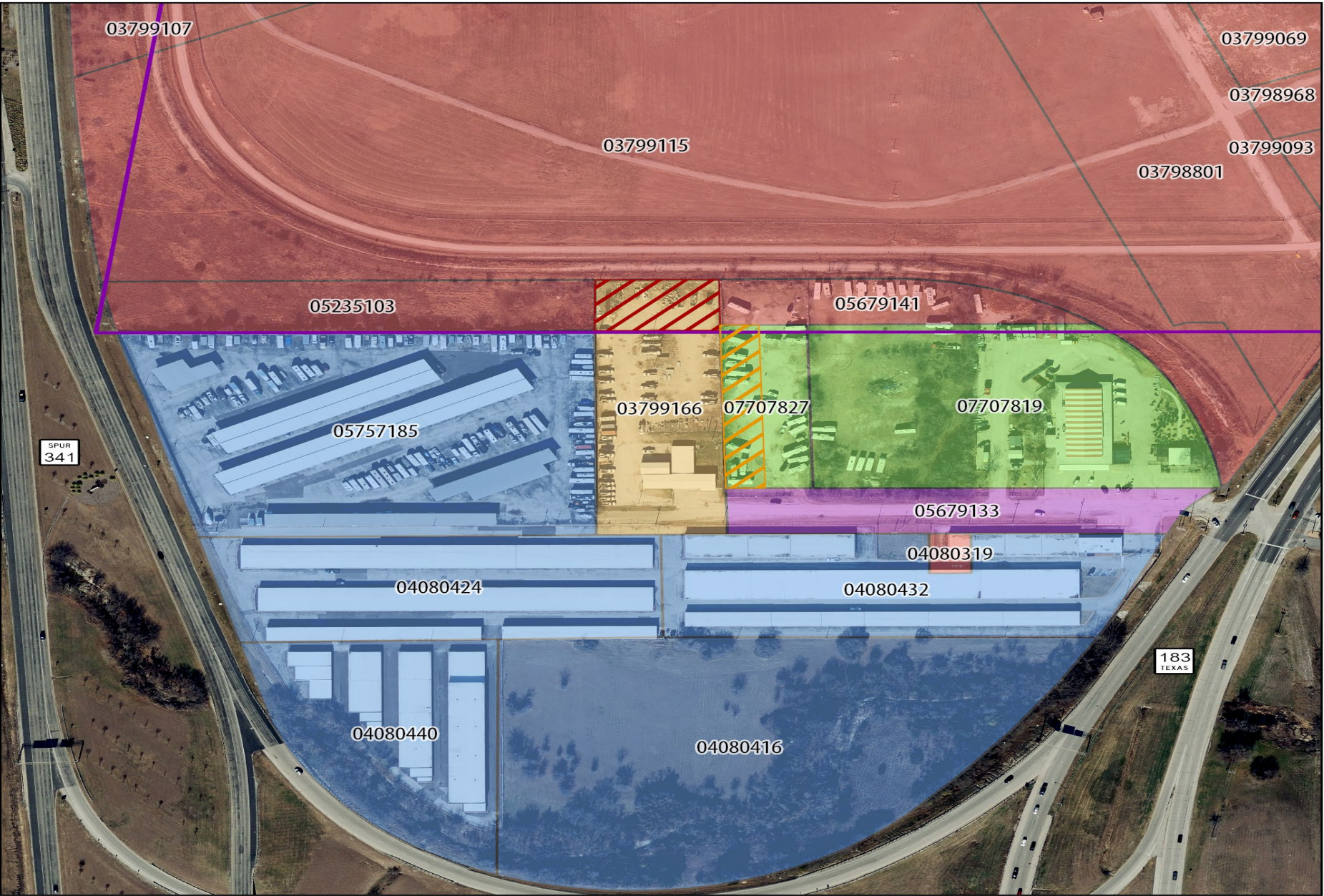
-  MSGR LANGENHORST COLUMBUS CLUB
-  RPC STORAGE 13 PORTFOLIO LLC

#### Public Property

-  City of White Settlement
-  NAS JRB
-  State of Texas



May 2023





# NAS JRB Fort Worth


Parcels Near Southern  
Clear Zone After  
Potential Exchange

 **Clear Zone**

## Ownership After Exchange

### Private Property

 MSGR LANGENHORST COLUMBUS CLUB

 RPC STORAGE 13 PORTFOLIO LLC

### Public Property

 City of White Settlement

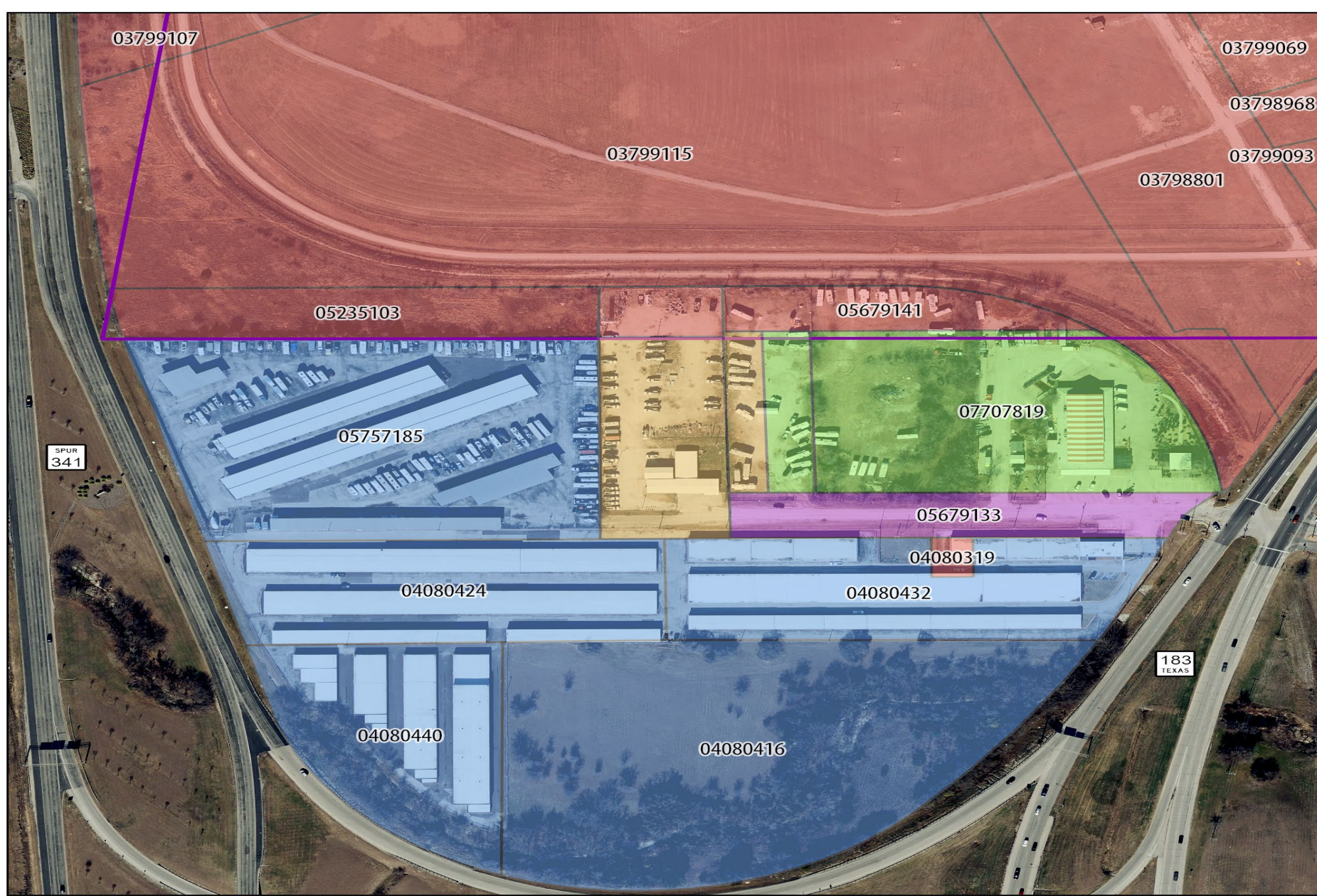
 NAS JRB

 State of Texas



North Central Texas  
Council of Governments

May 2023



# REGIONAL INFRASTRUCTURE LANDBANKING PROGRAM: RECOMMENDED ACTION

Funding Allocation	RTC Approval (March 10, 2022*)	Proposed Modification	Proposed Allocation
Parcel Acquisition	\$2,600,000	-\$200,000	\$2,400,000
Site Improvements/ Maintenance	\$100,000	+\$200,000	\$300,000
Total	\$2,700,000		\$2,700,000

\*\$2,274,001 has been expended in parcel acquisitions and \$65,373 has been expended in site improvements and maintenance.





North Central Texas Council of Governments

TO: Surface Transportation Technical Committee      DATE: March 15, 2024

FROM: Vickie Alexander  
Program Manager

SUBJECT: Modifications to the FY2024 and FY2025 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) 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 (MPO) staff. The FY2024 and FY2025 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2023 and identifies the activities to be carried out between October 1, 2023, and September 30, 2025.

Listed below, and in the following attachment, is the second set of proposed modifications to the FY2024 and FY2025 UPWP. Included in these amendments are new initiatives, project updates, and funding adjustments. The proposed modifications are posted on the NCTCOG website for public review and comment as part of the March 2024 public outreach opportunity.

**The following modifications affect existing projects for which text updates and/or financial adjustments are being proposed:**

- 1.02 Program and Policy Administration – Regional Transit 2.0: Planning for Year 2050 (add \$300,000 in Regional Transportation Council Local funds to support consultant and staff activities, and update funding distribution between fiscal years)
- 3.02 Regional Air Quality Planning – Rider 7 Air Quality Planning Activities (add \$281,250 in Texas Commission on Environmental Quality funds to support ongoing activities to help maintain ozone attainment in Hood and Hunt Counties)
- 3.03 Air Quality Management and Operations – Regional Scrap Tire Abatement Program (update text to reflect change in funding source from Surface Transportation Block Grant Program funds to Regional Toll Revenue funds and remove reference to work being conducted in FY2024)
- 5.02 Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (add Love Field Surface Transportation Planning Study [Mockingbird Lane] to the Roadway, Category 1 projects utilizing existing Transportation Planning Funds)

- 5.03 Land-use/Transportation Initiatives – South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades (update text to reflect a change in funding source from the US Department of Transportation to the Federal Highway Administration)
- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (reallocate \$150,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to Subtask 5.04, Transportation Asset Management - Asset-Condition-Based Roadway Planning, as noted below)
- 5.01 Regional Transportation Studies – Strategic Corridor Initiatives (reallocate \$200,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to Subtask 5.04, Transportation Asset Management – National Highway System Infrastructure Performance Targets, Transportation Asset Management Plan Coordination, and Progress Reporting, as noted below)
- 5.04 Transportation Asset Management – Asset Condition-Based Roadway Planning (add \$150,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, that are being reallocated from Subtask 5.01, Regional Transportation Studies – Strategic Corridor Initiatives, as noted above)
- 5.04 Transportation Asset Management – National Highway System Infrastructure Performance Targets, Transportation Asset Management Plan Coordination, and Progress Reporting (add \$200,000 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, that are being reallocated from Subtask 5.01, Regional Transportation Studies – Strategic Corridor Initiatives, as noted above)
- 5.10 Transportation Technology and Innovation Program – Automated Vehicles: Development and Deployment, Updated Regional Automated Vehicle Program (AV 2.0), Technology and Innovation Program 3.0, and Dallas-Fort Worth Freight Optimization Corridors (add \$3,771,200 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to correct a budgeting error during document development)

**The following modifications have previously been approved by the Regional Transportation Council and are now being incorporated into the Unified Planning Work Program:**

- 3.03 Air Quality Management and Operations – Electric Vehicle Charger Reliability and Accessibility Accelerator Program (add initiative and \$3,660,000 in Federal Highway Administration funds, \$840,000 in local funds, and Transportation Development Credits to reflect receipt of grant award)
- 3.03 Air Quality Management and Operations – Texas Hydrogen and Electric Freight Infrastructure Project (Tx-HEFTI) (add initiative and \$17,500,000 in Federal Highway Administration funds and \$4,375,000 in local funds to reflect receipt of grant award)

- 3.03 Air Quality and Management and Operations – Houston to Los Angeles (H2LA) – I-10 Hydrogen Corridor Project (add initiative and \$107,000 in Department of Energy funds to reflect receipt of grant award as a subrecipient through GTI Energy)
- 3.03 Air Quality and Management and Operations – North Texas Equitable Electric Vehicle Infrastructure Project (NTx-EEVI) (add initiative and \$3,750,000 in Federal Highway Administration funds and \$937,500 in local funds to reflect receipt of grant award)
- 3.03 Air Quality Management and Operations – Planning Resilient EV Charging in Texas (add initiative and \$926,585 in Department of Energy funds and \$146,581 in Regional Toll Revenue funds to reflect receipt of grant award)
- 3.03 Air Quality Management and Operations – Guaranteeing Access for Underserved and Marginalized Populations Through Building Employment Opportunities (GUMBO) (add initiative and \$25,100 in Department of Energy funds to reflect receipt of grant award as a subrecipient through Louisiana Clean Fuels)
- 3.04 Public Transportation Planning - East Dallas, Kaufman, and Rockwall Counties Transit Planning Study (add \$50,400 Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support ongoing activities)
- 3.05 Transit Management and Operations - FTA Urban Funding Grant Administration (add \$4,032,000 Federal Transit Administration funds to support cooperative vehicle procurement)
- 3.05 Transit Management and Operations – Enhancing Mobility within the Southern Dallas Inland Port (update text to remove language regarding the provision of access to transit passes as it is not an eligible activity to be used as match for Federal Transit Administration funding)
- 3.07 Congestion Management Operations – Special Events (add \$250,000 in Regional Toll Revenue funds to support user application primarily focused on Arlington’s Entertainment District to improve operational efficiency of special events by integrating data sources and facilitating data sharing within the region)
- 3.07 Congestion Management Operations – Regional Traffic Signal Program (update text to include use of Transportation Development Credits as a matching source)
- 5.01 Regional Transportation Studies - High-Speed Passenger Technology (add \$500,000 in Federal Railroad Administration funds and update text to reflect receipt of grant award)
- 5.01 Regional Transportation Studies - High-Speed Passenger Technology: Dallas-Fort Worth High-speed Transportation Connections Study (add \$1,099,657 in Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to support consultant activities on the environmental process)
- 5.03 Land-use/Transportation Initiatives – SH 10/Hurst Boulevard Economic Development Plan (add initiative and \$500,000 Regional Transportation Council Local funds)

- 5.03 Land-use/Transportation Initiatives – Advancing Regional Safety in the Dallas-Fort Worth Region (SS4A) (add initiative and \$4,000,000 in Federal Highway Administration funds and \$1,000,000 in Regional Toll Revenue funds to reflect receipt of grant award)
- 5.07 Roadway and Railroad Safety – Transportation Safety (add \$1,500,000 in Regional Toll Revenue funds to support the implementation of innovative ideas to reduce youth fatalities due to motor vehicle crashes)
- 5.08 Regional Aviation Planning and Education – Urban Air Mobility and Advanced Air Mobility Integration (add \$6,000 Regional Transportation Council Local funds and update text to reflect university assistance in the development of an integrated network design and demand estimation of Advanced Air Mobility for the region)
- 5.08 Regional Aviation Planning and Education – Regional Aviation System Planning (add \$6,000 Regional Transportation Council Local funds and update text to reflect university assistance in evaluating the change to electric aircraft fleets, developing strategies, benchmarking and modeling the market for electric aircraft costs)

**The following project is being included in Chapter VIII., Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. These projects are included in the UPWP for information only, no action by the Regional Transportation Council is required:**

Regional Partners – Safe Streets for All (SS4A) Planning Grant Projects

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or [VPruitt-Jenkins@nctcog.org](mailto:VPruitt-Jenkins@nctcog.org) or me at (817) 695-9242 or [valexander@nctcog.org](mailto:valexander@nctcog.org) if you have any questions or comments regarding these proposed modifications to the FY2024 and FY2025 UPWP prior to the Surface Transportation Technical Committee meeting. A recommendation will be requested at the meeting for Regional Transportation Council approval of the proposed modifications, as well as direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

va  
Attachment

## **AMENDMENT #2 TO THE FY2024 AND FY2025 UNIFIED PLANNING WORK PROGRAM**

### **3.03 Air Quality Management and Operations**

#### Regional Scrap Tire Abatement Program

##### *Other Funding Sources*

There are few end markets for scrap tires and disposing of them properly is expensive and inconvenient, which frequently results in illegal dumping. Illegally dumped tires are not just unsightly, but also pose environmental and health hazards by polluting waterways with contaminated runoff, attracting rodents and mosquitos which carry disease, and increase potential for dangerous fires due to high flammability. Prosecuting and remediating illegally dumped scrap tires is difficult and costly, which indicates that preventing tires from being dumped is the most cost-effective method for managing this challenge. Due to this, NCTCOG has developed a multifaceted approach consisting of education, outreach, technical and legal support, dump site identification for remediation, illegal dumping prevention, and enforcement to deal with this issue. This program will work to reduce illegal dumping by implementing strategies to address challenges faced by the region through collaboration with local governments and businesses. This work element will be supported through ~~Surface Transportation Block Grant Program funds~~ **Regional Toll Revenue funds** and Transportation Development Credits and will be ongoing throughout ~~FY2024 and~~ FY2025. Anticipated products include:

- Funding support, technical assistance, and outreach and education to facilitate awareness of the issue of illegal dumping;
- Technical assistance to local governments including ordinance and model creation;
- Technical support, funding assistance, and outreach and education to support regulation and reinforcement;
- Development of a database for abandoned tire locations, haulers, dealerships, and end users in the region;
- Identification and implementation of policies for regional improvement;
- Assistance for local governments, businesses, and citizens in project and program implementation;
- Further research into existing and potential end uses to include local scrap tire utilization as a resource; and
- Support for scrap tire collection events.

#### Electric Vehicle Charger Reliability and Accessibility Accelerator (RAA) Program

##### *Other Funding Sources*

**The North Central Texas Council of Governments will coordinate with charging station companies to repair or replace up to 197 existing but non-operational electric vehicle (EV) charging ports in or connecting travelers to the region. Stations funded through this program will be upgraded to meet federal National Electric Vehicle Infrastructure (NEVI) standards as applicable per the requirements of this program. The program supports the local adoption of EVs and charging infrastructure with consideration of the Justice40 Initiative. This work element will be supported with Federal Highway Administration funds,**



local funds, and Transportation Development Credits throughout FY2024 and FY2025. Anticipated products include:

- Repair or replacement of up to 197 EV charging ports;
- Increased EV access throughout the region and connections for travelers to the region; and
- Increased reliability and accessibility of EV charging stations in the region.

#### Texas Hydrogen and Electric Freight Infrastructure Project (Tx-HEFTI)

##### *Other Funding Sources*

The North Central Texas Council of Governments (NCTCOG) will work with existing fueling station providers to deploy five publicly accessible hydrogen refueling stations designed to serve medium- and heavy-duty trucks at existing fueling location sites in the NCTCOG region and throughout the Texas Triangle. Stations will be located near the Alliance Texas Mobility Innovation Zone, Southern Dallas County Inland Port, and at locations around the Texas Triangle to provide fuel availability along major freight routes at intervals that best support fuel availability to serve the freight sector. The program supports the local adoption of medium- and heavy-duty hydrogen vehicles to help reduce air pollution associated with traditional diesel-fueled freight vehicles. The project incorporates consideration of the Justice40 Initiative. This work element will be supported with Federal Highway Administration funds and local funds throughout FY2024 and FY2025. Anticipated products include:

- Community engagement in areas near the project locations (in collaboration with local governments with jurisdiction over each project site);
- Completion of five medium-/heavy-duty hydrogen refueling stations; and
- Progress toward corridor-ready status for hydrogen for all Texas Triangle interstates.

#### Houston to Los Angeles (H2LA) - I-10 Hydrogen Corridor Project

##### *Other Funding Sources*

The North Central Texas Council of Governments (NCTCOG) will coordinate with GTI Energy on the Houston to Los Angeles I-10 Hydrogen Corridor Plan (H2LA). Collaboration will include providing travel demand model data, and creation of a Local Project Advisory Group (LPAG). The LPAG will hold regular meetings to engage stakeholders and disadvantaged communities (DACs) for integration of their feedback into the project and resulting model. The LPAG will convene stakeholders from DACs and rural and urban areas to ensure feedback is broad and inclusive. Findings will be shared publicly with community organizations, DACs, and minority serving institutions (MSIs). The program supports the Justice40 Initiative. This work element will be supported with Department of Energy funds through FY2024 and FY2025. Anticipated products include:

- Creation of a Local Project Advisory Group;
- Summaries of each Local Project Advisory Group meeting;
- Quarterly reports on community input;

- Identification of and engagement with minority serving institutions and disadvantaged communities;
- Publication of findings from the Local Project Advisory Group in a format such as Frequently Asked Questions; and
- Final report on local community input.

### North Texas Equitable Electric Vehicle Infrastructure Project (NTx-EEVI)

#### *Other Funding Sources*

NCTCOG will deploy up to 100 electric vehicle (EV) charging ports in locations that fill gaps in the regional EV charging infrastructure network, especially in underserved communities and specified project focus areas. Project focus areas include rural communities, low- and moderate-income neighborhoods, areas with a low ratio of private parking to households, areas with a high ratio of multi-unit dwellings to single-family homes, Justice40 environmental justice areas, multimodal hubs and shared-use fleets and services, and fleet vehicles that operate in communities. Projects will be located on publicly owned facilities and will comply with federal National Electric Vehicle Infrastructure (NEVI) standards. Specialized technical teams will be created to expedite projects in the region. The program supports the local adoption of EVs and charging infrastructure with consideration of the Justice40 Initiative. This work element will be supported with Federal Highway Administration funds and local funds throughout FY2024 and FY2025. Anticipated products include:

- Coordination with local governments to determine suitable site locations;
- Community education on EV charging infrastructure;
- Community input on potential project locations;
- Up to 100 additional EV charging ports in the region;
- Increased access to EV charging infrastructure in underserved communities and project focus areas; and
- Creation of specialized technical teams to deploy projects quickly.

### Planning Resilient EV Charging in Texas

#### *Other Funding Sources*

Through the Planning Resilient Electric Vehicle Charging in Texas project, the North Central Texas Council of Governments will lead a team of stakeholders to develop a resilient electric vehicle (EV) charging plan for North Texas. Due to population growth, extreme weather, and inland ports in the region, a plan addressing the resiliency of EV charging infrastructure is needed. The outcome of this project will be an EV charging resiliency plan that provides actionable recommendations to ensure the continuity of operations of critical EV travel while also addressing grid resiliency issues related to the increased demand for electricity due to EVs. A demonstration project will be carried out to implement aspects of and ensure replicability of the resiliency plan. Work includes consideration of the Justice40 Initiative. This work element will be supported through Department of Energy funds matched with Regional Toll Revenue funds and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Project Management Plan (PMP);
- Outreach to local governments, community organizations, residential groups, emergency management groups, and EV sectors for whom continuous operations are more critical;
- Establishment of a stakeholder group that will convene regularly and provide input to the project;
- A regional resilient EV charging plan;
- A demonstration project consisting of a tabletop scenario exercise with emergency preparedness and emergency management personnel to assess the effectiveness of the strategies identified in the plan;
- A demonstration project utilizing equipment necessary to test the effectiveness of the technologies identified in the plan to be utilized in the event of a grid outage to provide continued access to EV charging services;
- Updated regional hazard mitigation planning guidance to incorporate recommendations made in the regional EV charging resilience plan; and
- Dissemination of the project findings and plan via presentations and written media.

#### Guaranteeing Access for Underserved and Marginalized Populations Through Building Employment Opportunities (GUMBO)

##### *Other Funding Sources*

Through the Guaranteeing Access for Underserved and Marginalized Populations Through Building Employment Opportunities (GUMBO) project, the North Central Texas Council of Governments (NCTCOG) will incorporate electric vehicle charging station technician training into existing automotive programs at North Texas community colleges. The growing adoption of electric vehicles (EVs) and need for charging infrastructure has sparked the need for educational institutions to establish education and training in the fields of EV charging station installation, maintenance, and repair that will directly impact the estimated shortage of workers that support EVs. Utilizing curriculum being applied in Louisiana, NCTCOG will work with North Texas community-based organizations, community colleges, workforce development organizations, industry, and other local stakeholders to deliver EV charging station training to the local workforce. The program supports the local adoption of EVs and charging infrastructure by delivering EV charging station installation and maintenance training to the local workforce with consideration of the Justice40 Initiative. This work element will be supported through funds provided by the Department of Energy and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Project team calls and in-person meetings;
- Recruitment of students from disadvantaged communities to participate in training, through connections with community-based organizations, community colleges and workforce development programs in North Texas;
- Identification of local community colleges for integration of the training program into curricula, with a pledge to participate from at least one local college;
- Listening sessions with potential employers to collect information about employer needs, wants, expectations, barriers, and best practices;
- EV charging station workforce needs assessment report on the workforce needs and current state of training in Texas;

- Documentation of collected community input on the needs for workforce development, job training, and education relating to EV charging station installation, operations, and maintenance;
- Project support from at least four stakeholders, such as equipment manufacturers, local organizations, and electric contractors;
- Training targets based on Texas NEVI plans and EV adoption rates in North Texas;
- Utilization of the EV charging station training in a local community college by FY2026; and
- Quarterly and year-end reports.

### 3.05 Transit Management and Operations

#### Enhancing Mobility within the Southern Dallas Inland Port

##### *Other Funding Sources*

This implementation activity is ongoing for FY2024 and FY2025. In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to implement mobility enhancements to and within the Southern Dallas Inland Port. The project seeks to enhance connectivity in Southern Dallas County by optimizing transit service, improving pedestrian infrastructure, and updating traffic signals. NCTCOG staff will oversee project management of the RAISE Enhancing Mobility within the Southern Dallas Inland Port project once initiated. Contractor and subrecipient assistance will be utilized. Federal Transit Administration funds, Congestion Mitigation and Air Quality Improvement Program funds, Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- Implementation of enhancements to recently implemented on-demand services to increase transit connectivity within the Southern Dallas Inland Port area;
- Procurement of electric vehicles and related charging equipment on behalf of subrecipients to deliver on-demand services;
- Installation of charging infrastructure for electric vehicles at strategic locations to optimize on-demand services;
- Coordination with transit agencies, employers, and local stakeholders to ~~provide access to transit passes and~~ promote public transportation options in the area;
- Construction and implementation of infrastructure to improve safety of pedestrian and vehicle movements, including transit; and
- Execution of subrecipient agreements and documentation of subrecipient compliance to grant requirements through monitoring and on-site reviews.

### **3.07 Congestion Management Operations**

#### Regional Traffic Signal Program

##### *Other Funding Sources*

This program is ongoing throughout FY2024 and FY2025 and targets the improvement of the arterial transportation system, including frontage roads, in the Dallas-Fort Worth region. Efforts will be conducted in conjunction with the Texas Department of Transportation (TxDOT), local governments, independent school districts, and/or private-sector companies to identify corridors or intersections to be included. The corridors or intersections will be selected based on several factors, including, but not limited to, previously recommended low-cost program improvements; performance measures criteria; high volumes; regional distribution; previously funded and unfunded projects; safety; environmental justice; and local agency needs such as traffic signal software, traffic signal cabinets, traffic signal controllers, battery backup, intersection cameras, detection devices, communications with Traffic Management Center or other intersections, and Global Positioning System clocks. A traffic signal performance measures platform will be used to identify, evaluate and prioritize opportunities to improve traffic signal operations. These efforts will generate nitrogen oxide and volatile organic compound emissions reductions to aid in future transportation conformity determinations. Congestion Mitigation and Air Quality Improvement Program funds, Texas Department of Transportation funds, Regional Transportation Council Local funds, ~~and~~ local funds, **and Transportation Development Credits** support this project. NCTCOG staff will provide oversight of this project and consultant services may be utilized. Anticipated products include:

- Development and execution of Interlocal Agreements with local agencies;
- Recommendation and implementation of low-cost capital improvements;
- Procurement of traffic signal and other equipment;
- Inventory and review of regional traffic signal system and operation by corridor and individual signal;
- Review and update of regional traffic signal minimum equipment standard;
- Maintenance of performance platform to measure the traffic signals performance regionwide;
- Implementation of signal retiming plans, including analysis of baseline and improved conditions;
- Monthly progress meetings with consultants, TxDOT, and local agencies as appropriate;
- Review of corridor reports, project summary reports, consultant invoices, and progress reports; and
- Signal retiming, and evaluation for closures during construction and other planned and unplanned events.

### **5.01 Regional Transportation Studies**

#### High-Speed Passenger Technology

##### *Other Funding Sources*

North Central Texas Council of Governments (NCTCOG) staff will provide leadership and/or support for work activities related to high- and higher-speed passenger technology within the

Dallas-Fort Worth planning area boundary and those areas outside the planning area boundary that impact travel within the boundary. NCTCOG work activities will be supported with Regional Toll Revenue funds—~~and~~, Regional Transportation Council Local funds, **and Federal Railroad Administration (FRA) funds through the Corridor Identification and Development (CID) Program grant award**. Efforts may include all activities associated with planning and implementation of high- or higher-speed passenger technology (i.e., rail, next generation magnetic levitation) in the Dallas-Fort Worth region, as well as activities related to connecting the Dallas-Fort Worth region to other metropolitan areas. Analysis of corridor-adjacent land use, as well as infrastructure modifications and needs associated with station locations, such as freeway crossings with caps or tunnel crossings with access portals, may supplement the staff activities associated with passenger rail planning. Preparation and monitoring of applications for federal or State grants related to intercity passenger transportation planning may also be included in staff activities. **In FY2024, NCTCOG was awarded funding through FRA's CID Program to advance planning and project development activities for the Fort Worth to Houston High-Speed Rail Corridor. Staff will generate a scope, schedule, and budget to produce a Service Development Plan according to FRA's requirements as a part of the CID Program (Steps 1 and 2 of the 3-step program).** This element is ongoing throughout FY2024 and FY2025. Consultant assistance may be used for **the production of a Service Development Plan and other related these**—initiatives. Regional Transportation Council Local funds will be used to support travel, agency membership with high-speed rail associations, and associated costs for implementation of high- or higher-speed passenger technology. Anticipated products include:

- Various maps identifying alternatives and Regional Transportation Council policies;
- Development of ridership modeling analyses for various high-speed passenger technology alignments and station locations;
- Technical memorandums detailing corridor-adjacent land use and/or infrastructure modification analyses and recommendations, specifically at or proximate to station locations;~~and~~
- Recommended station locations, alignments, and technology;
- **CID Step 1: Scope, Schedule, and Budget for Service Development Plan of a Fort Worth to Houston High-Speed Rail Line (FY2024); and**
- **CID Step 2: Service Development Plan of a Fort Worth to Houston High-Speed Rail Line (FY2025).**

## 5.02 Subarea Studies and Local Government Assistance

### Comprehensive Transportation Planning Studies and Technical Support

#### *Transportation Planning Funds*

Provided below is a list of ongoing and candidate projects in the Dallas-Fort Worth area which will be conducted or supported based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is divided into three categories that provide a scaled level of NCTCOG staff involvement: Category 1 – NCTCOG is conducting the study; Category 2 – NCTCOG is providing limited analysis and data to support an external study; and Category 3 – NCTCOG is providing existing data in response to small, ad hoc requests for technical assistance.



## Roadway

### Category 1

- Hood County Transportation Plan (including Chisholm Trail Parkway Extension)  
A countywide plan will be developed that incorporates land-use planning, traffic count and accident data, demographic projections, travel demand modeling, local government committee assistance, and public involvement.
- North Tarrant County Transportation Subarea Study  
This study will focus on an assessment of transportation needs in northwest Tarrant County. This effort will include a review of current and future traffic volumes, with attention given primarily to the regional arterial system in regard to connectivity and capacity needs.
- Love Field Surface Transportation Planning Study (Mockingbird Lane)  
NCTCOG, working with the City of Dallas, will evaluate roadway and transit options to maximize accessibility to Love Field now and in the future. This study will analyze roadway improvement scenarios along the southern entrance corridor, which includes Mockingbird Lane, as well as evaluate the impacts of various other improvements.

### **5.03 Land-Use/Transportation Initiatives**

#### South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades

##### *Other Funding Sources*

In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to implement mobility infrastructure near stations on the Dallas Area Rapid Transit (DART) Blue Line in the East Oak Cliff neighborhood of South Dallas. The project will improve connectivity to transit through building new sidewalks, implementing bus stop and rail station safety enhancements, and extending a multi-use trail. NCTCOG staff will oversee project management of the RAISE South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades project once initiated. Contractor and subrecipient assistance will be utilized. **USDOT-Federal Highway Administration** funds, Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- Coordination with DART and the City of Dallas to implement project improvements;
- Oversight on procurement of services as needed;
- Reporting on grant progress and deliverables;
- Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and
- Execution of agreement and documentation of compliance to grant requirements through monitoring and onsite reviews.



## State Highway 10/Hurst Boulevard Economic Development Plan

### *Other Funding Sources*

During FY2025 this project will develop an economic development plan for the State Highway 10 corridor in the city of Hurst to determine the best zoning and land use, reduce environmental impacts, complement transit-oriented development at the Trinity Lakes Station, and review associated trail connections. Data collection and consultant services are anticipated to complete this study. Regional Transportation Council Local funds will be used to support planning work. Anticipated products include:

- A summary of economic development indicators in the corridor; and
- Recommended coordinated land-use and transportation implementation and policy actions in the corridor.

## Advancing Regional Safety in the Dallas-Fort Worth Region (SS4A)

### *Other Funding Sources*

In FY2023, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Safe Streets and Roads for All (SS4A) discretionary grant program to identify and plan transportation safety improvements throughout the region. The project will include Road Safety Audits (RSAs), Safe Routes to School Planning, and demonstration projects. NCTCOG staff will oversee project management of the Advancing Regional Safety in the Dallas-Fort Worth Region (SS4A) project once initiated. Consultant assistance will be utilized. Federal Highway Administration funds and Regional Toll Revenue funds will support these activities in FY2024 and FY2025. Anticipated products include:

- Roadway Safety and Safe Routes to School reports;
- Demonstration project evaluation reports;
- Reporting on grant progress and deliverables;
- Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and
- Documentation of compliance to grant requirements through monitoring and onsite reviews.

## **5.08 Regional Aviation Planning and Education**

### Urban Air Mobility and Advanced Air Mobility Integration

#### *Other Funding Sources*

Utilizing Regional Transportation Council Local funds, work activities in FY2024 and FY2025 will focus on the management and deployment of required infrastructure to support Uncrewed Aircraft Systems, Urban Air Mobility, and Advanced Air Mobility. Activities also include providing community engagement regarding new policies and standards, as well as public education and overall liaison work with the above industries. **Another notable initiative is university**

**assistance via the North Texas Innovation Alliance Urban Resilience Fellowship Program, which utilizes students to develop innovative solutions to pressing local transportation issues.** Anticipated products include:

- Establishment of Routine Beyond Visual Line of Sight operations in the region;
- Planning of air taxi and air cargo/package corridors or procedures between Dallas-Fort Worth International Airport and partner cities;
- Creation of public engagement and education campaigns regarding the unmanned aircraft industry; **and**
- Acquisition of funding to deploy pilot studies and long-term deployment of necessary infrastructure, software, training, and other associated costs-; **and**
- **Development of an Integrated Network Design and Demand Estimation of Advanced Air Mobility for the region via the North Texas Innovation Alliance Urban Resilience Fellowship Program.**

### Regional Aviation System Planning

#### *Other Funding Sources*

This element is ongoing throughout FY2024 and FY2025 and includes continuous system planning efforts and implementation of the Regional General Aviation and Heliport System Plan. Ongoing technical assistance to local governments and stakeholders for development recommendations and preservation of the North Central Texas regional aviation system is provided. Coordination with State and federal governments and aviation stakeholders will be completed to provide input to the National Plan of Integrated Airport Systems, the Texas Airport System Plan, and North Central Texas Council of Governments' documents (such as the Metropolitan Transportation Plan). Airport system evaluation may include demand forecasting and capacity assessments. Consultant services may be utilized. **Another notable initiative is university assistance via the North Texas Innovation Alliance Urban Resilience Fellowship Program, which utilizes students to develop innovative solutions to pressing local transportation issues.** This project is funded through Regional Transportation Council Local funds. Funding from the Federal Aviation Administration (FAA) for production of a new Regional General Aviation and Heliport System Plan will be requested. Anticipated products include:

- New Regional General Aviation and Heliport System Plan if FAA funds are received;
- Air Transportation Advisory Committee meetings;
- Stakeholder meetings and associated outreach materials;
- Continued implementation of the Regional General Aviation and Heliport System Plan;
- Aviation system performance measures;
- Collection of geospatial data related to airport infrastructure;
- Geographical Information System (GIS) web interface;
- Monitoring of compatible development surrounding airports, including obstructions;
- Aviation environmental planning tools such as noise modeling and wildlife tracking; **and**
- Monitoring, coordination, and evaluation of the impacts of unmanned aircraft systems (UAS) on the regional aviation system-; **and**
- **Evaluation of the Change to Electric Aircraft Fleets, Development of Strategies, Benchmarking and Modeling of the Market for Electric Aircraft Costs via the North Texas Innovation Alliance Urban Resilience Fellowship Program.**

# **VIII. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area**

## **Regional Partners – Safe Streets for All (SS4A) Planning Grant Projects**

In Fiscal Year 2022 and Fiscal Year 2023 various communities in the Dallas-Fort Worth region were selected for funding in the Safe Streets and Roads for All Planning and Demonstration Grants federal program. Projects will include various local safety plans and Americans with Disabilities (ADA) transition plans. A list of projects is provided below.

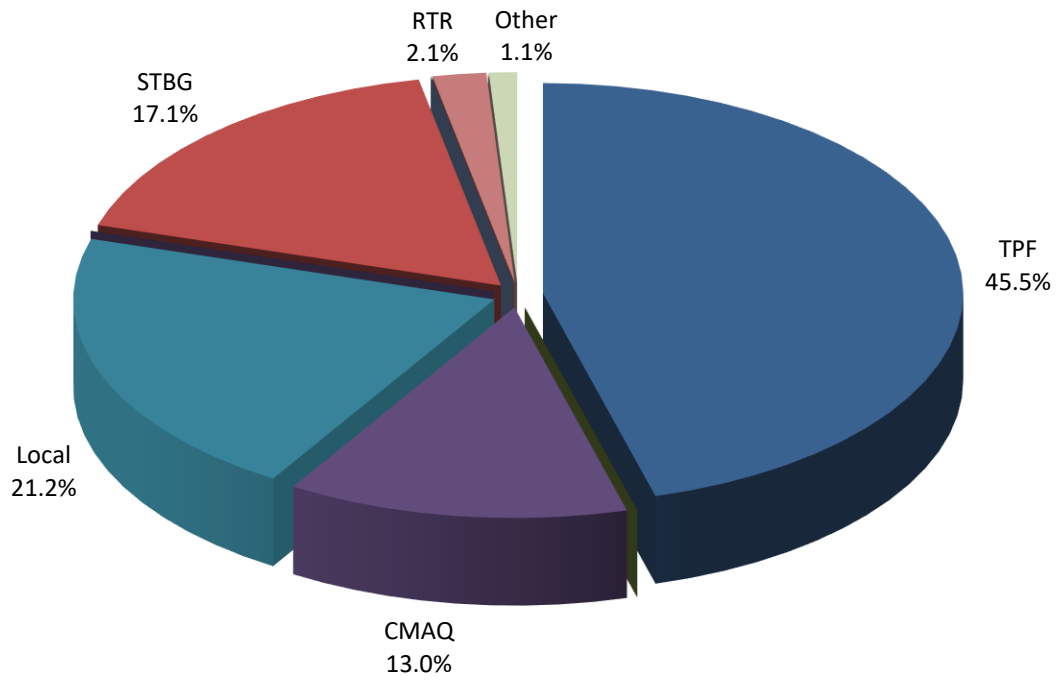
Project Title	Lead Applicant	Total Federal Funding	Fiscal Year Award
Safety Action Plan	City of Arlington	\$240,000	2022
Safe Streets and Roads for All Action Plan Grant	City of DeSoto	\$160,000	2022
Citywide Safety Action Plan	City of Fort Worth	\$419,506	2022
Multimodal Transportation Safety Plan	City of Alvarado	\$236,000	2023
ADA Transition Plan	City of Arlington	\$385,000	2023
Action Plan Grant	City of Balch Springs	\$160,000	2023
Safety Action Plan	City of Frisco	\$280,000	2023
Active Transportation and Safety Plan	City of Mansfield	\$548,800	2023
Safety Action Plan	City of McKinney	\$240,000	2023
SS4A Action Plan Grant	City of Mesquite	\$256,000	2023
Mobility Safety Action Plan	City of Midlothian	\$107,284	2023
Comprehensive Safety Action Plan	City of Richardson	\$320,000	2023
Comprehensive Safety Action Plan	City of Saginaw	\$184,000	2023
Road Safety Action Plan	City of Terrell	\$168,000	2023
Safe Streets and Roads for All Action Plan	City of Watauga	\$160,000	2023
Comprehensive Safety Action Plan	City of Weatherford	\$224,000	2023
Total		\$4,088,590	

## Funding Summary

Subtask	TPF <sup>1</sup>		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
1.01	\$2,671,000	\$2,780,000				\$4,489,000	\$4,640,000	
			CMAQ	\$873,000	\$883,000			
			NCTCOG Local	\$2,000	\$2,000			
			STBG	\$943,000	\$975,000			
<b>Subtotal</b>								\$9,129,000
1.02	\$186,000	\$201,000				\$1,191,700	\$2,061,400	
			Local	\$721,800	\$1,635,500			
			NCTCOG Local	\$59,900	\$59,900			
			STBG	\$224,000	\$165,000			
<b>Subtotal</b>								\$3,253,100
1.03						\$153,000	\$156,000	
			Local	\$5,000	\$8,000			
			NCTCOG Local	\$10,000	\$10,000			
			RTR	\$138,000	\$138,000			
<b>Subtotal</b>								\$309,000
1.04	\$142,000	\$142,000						
			Local	\$364,000	\$117,000	\$506,000	\$259,000	
<b>Subtotal</b>								\$765,000
<b>Total</b>	\$2,999,000	\$3,123,000		\$3,340,700	\$3,993,400	\$6,339,700	\$7,116,400	\$13,456,100

<sup>1</sup> Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

## Task 1 Funding Summary - FY2024 and FY2025



## Funding Summary

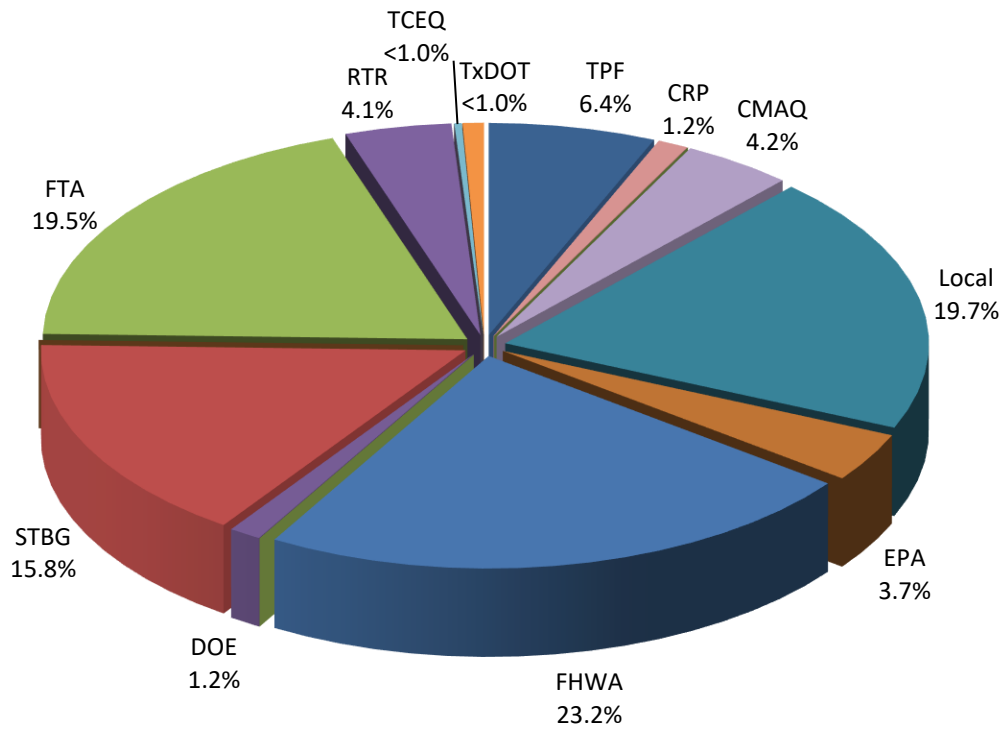
Subtask	TPF <sup>1</sup>		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
3.01	\$1,764,000	\$1,773,000				\$3,054,000	\$2,967,000	
			RTR	\$743,000	\$646,000			
			STBG	\$547,000	\$548,000			
<b>Subtotal</b>								\$6,021,000
3.02	\$546,000	\$555,000				<b>\$1,012,000</b>	<b>\$1,056,250</b>	
			EPA	\$268,000	\$360,000			
			TCEQ	<b>\$198,000</b>	<b>\$141,250</b>			
<b>Subtotal</b>								<b>\$2,068,250</b>
3.03						<b>\$25,465,937</b>	<b>\$29,565,416</b>	
			CRP	\$508,000	\$900,000			
			DOE	<b>\$590,872</b>	<b>\$889,906</b>			
			EPA	\$3,864,800	\$0			
			<b>FHWA</b>	<b>\$5,714,000</b>	<b>\$19,196,000</b>			
			Local	<b>\$11,228,147</b>	<b>\$4,943,047</b>			
			<b>RTR</b>	<b>\$165,118</b>	<b>\$286,463</b>			
			STBG	<b>\$3,395,000</b>	<b>\$3,350,000</b>			
<b>Subtotal</b>								<b>\$55,031,353</b>
3.04	\$885,000	\$875,000				<b>\$1,690,400</b>	\$2,134,000	
			FTA <sup>2</sup>	\$604,000	\$314,000			
			RTR	\$151,000	\$357,000			
			STBG	<b>\$50,400</b>	\$588,000			
<b>Subtotal</b>								<b>\$3,824,400</b>
3.05						<b>\$16,381,700</b>	\$10,263,300	
			CMAQ	\$132,000	\$409,000			
			CRP	\$0	\$7,000			
			FTA <sup>2</sup>	<b>\$15,011,000</b>	\$7,456,300			
			Local	\$565,400	\$1,023,000			
			RTR	\$319,300	\$792,000			
			STBG	\$354,000	\$576,000			
<b>Subtotal</b>								<b>\$26,645,000</b>
3.06	\$641,000	\$640,000				\$1,027,000	\$640,000	
			RTR	\$386,000	\$0			
<b>Subtotal</b>								\$1,667,000
3.07						\$14,913,000	<b>\$10,050,300</b>	
			CMAQ	\$3,672,000	\$881,000			
			FHWA	\$1,826,000	\$1,117,300			
			Local	\$3,204,000	\$2,719,000			
			RTR	\$554,000	<b>\$483,000</b>			
			STBG	\$5,097,000	\$4,441,000			
			TXDOT	\$560,000	\$409,000			
<b>Subtotal</b>								<b>\$24,963,300</b>
<b>Total</b>	<b>\$3,836,000</b>	<b>\$3,843,000</b>		<b>\$59,708,037</b>	<b>\$52,833,266</b>	<b>\$63,544,037</b>	<b>\$56,676,266</b>	<b>\$120,220,303</b>

<sup>1</sup> Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.

<sup>2</sup> Includes FTA 5307 funds.



### Task 3 Funding Summary - FY2024 and FY2025

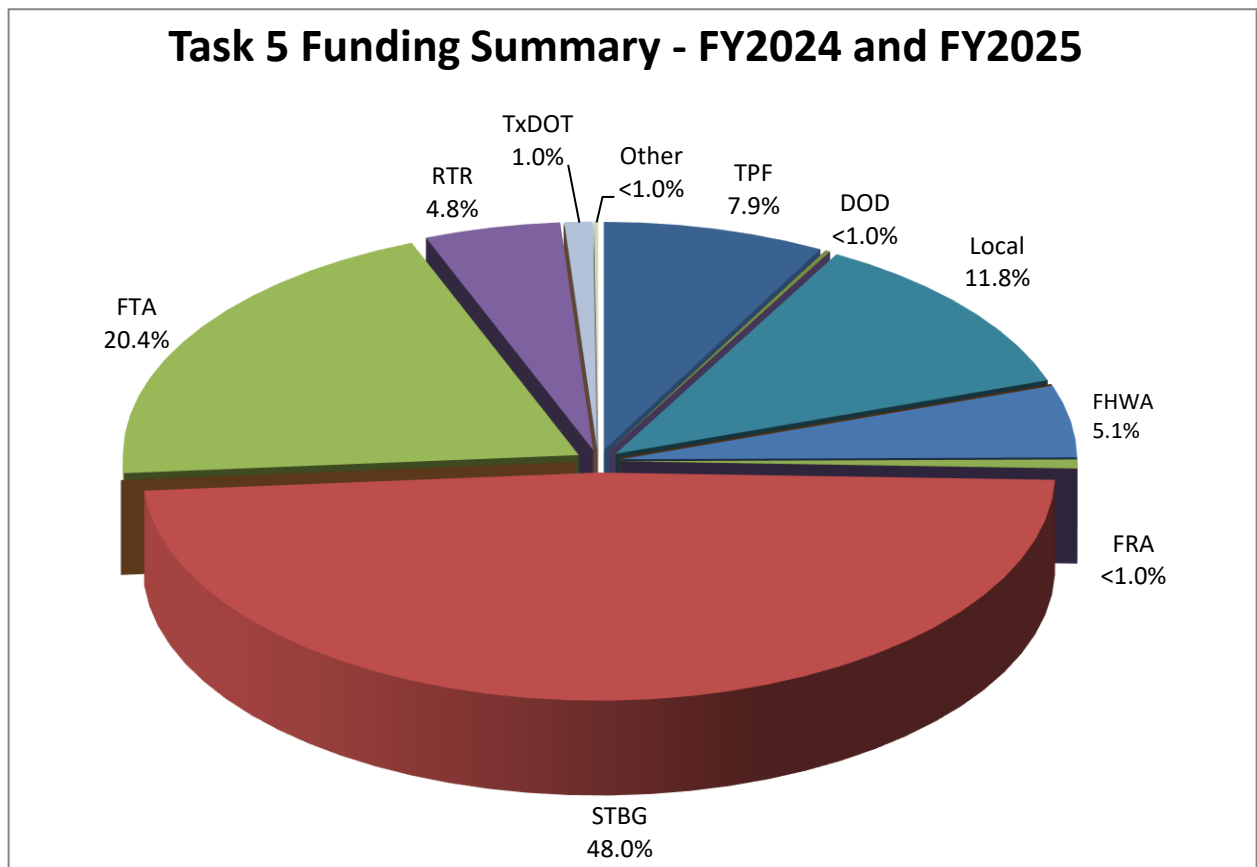


## Funding Summary

Subtask	TPF <sup>1</sup>		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.01	\$749,000	\$813,000				\$10,911,657	\$6,318,000	
			FRA	\$500,000	\$0			
			Local	\$107,000	\$10,000			
			NTTA	\$40,000	\$30,000			
			RTR	\$419,000	\$379,000			
			STBG	\$8,902,657	\$4,848,000			
			TXDOT	\$194,000	\$238,000			
<b>Subtotal</b>								<b>\$17,229,657</b>
5.02	\$711,000	\$736,000				\$1,057,000	\$1,103,000	
			STBG	\$96,000	\$117,000			
			RTR	\$250,000	\$250,000			
<b>Subtotal</b>								<b>\$2,160,000</b>
5.03	\$571,000	\$503,000				\$5,532,200	\$8,699,500	
			FHWA	\$158,000	\$3,850,000			
			FTA	\$516,000	\$164,000			
			Local	\$254,000	\$502,000			
			RTR	\$39,500	\$962,500			
			STBG	\$3,993,700	\$2,718,000			
			USDOT	\$0	\$0			
<b>Subtotal</b>								<b>\$14,231,700</b>
5.04	\$90,000	\$87,000						
			STBG	\$222,000	\$413,000	\$312,000	\$500,000	
<b>Subtotal</b>								<b>\$812,000</b>
5.05	\$32,000	\$32,000				\$32,000	\$32,000	
<b>Subtotal</b>								<b>\$64,000</b>
5.06	\$127,000	\$149,000				\$16,145,000	\$12,803,000	
			FTA	\$6,618,000	\$8,665,000			
			STBG	\$6,221,000	\$3,087,000			
			Local	\$3,179,000	\$902,000			
<b>Subtotal</b>								<b>\$28,948,000</b>
5.07	\$333,000	\$336,000				\$2,031,800	\$3,177,000	
			Local	\$11,800	\$0			
			RTR	\$0	\$1,500,000			
			STBG	\$1,637,000	\$1,341,000			
			TxDOT (SPR)	\$50,000				
<b>Subtotal</b>								<b>\$5,208,800</b>
5.08	\$159,000	\$160,000						
			Local	\$347,700	\$338,000	\$506,700	\$498,000	
<b>Subtotal</b>								<b>\$1,004,700</b>

Subtask	TPF <sup>1</sup>		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.09	\$152,000	\$150,000				\$1,080,300	\$345,000	
			DOD	\$135,000	\$0			
			Local	\$793,300	\$195,000			
<b>Subtotal</b>								\$1,425,300
5.10	\$171,000	\$143,000				\$3,577,350	\$1,429,000	
			STBG	\$3,049,800	\$970,400			
			Local	\$295,800	\$20,000			
			TXDOT	\$60,750	\$295,600			
<b>Subtotal</b>								\$5,006,350
5.11			Local	\$1,460,000	\$791,000	\$1,460,000	\$791,000	
<b>Subtotal</b>								\$2,251,000
5.12			Local	\$16,200	\$6,000	\$16,200	\$6,000	
<b>Subtotal</b>								\$22,200
<b>Total</b>	\$3,095,000	\$3,109,000		\$39,567,207	\$32,592,500	\$42,662,207	\$35,701,500	\$78,363,707

<sup>1</sup> Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person hours, they are not reflected in the funding tables.



**EXHIBIT VII-4**  
**FY2024 and FY2025 UPWP Funding Summary**

Funding Source	Task 1 Administration and Management		Task 2 Transportation Data Development and Maintenance		Task 3 Short-Range Planning, Programming, and Operations		Task 4 Metropolitan Transportation Plan		Task 5 Special Studies		Two-Year Total Funds	
	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025
TPF <sup>1</sup>	\$2,999,000	\$3,123,000	\$2,955,000	\$3,105,000	\$3,836,000	\$3,843,000	\$1,912,000	\$2,076,000	\$3,095,000	\$3,109,000	\$14,797,000	\$15,256,000
CRP	\$0	\$0	\$0	\$0	\$508,000	\$907,000	\$0	\$0	\$0	\$0	\$508,000	\$907,000
CMAQ	\$873,000	\$883,000	\$0	\$0	\$3,804,000	\$1,290,000	\$0	\$0	\$0	\$0	\$4,677,000	\$2,173,000
DOD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$135,000	\$0	\$135,000	\$0
DOE	\$0	\$0	\$0	\$0	\$590,872	\$889,906	\$0	\$0	\$0	\$0	\$590,872	\$889,906
EPA	\$0	\$0	\$0	\$0	\$4,132,800	\$360,000	\$0	\$0	\$0	\$0	\$4,132,800	\$360,000
FHWA	\$0	\$0	\$0	\$0	\$7,540,000	\$20,313,300	\$0	\$0	\$158,000	\$3,850,000	\$7,698,000	\$24,163,300
FRA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
FTA <sup>2</sup>	\$0	\$0	\$0	\$0	\$15,615,000	\$7,770,300	\$0	\$0	\$7,134,000	\$8,829,000	\$22,749,000	\$16,599,300
Local	\$1,090,800	\$1,760,500	\$0	\$0	\$14,997,547	\$8,685,047	\$248,500	\$0	\$6,464,800	\$2,764,000	\$22,801,647	\$13,209,547
NCTCOG Local	\$71,900	\$71,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,900	\$71,900
NTTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$30,000	\$40,000	\$30,000
RTR	\$138,000	\$138,000	\$0	\$0	\$2,318,418	\$2,564,463	\$482,000	\$276,000	\$708,500	\$3,091,500	\$3,646,918	\$6,069,963
TxDOT (SPR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0
STBG	\$1,167,000	\$1,140,000	\$3,100,000	\$4,455,000	\$9,443,400	\$9,503,000	\$1,425,000	\$1,153,000	\$24,122,157	\$13,494,400	\$39,257,557	\$29,745,400
TWDB	\$0	\$0	\$0	\$0	\$0	\$0	\$1,055,000	\$1,073,000	\$0	\$0	\$1,055,000	\$1,073,000
TCEQ	\$0	\$0	\$0	\$0	\$198,000	\$141,250	\$0	\$0	\$0	\$0	\$198,000	\$141,250
TxDOT	\$0	\$0	\$10,000	\$210,000	\$560,000	\$409,000	\$0	\$0	\$254,750	\$533,600	\$824,750	\$1,152,600
USDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,339,700	\$7,116,400	\$6,065,000	\$7,770,000	\$63,544,037	\$56,676,266	\$5,122,500	\$4,578,000	\$42,662,207	\$35,701,500	\$123,733,444	\$111,842,166
<b>Two-Year Total</b>	<b>\$13,456,100</b>		\$13,835,000		<b>\$120,220,303</b>		\$9,700,500		<b>\$78,363,707</b>		<b>\$235,575,610</b>	

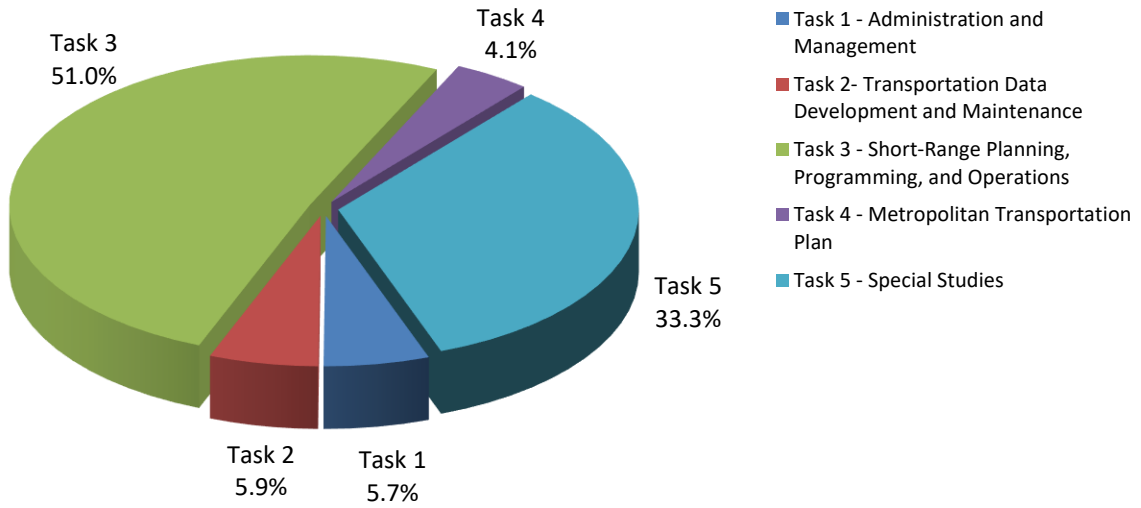
<sup>1</sup> Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor man hours, they are not reflected in the funding tables.

<sup>2</sup> Includes FTA 5307 funds.

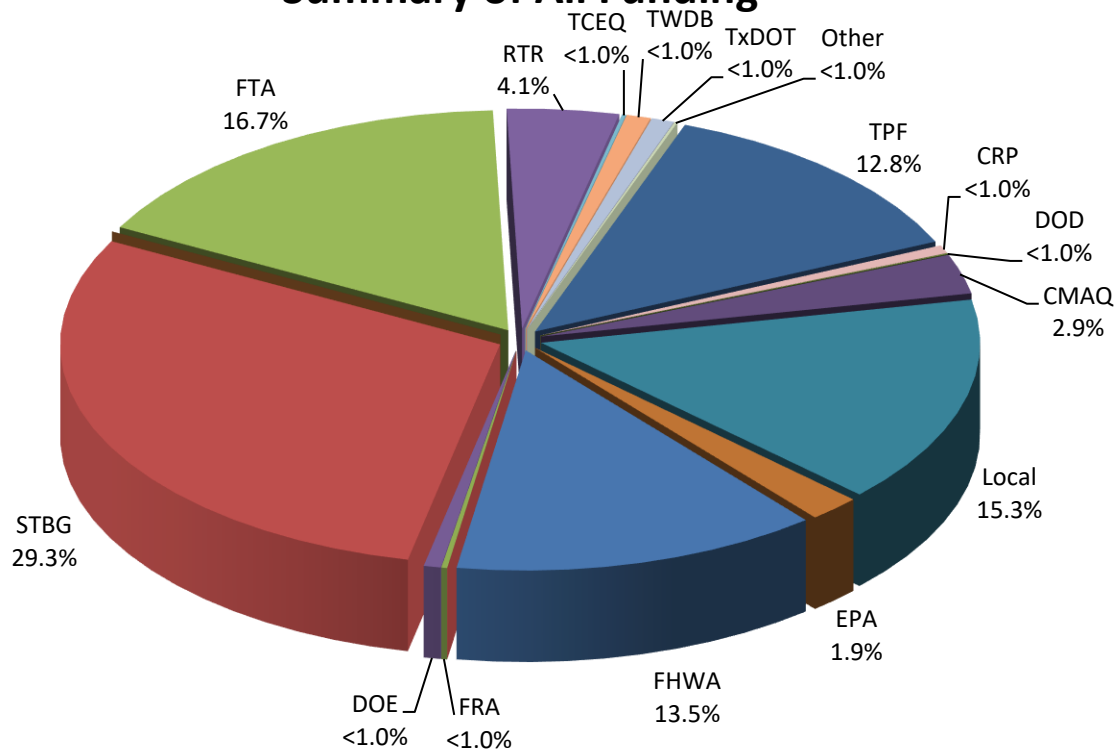
Combined Transportation Planning Funds <sup>3</sup>	\$27,739,260.00
Estimated Unexpended Carryover	<u>\$5,524,849.00</u>
TOTAL TPF	\$33,264,109.00

<sup>3</sup> Estimate based on prior years' authorizations

## Summary of All Funding by Task



## Summary of All Funding



# **Modifications to the FY2024 and FY2025 Unified Planning Work Program**

**Surface Transportation Technical Committee  
March 22, 2024**

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



## ***Reallocation of Funding Between Subtasks – No Additional Funding***

UPWP Project	Funding Adjustment
5.01 Strategic Corridor Initiatives	STBG - (\$150,000)
5.04 Asset Condition-Based Roadway Planning	STBG - \$150,000
5.01 Strategic Corridor Initiatives	STBG - (\$200,000)
5.04 National Highway System Infrastructure Performance Targets, Transportation Asset Management Plan Coordination, and Progress Reporting	STBG - \$200,000

## ***Total Programming Increases/Decreases in Other Funding Sources***

UPWP Project	Funding Source	UPWP Funding Changes
Regional Transit 2.0: Planning for Year 2050	Local - \$300,000	\$300,000
Rider 7 Air Quality Planning Activities	TCEQ - \$281,250	\$281,250
Regional Scrap Tire Abatement Program	STBG - (\$305,000) RTR - \$305,000	\$0
Houston to Los Angeles (H2LA) – I-10 Hydrogen Corridor Project	DOE - \$107,000	\$107,000
North Texas Equitable Electric Vehicle Infrastructure Project (NTx-EEVI)	FHWA - \$3,750,000 Local - \$937,500	\$4,687,500
Planning Resilient EV Charging in Texas	DOE - \$926,585 RTR - \$146,581	\$1,073,166
Guaranteeing Access for Underserved and Marginalized Populations Through Building Employment Opportunities (GUMBO)	DOE - \$25,100	\$25,100
Electric Vehicle Charger Reliability and Accessibility Accelerator Program	FHWA - \$3,660,000 Local - \$840,000	\$4,500,000

## ***Total Programming Increases/Decreases in Other Funding Sources (Cont'd)***

UPWP Project	Funding Source	UPWP Funding Changes
Texas Hydrogen and Electric Freight Infrastructure Project (Tx-HEFTI)	FHWA - \$17,500,000 Local - \$4,375,000	\$21,875,000
East Dallas, Kaufman, and Rockwall Counties Transit Planning Study	STBG - \$50,400	\$50,400
FTA Urban Funding Grant Administration	FTA - \$4,032,000	\$4,032,000
Special Events	RTR - \$250,000	\$250,000
High-Speed Passenger Technology	FRA - \$500,000	\$500,000
High-Speed Passenger Technology: Dallas-Fort Worth High-Speed Transportation Connections Study	STBG - \$1,099,657	\$1,099,657
SH 10/Hurst Boulevard Economic Development Plan	Local - \$500,000	\$500,000
South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades	USDOT - (\$8,000) FHWA - \$8,000	\$0

## ***Total Programming Increases/Decreases in Other Funding Sources (Cont'd)***

<b>UPWP Project</b>	<b>Funding Source</b>	<b>UPWP Funding Changes</b>
Advancing Regional Safety in the Dallas-Fort Worth Region	FHWA - \$4,000,000 RTR - \$1,000,000	\$5,000,000
Transportation Safety	RTR - \$1,500,000	\$1,500,000
Urban Air Mobility and Advanced Mobility Integration	Local - \$6,000	\$6,000
Regional Aviation System Planning	Local - \$6,000	\$6,000
Automated Vehicles: Development and Deployment	STBG - \$247,500	\$247,500
Updated Regional Automated Vehicle Program (AV 2.0)	STBG - \$2,376,500	\$2,376,500
Technology and Innovation Program 3.0	STBG - \$857,800	\$857,800
Dallas-Fort Worth Freight Optimization Corridors	STBG - \$289,400	\$289,400
<b>Total Increase</b>		<b>49,564,273</b>

## ***Modification Schedule***

<b>March 11</b>	<b>Initiation of Public Outreach</b>
<b>March 22</b>	<b>Action by Surface Transportation Technical Committee</b>
<b>April 11</b>	<b>Action by Regional Transportation Council</b>
<b>April 25</b>	<b>Action by NCTCOG Executive Board</b>
<b>April 26</b>	<b>Submittal of Modifications to Texas Department of Transportation</b>

## ***Requested STTC Action***

**Recommend Regional Transportation Council Approval of:**

- **Proposed UPWP modifications outlined in Electronic Item 2.2.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**



# ***Unified Planning Work Program Contact Information***

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

**Copy of FY2024 and FY2025 UPWP can be found at**  
<https://www.nctcog.org/trans/study/unified-planning-work-program>



North Central Texas Council of Governments

# Safe Streets and Roads for Grant Submission

Surface Transportation Technical Committee  
3.22.2024

Karla Windsor

# Safe Streets & Roads for All (SS4A) Grant Program

- ❑ Created through the Bipartisan Infrastructure Law (BIL)
- ❑ Purpose: prevent deaths and serious injuries on our roadways
  - Focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans
- ❑ \$1.26B for FY24 available
- ❑ Inclusive of all types of roadway safety interventions across the Safe Systems Approach
- ❑ One application per agency allowed



# Safe Streets & Roads for All Grant Program

## Funding Availability

**\$580 Million**

– Planning/Demonstration  
(National)

**\$657 Million**

– Implementation  
(National)

**< 15% per State**

– Overall Program

## Minimum Award

**\$100,000**

– Planning/Demonstration

**\$2.5 Million**

– Implementation

## Maximum Award

**\$10 Million**

– Planning/Demonstration

**\$25 Million**

– Implementation

## Cost Sharing

**80% Federal | 20 % non-Federal**

## Applicant/Condition Eligibility

1. MPOs
2. Political Subdivision of a State  
(City, Town, County, Transit Agency, Special District, etc.)
3. Tribal Government
4. Multi-Jurisdictional Group of Above Entities



# NCTCOG Regional Safe Streets Planning/Demonstration Grant Project

Crossing Students Safely in the Dallas-Fort Worth Region (CroSS-DFW)

Conduct additional planning around schools in targeted corridors and beyond recommended by the *Regional Roadway Safety Plan* and the *Regional Pedestrian Safety Action Plan*:

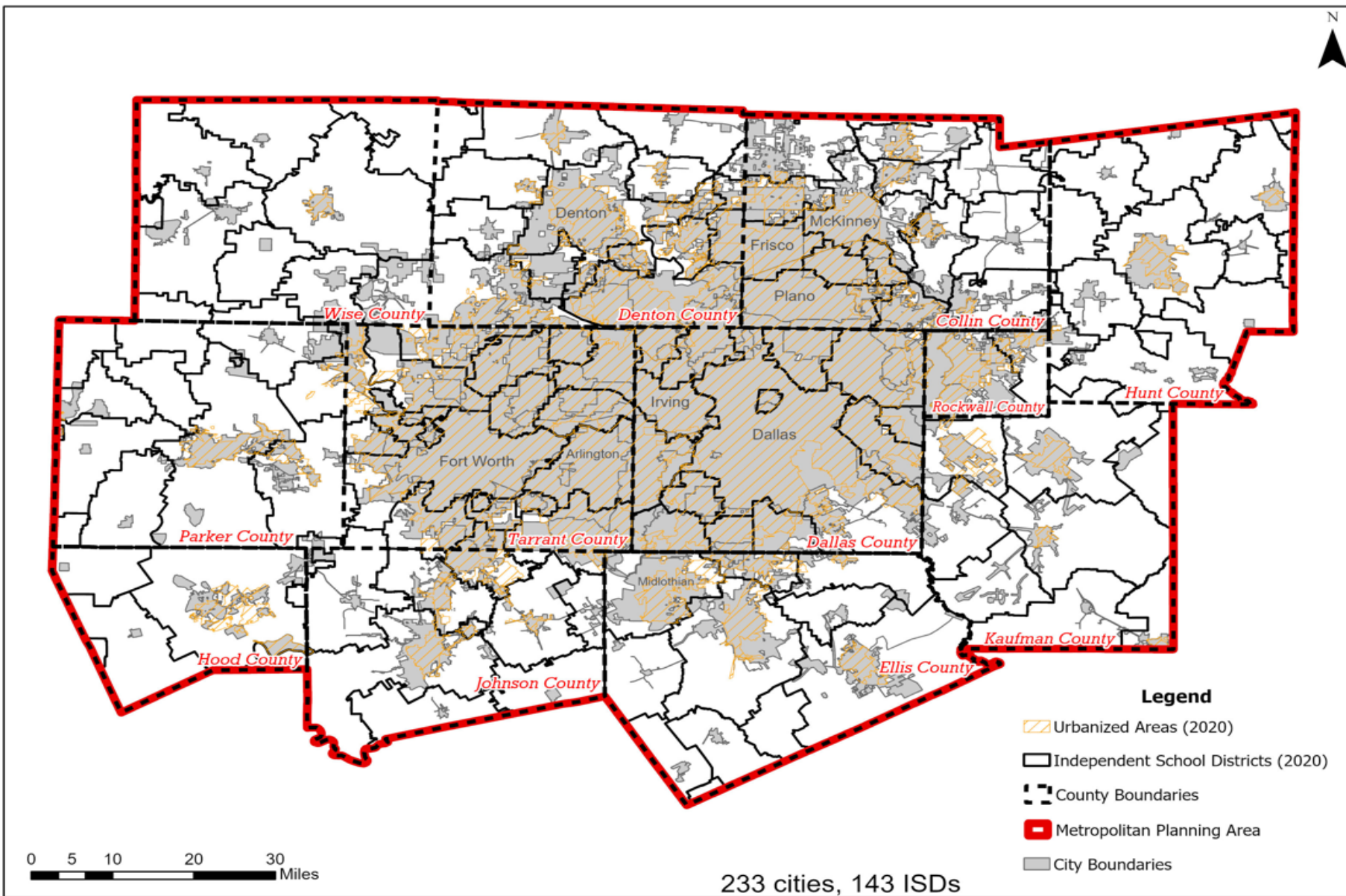
Focusing on School Crossing Safety and Process

- Review current practices in Urban, Suburban, and Rural Locations
- Assess safety concerns and interactions with crossing guards and controlled intersections and mid-block crossings
- Analyze school crossing flashers compatibility with traffic signals and technology for early warnings to motorists
- Develop a recommended regional standard and process for evaluating and determining school guard crossings and markings within the region
- Strong coordination with local governments and regional Independent School Districts (ISDs)





## Metropolitan Planning Area, Urbanized Areas, Cities and ISDs



1,869 public schools in the MPO boundary and 569 charter/private schools

- 1,207 Elementary Schools
- 361 Middle Schools
- 301 High Schools

# NCTCOG Regional Safe Streets Planning/Demonstration Grant Application

## Anticipated Budget

Total Planning Budget	Federal (SS4A)	Non-Federal Match	Match Source
\$6,250,000	\$5,000,000	\$1,250,000	Regional Toll Revenue



# Schedule

Date	Milestone
March 1, 2024	NOFO Released
<b>March 22, 2024</b>	<b>STTC Action</b>
April 11, 2024	RTC Action
April 25, 2024	Executive Board
May 16, 2024	Applications Due (April 1, May 16*, and Aug 29)

\* There are three dates open for planning grant submissions and NCTCOG is targeting the May 16<sup>th</sup> date. May 16<sup>th</sup> is also the deadline for implementation grant submissions.



# Requested Action

Recommend RTC approve the NCTCOG planning grant application for the FY 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant program.

Recommend RTC approve the use of \$1,250,000 in Regional Toll Revenue funds for non-federal match should the project be selected for funding.

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



# CONTACT



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Sonya Landrum

Program Manager

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North Central Texas Council of Governments

# FTA's Low or No Emission & Bus/Bus Facilities Grant Opportunity

Surface Transportation Technical Committee  
3.22.2024

Lorena Carrillo

# PROGRAM FUNDING OVERVIEW

## Infrastructure Investment and Jobs Act (IIJA)

Joint Notice of Funding Opportunity released Feb 8, 2024

### Low or No Emissions (5339c)

Provides funding for purchase or lease of zero-emission and low-emission transit buses, as well as the acquisition, construction, or leasing of supporting facilities and equipment.

\$1.1B in funding available

### Bus and Bus Facilities (5339b)

Assist in financing of buses and bus facilities capital projects, including:

- 1) replace, rehabilitate, purchase, or lease buses and related equipment
- 2) rehabilitate, purchase, construct, or lease bus-related facilities

\$393.5M in funding available



Low or No Emission & Bus/Bus Facilities  
Grant Application

**Applicants can apply to BOTH programs, but will only be awarded under one program (if selected)**

# GRANT PROGRAM PRIORITIES

## Purpose

- ☐ Support state and local efforts to buy or modernize buses
- ☐ Improve bus facilities
- ☐ Improve regional Air Quality goals

## Requirements

- ☐ Must include a Zero Emissions Transition Plan
- ☐ 5% of federal request must be dedicated to workforce development



# PROPOSED PROJECT

## Low or No Emissions Grant

### ☐ Purchase ***up to 59*** EV buses for 2026 FIFA World Cup and Regional Transit Providers

- ☐ 50 Electric Vehicles purchased by NCTCOG for World Cup
  - ☐ 20 – 40' vehicles
  - ☐ 30 - Small Transit Light-Duty Vehicles
- ☐ 9 Electric Vehicles for Trinity Metro

### ☐ Purchase ***up to 12*** EV charging stations

- ☐ 11 EV charging stations for 2026 FIFA World Cup Vehicles
- ☐ 1 EV Charging station for Trinity Metro



# ESTIMATED PROJECT BUDGET

	Total	Federal	Local <sup>1</sup>	TDCs
Electric Buses <sup>2</sup>	\$46,949,911	\$44,857,424	\$2,092,487	4,950,000
Electric Charging Stations	\$5,100,653	\$4,570,522	\$530,131	490,000
Workforce Development <sup>3</sup>	\$2,602,529	\$2,436,523	\$166,006	354,500
Administrative Costs	\$819,797	\$767,505	\$52,292	111,668
<b>TOTAL</b>	<b>\$55,472,890</b>	<b>\$52,631,974</b>	<b>\$2,840,916</b>	<b>5,906,168</b>

<sup>1</sup> Local match to be provided by Trinity Metro

<sup>2</sup> Cost share for buses is 85 Federal/15 Local; all others are 80 Federal/20 Local

<sup>3</sup> NOFO requires that Workforce Development be 5% of the federal request amount for vehicles and related infrastructure



# SCHEDULE

Date	Milestone
February 8, 2024	NOFO Released
March 22, 2024	STTC Action
April 11, 2024	RTC Action
April 25, 2024	Application Deadline
April 25, 2024	Executive Board Endorsement
July 10, 2024	Award Announcement





# REQUESTED ACTION

Recommend Regional Transportation Council Approval of a regional project grant application submittal to the Fiscal Year (FY) 2024 Low-No & Bus/Bus Facilities Competitive Grant programs, not to exceed \$55,472,890 including the use of 5,906,168 Transportation Development Credits (TDCs) in lieu of local match. Trinity Metro will provide \$2,840,916 local match for their buses and infrastructure.

Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include this FTA grant, if selected.



Shannon Stevenson

Senior Program Manager

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## CONTACT



Lorena Carillo

Senior Transportation Planner

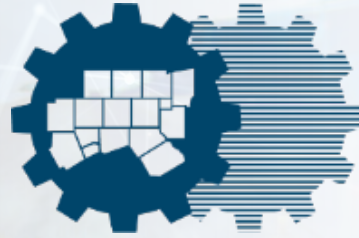
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Anna Willits

Transportation Planner II

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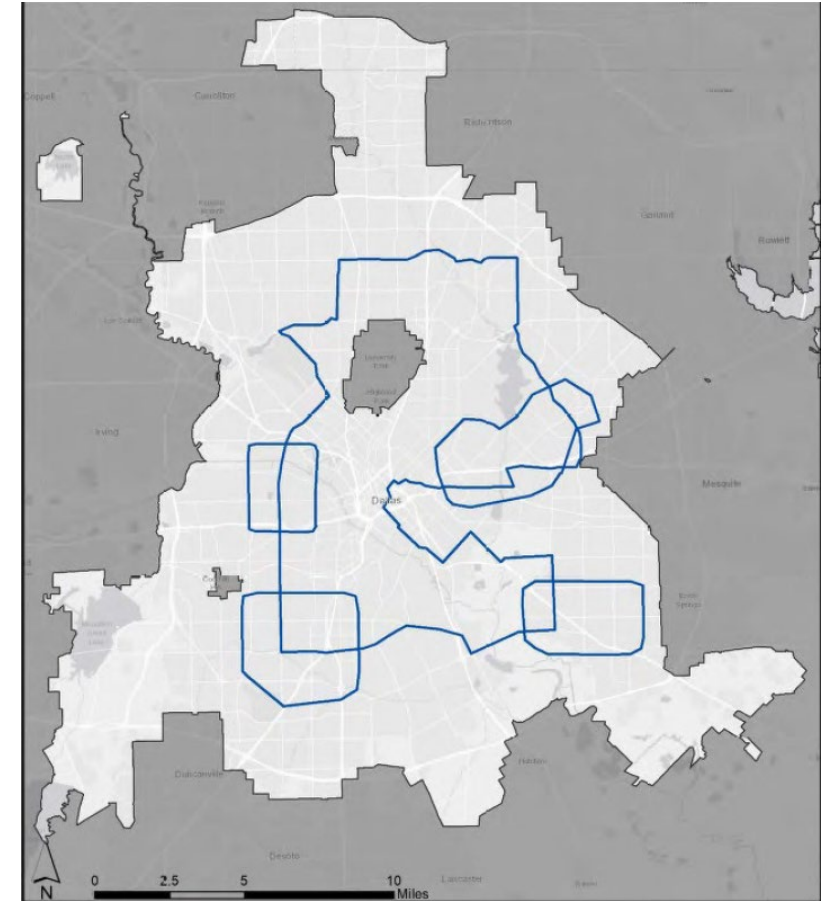
NCTCOG PRESENTATION

# BROADBAND AS TRANSPORTATION PROGRAM APPROVAL

SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
MARCH 22, 2024

# NCTCOG TRANSPORTATION BROADBAND ROUNDTABLE

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



Source: City of Dallas



# ROUNDTABLE REQUESTS

## Four Proposed Elements:

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





# REGIONAL INTERNET FOR ALL COALITION

- The Internet for All Coalition will be structured with collaborative leadership between NCTCOG staff, the North Texas Innovation Alliance (NTXIA), and a member of the Governor's Broadband Council.
- The Regional Internet for All Coalition will be open to all members of public agencies and their supporting partners involved in broadband equity projects. Maximum of 60 members.
- The goal of the Internet for All Coalition will be to provide NCTCOG staff and the Policy Committee with concise and impactful suggestions for the following elements:
  - Policy and legislation that present barriers for public agency entry into the public sector broadband space
  - Funding needs that public agencies at all levels request
  - Data coordination in conjunction with NCTCOG staff support, mentioned in later slide
  - Regional strategy to encourage other agencies to participate in the expansion of equitable broadband





# REGIONAL RTC AD HOC POLICY COMMITTEE & LEGISLATIVE PROGRAM

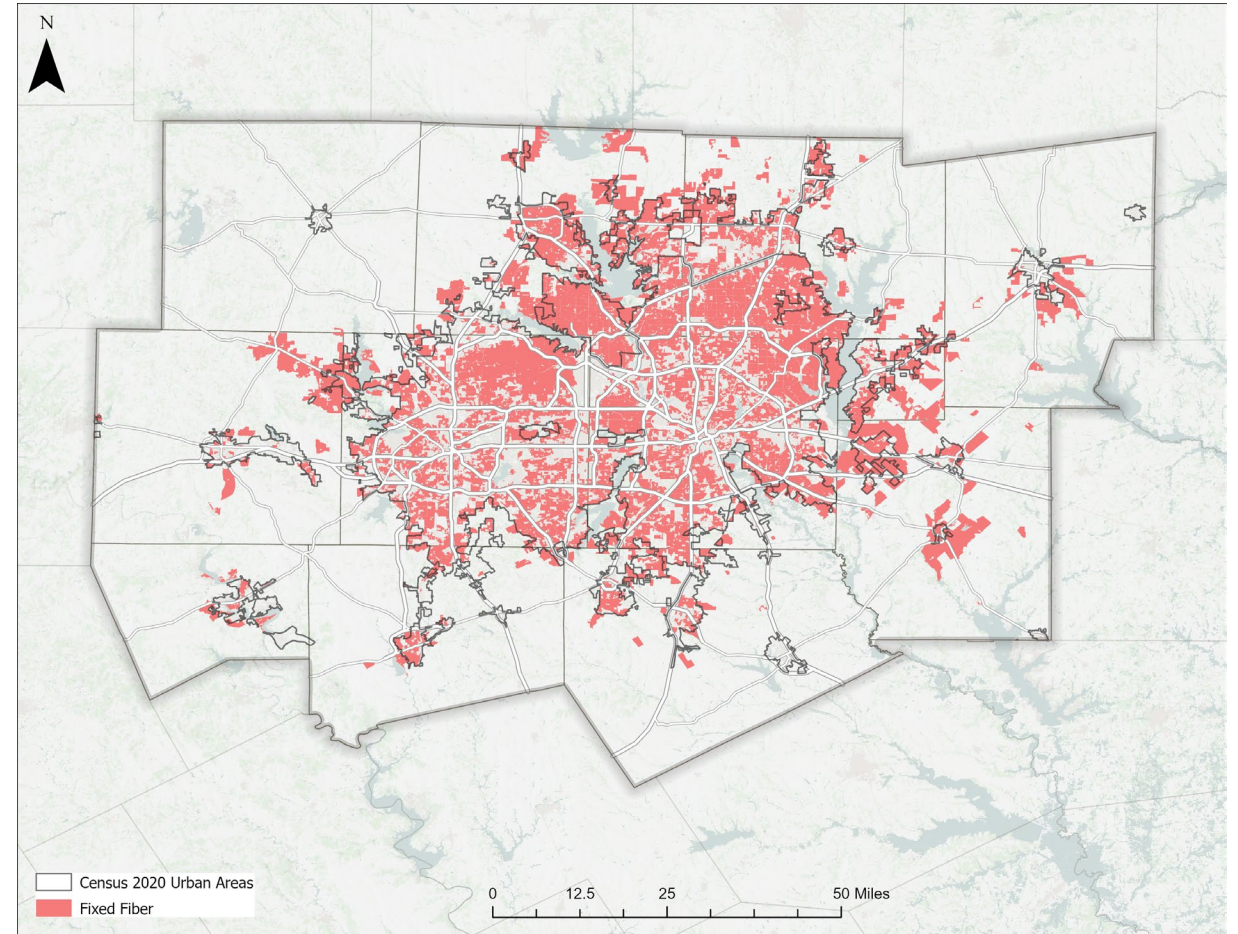
- This program requires that the RTC form an ad hoc policy committee that creates and executes a legislative program, guided by the needs of the Technical Committee, that accomplishes the following goals:
  - Suggested broadband legislation amendment, additions or deletion
  - State-level broadband funding program language
- The Policy Committee will have 15 seats encompassing the following designations:

Jurisdiction	Urban Seats	Rural Seats
County	2	2
Municipal	7	4



# REGIONAL DATA BROADBAND COORDINATION ELEMENTS

- The Internet for All Coalition's third and final role is to guide broadband data collection and coordination
- Why do we need to focus on data?
  - FCC and State Map challenges
  - Local Implementation Guidance
  - Identify Communities of Low Connectivity
- How do we plan to improve?
  - FCC Licenses necessary to submit map challenges
  - Broadband Technical Committee guides data collection from all channels (municipal, school districts, 9-1-1 districts, etc.)



# REGIONAL BROADBAND STRATEGY DOCUMENT

- The Internet for All Coalition's third and final function is to guide NCTCOG staff in the creation of a regional broadband activity strategy
- Elements for the Technical Committee to consider:
  - Broadband technology implementation strategies
  - Digital Equity Programs
    - Device access, subscription affordability, digital trainings classes, etc.
  - Public Private Partnerships and how to navigate them
- This document will serve as a foundation for all public agencies interested in starting or expanding their broadband efforts



# PROPOSED TIMELINE

Action	Date
<del>STTC Information Item</del>	<del>January 26, 2024</del>
<del>RTC Information Item</del>	<del>March 21, 2024</del>
STTC Endorse RTC Approval of Item	March 22, 2024
RTC Action Item	April 11, 2024



# REQUESTED ACTION

Endorse the Regional Transportation Council to approve the program criteria associated with the Four Proposed Elements of Broadband Activities for NCTCOG Transportation staff.



# CONTACT/QUESTIONS



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Transportation Planner III

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# North Central Texas Council of Governments Grant Management and Regional Transportation Council Initiative Funds

Surface Transportation Technical Committee

03.22.2024



# New Program Initiative

- ✓ Staff is recommending the development of a new grant management and Regional Transportation Council (RTC) initiative fund.
- ✓ These funds are in response to several numerous Federal grant awards in the last few years.
- ✓ This account would support application development, grant management, compliance, performance measures, and oversight.
- ✓ This account would also be available for staff assistance to broader RTC directed projects if not budgeted through authorized programs.
- ✓ RTC Local funds would be added to the fund as new grants are won (estimated 2-5% of award).
- ✓ Establish \$3M+ which provides direct project benefit by fully funding the original grant project.



# Programs of Interest

	Projects authored & won by NCTCOG directly	Projects authored by NCTCOG & submitted by others	Projects to be managed/implemented by NCTCOG	Projects to be implemented by others
Direct Benefit	3		3	
Indirect Benefit / Other	9	3	5	7
Total Projects	12	3	8	7



# NCTCOG Federal Grant Applications

## NCTCOG Direct Funding Recipient and Grantee

Grant Program	Application (Project)	Award
FY 23 Electric Vehicle Charger Reliability & Accessibility Accelerator (RAA) Program	<i>Incorporate North American Charging Standards (NACS) Connectors for Consistency with Texas Electric Vehicle (EV) Infrastructure Plan</i>	\$3.66M
FY 23 Department of Energy/Transportation “Ride & Drive Electric” Program	<i>Planning Resilient Electric Vehicle (EV) Charging in Texas</i>	\$1.5M
FY 23 Charging & Fueling Infrastructure (CFI) Program – Community	<i>North Texas Equitable Electric Vehicle Infrastructure (NTx-EEVI) Project</i>	\$ 15M
FY 23 Charging & Fueling Infrastructure (CFI) Program – Corridor	<i>Texas Hydrogen &amp; Electric Freight Infrastructure (Tx-HEFTI) Project</i>	\$ 70M
FY 23 Safe Streets for All Planning	<i>Advancing Regional Safety in the Dallas-Fort Worth Region</i>	\$4M
FY 22 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	<i>South Dallas Improved Bicycle/Pedestrian Routes to Rail &amp; Transit Technology Upgrades Project (4-stations)</i>	\$25M
FY 21 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	<i>Enhancing Mobility within the Southern Dallas Inland Port Project</i>	\$8.2M
FY 20 Better Utilizing Investments to Leverage Development (BUILD) - Capital	<i>North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NTXMOVES) Program</i>	\$25M
<b>Total</b>		<b>\$152.36M</b>



# NCTCOG Grant Applications

## Recent Direct Awards authored by NCTCOG; implemented & or submitted by Others

Grant Program	Application (Project)	Award
FY 23 Reconnecting Communities and Neighborhoods (RCN) Program: Implementation	<b><i>Bridging Highway Divides for DFW Communities</i></b> (Klyde Warren/Southern Gateway Parks – Phase 2.0, IH 30 Dallas Heritage Village/ Farmers Market Deck Park, & SH 5 Downtown McKinney Pedestrian Connection)	\$ 80M
FY 23 Safe Streets for All Infrastructure	<b><i>MLK Jr./Cedar Crest Blvd Complete Street &amp; Safety Upgrades</i></b> (submitted by City of Dallas)	\$21.8M
FY 23 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	<b><i>DART Cottonbelt / Silver Line Rail Shared-Use Trail</i></b> (submitted by DART)	\$25M
FY 23 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	<b><i>East Lancaster Avenue Complete Streets &amp; Transit Technology Project</i></b>	\$20M
TxDOT Transportation Alternative Program	<b><i>DART Cottonbelt / Silver Line Rail Trail</i></b> (submitted by DART)	\$25M
FY 19 Infrastructure for Rebuilding America (INFRA)	<b><i>North Texas Strategic National Highway System (NHS) Bridge Program</i></b>	\$8.78M
FY 18 Better Utilizing Investments to Leverage Development (BUILD) - Capital	<b><i>AllianceTexas/Haslet Accessibility Improvement Project</i></b>	\$20M
Total		<b>\$200.58M</b>



# Requested Action

Recommend RTC approval of Grant Management and RTC Initiative Fund

\$3M of RTC Local Funds

Additional funds to be programmed by Director for new awards

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





# Staff Contacts



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Christie Gotti  
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# Regional Transit 2.0: Policy Oversight ("Project Review Committee")

Task	Lead Local Entity	Oversight Members (RTC Members)		Lead NCTCOG Staff	Lead Consultant
		Primary	Secondary		
1 – Project Management	RTC Staff	N/A	N/A	Michael Morris April Leger	InfraStrategies McKinsey
2 – Develop Transit Legislative Program	RTC	RTC Committee of the Whole	-	Amanda Wilson Rebekah Gongora	InfraStrategies
3 – Develop Strategies to Increase Transit Authority Membership	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	Cities/Counties	Shannon Stevenson	InfraStrategies
4 – Develop Collaborations Between Existing Transit Authorities	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	RTC Committee of the Whole	Shannon Stevenson	InfraStrategies
5 – Develop Strategies for Authority Board Partnerships & Teamwork	Transportation Authorities Member Cities	DART, DCTA, Trinity Metro Representatives	DART, DCTA, Trinity Metro Member Cities	Michael Morris	McKinsey

# Regional Transit 2.0: Policy Oversight ("Project Review Committee") continued

Task	Lead Local Entity	Oversight Members (RTC Members)		Lead NCTCOG Staff	Lead Consultant
		Primary	Secondary		
6 – Develop Strategies for In-Fill Development	Member Cities	DART, DCTA, Trinity Metro Member Cities	DART, DCTA, Trinity Metro Representatives	Karla Windsor	InfraStrategies
7 – Review of Fare Collection Strategies	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	Cities/Counties	Amanda Wilson Rebekah Gongora	InfraStrategies
8 – Develop Recommendations for Transit Authority/Member City Paradox	Transportation Authorities  Member Cities	DART, DCTA, Trinity Metro Representatives	DART, DCTA, Trinity Metro Member Cities	Michael Morris	McKinsey
9 – Final Report	RTC Staff	RTC Committee of the Whole	-	All NCTCOG Staff	InfraStrategies McKinsey



U.S. Department  
of Transportation

**Federal Transit  
Administration**

Region VI  
Arkansas, Louisiana,  
New Mexico, Oklahoma,  
Texas

819 Taylor St. Suite 14A02  
Fort Worth, TX 76102  
(817) 978-0550  
(817) 978-0575 (fax)

March 4, 2024

Michael Morris  
Director of Transportation  
North Central Texas Council of Governments  
P.O. Box 5888  
Arlington, TX 76005

**RE: NEPA Class of Action Determination for the Dallas-Fort Worth High-Speed  
Passenger Service**

Dear Mr. Morris:

The Federal Transit Administration (FTA) received your letter requesting a National Environmental Policy Act (NEPA) class of action determination for the Dallas-Fort Worth High-Speed Passenger Service (the Project). In Phase 1 of the Project, the North Central Texas Council of Governments (NCTCOG) evaluated transportation options between Dallas and Fort Worth and proposed double-tracked, high-speed rail (HSR), with most of the rail to be constructed within the Interstate Highway 30 corridor and an underground station in Arlington. NCTCOG would now like to move the Project into Phase 2, which includes preliminary engineering needed to complete NEPA, and environmental review and analysis.

Phases 1 and 2 are partially funded with Federal Highway Administration Surface Transportation Block Grant funds that have been “flexed” to FTA pursuant to applicable Federal law, rules, policies, and procedures. While NCTCOG has not identified any Federal funding sources for the design and construction of the Project, it has proposed creating a public private partnership in order to seek Federal funding in conjunction with state and/or private sector participation.

On December 8, 2023, the Federal Railroad Administration (FRA) awarded NCTCOG a grant (\$500,000.00) under the Corridor Identification and Development (Corridor ID) Program to help implement planning of HSR from Fort Worth to Houston (which includes the Project). Under this award, NCTCOG would initiate entry into FRA’s Corridor ID Program and develop a scope, schedule, and cost estimate for preparing a service development plan (SDP) for the HSR corridor. FRA requires an updated SDP before advancing a corridor into preliminary engineering and environmental review.

Because Federal funding for Phase 2 of the Project has been flexed to FTA, FTA has agreed to serve as Federal lead agency and will be responsible for ensuring that environmental analysis for the Project is prepared and completed in accordance with NEPA, its implementing regulations (40 CFR Parts 1500-1508), FTA’s environmental regulations (23 CFR Part 771), Efficient

Environmental Reviews for Project Decisionmaking and One Federal Decision (23 U.S.C. 139), and other applicable Federal laws and regulations.

The significance of the Project's effect on the quality of the human environment is unknown, therefore FTA determines the class of action for Phase 2 of the Project under NEPA is an Environmental Assessment (EA). Please be aware that any final environmental determination made by FTA related to the Project is independent from any finding as to the Project's eligibility for or likelihood of future FTA funding or NCTCOG's eligibility to advance the Project through FRA's Corridor ID Program.

NCTCOG, serving as joint lead agency and project sponsor, is responsible for preparing the EA consistent with FTA's standard operating procedures as well as performing all appropriate analyses, drafting the EA, preparing all required documentation, conducting public involvement, ensuring that any required coordination with resource agencies is completed, managing the Project schedule, and ensuring the Project file is sufficient and complete. FRA has agreed to serve as a cooperating agency, as it has special expertise in assessing the environmental impacts of HSR projects. The roles and responsibilities of additional partner agencies will be determined as practicable in the review process.

We look forward to working with you on Phase 2 of the Project. If you have any questions, please contact Terence Plaskon, Environmental Protection Specialist, at (817) 978-0573 or via email at [terence.plaskon@dot.gov](mailto:terence.plaskon@dot.gov).

Sincerely,

GAIL C  
LYSSY

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LYSSY  
Date: 2024.03.04  
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Gail Lyssy  
Regional Administrator  
Federal Transit Administration, Region VI

# HIGH-SPEED



# TRANSPORTATION

## Dallas-Fort Worth

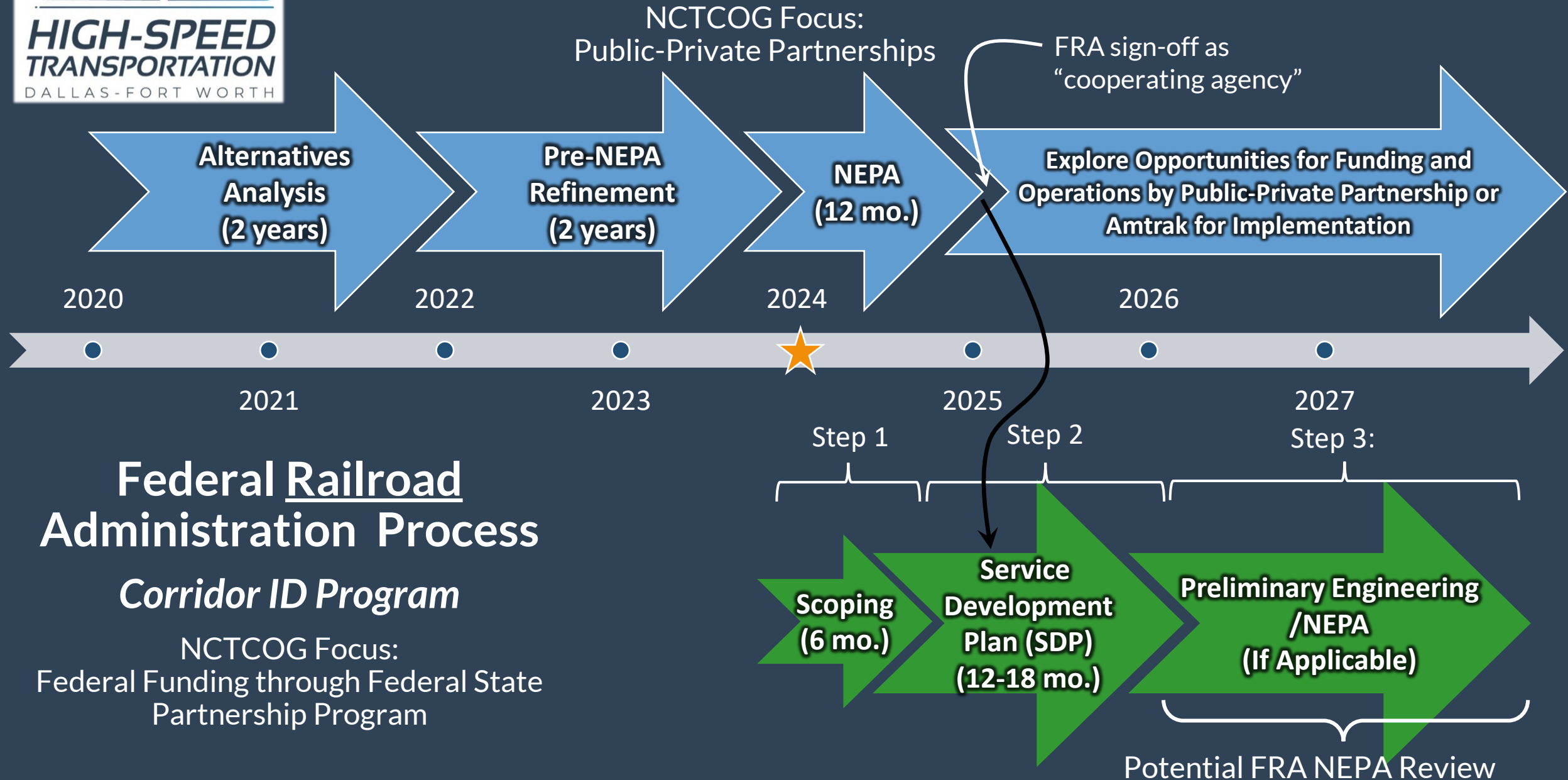


North Central Texas  
Council of Governments

3-22-2024 | Surface Transportation Technical Committee  
Brendon Wheeler, P.E.



# Federal Transit Administration Process



\*NEPA: National Environmental Policy Act



# DFW High-Speed Rail Alignment to be Studied in NEPA\*



PROPOSED STATIONS

TUNNEL

TRENCH / AT-GRADE

ELEVATED

\*NEPA = National Environmental Policy Act



# Parallel Efforts

---

## FTA-Led NEPA

Preliminary Engineering

Environmental Documentation

Class of Action: Environmental  
Assessment (EA)

Goal: Finding of No Significant Impact

Financial and Project  
Management Plans

Public and Agency Engagement

Within 12 months of Initiation

## FRA-Led Corridor ID Program

Step 1 – Develop:

- Scope
- Schedule
- Budget

For Service Development Plan  
(Step 2)

# Dallas High-Speed Rail (HSR) Questions (Alternative Alignments)

Were the Following Alignments Reviewed?

Yes

## Alignments Previously Rejected; Requested to Review

**3. Elevated** – Use of Existing Rail Corridor East of Hotel Street

**4. Subway** – Coterminous with Approved Dallas HSR Station

**5A. Elevated/5B. Subway** – Different Station Location

**6. At-Grade** – Upgraded Trinity Railway Express (TRE)

**7. Elevated** – Trinity Railway Express (TRE) Corridor

## Alignments Previously Recommended for NEPA

**1. Elevated** – West of Hyatt Regency Hotel

**2A. Elevated** – East of Hyatt Regency Hotel

## New Alignments Recommended to Review

**2B. Elevated** – East of Hyatt Regency Hotel with Pedestrian Lobby

**2C. Elevated** – East of Hyatt Regency Hotel with Pedestrian Lobby and Pedestrian Cap

\*Alignments recommended for advancement into NEPA

# Alignments Previously Recommended for NEPA

## 1. Elevated – West of Hyatt Regency

***NO FATAL FLAW***

Alignment recommended for  
advancement into NEPA

Originally recommended for further  
study (Fall 2022)

Requires no changes to approved  
Dallas HSR Station location

Less favored than new eastern  
alternatives



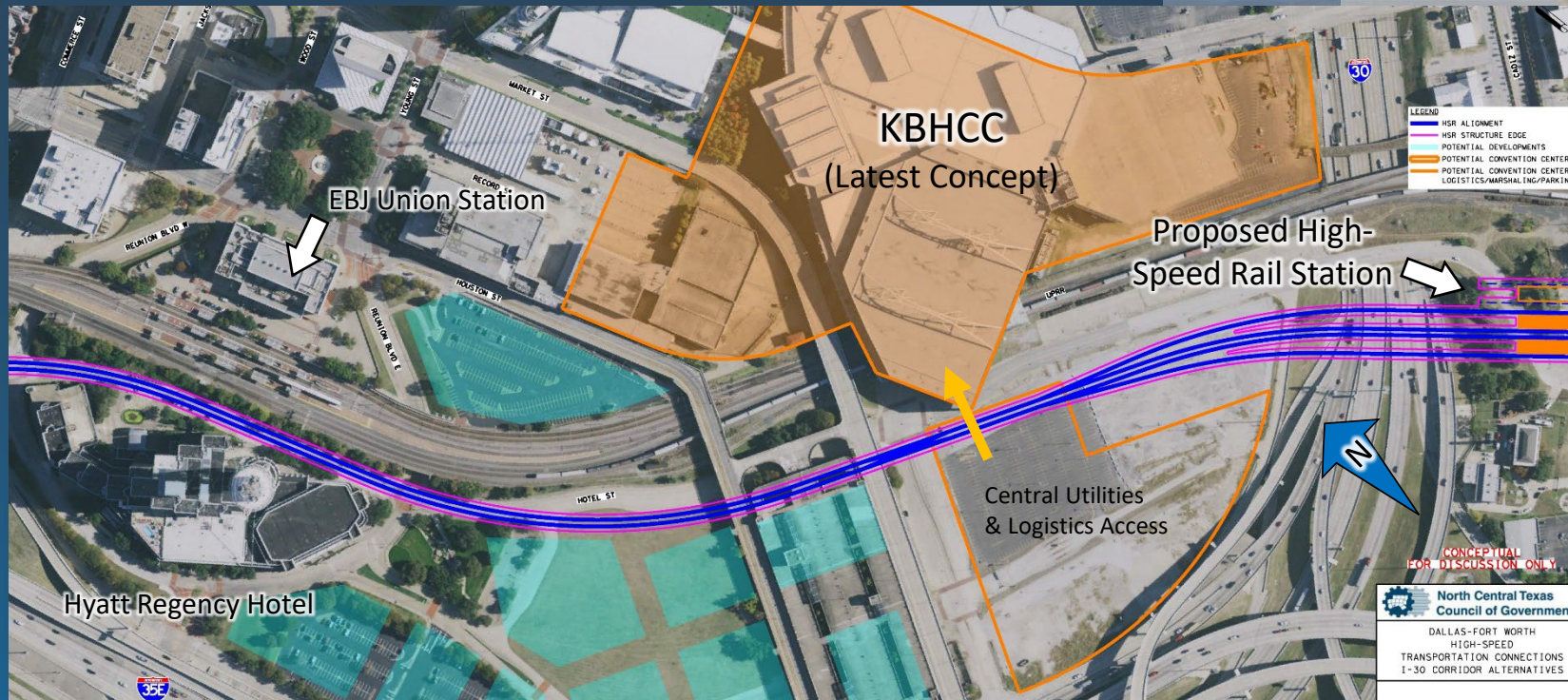
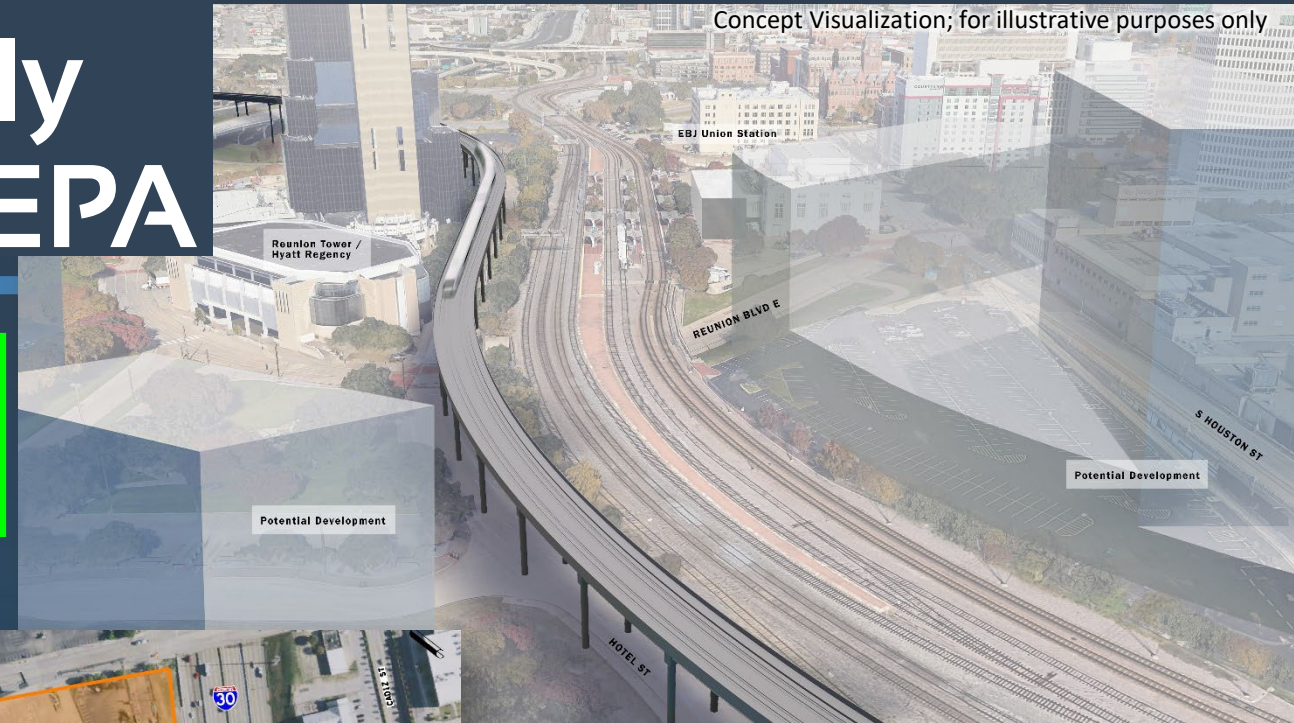


# Alignments Previously Recommended for NEPA

2A. Elevated –  
East of Hyatt Regency

**NO FATAL FLAW**

Alignment  
recommended for  
advancement into NEPA



Requires no changes to approved  
Dallas HSR Station location  
Aligns along Hotel Street and  
adjacent to existing rail corridor  
Similar alignment to 2B and 2C  
alternatives

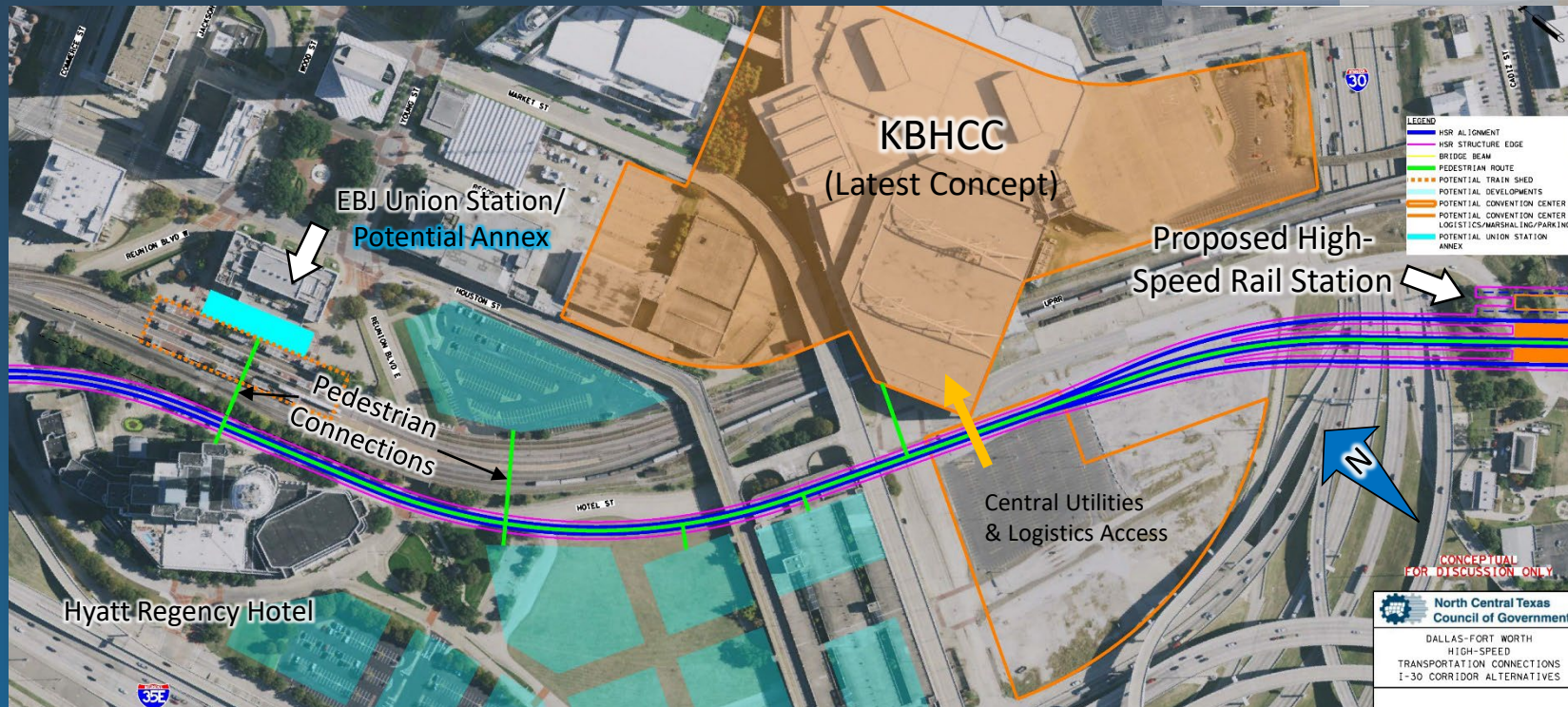
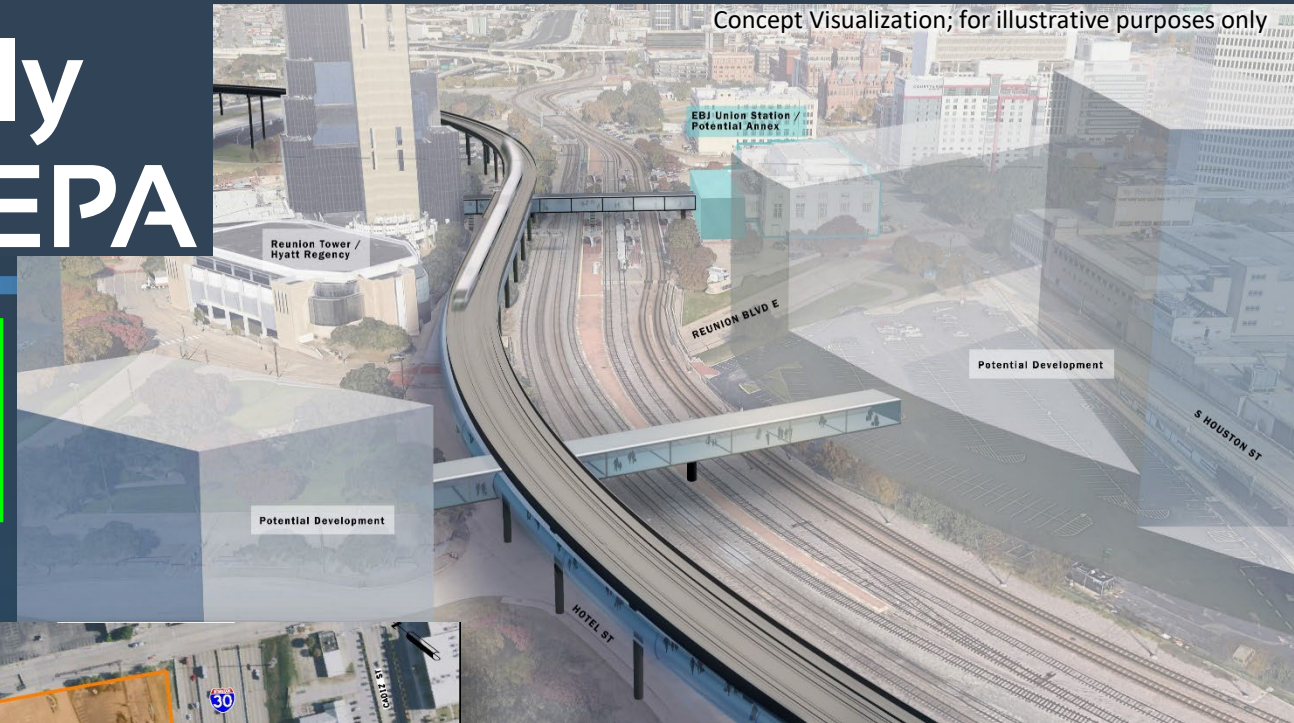


# Alignments Previously Recommended for NEPA

2B. Elevated – East of Hyatt Regency with Pedestrian Lobby

Alignment recommended for advancement into NEPA

**NO FATAL FLAW; FAVORED OPTION**



Aligns along Hotel Street and adjacent to existing rail corridor

Provides direct pedestrian connectivity opportunity between approved HSR station, EBJ Union Station, KBHCC, and other developments



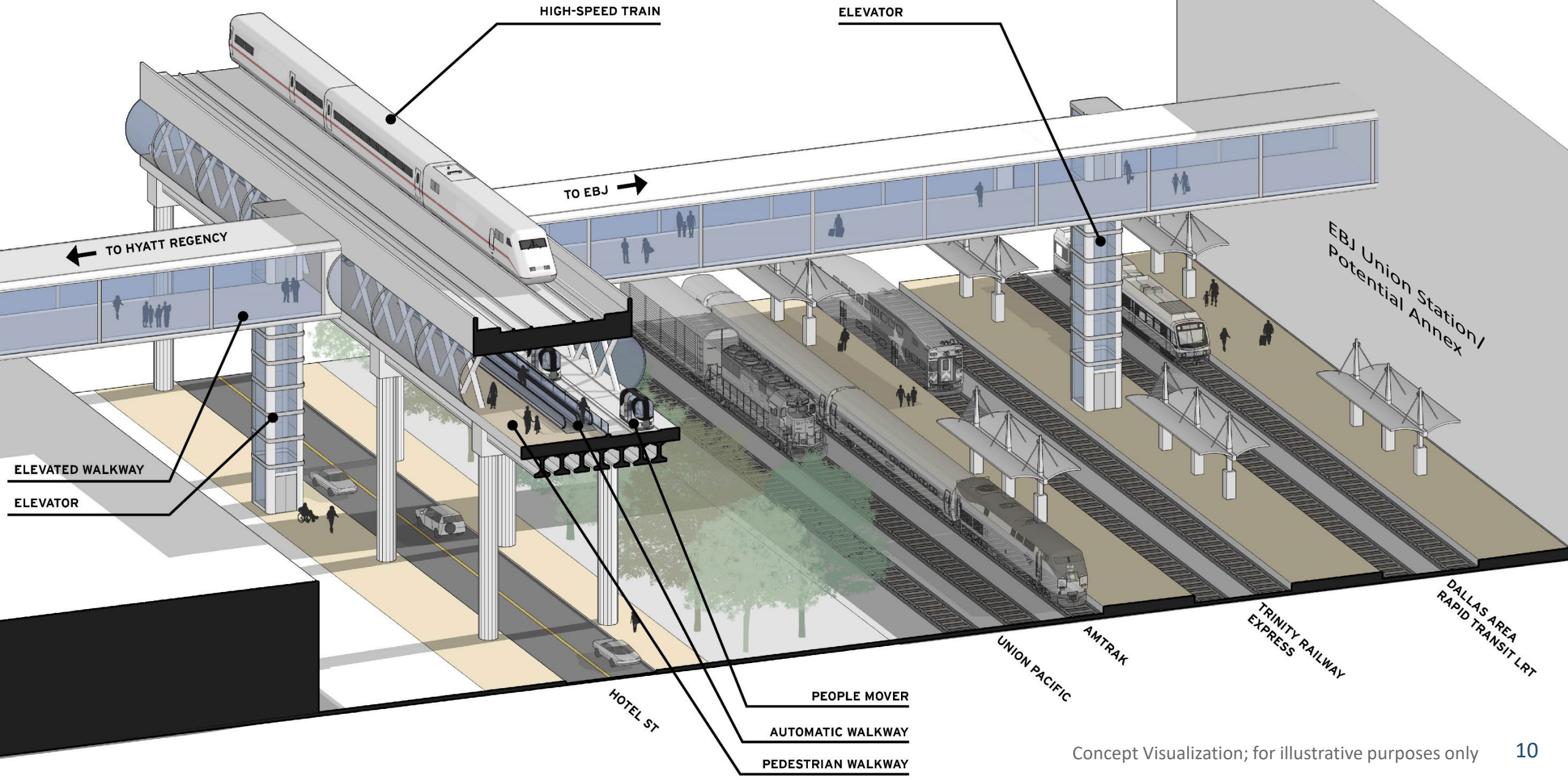
# Favored Option 2B for NEPA Advancement



Concept Visualization; for illustrative purposes only



# Favored Option 2B for NEPA Advancement



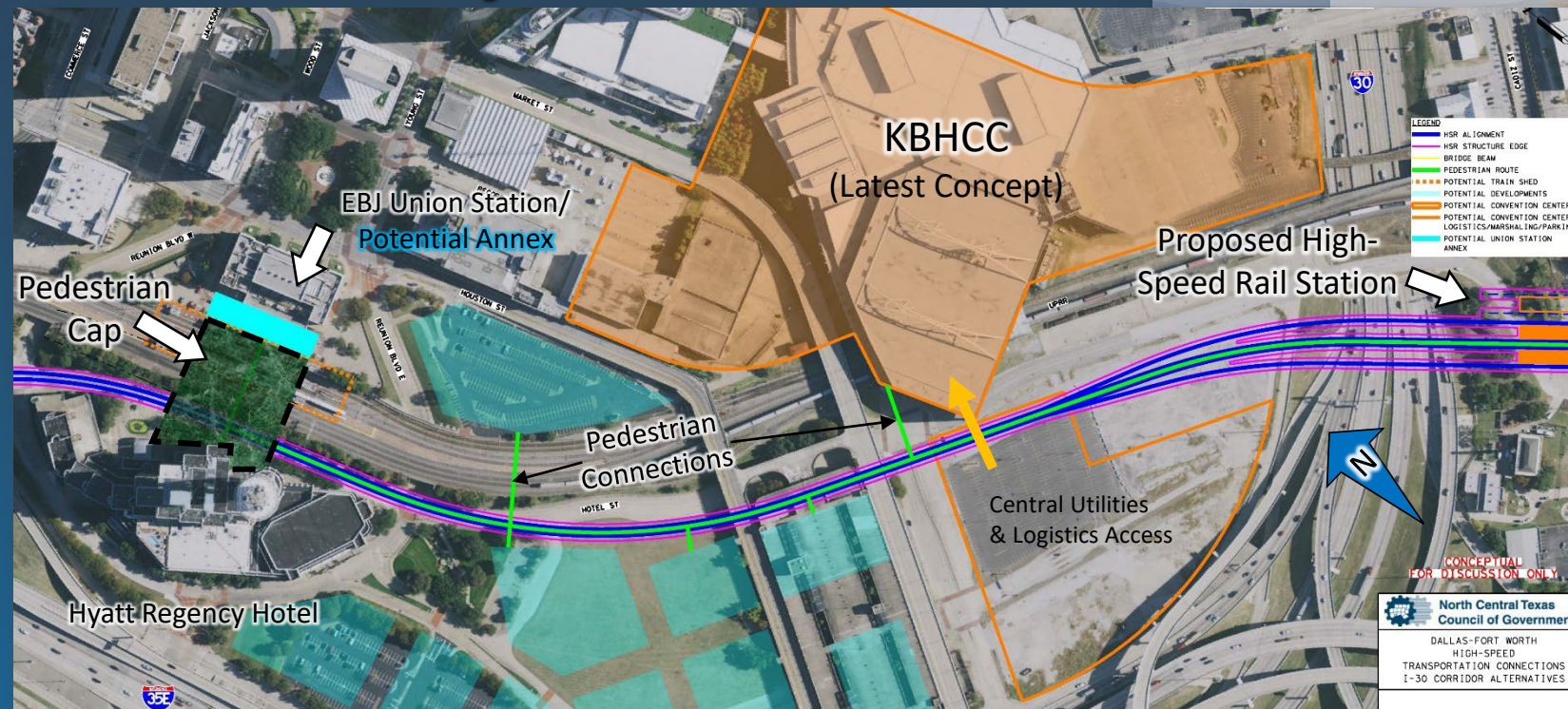
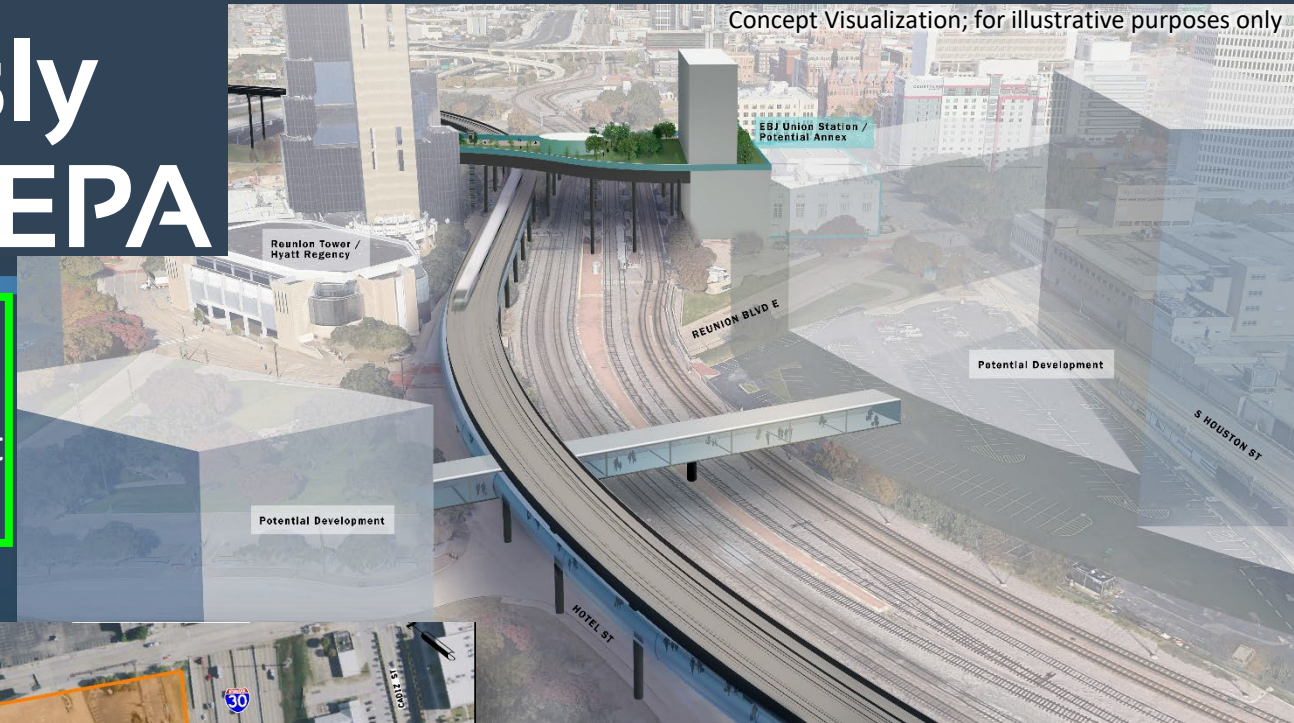


# Alignments Previously Recommended for NEPA

2C. Elevated – East of Hyatt Regency with Pedestrian Lobby and Pedestrian Cap

Alignment recommended for advancement into NEPA

**NO FATAL FLAW; FAVORED OPTION**



Aligns along Hotel Street and adjacent to existing rail corridor

Provides direct pedestrian connectivity opportunity between approved HSR station, EBJ Union Station, KBHCC, and other developments

Provides Pedestrian Cap/Deck Plaza over HSR to improve viewshed



# Favored Option 2C for NEPA Advancement







# Contacts

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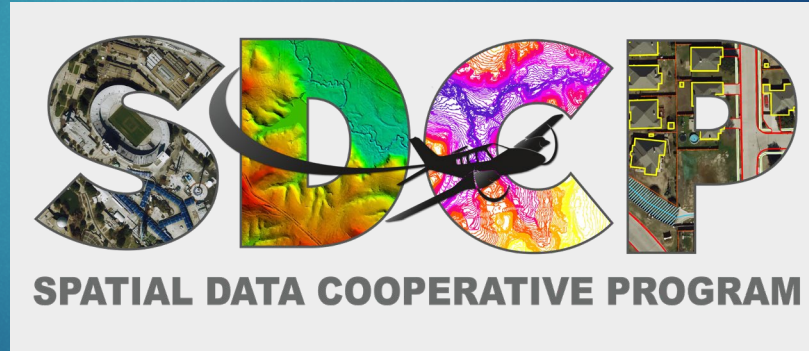
Brendon Wheeler, PE, CFM  
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[www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs)

SURFACE  
TRANSPORTATION  
TECHNICAL  
COMMITTEE

MARCH 22, 2024

# NCTCOG Spatial Data Cooperative Program



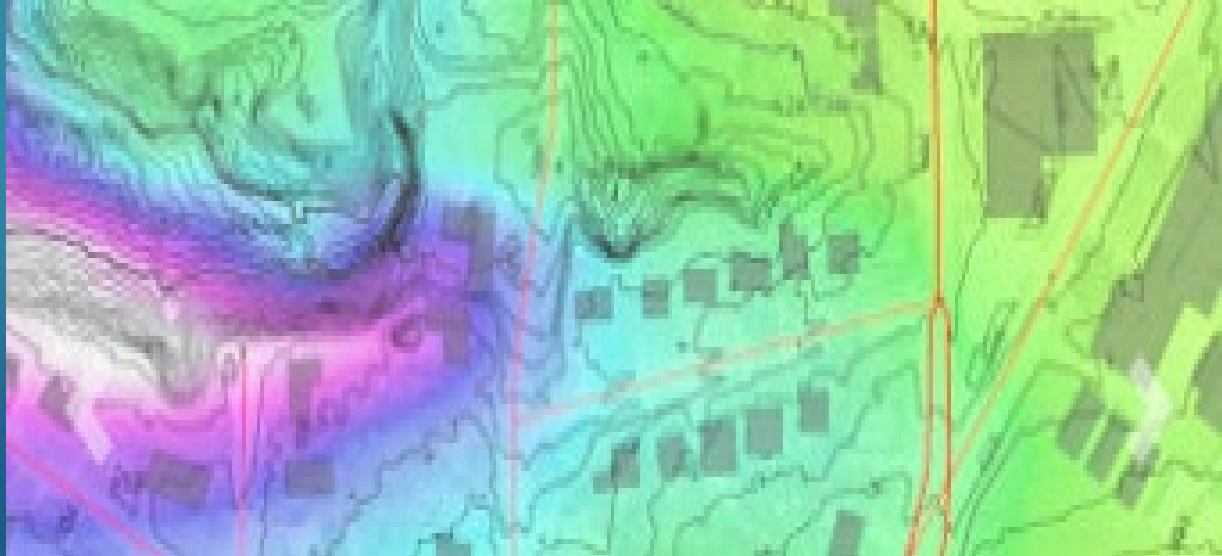
# Remote Sensing Data

- ▶ LiDAR & Orthophotography



## Derivative Products

- ▶ Contours
- ▶ 2D Planimetrics
- ▶ Impervious Surface
- ▶ Landcover/Land Use
- ▶ 3D Planimetrics





# How are Agencies Using SDCP Data? 3

**City of Rockwall:** Recently used SDCP 0.5M Lidar to model a line-of-site study for a 190-foot US flag entry feature into the city.



**City of Hurst:** Beginning to use SDCP 0.5M LiDAR to map apartments and schools in 3D for the police department.



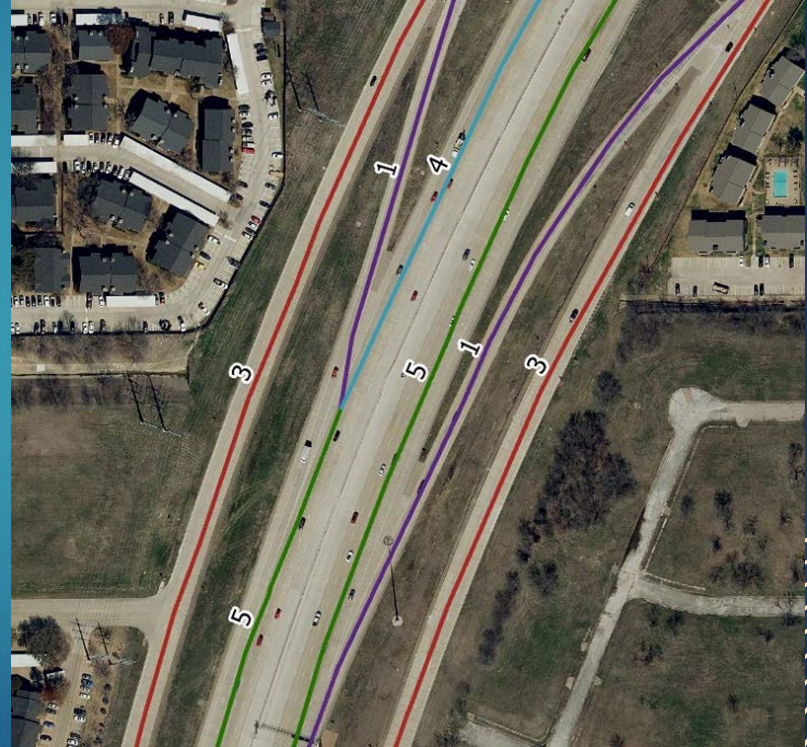


# Transportation Applications

4

## Now:

- ▶ Digitization of transportation features
- ▶ Verification of lane counts and other attributes
- ▶ Right-of-way analyses
- ▶ Project impact analyses



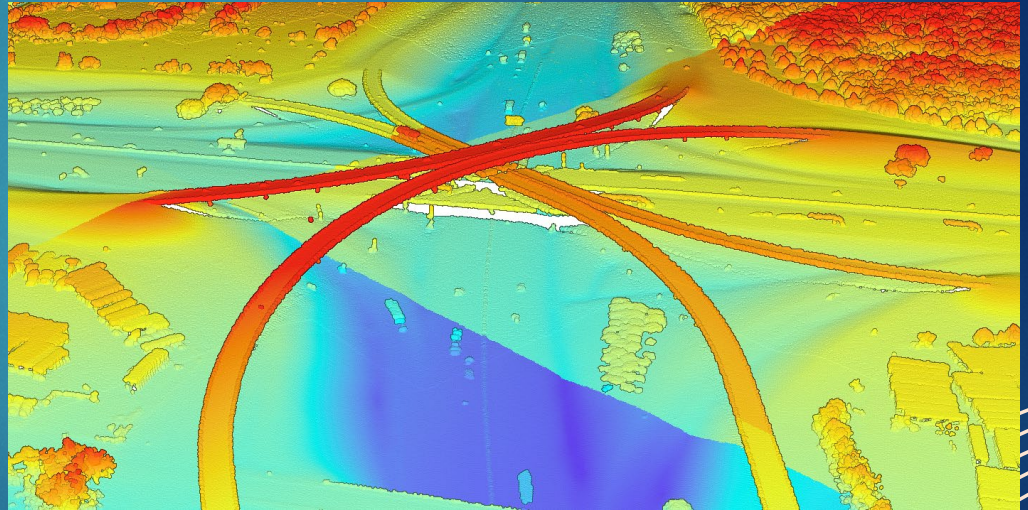


# Transportation Applications

5

## Future:

- ▶ Automatic derivation of transportation features using deep/machine learning
- ▶ Change detection to check project implementation
- ▶ 3D analysis of stack interchanges

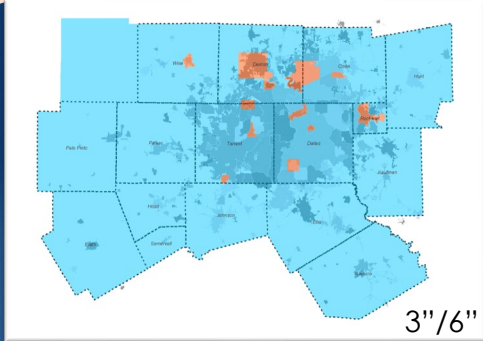


# Past & Future Projects

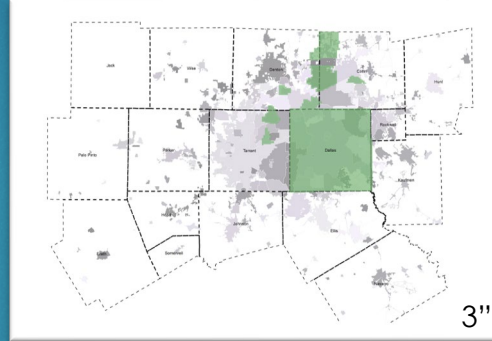
6

Orthophotography

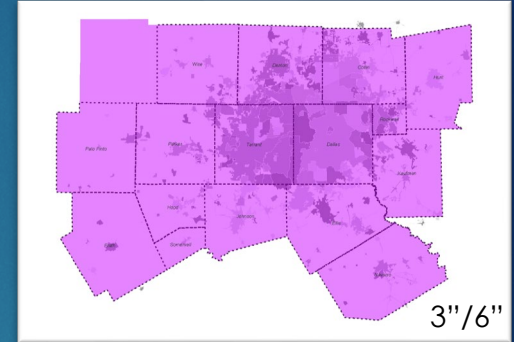
2023



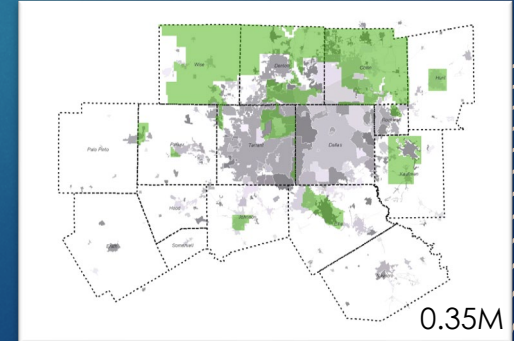
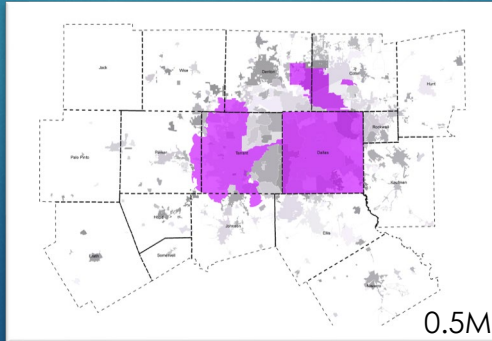
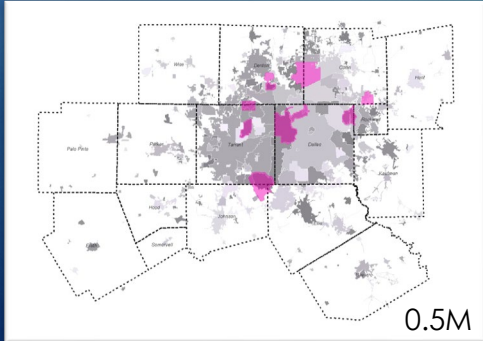
2024



2025 (Preliminary)



LiDAR





# 2025 Project Timeline

7



We are here.

Note: Past and future planned projects follow a similar schedule.



# Program Participants

(Since 2021)

Addison  
Allen  
Anna  
Annetta  
Arlington  
Balch Springs  
Bedford  
Benbrook  
Burleson  
Carrollton  
Cedar Hill  
Celina  
Cleburne  
Colleyville  
Collin County  
Coppell  
Corinth  
Corsicana  
Crowley  
Dallas  
Dallas County  
Downtown Dallas Inc.  
DCURD  
Dalworthington Gardens

Decatur  
Denton  
Denton County  
Desoto  
Duncanville  
Ennis  
Euless  
Fairview  
Farmers Branch  
Flower Mound  
Frisco  
Fort Worth  
Garland  
Granbury  
Grand Prairie  
Grapevine  
Haltom City  
Highland Park  
Highland Village  
Hurst  
Irving  
Keller  
Las Colinas Association  
Lancaster

Lavon  
Little Elm  
Mansfield  
McKinney  
Mesquite  
Midlothian  
Murphy  
Northlake  
North Richland Hills  
NTTA  
Plano  
Pilot Point  
Prosper  
Rockwall  
Roanoke  
Rowlett  
Sachse  
Seagoville  
Southlake  
The Colony  
Terrell  
Trinity Metro  
TRWD

TxDOT/  
Transportation Dept.  
  
University Park  
  
Waxahachie  
  
Weatherford  
  
Westlake  
  
Wilmer



# Conclusions

- ▶ More program participants = Lower costs for each participant
  - ▶ Bulk discount – Economies of scale (Overall size of flight)
  - ▶ Volume discount – Cost-sharing (Overlapping entities)
- ▶ Data can be used for applications related and unrelated to transportation planning
  - ▶ Asset management, floodplain/hydrological analyses, engineering, etc.
- ▶ Early commitments sought by April 12<sup>th</sup>

<https://www.nctcog.org/Regional-Data/Spatial-Data-Cooperative-Program-SDCP>

- ▶ Typical agency contacts are GIS coordinators, data managers, etc.

# Contact

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## **James McLane**

TR Information Systems Manager

NCTCOG Transportation

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817-704-5636

# SDCP Links

10

SDCP Main Program Page -

<https://www.nctcog.org/regional-data/spatial-data-cooperative-program-sdcp>

DFWMaps Marketplace -

<https://purchase.dfwwmaps.com/>



# Program History

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Program was started as a cost-sharing 6" orthophotography, LiDAR and contour project between NCTCOG and local entities.

2001

Began offering an even-year orthophotography flight for entities interested in more frequent data.

2008

Began offering a preliminary and final web mapping service deliverable. This allowed entities to begin working with the data much faster.

2013

Began delivering data through the cloud, rebranded the program, and created webpages for the program and products.

2015

Strategic planning to identify areas that need improvement and to work on overall program health.

2017

2021

2023

2025

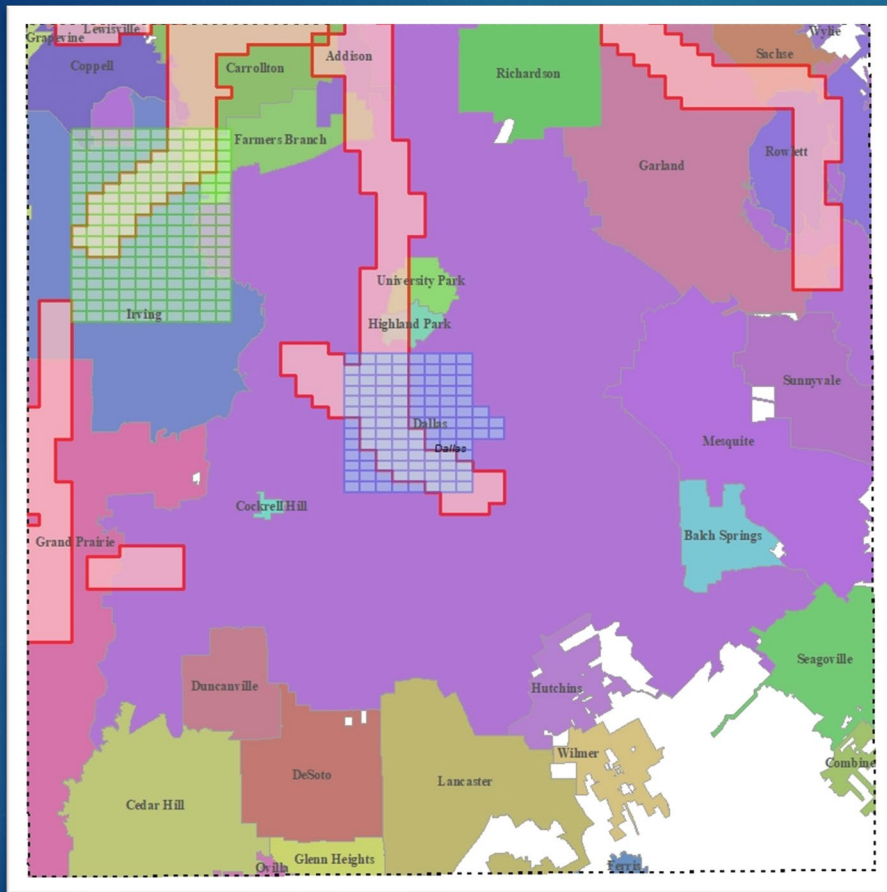
Began offering planimetric data to interested entities. Data was digitized from the most recent orthophotography.

Created an online form for easier ordering. First form included orthophotography and planimetrics.

Added 3" orthophotography, 0.5M LiDAR, and numerous other derivative products to the order form.

Partnered with Nearmap to provide a lower accuracy/faster turnaround imagery option.

Adding 0.35M LiDAR to the list of products.



# Volume Discount (cost-sharing)

- ▶ Regional Participants
- ▶ County Participants
- ▶ City Participants
- ▶ Special Districts
- ▶ Private/Nonprofit Interest



# Bulk Discount

- Negotiated during the RFP Process
- Economies of Scale

13

## New Acquisition Orthophotography Pricing (square mile)

The prices below are the bulk prices that have been negotiated with the vendor. They do not include the additional cost-sharing discounts that occur during larger region-wide "cooperative" flights. All projects require a 2 square mile minimum.

	2-250	251-500	501-1000	1001-5000	5001-10,000	>10,000
3" Frame Orthophotography	\$385.00	\$357.50	\$330.00	\$302.50	\$247.50	\$236.50
6" Frame Orthophotography	\$192.50	\$154.00	\$143.00	\$132.00	\$121.00	\$110.00
6" Pushbroom Orthophotography	\$137.50	\$121.00	\$103.40	\$93.50	\$85.80	\$80.30
6" Oblique Imagery	\$770.00	\$341.00	\$313.50	\$302.50	\$291.50	\$275.00

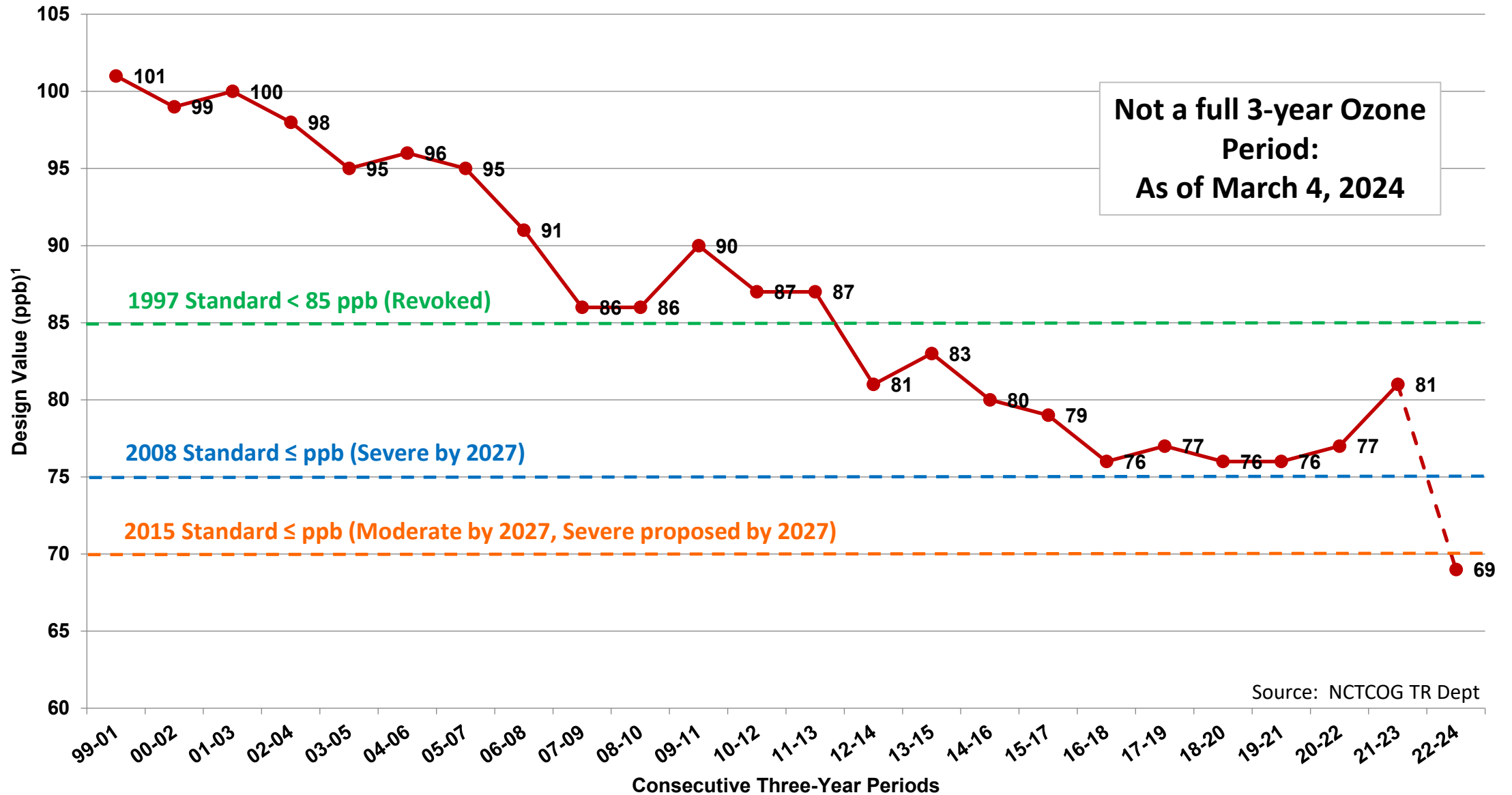
# Air Quality Status Report

Surface Transportation Technical Committee • March 24, 2024

Daniela Tower, Air Quality Planner

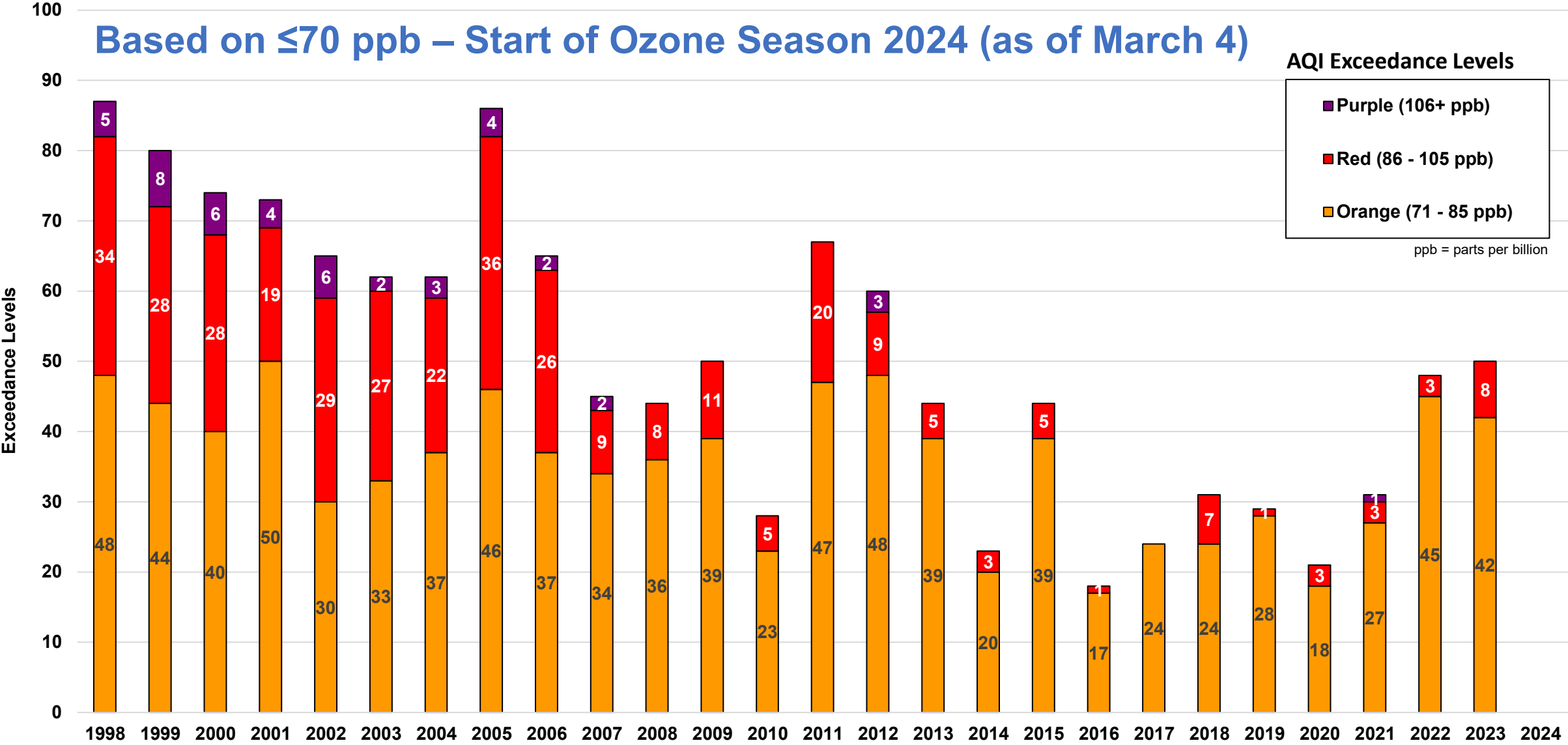


# 8-Hour Ozone Design Value Trends



<sup>1</sup>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).

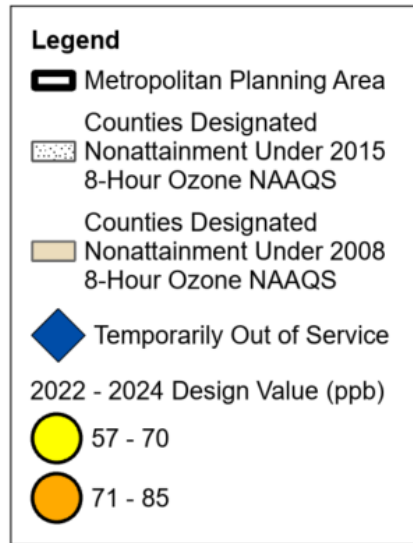
# Regulatory 8-Hour Ozone National Ambient Air Quality Standards Exceedance Trends



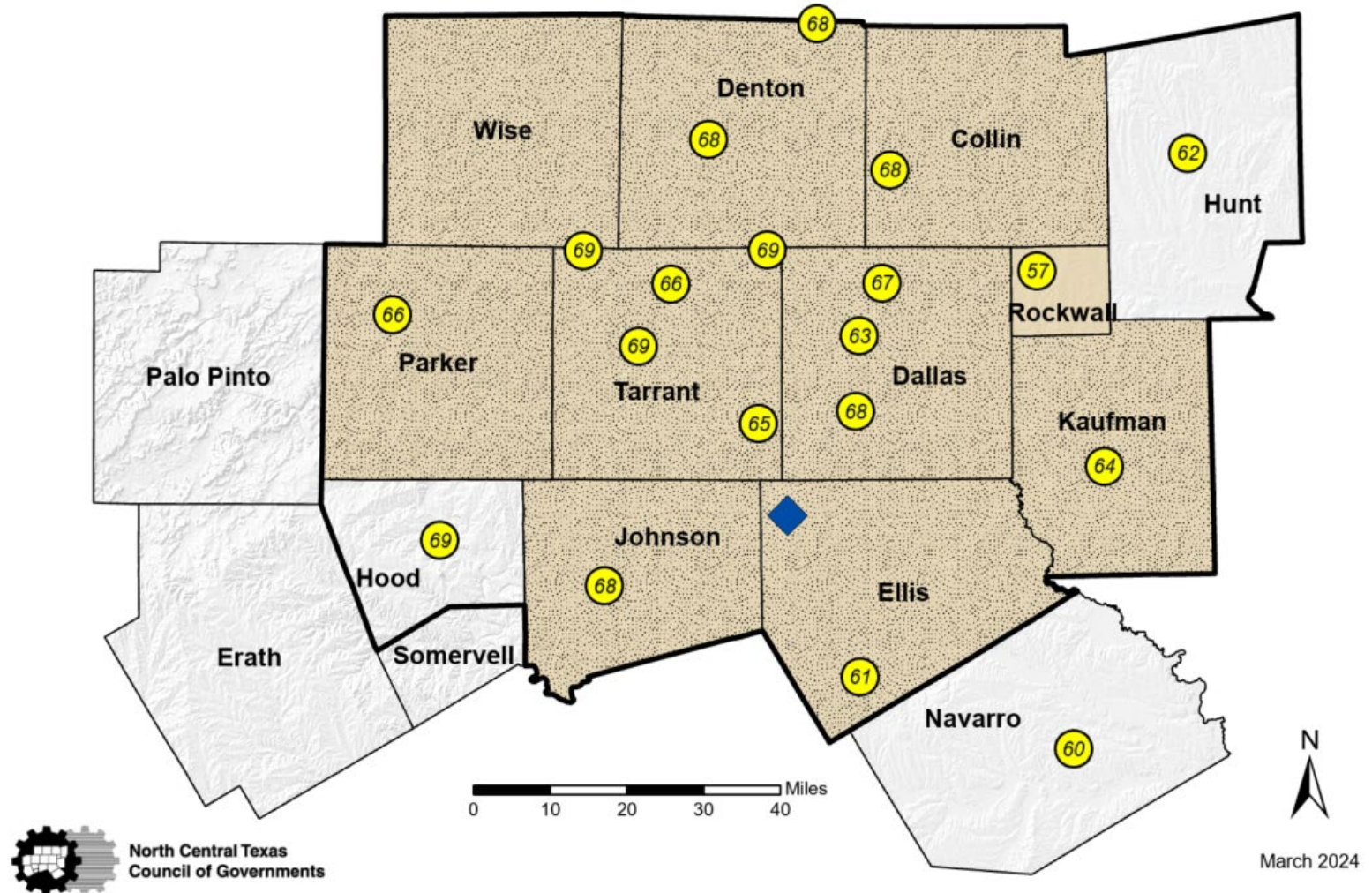
Exceedance Level indicates daily maximum eight-hour average ozone concentration.  
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

# Regulatory Ozone Monitor Locations with Design Value

As of March 4, 2024



Colors represent Air Quality Index Breakpoints





# 2008 Ozone National Ambient Air Quality Standards Attainment Scenario

## Monitor Values to Reach Attainment as of March 4, 2024

Five Highest Monitors	4 <sup>th</sup> Highest Value for Season			Current 2024 Ozone Season Design Value
	2022	2023	2024	
Cleburne Airport	82	75	49	68
Eagle Mountain Lake	77	81	50	69
Fort Worth Northwest	80	84	45	69
Granbury	81	79	49	69
Grapevine Fairway	78	84	45	69

**Based on 2022-2024 Ozone Monitor Data**



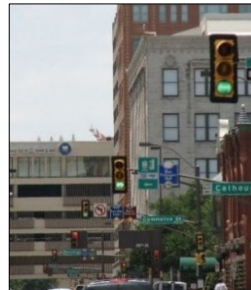
# Sample of Mobile Source Air Quality Initiatives



Rideshare. Record. Reward.



Dallas-Fort Worth  
CLEAN CITIES

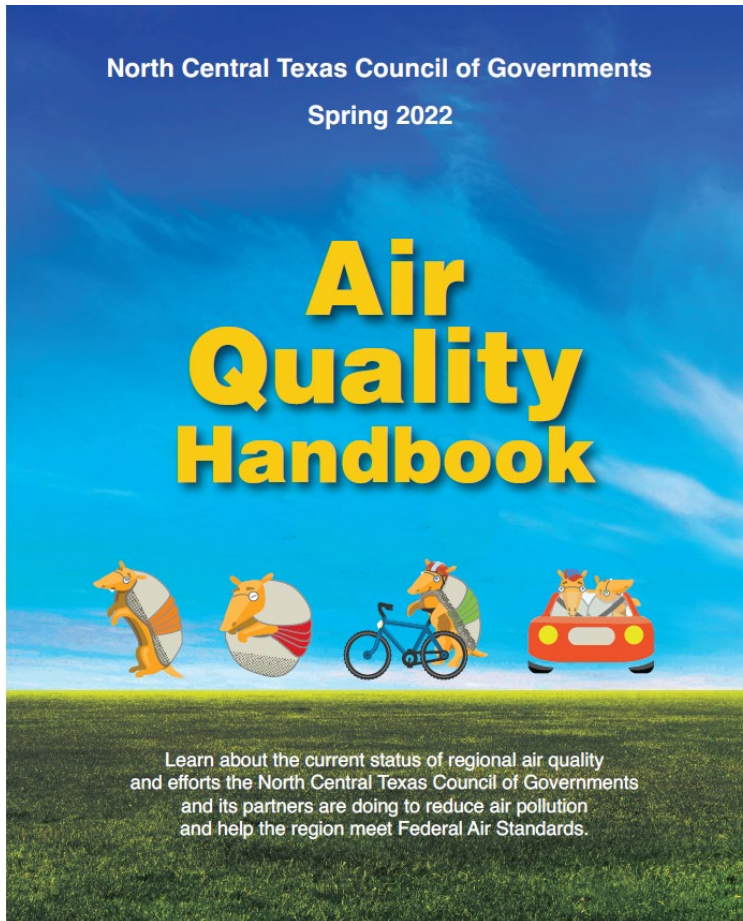




# Air Quality Handbook

## Multilingual

### English



[https://www.nctcog.org/getmedia/3e4466f8-aad7-4979-b336-d0b79c6fd10e/aq2022printer\\_spring.508e33.pdf?lang=en-US](https://www.nctcog.org/getmedia/3e4466f8-aad7-4979-b336-d0b79c6fd10e/aq2022printer_spring.508e33.pdf?lang=en-US)

### Spanish



<https://www.nctcog.org/getmedia/8d3a380e-dc11-4286-8efa-e430b74e337c/aq2022spanish.b128ac.pdf?lang=en-US>

### Vietnamese



<https://www.nctcog.org/getmedia/787b9fe9-94d9-4d76-9701-020876a06e61/AQHbkViet.pdf>

# EPA Revision of the PM<sub>2.5</sub> Annual Design Value

## PM<sub>2.5</sub> Primary Annual Standard

- Former Standard: 12.0 µg/m<sup>3</sup> – annual mean, averaged over 3 years
- New Standard as of February 7, 2024 : 9.0 µg/m<sup>3</sup>

## PM<sub>2.5</sub> 24-hour Standard

- Current: 35 µg/m<sup>3</sup> – 98<sup>th</sup> percentile, averaged over 3 years
- Standard retained: 35 µg/m<sup>3</sup>

## PM<sub>10</sub> 24-hour Standard

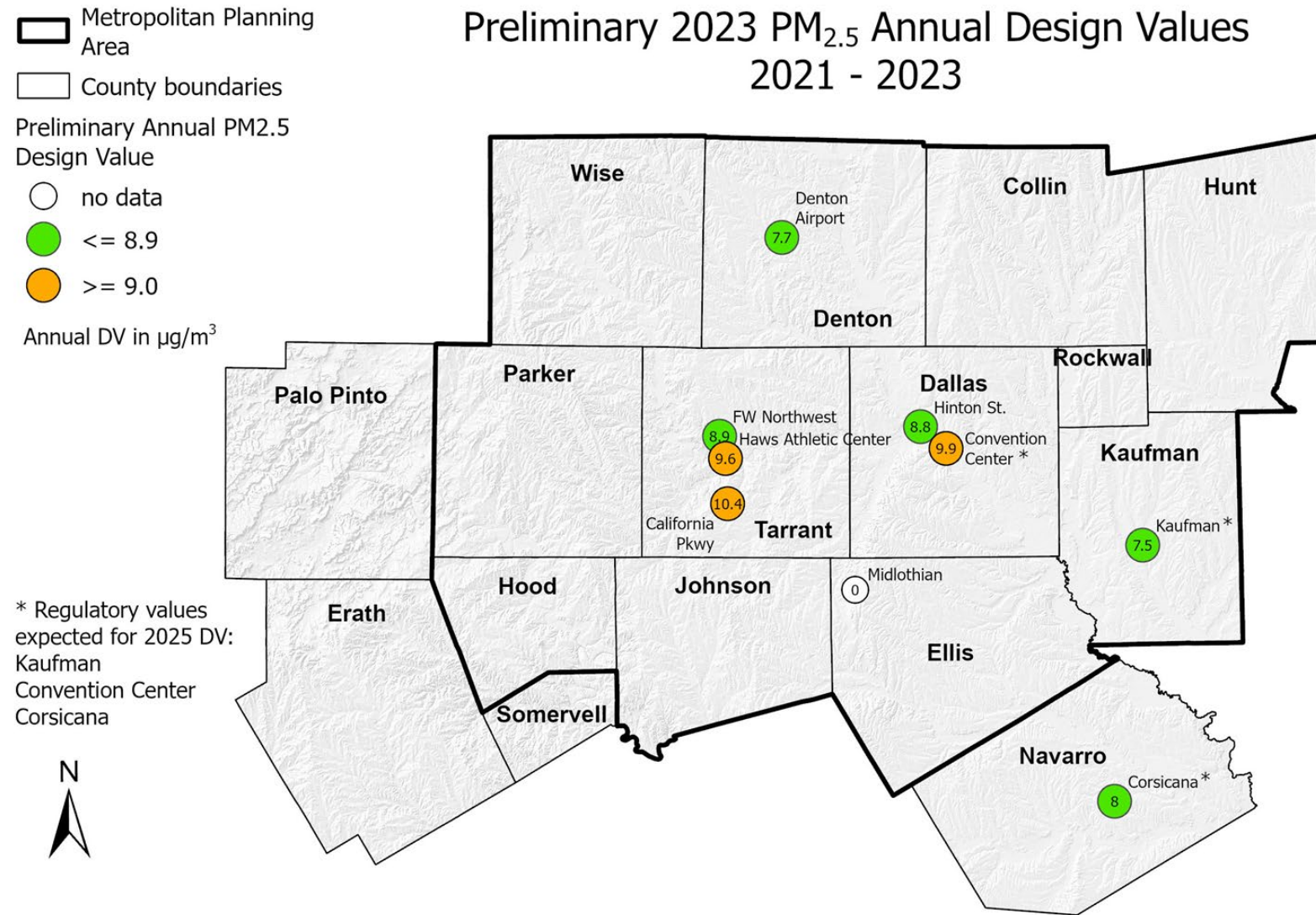
- Current: 150 µg/m<sup>3</sup> – 98<sup>th</sup> percentile, averaged over 3 years
- Standard retained: 150 µg/m<sup>3</sup>





# EPA Revision of the PM<sub>2.5</sub> Annual Design Value

On February 7, 2024, EPA changed the PM<sub>2.5</sub> NAAQ Standard from 12.0 µg/m<sup>3</sup> to 9.0 µg/m<sup>3</sup>.

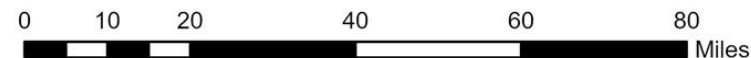


Start of Ozone Season & Change in  
NAAQS PM<sub>2.5</sub> Standard



North Central Texas  
Council of Governments

Data source: TCEQ, calculation NCTCOG



February 2024

# Implications of the Decision

## PM<sub>2.5</sub> Primary Annual Standard

Potential for Dallas and Tarrant Counties to be in Nonattainment

County – Monitoring Station 2020 - 2022	Data	County – Monitoring Station 2021 - 2023	Preliminary Data
Dallas – Convention Center	9.4 µg/m <sup>3</sup>	Dallas - Convention Center	9.9 µg/m <sup>3</sup>
Tarrant – Fort Worth NW	9.1 µg/m <sup>3</sup>	Tarrant – California Parkway	10.4 µg/m <sup>3</sup>

**112 counties do not meet 9.0 µg/m<sup>3</sup>**

**EPA projections show 51 would not meet 9.0 µg/m<sup>3</sup> in 2032**

## PM<sub>2.5</sub> 24-Hour Standard

None

## PM<sub>10</sub> 24-Hour Standard

None



# Designation Process

## Designations will be based on a “5-Factor Analysis”

1. Air Quality Data - NAAQS - Annual Design Value
2. Emissions and emissions-related data –  
identified both direct and precursors of  $\text{PM}_{2.5}$   
Precursors:  $\text{SO}_2$ ,  $\text{NO}_x$ , total VOC, and  $\text{NH}_3$
3. Meteorology – weather patterns and transport
4. Geography/Topography – physical regional features and transport
5. Jurisdictional Boundaries – planning and organizational structure of the area



# Impacts and Opportunities

**Initial area designations 2 years after final rules – by February 6, 2026 based on 2022–2024 or early-certified 2023–2025 data, nonattainment as “Moderate”**

**State Implementation Plan revisions (18 months after area designations)**  
Updated Emission Inventories, Control Strategies, Reasonable Further Process

**Rider 7 Planning Funds (Texas Commission on Environmental Quality)**  
Modeling, Monitoring

**Climate Pollution Reduction Grants (EPA CPRG)**  
Project and Measure Development and Implementation Funding to Reduce Greenhouse Gases and Other Harmful Air Pollutants

**PM Advance Program (EPA)**  
Voluntary Support, Technical Assistance





# FOR MORE INFORMATION

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## North Central Texas Council Of Governments

**TO:** Regional Transportation Council  
 (Primary and Alternate Members)  
 Mayors, City Managers  
 Surface Transportation Technical Committee  
 County Sheriffs, Police Chiefs, Fire Chiefs  
 Medical Examiners and Transportation Providers

**DATE:** March 4, 2024

**FROM:** Michael Morris, P.E.  
 Director of Transportation

**SUBJECT:** Announcement for the May 2024 North Central Texas Council of Governments  
 Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2023, the 16-county Dallas-Fort Worth region experienced 128,049 total reportable crashes, of which 22,611 were injury crashes, and 830 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents continues to be extremely important and is needed to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 135 classes have been offered at the first responder level to 3,636 students in the areas of police, fire, department of public safety, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 36 classes have been offered at the executive level to 1,361 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); however, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining).

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires

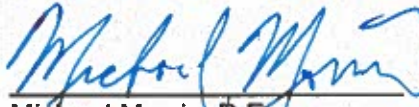
March 4, 2024

completion of a minimum four-hour FHWA Traffic Incident Management program for all certified firefighters within one year of appointment to a regulated entity. Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes updates in accordance with the Strategic Highway Research Program (SHRP2) National Program. Those agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation, ANSI Standards, and best practices. Important to note is that agency attendance from both police and fire agencies at the TIM training will continue to be a scoring component in future NCTCOG incident management-related funding opportunities.

You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Thursday, May 2, 2024, from 10 am to 12 pm. The course will be held in the Transportation Council Room at NCTCOG offices at 616 Six Flags Dr. Arlington 76011. There is no charge for this event.

Please register on our NCTCOG TIM Training Program page at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining) or contact Charlene Foster of NCTCOG at [cfoster@nctcog.org](mailto:cfoster@nctcog.org) or 817/608-2330 by Friday, April 26, 2024. We look forward to your participation on May 2, 2024.

  
Michael Morris, P.E.

CF:cf

cc: Natalie Bettger, Senior Program Manager, NCTCOG  
Ron Moore, Town of Prosper Fire Rescue Training Officer  
Captain Daniel Plumer, Dallas County Sheriff's Department

**Traffic Incident Management - First Responders and Manager Course**  
**Agency Attendance: August 2013 - February 2024**

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Allen	Fire Department	0	City of Dallas	Fire Department	5
	Police Department	21		Police Department	7
City of Alvarado	Fire Department	0	City of Decatur	Fire Department	0
	Police Department	4		Police Department	3
City of Amarillo	Fire Department	0	City of Denton	Fire Department	1
	Police Department	3		Police Department	20
City of Argyle	Fire Department	0	City of Desoto	Fire Department	0
	Police Department	3		Police Department	1
City of Arlington	Fire Department	1	City of Duncanville	Fire Department	0
	Police Department	33		Police Department	3
City of Aubrey	Fire Department	5	City of Ennis	Fire Department	0
	Police Department	0		Police Department	2
City of Azle	Fire Department	0	City of Euless	Fire Department	1
	Police Department	1		Police Department	4
City of Balch Springs	Fire Department	1	City of Farmer's Branch	Fire Department	0
	Police Department	1		Police Department	6
City of Bedford	Fire Department	0	Town of Flower Mound	Fire Department	0
	Police Department	6		Police Department	1
City of Benbrook	Fire Department	0	City of Forest Hill	Fire Department	0
	Police Department	24		Police Department	7
City of Bridgeport	Fire Department	0	City of Forney	Fire Department	15
	Police Department	1		Police Department	12
City of Burleson	Fire Department	0	City of Fort Worth	Fire Department	0
	Police Department	5		Police Department	17
City of Caddo Mills	Fire Department	0	City of Frisco	Fire Department	1
	Police Department	1		Police Department	2
City of Carrollton	Fire Department	3	City of Garland	Fire Department	2
	Police Department	12		Police Department	1
City of Cedar Hill	Fire Department	0	City of Glenn Heights	Fire Department	2
	Police Department	2		Police Department	10
City of Celina	Fire Department	0	City of Granbury	Fire Department	0
	Police Department	2		Police Department	4
City of Cleburne	Fire Department	1	City of Grand Prairie	Fire Department	0
	Police Department	6		Police Department	1
City of Colleyville	Fire Department	0	City of Grapevine	Fire Department	1
	Police Department	4		Police Department	7
City of Coppell	Fire Department	0	City of Greenville	Fire Department	0
	Police Department	5		Police Department	5
City of Corinth	Fire Department	0	City of Hickory Creek	Fire Department	0
	Police Department	3		Police Department	5
City of Cresson	Fire Department	1	City of Highland Park	Fire Department	0
	Police Department	0		Police Department	1
City of Cross Roads	Fire Department	0	City of Hurst	Fire Department	0
	Police Department	3		Police Department	15



**Traffic Incident Management - First Responders and Manager Course**  
**Agency Attendance: August 2013 - February 2024**

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
City of Irving	Fire Department	6	City of Ponder	Fire Department	1
	Police Department	7		Police Department	0
City of Joshua	Fire Department	0	City of Princeton	Fire Department	0
	Police Department	2		Police Department	4
City of Keene	Fire Department	9	City of Prosper	Fire Department	2
	Police Department	4		Police Department	0
City of Keller	Fire Department	0	City of Reno	Fire Department	0
	Police Department	15		Police Department	1
City of Kennedale	Fire Department	0	City of Rhome	Fire Department	0
	Police Department	3		Police Department	1
Town of Krum	Fire Department	0	City of Richardson	Fire Department	0
	Police Department	1		Police Department	2
Lake Cities	Fire Department	0	City of Richland Hills	Fire Department	0
	Police Department	4		Police Department	6
City of Lake Worth	Fire Department	2	City of Rio Vista	Fire Department	1
	Police Department	5		Police Department	0
City of Lavon	Fire Department	1	City of Roanoke / Marshall Creek	Fire Department	6
	Police Department	0		Police Department	0
City of Lewisville	Fire Department	1	City of Rockwall	Fire Department	0
	Police Department	10		Police Department	4
City of Little Elm	Fire Department	0	City of Sachse	Fire Department	0
	Police Department	3		Police Department	7
City of Mansfield	Fire Department	0	City of Seagoville	Fire Department	1
	Police Department	2		Police Department	3
City of Maypearl	Fire Department	0	City of Springtown	Fire Department	0
	Police Department	1		Police Department	1
City of McKinney	Fire Department	1	Town of Sunnyvale	Fire Department	0
	Police Department	1		Police Department	6
City of Melissa	Fire Department	0	City of Terrell	Fire Department	0
	Police Department	3		Police Department	3
City of Mesquite	Fire Department	1	City of University Park	Fire Department	0
	Police Department	0		Police Department	2
City of Midlothian	Fire Department	0	City of Venus	Fire Department	0
	Police Department	8		Police Department	19
City of North Richland Hills	Fire Department	3	City of Waxahachie	Fire Department	0
	Police Department	27		Police Department	16
Town of Northlake	Fire Department	0	City of Weatherford	Fire Department	5
	Police Department	1		Police Department	7
City of Oak Point	Fire Department	0	City of Willow Park	Fire Department	2
	Police Department	2		Police Department	1
City of Pantego	Fire Department	1	City of Wilmer	Fire Department	2
	Police Department	0		Police Department	13
City of Plano	Fire Department	0			
	Police Department	48			

**Traffic Incident Management - First Responders and Manager Course**  
**Agency Attendance: August 2013 - February 2024**

SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency	AGENCY TYPE Police and Fire	TOTAL
<b>COUNTIES</b>			<b>OTHER AGENCIES</b>		
Collin County	Fire Department	0	TxDOT - Dallas District	Mobility Assistance	13
	Sheriff's Department	5			
Dallas County	Fire Department	145	TxDOT - Fort Worth District	Mobility Assistance	20
	Sheriff's Department	9			
Erath County	Fire Department	0	Brownsville	Other	1
	Sheriff's Department	1			
Hood County	Fire Department	0	Bryan	Police Department	2
	Sheriff's Department	1			
Hunt County	Fire Department	0	Dallas/Fort Worth Int'l Airport	Fire Department	0
	Sheriff's Department	2		Police Department	12
Johnson County	Fire Department	0		DPS	2
	Sheriff's Department	3	LBJ Infrastructure Group	Other	31
Rockwall County	Fire Department	0			
	Sheriff's Department	9	Lindsey Transportation	HOV	12
Tarrant County	Fire Marshal	0			
	Sheriff's Department	46	Lockheed Martin Fire Department	Fire	1
	Mobility Assistance	42			
Wise County	Fire Department	0	MedStar	EMS	20
	Sheriff's Department	1			
			NTE Mobility Partners	Other	48
			North Texas Tollway Authority	Transportation	99
			Protect Environmental	Other	3
			State of Texas	DPS	132
			Texarkana	Police Department	1
			Trinity Metro	Other	5
			Towing	Wrecker Services	21

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 - November 2023**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restrictions)	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23	Nov-23
			CITIES/TOWNS																				
Town of Addison	Fire	0																					
	Police	1				1																	
	Public Works	1																		1			
City of Allen	Police	1	1																				
City of Alvarado	Fire	5				2	1							1							1		
	Police	3				1																	2
City of Anna	Police	2											1							1			
	Transportation	1																	1				
Town of Argyle	Police	1													1								
	Exec. City Staff	1						1															
City of Arlington	Fire	2			1									1									
	Police	5						4			1												
	Public Works	0																					
	Exec. City Staff	2										2											
City of Azle	Fire	1					1																
	Police	1					1																
City of Balch Springs	Fire	1		1																			
	Police	6		1	2	1								1				1					
	Exec. City Staff	1		1																			
	Other	1		1																			
City of Bedford	Fire	0						1												2			
	Police	5												2									
	Public Works	1								1													
City of Benbrook	Fire	5				5						1		1									
	Police	2																					
	Exec. City Staff	0																					
City of Burleson	Police	1		1																			
City of Caddo Mills	Fire	0																					
	Police	1																				1	
	Exec. City Staff	1																				1	
City of Carrollton	Fire	2										2											
	Police	2										1								1			
	Public Works	1										1											
City of Cedar Hill	Fire	1			1										1								1
	Police	3																					
	Public Works	2								1								1					
City of Celina	Fire	1																				1	
City of Cleburne	Fire	1																	1				
	Police	5	1		1					1									1	1			
	Other	1				1																	
City of Cockrell Hill	Fire	1											1										
City of Commerce	Fire	1								1													
City of Coppell	Fire	1						1															
	Police	1																1					
City of Corinth	Fire	3					3																
City of Crowley	Police	3						1	2														
City of Dallas	Fire	6		1	1	1													1	1			
	Police	4		1		1		1															
	Public Works	8		1	1								3		1					1			1
	Exec. City Staff	3	1	1													1						2

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 - November 2023**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	5/1/2020 (Cancelled due to COVID-19 restrictions)																			
			Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23	Nov-23
City of Decatur	Fire	1											1									
City of Denton	Fire	0																			1	
	Police	1																				
	Other	1		1																		
City of DeSoto	Fire	1					1															
	Police	1						1														
	Elected Official	0																				
City of Duncanville	Fire	0																				
	Police	1											1									
	Exec. City Staff	1												1								
	Public Works	0																				
Town of Edgecliff Village	Fire	1																1				
City of Ennis	Police	1																1				
	Fire	1														1						
	Exec. City Staff	1																		1		
City of Euless	Fire	11	1		2	2	2						2					1		2		1
	Police	4		2																		
	Exec. City Staff	1																				1
	Emer. Mgt.	1																	1			
City of Everman	Fire	1									1											
City of Farmersville	Fire	1						1														
	Police	2						1										1				
City of Farmers Branch	Public Works	1									1											
City of Ferris	Fire	5				2		1	1										1			
	Police	2						1	1													
Town of Flower Mound	Police	3					1		1	1												
	Fire	3															1	1	1			
	FIM Instructor	4							1	1			1	1								
	Engineering	1											1									
City of Forest Hill	Exec. City Staff	4			1						2								1			
City of Forney	Fire	1																1				
City of Fort Worth	Police	8					1	2				3			1			1				
	Public Works	1																			1	
	Exec. City Staff	3			1													1		1		
	FIM Instructor	2					1						1									
City of Frisco	Fire	11				1	1		2									4	3			
	Police	13			1						2				2				3	2	1	
	Public Works	1												1								
	Strategic Services	1					1							1								
City of Garland	Fire	3									1			1				1				
	Police	2											2									
	Other	1				1																
City of Glenn Heights	Fire	2																1				
	Police	3		1														1				
	Public Works	1											1									
City of Granbury	Police	3						1			2											
City of Grand Prairie	Fire	2																	2			2
	Police	3				1																
	Transportation	2										1		1								
	Engineering	3												1		1						
City of Grandview	Police	2													2							
City of Grapevine	Fire	3		1		1					1											
	Police	6										1	2	2				1				
	Engineering	2								1							1					



**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 - November 2023**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	5/1/2020 (Cancelled due to COVID-19 restrictions)																						
			Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23	Nov-23			
City of Greenville	Fire Police	1 3					2		1			1													
City of Haltom City	Fire	1												1											
City of Hickory Creek	Police	3									1			1			1								
City of Highland Park	Police	1										1													
City of Highland Village	Fire	4						2		2															
	Police	0																							
	FIM Instructor	2				1		1																	
City of Hurst	Police	3			1												1						1		
City of Hutchins	Fire	4		3												1									
	Police	5		3								2													
City of Irving	Fire	5							1		1	2							1		1			1	
	Police	4								1	1	1													
	Public Works	2										1				1			1						
	FIM Instructor	1										1													
City of Joshua	Police	4															2						2		
City of Kaufman	Police	4															2	2							
	Exec. City Staff	1																					1		
City of Keene	Police	1																	1	1					
	Fire	2												1											
City of Keller	Fire	1																1							
	Public Works	1										1													
City of Lake Dallas	Police	1								1															
	Fire	1																	1						
	Exec. City Staff	2								1						1									
City of Lake Worth	Exec. City Staff	1		1																					
City of Lancaster	Fire	2															1	1							
	Police	4			2									2											
	Public Works	3										2			2			1							
City of Lavon	Fire	1									1														
	Police	1									1														
City of Lewisville	Fire	1																			1				
	Emergency Mgt.	1																							
City of Mansfield	Elected Official	1																				1			
City of McKinney	Fire	0																							
	Police	3	1															2							
	FIM Instructor	5												1		1				1	1				
	Exec. City Staff	2					2																		
City of Mesquite	Fire	4												1	1									2	
	Police	2													1										
	Engineering	2																1							
	Emer. Mgt.	2										1		1						2					
City of Midlothian	Police	1															1								
City of Mineral Wells	Police	2											1		1										
	Fire	1										1													
City of Murphy	Police	4								2			1					1							
City of New Fairview	Other	2																	2						
City of North Richland Hills	Fire	1	1																						
	Police	7				3				3		1													
City of Oak Point	Fire	5																	1	1		3			
City of Parker	Police	2						1				1													
City of Pilot Point	Police	2									1								1						

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 - November 2023**

SPONSORING AGENCY City, County, DOT, Transit Agency, other		AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restrictions)	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23	Nov-23
City of Plano	Fire	1																					1	
	Police	4							1												1	1	1	
	Exec. City Staff	1																			1			
	Elected Official	1		1																				
	Engineering	1											1											
	FIM Instructor	3																		1	1			1
City of Ponder	Fire	3						1													1			1
City of Princeton	Fire	2																		1		1		
City of Prosper	Fire	2		1						1														
	FIM Instructor	1													1									
City of Red Oak	Fire	4	1																1		2			
	Police	2	2																					
City of Reno	Police	1																			1			
City of Rhome	Police	1																			1			
City of Richardson	Police	9		2		1	1											2						3
	Public Works	4																	2	2		1		1
City of Richland Hills	Fire	1				1																		
	Police	2																		1				
	Public Works	1																		1				
City of Roanoke	Fire	1													1									
	Police	2												1	1								1	
City of Rockwall	Fire	1														1								
	Police	4								1									1			2		
City of Rowlett	Public Works	1										1												
City of Royse City	Fire	2																		1	1			
City of Sachse	Fire	1							1															
City of Sanger	Fire	1																					1	
City of Sansom Park	Police	2											1	1										
City of Seagoville	Fire	2		1						1														
	Police	3								2				1										
City of Southlake	Police	2			1														1		1			
	Fire	1																						
City of Springtown	Police	1									1													
City of Stephenville	Fire	1																	1					
Town of Sunnyvale	Police	2																1			1			
City of Terrell	Police	3		1				1	1															
City of The Colony	Police	2			1	1																		
	FIM Instructor	2	1		1																			
	Other	1			1																			
City of University Park	Police	1		1																				
City of Venus	Fire	2								1					1									
	Police	5						1		1											1	1	1	
City of Waxahachie	Fire	1				1									1								1	
	Police	2																						
	Exec. City Staff	0																						

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 - November 2023**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	5/1/2020 (Cancelled due to COVID-19 restrictions)	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23	Nov-23
City of Weatherford	Fire	2				1																	1
	Police	0																					
	Other	2			1									1									
Town of Westlake	Fire	2																	2				
City of White Settlement	Police	6									2		1										3
City of Willow Park	Fire	2								2													
	Police	2								1							1						
City of Wilmer	Fire	2							1														1
City of Wylie	Fire	6																6					
	Police	3																2		1			
	Public Works	2																2					
COUNTIES																							
Collin County	Sheriff	1									1												
	Med. Examiner's Office	1																	1				
Dallas County	Sheriff*	38	3	1	1	4	2	2				2	4	1	5			3	8		1	1	
	Med. Examiner's Office	2			1			1															
	Court Administration	3							1	1					1								
	Public Works	1												1									
	Courtesy Patrol	1																			1		
	FIM Instructor	21	2		2	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1	1	1
Denton County	Sheriff	0																					
	Elected Official	1	1																				
	Med. Examiner's Office	0																					
Ellis County	Court Administration	2												1	1								
	Emergency Management	1																				1	
Erath County	Emergency Management	2																	1		1		
Kaufman County	Emergency Management	2								2													
Rockwall County	Sheriff	7						1										1		4	1		
Tarrant County	Sheriff	2																				1	1
	Courtesy Patrol	1																				1	
OTHER AGENCIES																							
Dallas Area Rapid Transit	Police	5	1					2	2														
DFW Airport	Police Dept	1									1												
	Emer. Mgt.	1																			1		
FHWA	Representative	7			1					1		1	1	1	1								1
Kimley-Horn Associates	Other	1																1					
LBj Express	Representative	1																					1
Lee Engineering	Engineering	1																				1	
Methodist Dallas Medical Center	Representative	2	1															1					
NCTCOG	Representative	78	4	4	3	3	5		3	3	2		2	2	2		22	5	3	5	3	4	3
	FIM Instructor	32	2	2	2	2	2		2	2			2	2	2		2	2	2	1	2	1	2
NTTA	Representative	4			1				2						1								
	FIM Instructor	1																1					
Protect Environmental	Representative	44	5	3	5	4	2	2	2		1			2	5		9		2			2	
Trinity Metro Services	Operations	3											1				1	1					
TxDOT - Austin	Operations	1										1											
TxDOT - Dallas	Operations	10		1				2		1			1							1	2		2
TxDOT - Fort Worth	Operations	34		5		1	7			5			1	8			5	1				1	

**Freeway Incident Management - Executive Level Course**  
**Agency Attendance: November 2013 - November 2023**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE Police, Fire, EMS, Towing, other	TOTAL ATTENDANCE	5/1/2020 (Cancelled due to COVID-19 restrictions)																				
			Nov-13	Apr-14	Nov-14	May-15	Oct-15	May-16	Nov-16	May-17	Nov-17	May-18	Nov-18	May-19	Nov-19	Nov-20	May-21	Nov-21	May-22	Nov-22	May-23	Nov-23	
TxDOT - Johnson	Operations	2									1						1						
TxDOT - Waco	Operations	1																	1				
Wrecker Services	FIM Instructor	4	1								1	1					1						
	Representative	0																					
TOTAL ATTENDANCE		793	30	43	37	46	47	29	31	36	26	31	41	42	37	0	56	55	56	47	30	34	39





# EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

**INCREASE** INCIDENT RESPONSE. **DECREASE** DRIVER DELAY.

**MAY 2, 2024 | 10AM - 12PM | IN-PERSON MEETING**

NCTCOG Office (Centerpoint II) | 616 Six Flags Drive, Arlington, TX 76011

Join us for the Traffic Incident Management Executive Level Course hosted by the North Central Texas Council of Governments (NCTCOG).

The course is designed to educate decision and policy makers on the importance and benefits of effective incident management. It also encourages common, coordinated response to traffic incidents, a source of significant delays in our rapidly growing region.

## Goals of the Traffic Incident Management Executive Level Course:

- Building partnerships with local emergency response agencies
- Reducing upstream traffic accidents
- Improving the efficiency of the transportation systems
- Improving air quality in the Dallas-Fort Worth Region
- Enhancing safety for emergency personnel

Register at: [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining)

Contact: [CFoster@nctcog.org](mailto:CFoster@nctcog.org) | 817-608-2330





# High-Occupancy Vehicle Quarterly Report

Regional Transportation Council  
Meeting

March 21, 2024



North Central Texas  
Council of Governments

## Managed Lane System

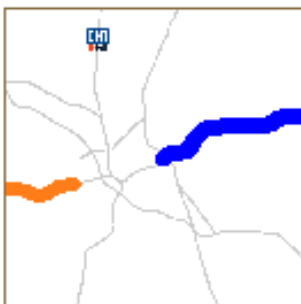
**Current Express/HOV  
+ New Managed Lanes**

-  Current Express/  
HOV Lanes
-  Current TEXpress  
Managed Lanes
-  TEXpress Managed Lanes  
Under Construction
-  Managed Technology Lane
-  Major Roadways

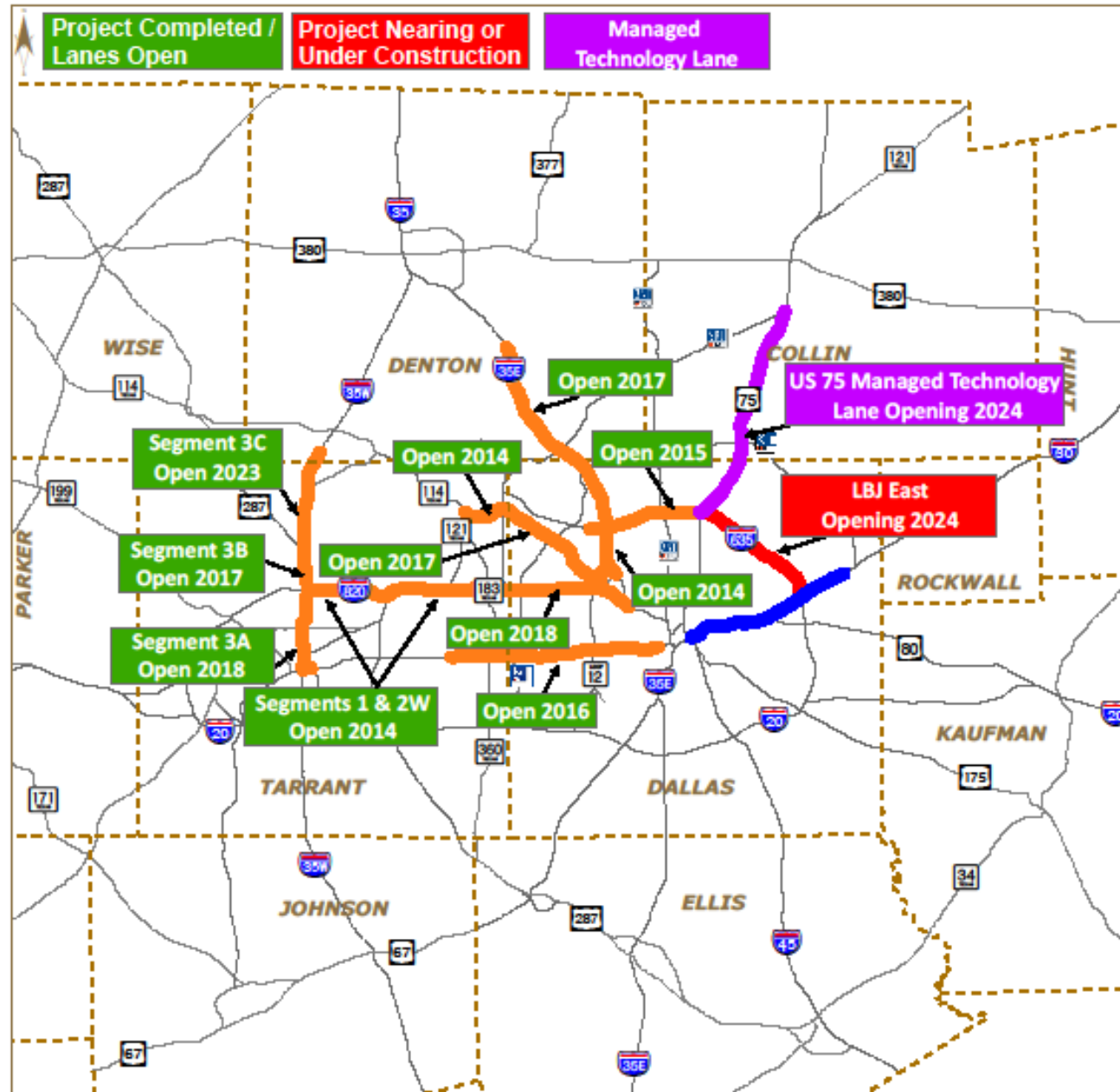
Fort Worth CBD



Dallas CBD



North Central Texas  
Council of Governments



August 4, 2023

October 5, 2021

# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – November 2023*

How much HOV 2+ Subsidy has the RTC been responsible for?

*\$9,303,746 as of November 2023*

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

*\$12,407 from October 2014 – November 2023*

How long can the RTC keep the HOV policy at 2+?

*For now, it remains 2+ and it will continue to be monitored quarterly*

Have there been any additional NTTA customer service needs?

*No, minimal impact*

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

*No*



# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – November 2023*

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <ul style="list-style-type: none"> <li>• SH 183/121 from IH 35W to SH 121</li> <li>• IH 35W from IH 30 to US 287</li> </ul>	\$5,387,169	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>• IH 635 from Preston Road to Greenville Avenue</li> <li>• IH 35E from Loop 12 to IH 635</li> </ul>	\$3,916,577	Negligible	0
<b>DFW Connector</b> SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through February 29, 2024



# HOV Users

January 24, 2020 – February 29, 2024

Users: 71,393

Vehicles: 69,833

Occupant Passes: 12,785



# Total and HOV Transactions

January 24, 2020 – February 29, 2024

Total Transactions – 4,951,690

LBJ/NTE Partners – 3,272,547

TxDOT – 1,679,142

Total HOV Transactions – 2,331,928 (~47%)

LBJ/NTE Partners – 1,586,542

TxDOT – 745,386

Unique Vehicles – 59,846





# Questions/Contacts

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**Dan Lamers**

Senior Program Manager

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**Amanda Wilson**

Program Manager

[awilson@nctcog.org](mailto:awilson@nctcog.org)

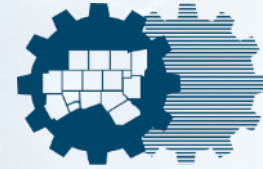
817-695-9284

**Berrien Barks**

Program Manager

[bbarks@nctcog.org](mailto:bbarks@nctcog.org)

817-695-9282



NCTCOG PRESENTATION

# Local Clean Air Project Spotlight

Surface Transportation Technical Committee

March 22, 2024

North Central Texas Council of Governments

# Project Spotlight – Kenan Advantage Group

<b>Awarded Project</b>	Two All-Electric Class 8 Day Cab Trucks
<b>Technology Replaced</b>	Two Diesel Class 8 Day Cab Trucks
<b>Project Geographic Area</b>	Irving (Dallas County)
<b>Implementation Date</b>	October 2023
<b>Awarded Amount</b> <b>Total Project Cost</b>	\$395,794 \$879,542
<b>Call for Projects</b>	North Texas Clean Diesel Project
<b>Funding Source</b>	Environmental Protection Agency



# Project Spotlight – Kenan Advantage Group



All-Electric Truck Front Profile



All-Electric Truck with Charging Station



All-Electric Truck with EV Label



# Contact Us



Valerie Alvarado  
Intern

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Principal Air Quality Planner

[JBrown@nctcog.org](mailto:JBrown@nctcog.org) | 817-704-2514





**MINUTES****REGIONAL TRANSPORTATION COUNCIL  
ONLINE PUBLIC INPUT OPPORTUNITY****Transit Strategic Partnerships****Safe Routes to School Update****Proposed Modifications to the List of Funded Projects****Online Public Input Opportunity Dates**

Monday, Feb. 12 - Tuesday, March 12, 2024 – The North Central Texas Council of Governments (NCTCOG) posted information at [www.publicinput.com/nctcogFeb24](http://www.publicinput.com/nctcogFeb24) 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. Transit Strategic Partnerships
2. Safe Routes to School Update
3. Proposed Modifications to the List of Funded Projects

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at [nctcogFeb24@publicinput.com](mailto:nctcogFeb24@publicinput.com), online at [www.publicinput.com/nctcogFeb24](http://www.publicinput.com/nctcogFeb24), 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](mailto:jcastillo@nctcog.org).

**Summary of Presentations*****Transit Strategic Partnerships presentation:***

<https://www.nctcog.org/getmedia/d8582875-c7b1-46f1-aa87-165df7c2c219/Transit-Strategic-Partnerships.pdf>

The Transit Strategic Partnerships Program was created as a competitive funding program. Eligible applicants include transit authorities, rural providers and nonprofits collaborating with existing transit providers to avoid duplication of services. The program funds new or expanded services for two to three years and focuses on the needs of low-income populations, elderly individuals and people with disabilities.

The most recent cycle of project evaluations has concluded, and projects being recommended to receive funding include the Mansfield On-Demand ZIPZONE Service.

NCTCOG is currently accepting the next round of Transit Strategic Partnership proposals through Spring 2024. Proposals will be reviewed, scored and selected in Summer 2024 and federal approval is expected in Spring 2025.

***Safe Routes to School Update presentation:***

<https://www.nctcog.org/getmedia/d1ec39fd-7829-4c04-9ef5-c801492d6f86/Safe-Routes-to-School-Update.pdf>

The Community Schools and Transportation Program promotes safe walking and biking to school and encourages school locations to support safe routes and promote efficient development.

A decline in walking and biking to school has led to increased traffic congestion, reduced safety, and higher student transportation costs in the Dallas-Fort Worth area. The School Crossing Guards Initiative, aims to address these issues by improving student and guard safety. Efforts include surveying stakeholders, reviewing guidance and exploring regionally consistent implementation methods. An updated survey on crossing guard issues can be found at <https://tinyurl.com/SchoolCrossingGuards> and will close on March 1, 2024. Walk to School Day is held the first Wednesday in October to promote pedestrian and bicycle safety. NCTCOG helps schools participate in this event by providing safety-themed giveaways. Approximately 108 Dallas-Fort Worth schools participated in the 2023 Walk to School Day. NCTCOG provided giveaways to 24 schools and received 905 signed safety pledges. The event also included a bicycle raffle and photo contest.

Looking ahead, Bike & Roll to School Day is scheduled for May 8, 2024. NCTCOG will provide implementation toolkits, safety-themed giveaways and a bicycle raffle.

***Proposed Modifications to the List of Funded Projects handout:***

<https://www.nctcog.org/getmedia/eb80c41f-29c6-469c-ab84-de21568397ec/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf>

A comprehensive list of funded transportation projects through 2024 is maintained in the TIP, with committed funds from federal, State and local sources. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Collin, Dallas, Denton, Ellis, Parker and Tarrant Counties. Additionally, financial adjustments related to public transportation services managed by the Denton County Transportation Authority are also included.

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

**Website**

**Anonymous Citizen**

I am frustrated with the efforts that are being made toward goals that are not sustainable. Auto rentals are already getting rid of their electric fleet of cars because it is "too expensive to maintain them". Scientists say that there is not enough cobalt in the world to supply what is needed for the projected electric car market anyway. TCEQ decommissioned its smoking

vehicle program because people in Ft. Worth began collecting smoking car notifications like they were trophies. Apparently, there are no real consequences. Most of the wind turbines in Texas are not even hooked up to the grid but the blades have to be replaced anyway creating more waste. I will support a real plan that has potential.

As a science teacher, I will encourage my students to get on board to improve the future. For instance, at UT they are considering the possibility of using oil rigs to develop geothermal energy stations. There is a great TED talk on this idea. Buses and trains have real potential, especially as the roads become more congested. The bike lanes and pedestrian improvements are a great idea. Let's make sure we put our energy into things that will make a real difference.

### **Website**

#### **Phyllis Silver, Citizen**

Please see Attachment 1 for comments submitted via postal mail.

February 2024 COG Regional Transportation  
Public Input Opportunity

Attachment 1

Community Schools and Transportation Update

Comments:

I am excited to read about this initiative to encourage children to safely walk + bicycle to school. This will lead to healthier students, as they remain more active. Hopefully they will continue to walk and not be as reliant on cars in their adulthood. This initiative is also good for the environment, as there will be fewer vehicles on the road while the children are traveling to school.

Transit Strategic Partnerships Program

Question - Page 5 -

What is ZIPZONE? Can you describe this service?

May 2024 TIP Modifications for Public Review

Question PG. 11 OF 62

TIP Code 11903.1 - In the comment section, what is a SIB loan?

Phyllis Silver  
2/22/2024

# TRANSPORTATION

## PUBLIC MEETING

APRIL 8 · 10 AM · 616 SIX FLAGS DR. ARLINGTON, TX 76011

### PRESENTATIONS

#### Mobility 2050: The Metropolitan Plan for North Central Texas

NCTCOG is working on the next long-range Metropolitan Transportation Plan (MTP). Staff has initiated the development of Mobility 2050 and will provide an overview of key considerations and public input opportunities. For more information, visit: [www.nctcog.org/PlanInProgress](http://www.nctcog.org/PlanInProgress).

#### DOE Multimodal Delivery Project

NCTCOG is participating in a City of Arlington led effort to test and evaluate new mobility options to deliver essential food items to underserved communities. These deliveries will be made by a combination of vertical take-off and landing (VTOL) drones, 6-foot-long battery powered drones that can carry nearly nine pounds, and autonomous delivery robots with a cargo bay. Staff will provide information about the project, upcoming demonstration opportunities, and more.

#### Regional Roadway Safety Update

As the Metropolitan Planning Organization for North Central Texas, NCTCOG 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 (MTP), the Transportation Improvement Program (TIP), and the State of the Region report. Staff will provide an update on the proposed 2024 safety targets.

#### Bridging Highway Divides for DFW Communities Federal Grant Award

Through the Neighborhood Access and Equity (NAE) grant program, the US Department of Transportation (USDOT) recently awarded NCTCOG \$80 million to build the foundational infrastructure for four pedestrian connection projects in the area. Building upon what already exists, Klyde Warren Park and Southern Gateway Park are expansion projects. New investments are located near McKinney's downtown on SH 5 and Dallas IH 30. Every project will improve residents' options for non-automotive transportation and reduce or remove major highway barriers.

#### Vehicle Emissions Reduction Initiatives

Staff will present strategies for reducing air pollution, including information about the Car Care Awareness (CCA) campaign and Engine Off North Texas program. CCA educates vehicle owners and the general public about proper vehicle maintenance practices, Engine Off North Texas aims to mitigate the effects of unnecessary vehicle idling. Citizens can actively contribute to improving regional air quality by reporting heavy-duty vehicle idling. For more information, visit: <https://www.nctcog.org/trans/quality/air/For-Everyone>.

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

*Need a ride to the public meeting?  
Request a \$6 roundtrip ride from the DFW CentrePort Station to NCTCOG with the Arlington Transportation app!  
Download the app at:  
[arlingtontx.gov/ondemand](http://arlingtontx.gov/ondemand).*

*Attend in person, watch the presentations live at [publicinput.com/nctcogApril24](http://publicinput.com/nctcogApril24), or participate via phone by dialing 855-925-2801 then code 10201.*



### RESOURCES & INFORMATION

**Interactive Public Input: Map Your Experience:**  
[nctcog.org/mapyourexperience](http://nctcog.org/mapyourexperience)

**Air Quality Programs and Funding Opportunities:**  
[publicinput.com/nctcogAQ](http://publicinput.com/nctcogAQ)

**Try Parking It:**  
[tryparkingit.com](http://tryparkingit.com)

**Business Engagement Program:**  
[publicinput.com/nctcogbusinessengage](http://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 Saturday, Jan. 20 through Monday, Feb. 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 sustainable development were in the majority.

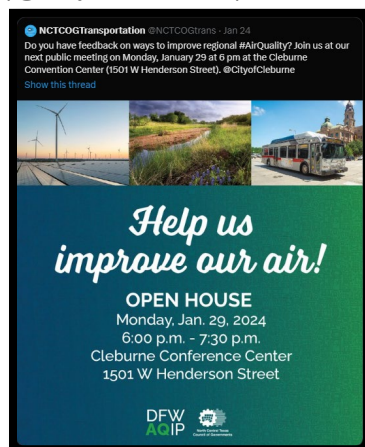
In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 13 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting

<http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

#### Air Quality

##### Twitter –

1. NCTCOG is hosting its next air quality improvement meeting on Monday, Jan. 29 at 6 p.m. at the Cleburne Conference Center. For more info about the DFW Air Quality Improvement Plan & future scheduled meetings, visit <http://publicinput.com/dfwaqip>. — City of Cleburne (@CityofCleburne)



2. Dallas-Fort Worth counties don't meet Biden administration's new soot pollution limits, featuring perspectives from @NCTCOGtrans, @cleanerair and @TexasTACA — Haley Samsel 🍌 (@haley\_samsel)



### **Facebook –**

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



Stop letting TCEQ approve so many Polluting type Companies. Ie: Cement Batch Plants. There is no valid reason to have so many clusters of them. Then TCEQ turns around in January 2024 has a public meeting that Texas EPA Air Quality isn't obtainable. 🧑 — Betsy Loveless

Well, we could push for more public transit options, especially in Tarrant County, including the building of light rail from a central hub downtown that connects to DFW and Dallas via the TexRail and TRE respectively. Then once that is built out, we reduce the number of lanes on highways and heavily used artery streets to induce ridership. I'll be happy to help plan this out for you. — Matt Reynolds

stop the chem trails...New Hampshire did, we can too. — Patricia Hogan Hartis

Plant trees instead of destroying the environment and land with solar panels and wind turbines! — Donetta Houston Terrell

Open the keystone pipeline and take down the oil guzzling windmills and do not put the poison solar panel farms in Texas — Luanna Ward

## High-Speed Transportation

### Email –

#### 1. Katherine Homan

Since the purpose of high-speed rail is high speed without stops along the way, no interruption should occur in Arlington. Also, since Arlington historically has voted to not provide a public city bus system and voted to not join a regional public bus system or regional train system, I think if Arlington wants to interrupt our high-speed train, then Arlington should pay 100% of the ability to do so. That would include the station construction and future maintenance costs, the equipment cost to stop and start the train, and the cost to get riders to and from their spread-out sport stadiums and college campus. Thank you for your consideration in this regard.

#### **Response by NCTCOG Transportation Staff:**

Good afternoon Ms. Homan, Thank you for your interest and comments on the Dallas-Fort Worth High-Speed Transportation Connections Study. NCTCOG appreciates your feedback and will take your comments into consideration. The proposed high-speed rail station in Arlington would only be constructed if the city joins or implements a transit service.

### Other

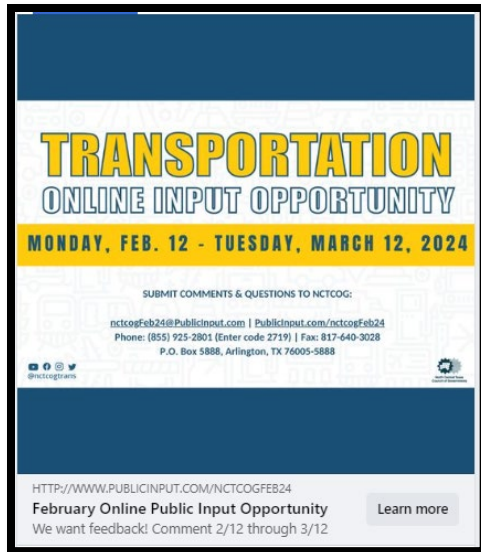
1. DALLAS - Calling all #construction #engineering #civilengineering #bridge #transportation companies in the #Dallas metro! Construction Career Day is coming up in April. Secure your sponsorship spot now! Info below. @NCTCOGtrans — TxDOT Dallas (@TxDOTDallas)

SPONSOR LEVELS & BENEFITS	Bronze	Silver	Gold	Platinum	Diamond
CHOOSE ONE OF THE FOLLOWING:					
PROFESSIONAL LIAISON AT BOOTH	✓	✓	✓	✓	✓
STANDSTILL LIAISON AT BOOTH	✓	✓	✓	✓	✓
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STANDSTILL LIAISON AT BOOTH (3rd shift)	✓	✓	✓	✓	✓
STANDSTILL LIAISON AT BOOTH (4th shift)	✓	✓	✓	✓	✓
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STANDSTILL LIAISON AT BOOTH (27th shift)	✓	✓	✓	✓	✓
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STANDSTILL LIAISON AT BOOTH (30th shift)	✓	✓	✓	✓	✓

## Public Involvement

### Facebook –

1. Transit strategic partnerships, safe routes to schools and more for review/comment. — NCTCOG Transportation Department



Build the service road from I 20 over the train tracks at mile marker 409 to mile marker 410. Place LED lights around the stop sign to keep truck tractors from blowing through the intersection — Eric Hagre

## Roadways

### Twitter –

1. 🗣️ Happening now: Local leaders discuss how policy decisions and highway infrastructure investments made in Northeast Tarrant and Denton counties over the last four decades have led to economic prosperity! @TarrantCountyTX @trtc mobility @NCTCOGtrans — TEXpress Lanes 🚗 (@TEXpressLanes)



Robert Hinkle, Director of Corporate Affairs for the TEXpress Lanes discusses with Michael Morris, Director of Transportation for @NCTCOGtrans, the benefits of public-private sponsorships and how they free up resources for other roadway and infrastructure projects. 💡 — TEXpress Lanes 🚗 (@TEXpressLanes)

### Email –

1. Julie Kilgore

My input: Hwy 78 needs to be converted to an 8-lane elevated freeway. Improve and expand on the existing thoroughfares.

### **Response by NCTCOG Transportation Staff:**

Ms. Kilgore, Thank you for contacting the NCTCOG Transportation department. Your comment has been sent to the appropriate program area. Your comment will be included in the public comment report which is shared with the Regional Transportation Council (RTC).

### **RTC/STTC/Executive Board**

#### **Twitter –**

1. @NCTCOGtrans board meeting today. Working together to do the planning and coordination needed to improve our DFW region. — Cara Mendelsohn (@caraathome)



### **Sustainable Development**

#### **Twitter –**

1. Your input is needed! Join us for the Fair Park Links Public Meeting on Tuesday, January 30 at the South Dallas Cultural Center (3400 S Fitzhugh Ave). Learn more at <http://publicinput.com/fairparklinks> — NCTCOGTransportation (@NCTCOGtrans)

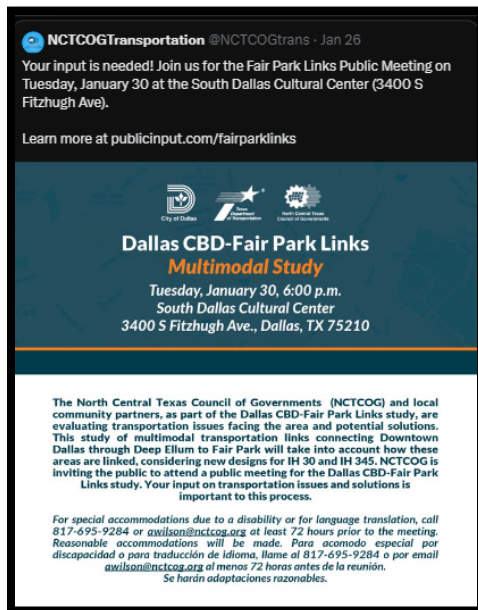
Would love to see an extension of the @FoSFT from Hall to Gaston... (and then maybe take Oak to Swiss to Carpenter Park) ♥ @TheLoopDallas — Jennifer Grantham (@jen\_grantham)





Would love to see Deep Ellum streets planned for pedestrians according to a hierarchy of speed... Main Street as a key pedestrian zone with wider sidewalks, running lanes and streetcars. Commerce Street is a key trail connection for biking. Canton and Elm are key vehicle links. — Jennifer Grantham (@jen\_grantham)

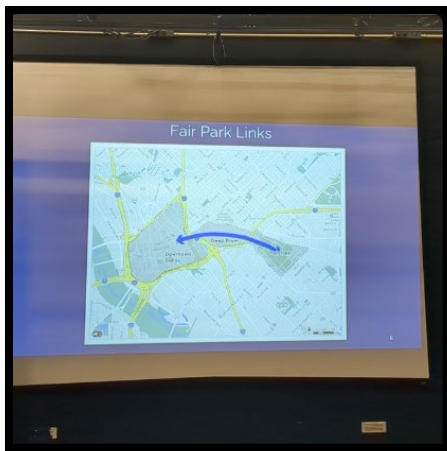
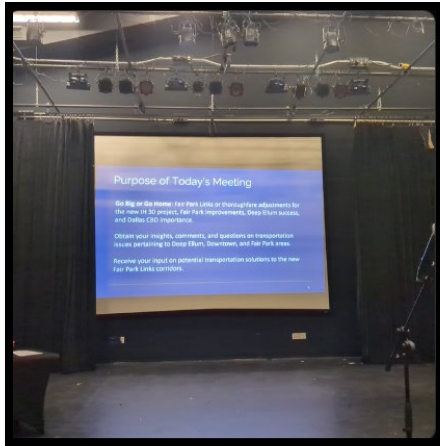
2. We'll be at this public meeting tonight representing the interests of the Santa Fe Trail ridership community. The SFT is THE pedestrian connection between Deep Ellum and Fair Park, but connections linking from the larger network need to be oriented appropriately. Stop by? — Santa Fe Trail (@FoSFT)




We're off. The energy is palpable. — Santa Fe Trail (@FoSFT)



Purpose of study: — Santa Fe Trail (@FoSFT)



3. If you want to learn more about Deep Ellum and Fair Park transportation issues and solutions, come out to a meeting hosted by @NCTCOGtrans at the South Dallas Cultural Center tonight at 6! #D2 #Dallas — Dallas City Council District 2 (@CityofDallasD2)



**Dallas CBD-Fair Park Links**  
**Multimodal Study**  
 Tuesday, January 30, 6:00 p.m.  
 South Dallas Cultural Center  
 3400 S Fitzhugh Ave., Dallas, TX 75210

The North Central Texas Council of Governments (NCTCOG) and local community partners, as part of the Dallas CBD-Fair Park Links study, are evaluating transportation issues facing the area and potential solutions. This study of multimodal transportation links connecting Downtown Dallas through Deep Ellum to Fair Park will take into account how these areas are linked, considering new designs for IH 30 and IH 345. NCTCOG is inviting the public to attend a public meeting for the Dallas CBD-Fair Park Links study. Your input on transportation issues and solutions is important to this process.

*For special accommodations due to a disability or for language translation, call 817-695-9284 or [awilson@nctcog.org](mailto:awilson@nctcog.org) at least 72 hours prior to the meeting. Reasonable accommodations will be made. Para acomodo especial por discapacidad o para traducción de idioma, llame al 817-695-9284 o por email [awilson@nctcog.org](mailto:awilson@nctcog.org) al menos 72 horas antes de la reunión. Se harán adaptaciones razonables.*

## Instagram –

1. Would love to see this ♥ — Jennifer Grantham

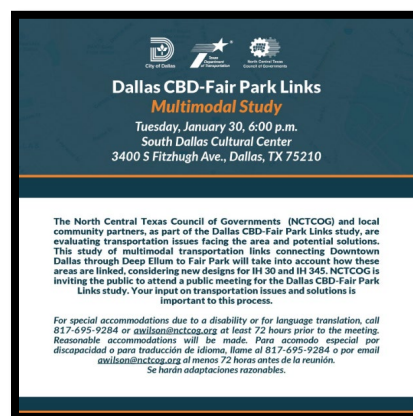


2. Can you make this a post so we can share it? — Dallas Bicycle Coalition (@dallasbicyclecoalition)

Hey there! I see you were able to share the image and tag us in your story, but if you'd still like to see this as a post, I planned to share it soon (today or tomorrow)! — NCTCOG Transportation (@nctcogtrans)

Yep, I took a screenshot, but a post is easier. Thanks! — Dallas Bicycle Coalition (@dallasbicyclecoalition)

Sure thing! I'll let you know when it's up tomorrow. 😊 — NCTCOG Transportation (@nctcogtrans)



Here you go! — NCTCOG Transportation (@nctcogtrans)

Thank you! I'll share this weekend. Focusing on critical mass today — Dallas Bicycle Coalition (@dallasbicyclecoalition)

# DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics

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COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

## A SINGULAR IMPROVEMENT

The Planned **Single Point Urban Interchange (SPUI)** at I-35 and FM 664 in Ellis County Promises Major Improvements to Traffic Flow in the Area

### DEDICATED TO IMPROVING TRANSPORTATION

**TxDOT is focused on** providing better roadways and better interchanges across the Lone Star State, and the Dallas District.

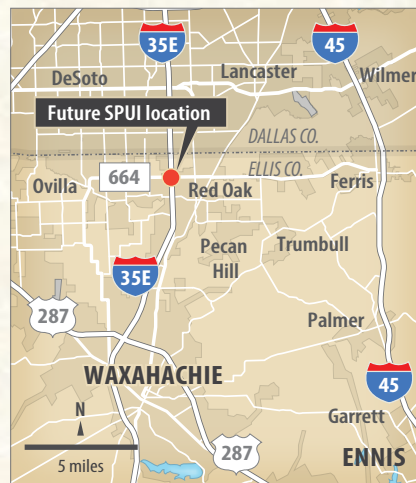


**The Dallas District**, in its commitment to improving safety and mobility, has awarded a contract to build the latest Single Point Urban Interchange (SPUI) at Interstate 35E (I-35E) and FM 664 in Ellis County. The area is one of the fastest-growing in the state, and the location called for an innovative approach to the large amount of traffic getting to and from FM 664 from the interstate.

### PROJECTS TO COINCIDE

**The FM 664 SPUI was awarded** for construction by the Texas Transportation Commission in February. That project is combined with construction on another much-needed interchange at the future Loop 9 and I-35E. Both projects are expected to begin by summer and together were awarded for \$137 million to Flatiron Constructors, Inc.

**A SPUI allows** all left-turn traffic move-



SOURCE: TxDOT

TxDOT graphic

ments to be controlled by a single traffic signal, making for less challenging left turns. Right turn movements onto and off the freeway ramps are made at stop or yield controlled intersections, allowing for improved traffic flow.

**The Dallas District** built SPUIs at two other locations in Collin County: US 75 at Parker Road, and US 75 at Eldorado Parkway.

### A BENEFIT TO DRIVERS

**The Drivers** navigate a SPUI like a conventional diamond interchange, except

all movements are made at one traffic signal instead of two. This design helps reduce congestion because left turns can be made at slightly higher speeds, which, moves vehicles through an area more safely and efficiently.

**This powerful alternative** can handle higher volumes of traffic and work well in areas with limited space. SPUIs also reduce the number of vehicle conflict points. In addition, the wider turn design makes it easier for larger vehicles like school buses, emergency vehicles and trucks, by creating simultaneous turning for opposite left -turns.

### GOOD FOR PEDESTRIANS TOO



**The Pedestrians** also benefit from the SPUI design. Marked crosswalks allow pedestrians to safely cross the freeway ramps at these intersections. Cyclists, meanwhile, have the choice to either navigate the interchange using crosswalks and pedestrian use the same paths as vehicles.

*More on Back Page*



## FEBRUARY 2024 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	+/- (%)	CONTRACTOR
1	0196-01-117	US 77	Eagle Dr. to McKinney St.	Milling, rework base, level up, overlay & pavement markings	\$3.53	\$3.80	7.91%	Jagoe-Public Co.
2a	0442-03-042	I-35E	At Ellis County line	Reconstruct interchange	\$116.70	\$137.12	17.50%	Flatiron Constr., Inc.
2b	0442-03-042	I-35E	At FM 664	Reconstruct interchange				
2c	0442-03-042	I-35E	At Reese Dr.	Reconstruct interchange				
3a	0918-24-267	Frankford Rd.	On Frankford Rd. at Dallas Pkwy.	Improve traffic signals	\$4.29	\$4.87	13.68%	FNH Constr., LLC
3b	0918-24-267	Harry Hines	On Harry Hines at Walnut Hill Ln.	Improve traffic signals				
3c	0918-24-267	Midway Rd.	On Midway Rd. at Royal Ln.	Improve traffic signals				
3d	0918-24-267	Hillcrest Ave.	On Hillcrest Rd. at Spring Valley Rd.	Improve traffic signals				
3e	0918-24-267	Shady Brook	On Shady Brook Ln. at Park Ln.	Improve traffic signals				
3f	0918-24-267	SH 190	At Midway Rd.	Improve traffic signals				
4a	1396-01-013	FM 1391	At Cedar Creek Relief No. 2	Replace bridge and approaches	\$5.89	\$5.44	-7.60%	Highway 19 Constr., LLC
4b	1396-01-013	FM 1391	At Cedar Creek	Replace bridge and approaches				
5	2374-03-099	I-20	I-45	Bridge repair	\$6.51	\$5.75	-11.76%	Altus Constr., LLC
6a	2374-04-086	I-20	Tarrant County line	Planing, concrete full depth repair, overlay & pvmt. markings	\$15.58	\$20.09	28.97%	FNH Constr., LLC
6b	2374-04-086	I-20	SS 408	Planing, concrete full depth repair, overlay & pvmt. markings				
7	2374-07-077	I-635	At Farmers Branch	Bridge maintenance	\$4.21	\$3.49	-17.11%	Ragle Constr., Inc.
EST. FEBRUARY 2024 TOTALS					\$156.70	\$180.57	\$4.51%	
DISTRICT FY CUMULATIVE LETTINGS					\$448.65	\$343.66		
DALLAS DIST. FY LETTING VOLUME CAP					\$1,111,870,522**			

\*\* District FY 2022 Letting Cap includes the following:  
1) I-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 I-35E Frankford Rd CSJ 0196-02-132.

## MARCH 2024 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0092-13-033	BI 45F	Harty Rd. to I-45	Rehabilitate existing roadway	\$4.64
2	0197-02-135	US 175	2nd Ave. at Lake June Rd.	Bridge replacement	\$31.36
3	0918-18-133	CR 1420	CR NW 1410 at Mill Creek	Bridge replacement	\$3.82
4	2374-07-074	I-635	At Belt Line Rd.	Interchange improvement	\$7.69
*	0918-00-365	Various	Various locations in the Dallas District	Traffic signal improvements	\$0.44
ESTIMATED TOTAL					\$47.95

\* Unmapped.

## COMPLETED CONSTRUCTION PROJECTS (FROM FEBRUARY 1-29, 2024)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0281-02-077	SH 78	From Collin C/L to Spring Creek Pkwy. in Wylie	Concrete full depth repair & diamond grind	\$1.7	2/02/2024
2	0442-02-169	IH 35E	At Woody Branch	Bridge scour repair	\$2.5	2/02/2024
3	1392-01-050	FM 1378	From S of Jessica Lane to SH 5	Mill, base repair, widen, & overlay	\$6.2	2/08/2024
4	2352-02-027	FM 2449	From W of FM 156 to E of FM 156	Add turn lanes, pvmt. surface and Overlay	\$2.1	2/28/2024
*	0918-00-333	Various	Various frwys. in Dallas, Collin, Ellis, Navarro Co.	Install signing of truck lane restrictions	\$1.0	2/28/2024
*	0918-00-356	Various	Various locations in the Dallas District	Replace its CCTV cameras	\$3.4	2/28/2024
ESTIMATED TOTAL					\$16.9 M	

\* Unmapped.

SOURCE: Texas Department of Transportation

TxDOT graphic



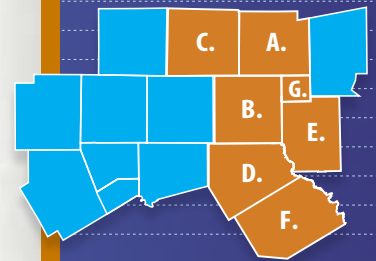
# DALLAS DISTRICT PROJECTS MAP

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



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

**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

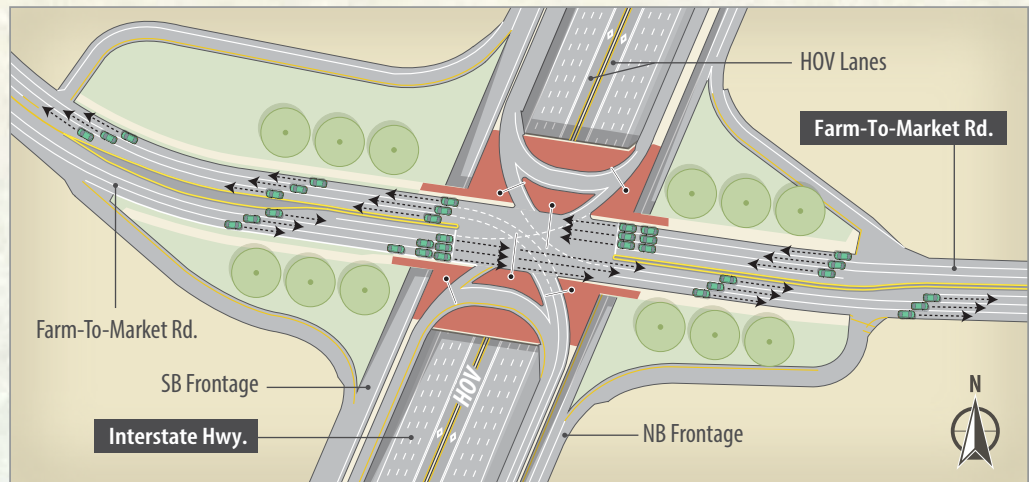
VEHICLE REGISTRATION: 54,161  
\*POPULATION ESTIMATE: 55,639  
LANE MILES: 1,276


### G. | ROCKWALL COUNTY

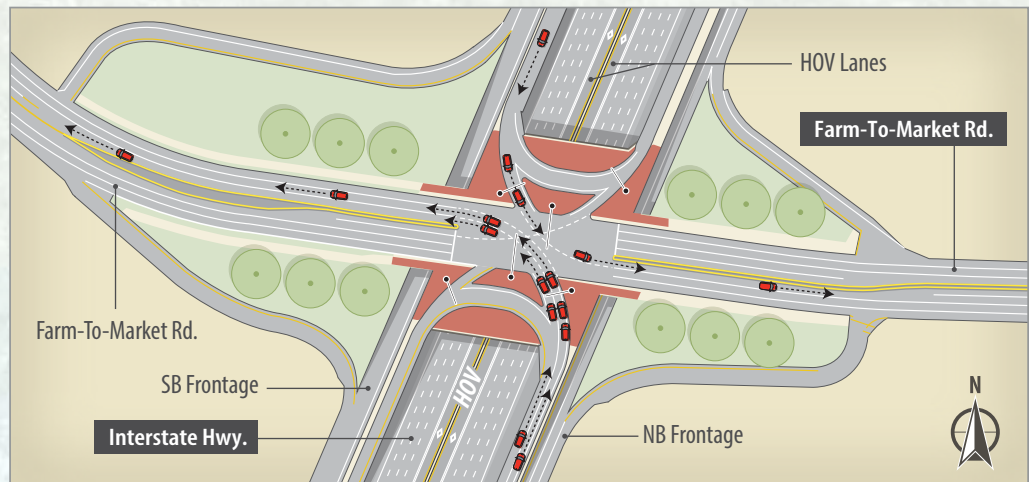
VEHICLE REGISTRATION: 107,015  
\*POPULATION ESTIMATE: 124,734  
LANE MILES: 365


## How Traffic Moves Through a Single Point Urban Interchange (SPUI)

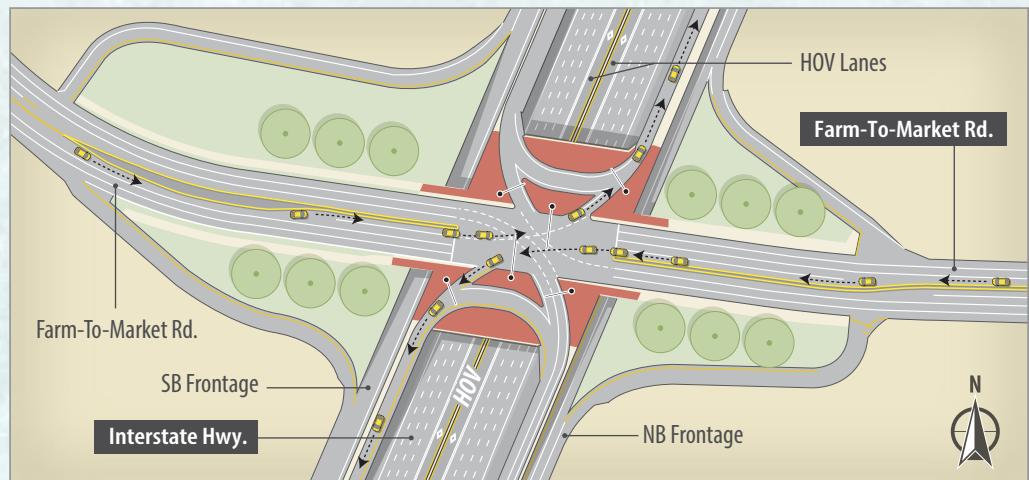
  
**EASTBOUND  
and  
WESTBOUND**



  
**SOUTHBOUND to  
EASTBOUND;  
NORTHBOUND to  
WESTBOUND**



  
**EASTBOUND to  
NORTHBOUND;  
WESTBOUND to  
SOUTHBOUND**



**NOTE:** Each graphic panel represents only the general layout and traffic flow through a SPUI. They are not specific to how the SPUI at US 75/FM 664 will be configured.

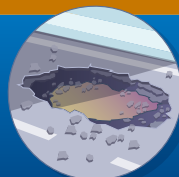
TxDOT graphic

### DALLAS DISTRICT | PROGRESS



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

**FOR MORE INFORMATION:**  
214-320-4480  
dalinfo@txdot.gov  
[www.txdot.gov](http://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>