

NTTA

NORTH TEXAS TOLLWAY AUTHORITY

Date November 30, 2007

Pay to the
Order of

The Citizens of North Texas

\$ 3.197 Billion

Amount

Three Billion, One Hundred Ninety Seven Million 00/100

Dollars

NON NEGOTIABLE

For

Mobility Improvements

Signed

North Texas Tollway Authority

⑆ 033000000000 ⑆ 11302007⑆

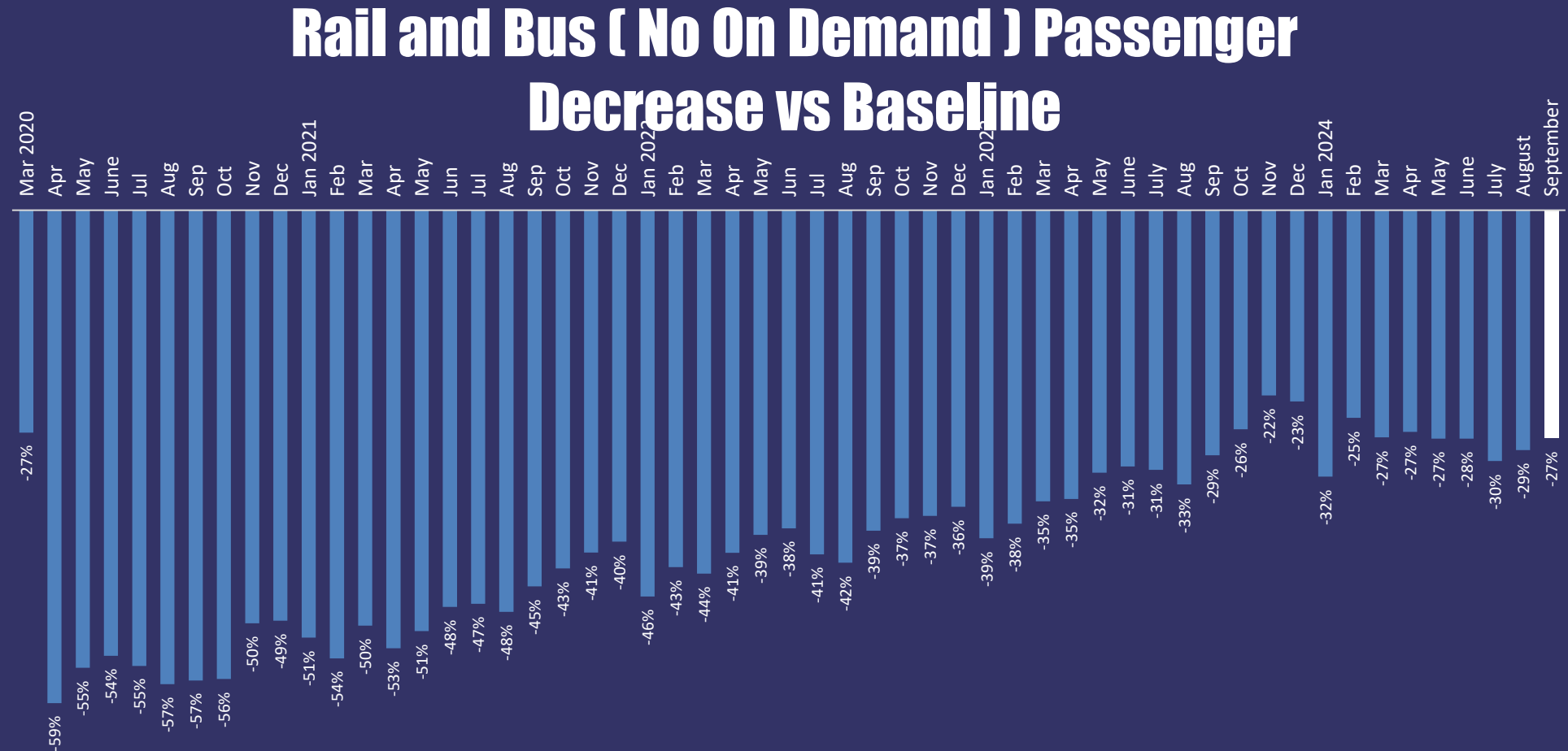
LINKING THE REGION

THE REGION

ONLY

TRANSIT IMPACTS

Rail and Bus Weekday Ridership



Source: DART, DCTA, Trinity Metro, and VIA Arlington

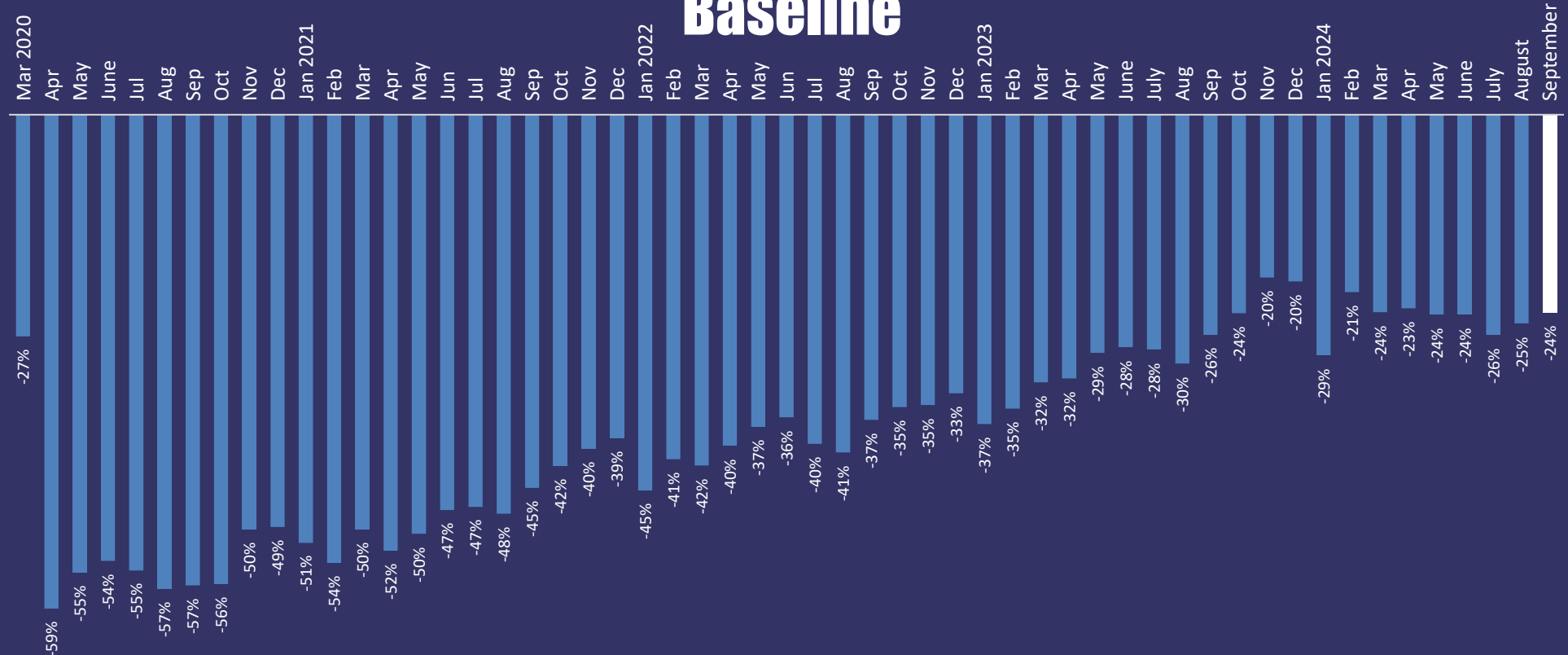
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Rail, Bus and
OD
Weekday
Ridership

Rail, Bus and On Demand Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

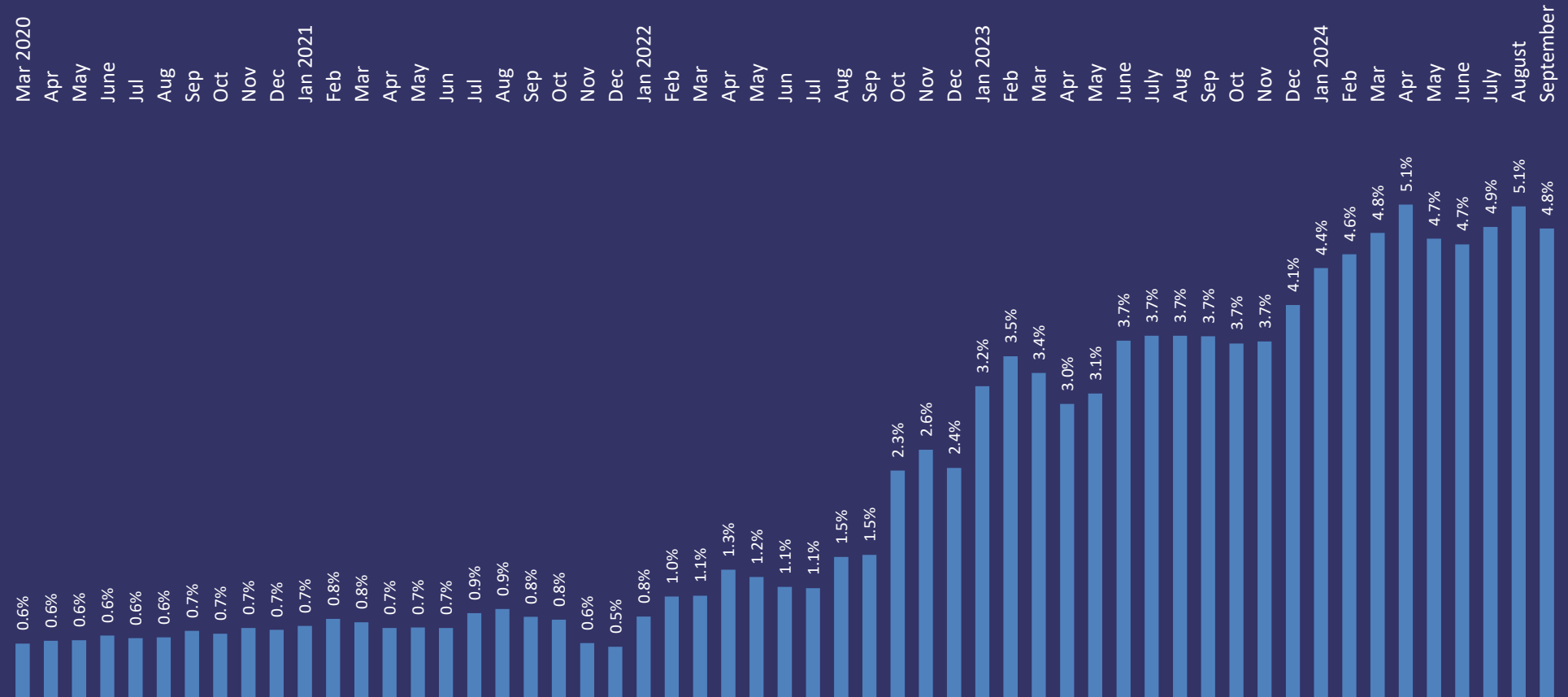
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

TRANSIT IMPACTS

Weekday
Ridership

Contribution of On Demand Services



Source: DART, DCTA, Trinity Metro, and VIA Arlington

Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.



Celebrating
THE LIFE OF

SANDY
WESCH



North Central Texas Council of Governments

FY 2024 Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program – National

Regional Transportation Council (RTC) – Action

Jeffrey C. Neal, Senior Projects Manager – December 12, 2024

Federal-State Partnership (FSP) Program – Overview

Program Purpose:

- Improve American passenger rail assets by funding projects that reduce the State of Good Repair backlog, improve performance, or expand/establish new intercity passenger rail service, including privately operated services.

Funding Availability:

- Total Funding – \$1,057,596,637

Minimum/Maximum Award:

- Minimum – None
- Maximum – 80% of Cost per Project
- Maximum per State – None

Application Deadline: **December 16, 2024**



Federal-State Partnership (FSP) Program – Overview

Project Eligibility:

1. A project to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair.
2. *A project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification & other improvements, as determined by the Secretary.*
3. A project to expand or establish new intercity passenger rail service.
4. A group of related projects from the categories above.
5. *The planning, environmental studies, & final design for a project or group of projects described above.*



Federal-State Partnership (FSP) Program – Overview

Applicant Eligibility (groups included):

1. State (*including the District of Columbia*)
2. Group of States
3. Interstate Compact
4. Public agency or publicly chartered authority established by one or more States
- 5. Political Subdivision of a State**
6. Amtrak, acting on its own behalf or under a cooperative agreement with one or more States
7. Federally recognized Indian Tribe



Federal-State Partnership (FSP) Program – Overview

Application Tracks:

Applications fall into one of the following categories:

- 1) Track 1 – Project Planning
- 2) Track 2 – Project Development
- 3) Track 3 – Final Design/Construction

Submittal can receive **Letter of Intent (LOI)** –

Applicant can apply for Track 1 or 2 funding, then receive a LOI from the Federal Railroad Administration (FRA) for future funding in Track 3.



NCTCOG Approach to FSP Program Application

Complete Double-Tracking of the Trinity Railway Express (TRE) Corridor

Take the project through the outlined FRA Project Tracks:

- **Track 1 & 2 –**

Planning/design and project development for remaining single-track sections (*overall length ~ 8.41 miles*), including the State Highway (SH) 360 and Interstate Highway (IH) 35E Stemmons Freeway bridges.

- **Track 3 –**

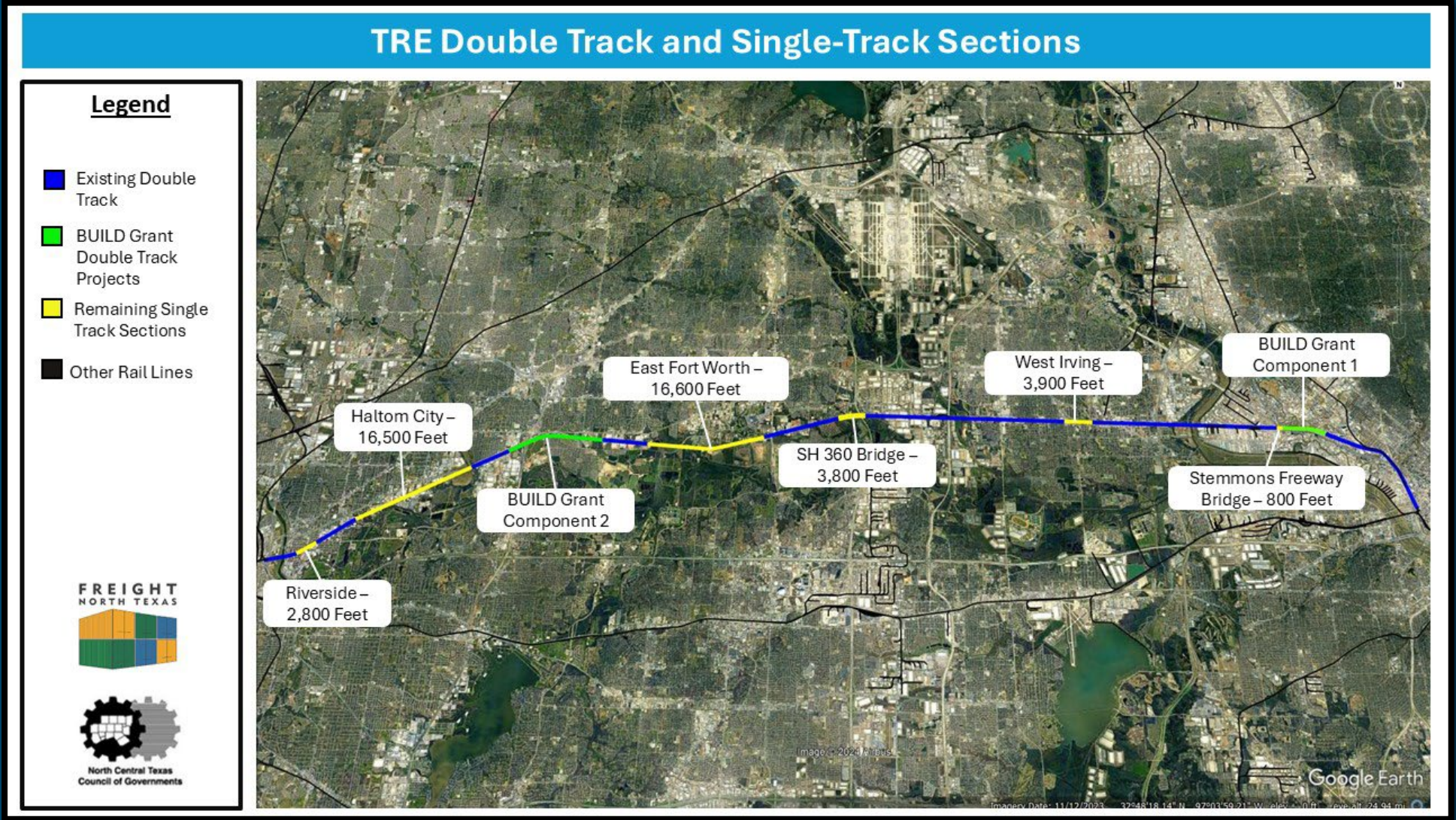
LOI for construction of all remaining single-track sections (*including the IH 35E Stemmons Freeway bridge as a possible breakout project*).

Funding Request:

- | | |
|---|----------------------|
| ▪ Track 1 & 2 – Planning and Project Development: | \$12 Million |
| ▪ Track 3 (LOI) – Final Design and Construction: | \$310 Million |



NCTCOG Approach to FSP Program Application



FSP Program – Schedule

September 30, 2024 **FSP Notice of Funding Opportunity (NOFO) Released**

December 6, 2024 **STTC Action Item**

December 12, 2024 ***RTC Action Item***

December 16, 2024 **FSP Submittal Deadline**

January 23, 2025 **Executive Board Endorsement (Approval)**



FSP Program – Requested RTC Action

Request approval for:

- Submittal of the ***TRE Corridor Double-Tracking Project*** for funding consideration through the FY2024 Federal-State Partnership (FSP) for Intercity Passenger Rail Program.
- Use of up to \$2.4 million in Regional Toll Revenue (RTR) & RTC Local funds as a backstop in lieu of a partnership with DART & Trinity Metro for the 20% non-Federal match to complete FSP Track 1 & 2 tasks (\$12 million total).
- Administratively amending NCTCOG Transportation Improvement Program and State Transportation Improvement Program (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for a FY2024 FSP Grant award



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PROJECT STATUS REPORT

Regional Transportation Council
December 12, 2024

BACKGROUND

- Metropolitan Planning Organization (MPO) Milestone Policy
 - Focuses on projects funded 10+ years that have not gone to construction
 - Creates agency accountability to implement projects
- FY2024/FY2025 Project Tracking
 - Focuses on projects slated for implementation in FY2024 and FY2025
 - Highlights potential problems in order to prevent delays
 - Provides earlier monitoring
 - Enables the Regional Transportation Council (RTC) to take corrective actions if needed to avoid accumulation of carryover balances

MPO MILESTONE POLICY ROUND 2 STATUS UPDATE

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (DECEMBER 2024)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	PROJECT RATING	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2025	6	Medium Risk	\$80,991,988
Scheduled Letting FY2027	1	Low Risk	\$197,943,511
Total	7		\$278,935,499

1: To date, 14 projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency. One project originally not on the list was added.

MILESTONE PROJECT UPDATES

- **UNION PACIFIC (UP) RAILROAD CROSSING PROJECT (HALTOM CITY)**

- Project was added to the Milestone Policy list in May 2024
- The City Council passed a resolution reaffirming its commitment to the project (i.e., local match and project schedule)
- City staff is working to award a contract for work at Glenview Drive location and is awaiting UP approval of design at Haltom Road location
- **Staff recommendation: Establish a letting deadline of December 2025**

- **US 81/US 287 PROJECTS (TXDOT-FORT WORTH)**

- Updated letting deadline of May 2025 was approved in May 2023
- Environmental clearance is still pending, so right-of-way acquisition and utility relocations cannot proceed
- **Staff recommendation: Extend letting deadline to December 2026**

- **RIVERFRONT BOULEVARD (DALLAS COUNTY)**

- Dallas County met the December 2024 deadline by letting the project in September 2024

FISCAL YEAR 2024 PROJECT TRACKING

END OF YEAR SUMMARY OF FY2024 CMAQ & STBG FUNDING

Funding Category	Total Federal Funding Available ¹	Federal Funding Obligated (2024) ^{2, 3}	FY2024 Project Phases		Project Phases Obligated
	Sep. 2024	Sep. 2024	Oct. 2023	Sep. 2024	Sep. 2024
CMAQ	\$58,264,161	\$72,198,560	55	32	30
STBG	\$91,767,421	\$149,182,418	92	58	58

- Obligated funding is greater than available funding due to pre-award authority issued on multiple projects
- 45 percent of the CMAQ phases were delayed and 37 percent of the STBG phases were delayed
- Number of project phases decreased due to phases being delayed to a later fiscal year, funding being converted to another source, or funding being removed altogether

Notes:

¹ Apportionment plus carryover

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

³ Obligation amounts as of 9/30/2024

END OF YEAR SUMMARY OF FY2024 TASA & CRP FUNDING

Funding Category	Total Federal Funding Available ¹	Federal Funding Obligated (2024) ^{2, 3}	FY2024 Project Phases		Project Phases Obligated
	Sep. 2024	Sep. 2024	Oct. 2023	Sep. 2024	Sep. 2024
TASA	\$58,325,584	\$36,257,283	14	11	11
CRP	\$55,157,679	\$49,346,400	N/A	4	4

- 21 percent of the TASA phases were delayed
- Number of project phases decreased due to consolidation of construction and construction engineering phases

Notes:

¹ Apportionment plus carryover

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

³ Obligation amounts as of 9/30/2024

FISCAL YEAR 2025 PROJECT TRACKING

SUMMARY OF FY2025 CMAQ, STBG, TASA, & CRP FUNDING

Funding Category	Total Federal Funding Available ¹	Federal Funding Obligated (2025) ^{2, 3}	FY2025 Project Phases	Project Phases Obligated to Date
	October 2024			
CMAQ	\$83,386,312	\$0	39	0
STBG	\$180,037,654	\$0	63	0
TASA	\$41,734,302	\$0	9	0
CRP	\$24,469,923	\$0	2	0

¹ Apportionment plus carryover

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

³ Obligation amounts as of 11/13/2024

REQUESTED ACTION FOR MILESTONE POLICY

- RTC approval of:
 - Staff recommendations detailed in slide 5 for the MPO Milestone Policy Update
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed to incorporate any changes to affected projects

QUESTIONS/COMMENTS?

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NCTCOG PRESENTATION

Call for Projects to Reduce Diesel Emissions

REGIONAL TRANSPORTATION COUNCIL

December 12, 2024

Jason Brown, Program Manager

New Funding and Applicant Eligibility

Funding Source: Environmental Protection Agency (EPA)
National Clean Diesel Funding Assistance Program

Call for Project	North Texas Diesel Emissions Reduction Project 2024
Project Types	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power and Other Idle Reduction Technologies
Available Funding for CFP*	\$1,635,949
Applicants	Private Fleets and Companies; Public Entities such as Municipalities and Airports
Geographic Area	10-County Nonattainment Area**, Area of Air Toxics Concern***
Clean Fleet Policy	Must Adopt RTC Clean Fleet Policy or Similar

*A committed project from a call for partners of \$1,188,065 was included in the overall EPA \$2.999 million award.

**This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.

***This includes Dallas, Denton and Tarrant counties. Source: [2022-2023 DERA Priority County List](#)



Eligibility and Scoring Criteria

North Texas Diesel Emissions Reduction Project 2024 Call for Projects

Characteristics	Rebate Program Purpose: Reduces administrative burden as compared to a subgrant program.	
	Competitive application process Purpose: Choose the best activities for our region.	
Eligibility	Operate in Required Geographic Area	
	Clean Fleet Policy Adoption Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy	
Scoring Criteria	Criteria	% of Total Score
	Cost Per Ton NO_x Emissions Reduced Purpose: Maximize Emissions Reductions	65%
	Rebate Recipient Oversight Criteria Purpose: Balance Project Benefits with Administrative Burden	25%
	Priority Project Location Criteria Purpose: Preference to Projects Operating in Environmental Justice areas and Disadvantaged Communities	5%
	Project Resilience and Workforce Development Criteria Purpose: Preference to Projects with Ability to Protect Funded Investments; Prepare the Workforce for the Project	5%

Schedule

Milestone	Date
STTC Recommendation of RTC Approval	October 25, 2024
RTC Approval	December 12, 2024
Open Call for Projects	December 16, 2024
Call for Projects Applications Deadline (Rolling 90-Day Application Deadline to Fully Award Funds)	March 14, 2025
Executive Board Approval	April/May 2025
Enter into Rebate Agreements	May/June 2025



ACTION REQUESTED

RTC Approval Of:

North Texas Diesel Emissions Reduction Project 2024

1. Open Call for Projects
2. Details
 - Eligibility
 - Scoring Criteria
3. Schedule
 - Call for Projects Estimated Open: December 16, 2024
 - Rolling 90-Day Application Deadline to Fully Award Funds



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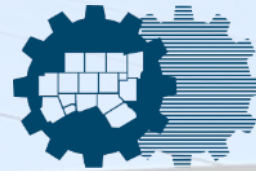
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STRATEGIC SELECTION OF TRAFFIC SIGNAL EQUIPMENT UPGRADES

REGIONAL TRANSPORTATION COUNCIL
DECEMBER 12, 2024

14 FT 5 IN

Comprehensive Traffic Signal Program

Physical Equipment

Coordination Equipment

Traffic Signal System

Individual Approach

New Traffic Signals

Corridor Approach

Safety

Volume

Transit

Goods Movement

Economic Development

Systemic Approach

TRAFFIC SIGNAL COORDINATION EQUIPMENT INVENTORY

Overview

NCTCOG conducted a regional inventory to establish a Regional Traffic Signal Minimum Standard and identify traffic signals that don't have equipment to meet the standard.

List of Equipment Included in the Regional Traffic Signal Equipment Standard:

- Cabinets
- Controllers
- Coordination (GPS Clocks)
- Communication
- Vehicle Detection
- Flashing Yellow Arrow (FYA)
- LED Signal Bulbs



PARTNER AGENCY ELIGIBILITY

- Public Sector Partner Agencies within the 10-County Non-Attainment Area (Cities, TxDOT, Etc.)
- Actively using INRIX traffic signal performance platform.
- The agency commits to maintaining the equipment throughout its full lifespan, ensuring it functions as intended.
- Confirm agency agrees to share traffic signal and detector data in standard format that is consistent with Traffic Management Data Dictionary (TMDD) 3.03(d).



UTILIZE PREVIOUSLY APPROVED RTC FUNDS FOR TRAFFIC SIGNAL UPGRADES

\$30.72 million previously approved by RTC is allocated for prioritized traffic signal **coordination equipment** upgrades, focusing on:

- Coordination (GPS Clocks) – Fully Fund
- Communication Systems – Fully Fund
- Controllers – Fully Fund
- Vehicle Detection – Partially Fund

Vehicle detection upgrades are only partially covered. Proposed filters will help prioritize specific upgrades within this category.



Proposed Filter and Criteria for Vehicle Detection Location Selection



Filter 1: Regional Traffic Signal Priority Arterials
(Y/N) (FHWA functional classification: principal, minor, collector roads with 8 or more signals)

Filter 2: Vehicle Detection Working Properly
(Y/N)

Criteria 1: Signals with worst average control delay per vehicle from INRIX signal analytics
(Ranking)



METHOD

Step 1: Overlay vehicle detection improvements on traffic signal priority arterials GIS layer.

Step 2: Analyze remaining Average Control Delay per vehicle

Step 3: Select locations for improvement based on criteria



SCHEDULE

Action	Meeting	Date
Action - Funding Approval	RTC	February 2024
Public Meeting		October 15, 2024
Action - Approval of Project Selection Process	STTC	October 25, 2024
Action - Approval of Project Selection Process	RTC	December 12, 2024
Scoring by NCTCOG		Nov. – Dec. 2024
TIP Modification Requests Due		December 6, 2024
TIP Modification Approval	STTC	February 28, 2025
TIP Modification Approval	RTC	March 13, 2025
FHWA Approval Expected		June/July 2025



ACTION REQUESTED

Regional Transportation Council (RTC) approval of the process, criteria, and schedule for the strategic selection of traffic signal **coordination equipment**.

Administratively amend NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents.



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REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT PROGRAM – FY 25



JEFFREY C. NEAL – SENIOR PROJECTS MANAGER
REGIONAL TRANSPORTATION COUNCIL (RTC)
INFORMATION ITEM – December 12, 2024

FY 25 Local & Regional Project Assistance (RAISE) Program

Solicitation Overview – Notice of Funding Opportunity (NOFO)

Funding Availability*

\$75 Million

Planning Grants

\$1.425 Billion

Capital Grants

50% / 50%

Urban / Rural Areas

Cost Sharing (Federal)

Up to 80%

Urban Areas

Up to 100%

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

Maximum Award*

\$25 Million

– per Project (All)

\$225 Million

– per State ($\leq 15\%$)

Minimum Award

\$5 Million

Urban Areas (Capital)

\$1 Million

Rural Areas (Capital)

No Minimum

Planning Grants

Other Details

FY 24 RAISE “Projects of Merit” with “recommended” overall merit rating & at least one “high” merit criteria score will automatically advance to FY 25 RAISE 2nd tier review analysis.

Application Limit = Three (3) per Lead Agency

For planning/budget purposes, NOFO provides application, award, obligation, & expenditure deadlines for **FY 25-26 RAISE funding**:

FY 25:

Application Deadline – January 30, 2025

Award Announcement – June 28, 2025

Obligation Deadline – September 30, 2029

Expenditure Deadline – September 30, 2034

FY 26:

Application Deadline – January 13, 2026

Award Announcement – June 28, 2026

Obligation Deadline – September 30, 2030

Expenditure Deadline – September 30, 2035

Applicant Eligibility

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

Project Eligibility

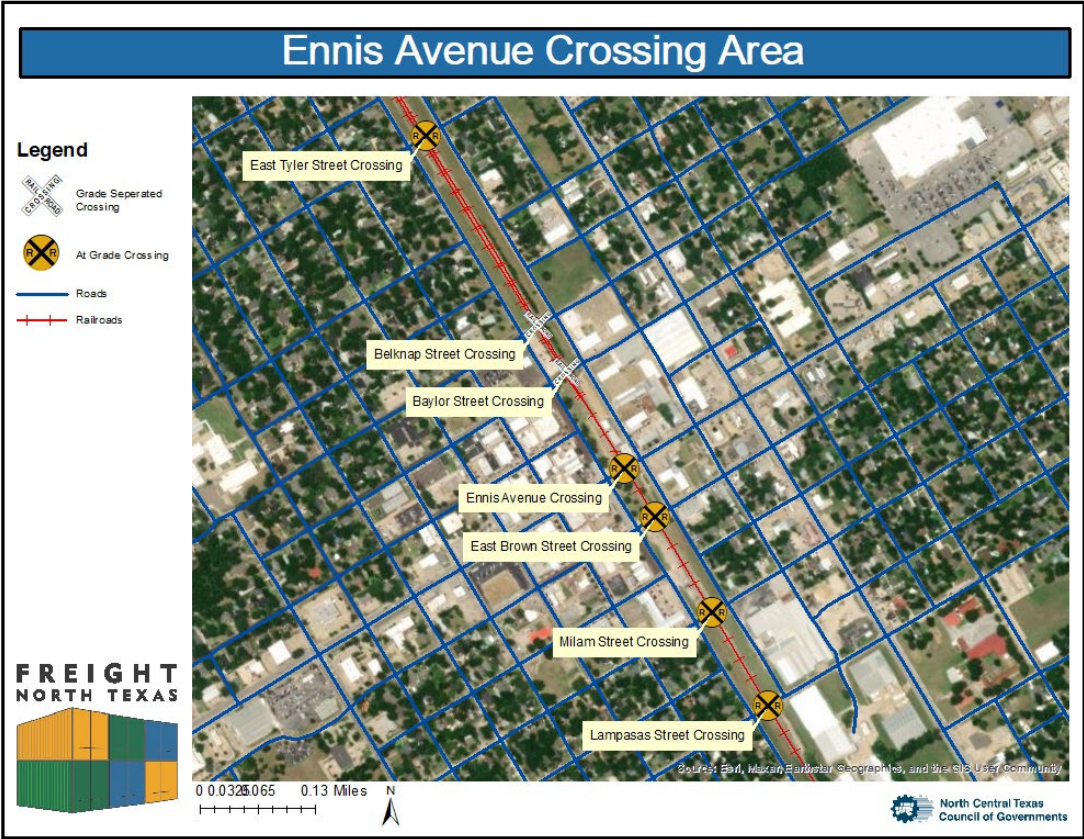
1. Highway, Bridge, or Road (*Title 23*)
2. Public Transportation (*Chapter 53 of Title 49*)
3. Passenger / Freight Rail / Intermodal
4. Port Infrastructure (*incl. inland / land ports of entry*)
5. Airport Surface Transportation (*pt. B, subtitle VII, Title 49*)
6. Stormwater Improvement (*aquatic species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

BIL – Bipartisan Infrastructure Law

RCN – Reconnecting Communities & Neighborhoods Grant Program

FY 25 RAISE Program – Draft Candidate Project List & Details

EAST: Ennis Avenue / Union Pacific Railroad (UPRR) Grade Separation



Repackaging of FY 24 Railroad Crossing Elimination Program (RCEP) application, submitted in September 2024.

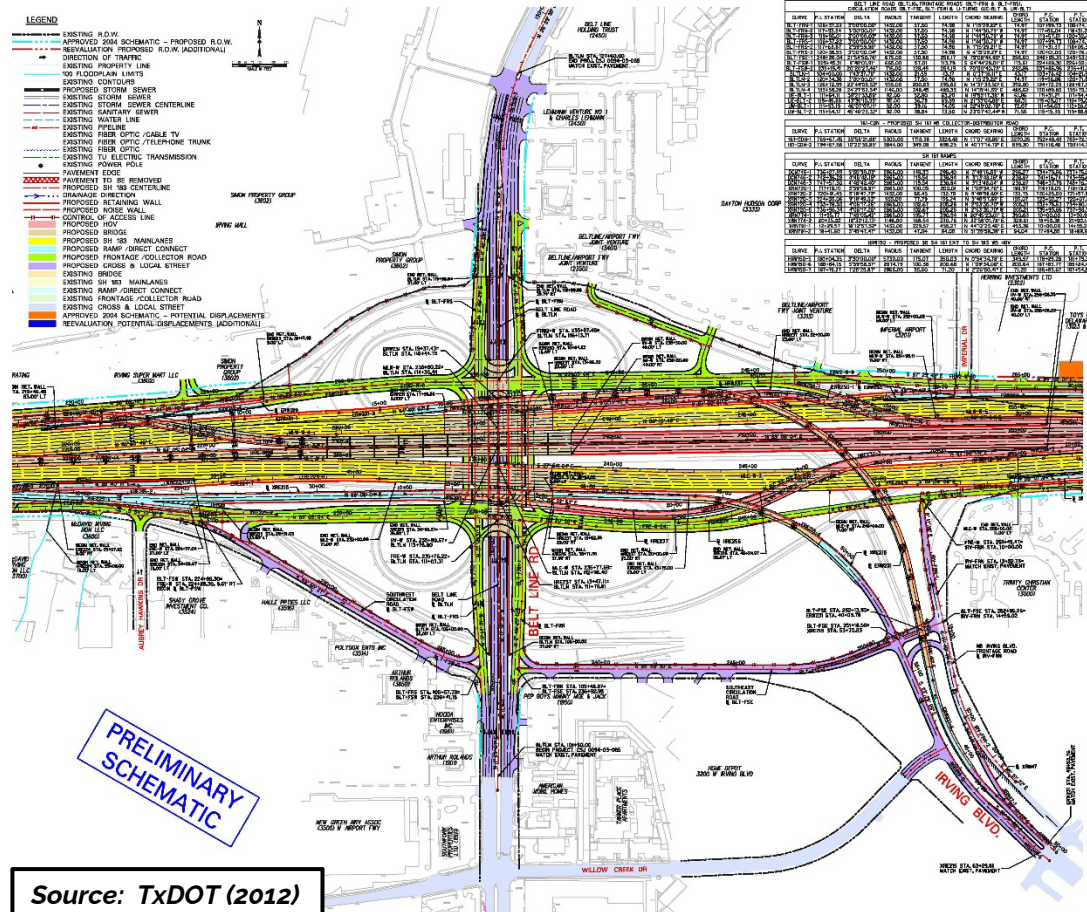
PROJECT			COST/FUNDING BREAKDOWN			
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (Other)	FEDERAL (RAISE)	TOTAL COST
Ennis Avenue/ UPRR	Build grade separation for Business US 287 under UPRR corridor in Downtown Ennis.	RURAL	\$21,360,000 (33.0%)	\$23,440,000 (36.2%)	\$20,000,000 (30.8%)	\$64,800,000

Non-Federal: \$7,000,000 (City of Ennis; includes \$5,000,000 NCTCOG loan to be repaid by City, not counted in total) + \$12,360,000 (TxDOT – ROW & RAISE Match) + \$2,000,000 (UPRR)

Federal (Other): \$21,440,000 (RTC Category 2 & Surface Transportation Block Grant funds) + \$2,000,000 (TxDOT Category 11 – District Discretionary funds)

FY 25 RAISE Program – Draft Candidate Project List & Details

EAST: SH 183 Dallas County – Belt Line Road Interchange (Irving)



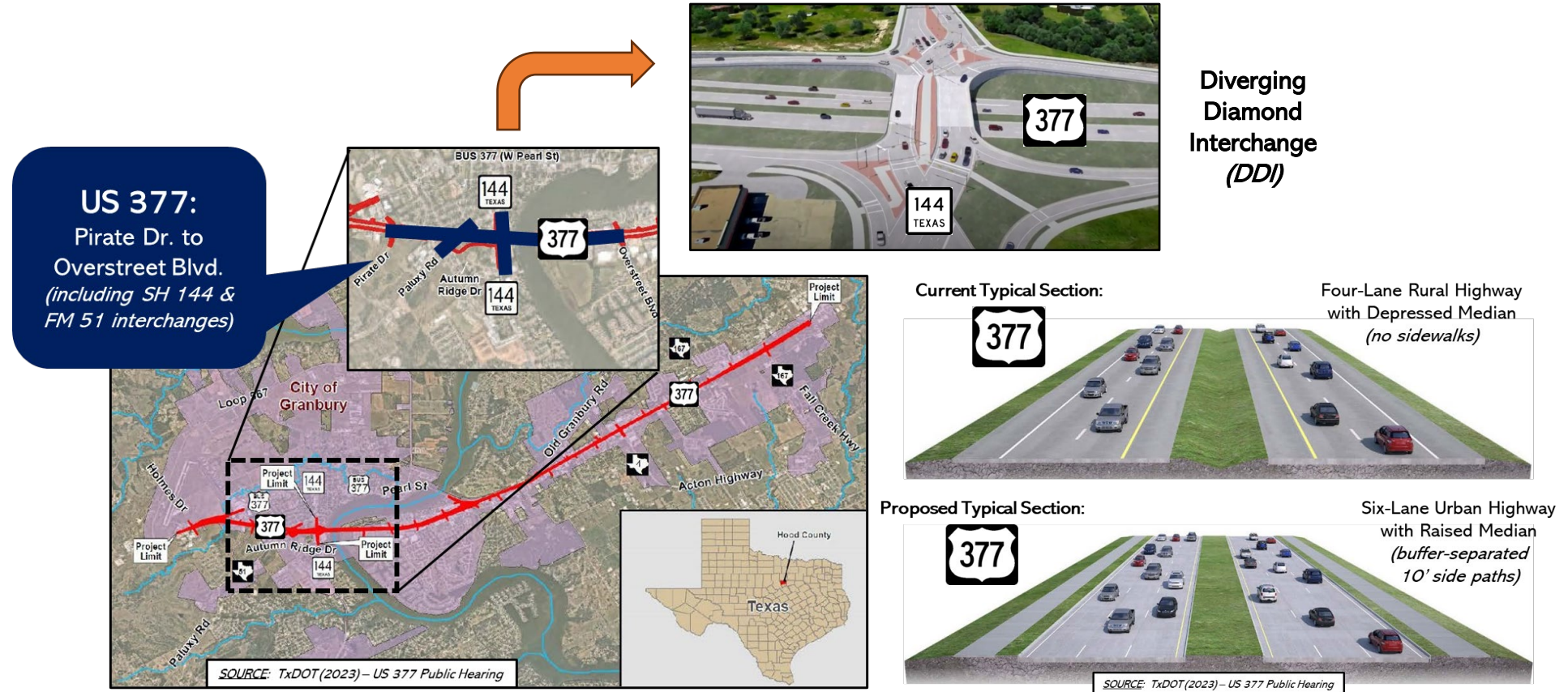
SH 183/Belt Line Visualization – SW Quadrant Open Space Amenity Concept



- Submitted for FY 21 RAISE Program as part of the *Transform North Tarrant Express (NTE): IH 820/SH 183 "NexTE" Phase Project*, but not awarded.
- Currently working with TxDOT to determine breakout project cost details for Belt Line Road interchange.

FY 25 RAISE Program – Draft Candidate Project List & Details

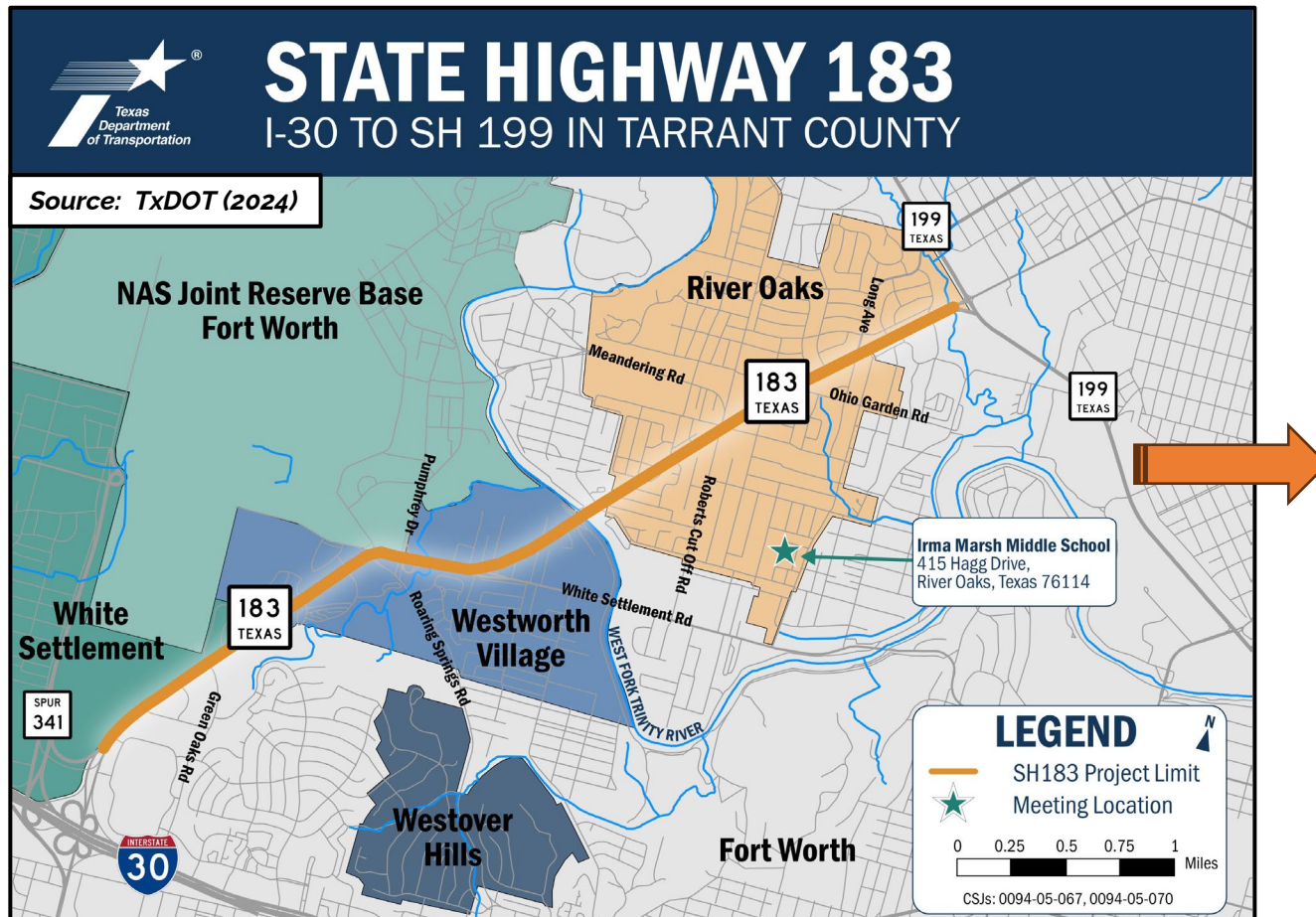
WEST: US 377/SH 144 – Granbury Project (CSJ# 0080-03-049)



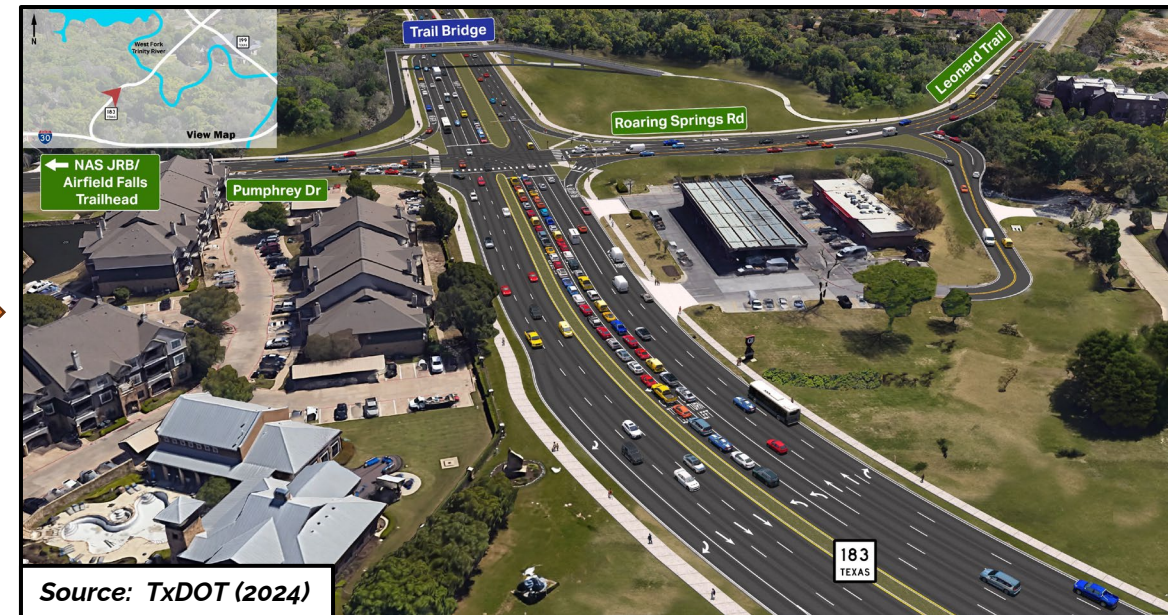
- **Project Cost = \$158,250,000** (including engineering, ROW, utilities, & construction)
- Submitted for FY 24 RAISE Program but not awarded.
- Additional funding was allocated by TxDOT in the 2025 Unified Transportation Program (UTP), leaving gap of just under \$30 million. Will work with TxDOT to close remaining gap in the 2026 UTP.

FY 25 RAISE Program – Draft Candidate Project List & Details

WEST: SH 183 Tarrant County – Pumphrey Drive (Westworth Village)



Looking North at Pumphrey Drive & Roaring Springs Road:



- In the 2025 UTP, allocated funding was increased by \$11 million to a total of \$21 million (*Category 2*).
- Currently working with TxDOT & other partners to reconcile potential cost/revenue details based on updated schematic design.

FY 25 Local & Regional Project Assistance (RAISE) Program *(cont.)*

Schedule

November 1, 2024	FY 25 RAISE Program: Notice of Funding Opportunity (NOFO) Release
December 6, 2024	STTC Information
December 12, 2024	RTC Information
December 20, 2024	Finalize Candidate Project Details <i>(for posting of January 2025 RTC Agenda)</i>
January 9, 2025	RTC Action
January 15, 2025	RTC Letter of Support Deadline <i>(for projects submitted by partnering agencies, please send requests to Taylor Benjamin – tbenjamin@nctcog.org or Jackie Castillo – jcastillo@nctcog.org)</i>
January 23, 2025	Executive Board Action
January 24, 2025	STTC Endorsement
January 30, 2025	FY 25 RAISE Program: Application Deadline – Grants.gov

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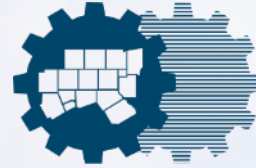
USDOT BIL: <https://www.transportation.gov/bipartisan-infrastructure-law>

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

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

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



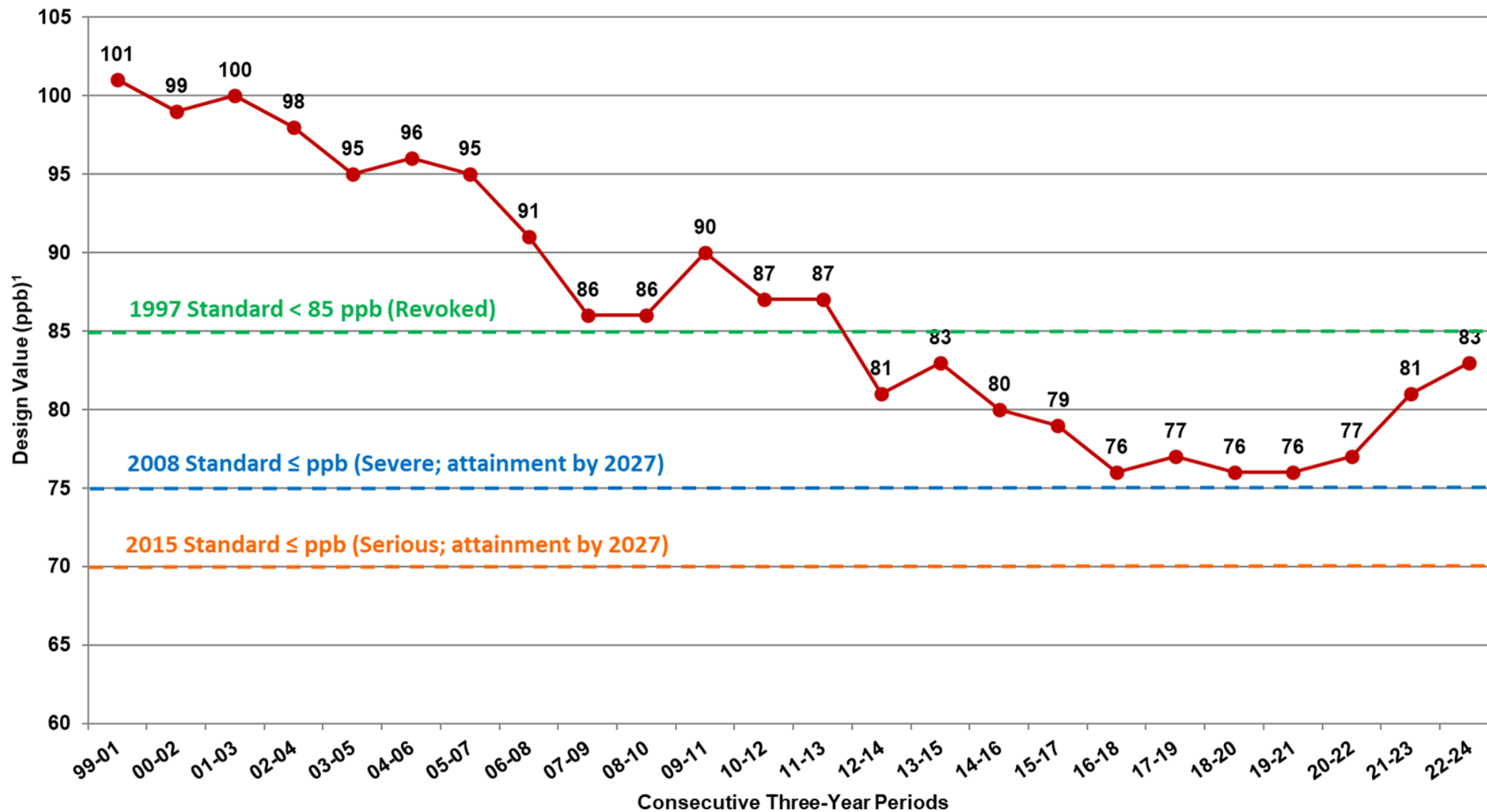


NCTCOG PRESENTATION

End of Ozone Season Recap

Jenny Narvaez | Regional Transportation Council | 12.12.2

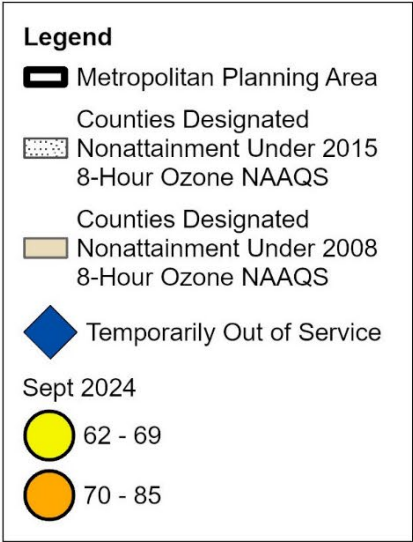
Ozone Design Value Trends



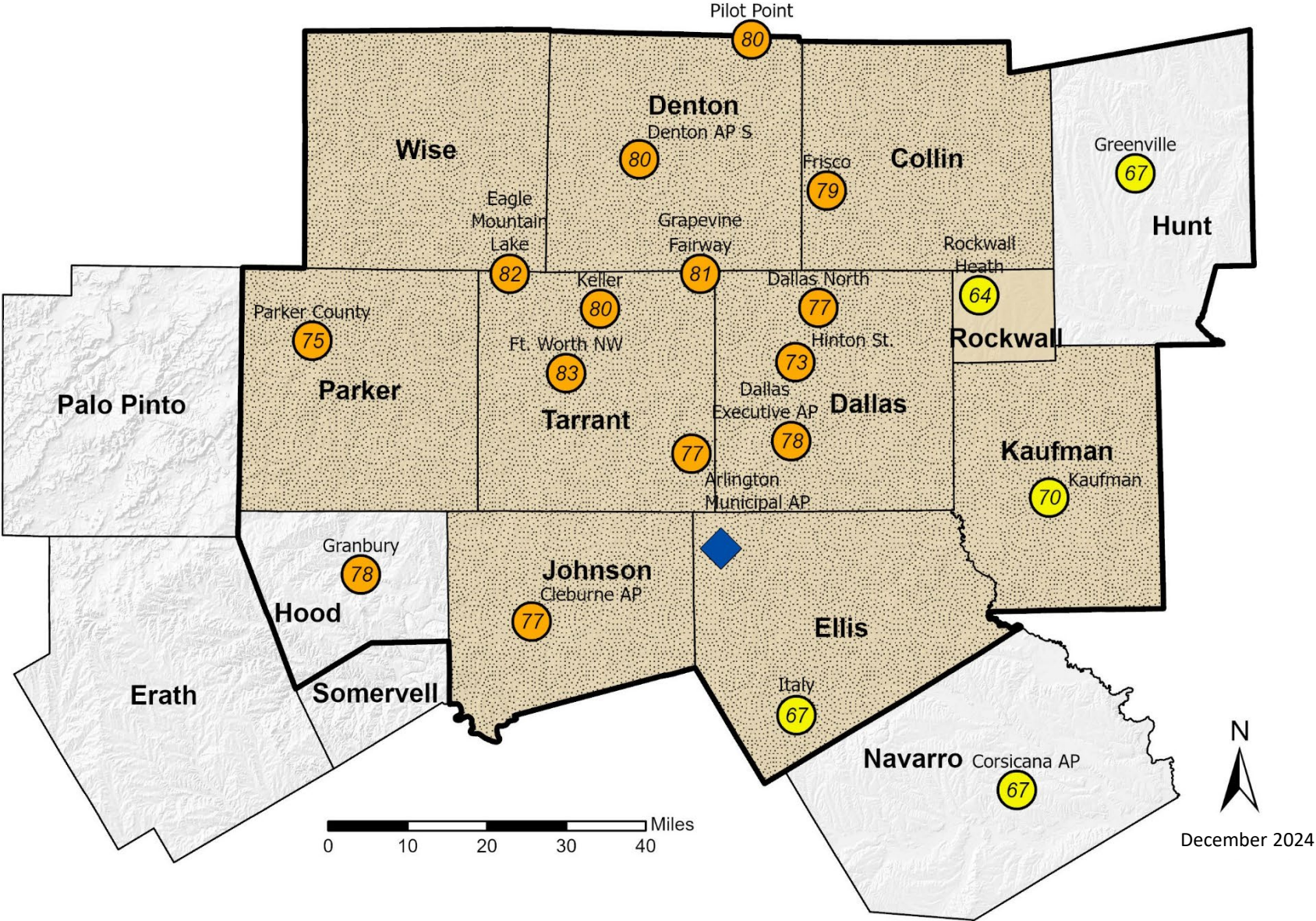
¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).



Monitor Locations with Associated 8-Hour Design Value

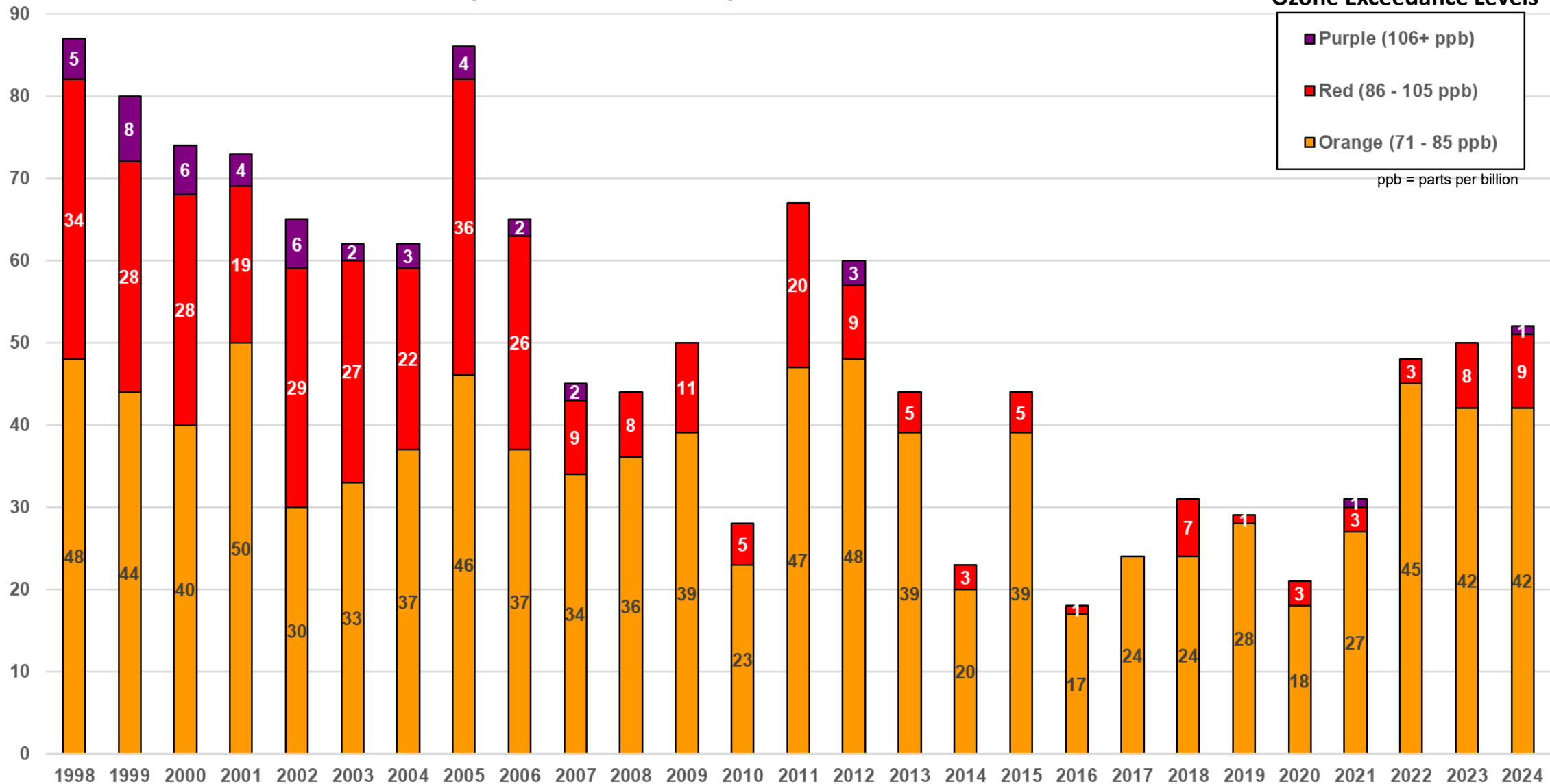


As of December 1, 2024



8-Hour Ozone NAAQS – Exceedance Trends

Based on ≤ 70 ppb (2015 Standard) – December 1, 2024



Exceedance Level indicates daily maximum eight-hour average ozone concentration.

Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

2024 Ozone Season

Attainment Based on Data from 2024-2026 Ozone Seasons

Top 10 Monitors	4 th Highest Value for Season			Design Value 2024 Monitor	State Implementation Plan 2026 Model
	2022	2023	2024		
Fort Worth Northwest	80	84	85	83	69
Eagle Mountain Lake	77	81	89	82	71
Grapevine Fairway	78	84	81	81	71
Denton Airport South	78	78	84	80	69
Keller	72	80	88	80	70
Pilot Point	77	81	83	80	70
Frisco	73	82	84	79	72
Dallas Executive AP	77	79	80	78	66
Granbury	81	79	76	78	N/A
Arlington Municipal AP	77	74	80	77	68



Air Quality – Path Forward

Letter to Chairman Jon Niermann:

(Electronic Item 10.1)

- **Identify key drivers behind gap between real-world and model ozone values**
- **Conduct comprehensive assessment to clarify primary contributors to elevated ozone levels**
- **Recommend actionable steps RTC can take to reduce mobile source emissions**
- **Support in evaluating and managing emissions from stationary and area sources**
 - **Mitigate locally attributable contributions to formation of ozone**
 - **Maintain previous ozone reduction achievements into future**
- **Collaborate with NCTCOG to address ozone formation complexities across region**



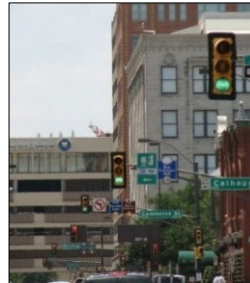
Mobile Source Air Quality Initiatives



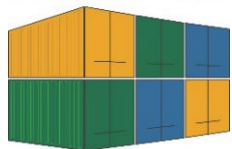
Rideshare. Record. Reward.



Dallas-Fort Worth
CLEAN CITIES



FREIGHT
NORTH TEXAS



Saving Money and Reducing Truck Emissions

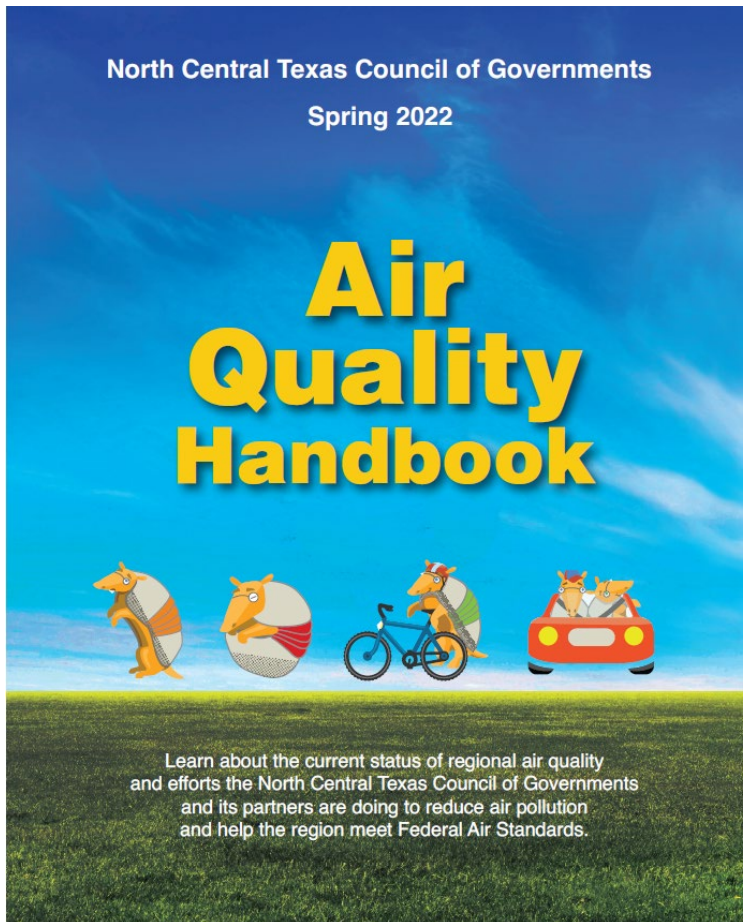


End of Ozone Season Recap

Air Quality – Path Forward

Handbook 2022 - update in Spring 2025

English



https://nctcog.org/nctcg/media/Transportation/DocsMaps/Quality/Air/AQ2022printer_Spring.pdf

Spanish



<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Quality/Air/AQ2022SPANISH.pdf>

Vietnamese



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

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

DEMOGRAPHIC FORECAST

and

MOBILITY

2050



Regional Transportation Council

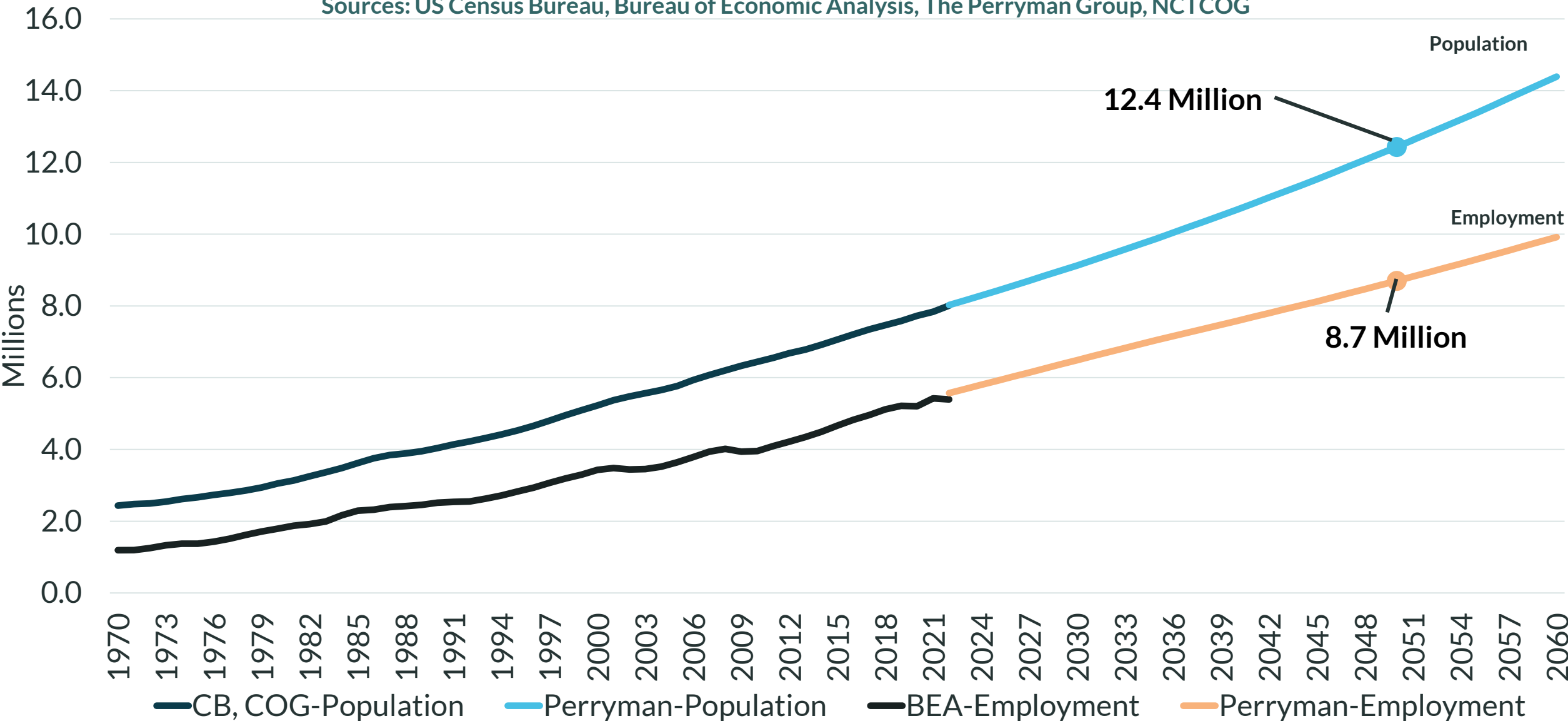
December 12, 2024

Forecast Timeline



Historical and Projected Total Population and Employment – MPA

Sources: US Census Bureau, Bureau of Economic Analysis, The Perryman Group, NCTCOG



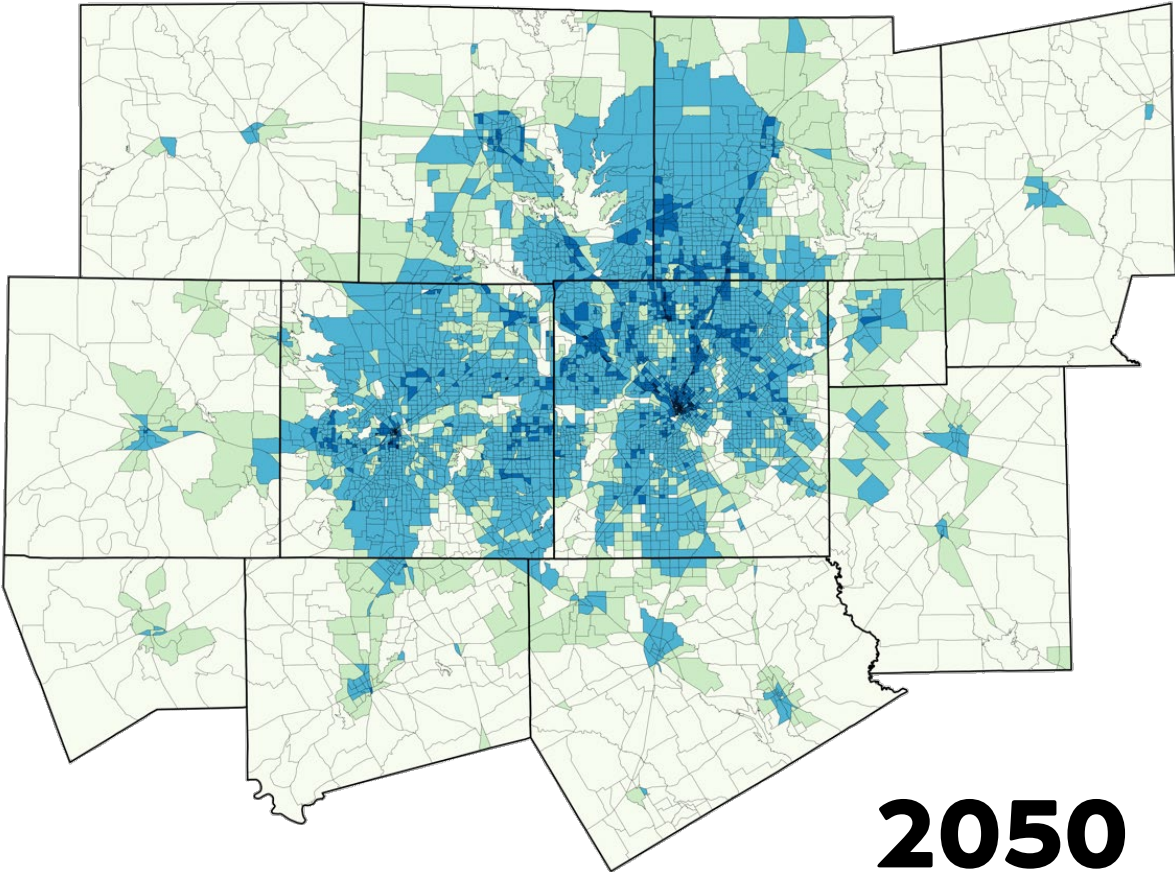
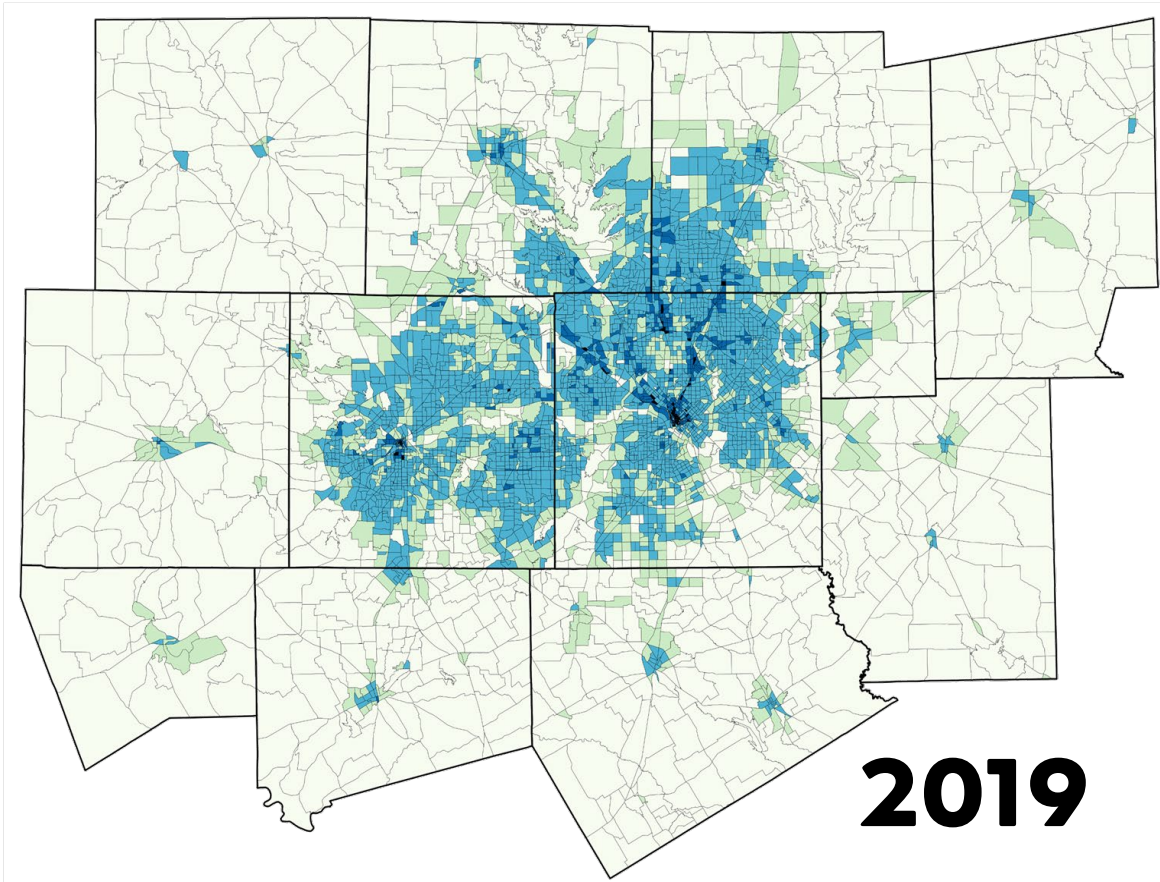
2050 County Forecasts – Household Population

County	2019	2035	2050	2019 – 2050 Change	2019 – 2050 Percent Change	2019 – 2050 Compound Annual Growth Rate
Collin	1,040,657	1,566,125	2,154,649	1,113,992	107.0%	2.38%
Dallas	2,565,640	2,935,741	3,070,902	505,262	19.7%	0.58%
Denton	886,945	1,382,017	1,877,835	990,890	111.7%	2.45%
Ellis	187,711	310,290	442,297	254,586	135.6%	2.80%
Hood	59,954	86,367	114,159	54,205	90.4%	2.10%
Hunt	95,977	147,964	205,990	110,013	114.6%	2.49%
Johnson	174,382	266,733	369,655	195,273	112.0%	2.45%
Kaufman	140,538	244,803	403,257	262,719	186.9%	3.46%
Parker	144,356	249,567	374,523	230,167	159.4%	3.12%
Rockwall	105,031	169,611	245,608	140,577	133.8%	2.78%
Tarrant	2,059,637	2,513,335	2,866,567	806,930	39.2%	1.07%
Wise	<u>67,176</u>	<u>115,084</u>	<u>171,714</u>	<u>104,537</u>	155.6%	3.07%
MPA Total	7,528,004	9,987,637	12,297,156	4,769,152	63.4%	1.60%

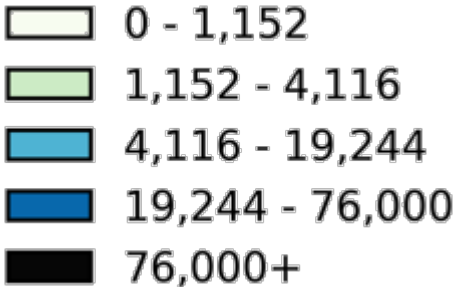
2050 County Forecasts – Employment

County	2019	2035	2050	2019 – 2050 Change	2019 – 2050 Percent Change	2019 – 2050 Compound Annual Growth Rate
Collin	662,150	964,916	1,243,330	581,180	87.8%	2.05%
Dallas	2,348,110	2,840,066	3,289,159	941,049	40.1%	1.09%
Denton	428,738	707,375	953,057	524,320	122.3%	2.61%
Ellis	86,928	142,161	206,028	119,100	137.0%	2.82%
Hood	30,733	43,127	52,007	21,275	69.2%	1.71%
Hunt	46,299	71,464	94,878	48,578	104.9%	2.34%
Johnson	79,291	123,221	166,900	87,609	110.5%	2.43%
Kaufman	56,647	108,319	189,354	132,707	234.3%	3.97%
Parker	69,499	117,475	169,621	100,122	144.1%	2.92%
Rockwall	54,837	97,725	134,769	79,931	145.8%	2.94%
Tarrant	1,319,425	1,734,172	2,120,932	801,507	60.7%	1.54%
Wise	<u>35,785</u>	<u>54,993</u>	<u>77,098</u>	<u>41,313</u>	115.5%	2.51%
MPA Total	5,038,442	7,005,014	8,697,132	3,478,692	66.7%	1.66%

Forecast 2050 Total Activity



Total Activity Per Square Mile



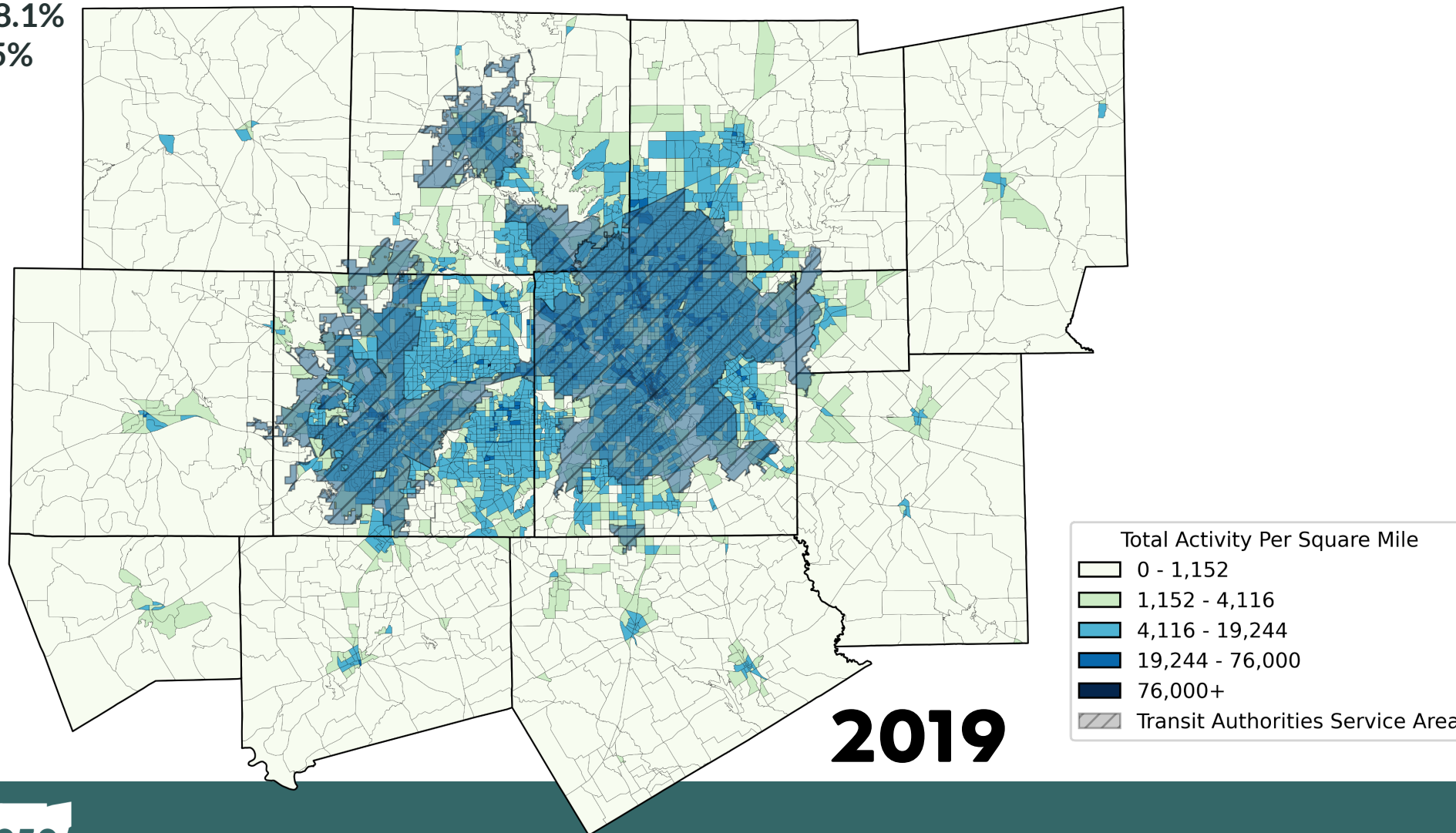
2019 Activity Residing within Transit

Authority Service Area

HH Population 48.1%

Employment 63.5%

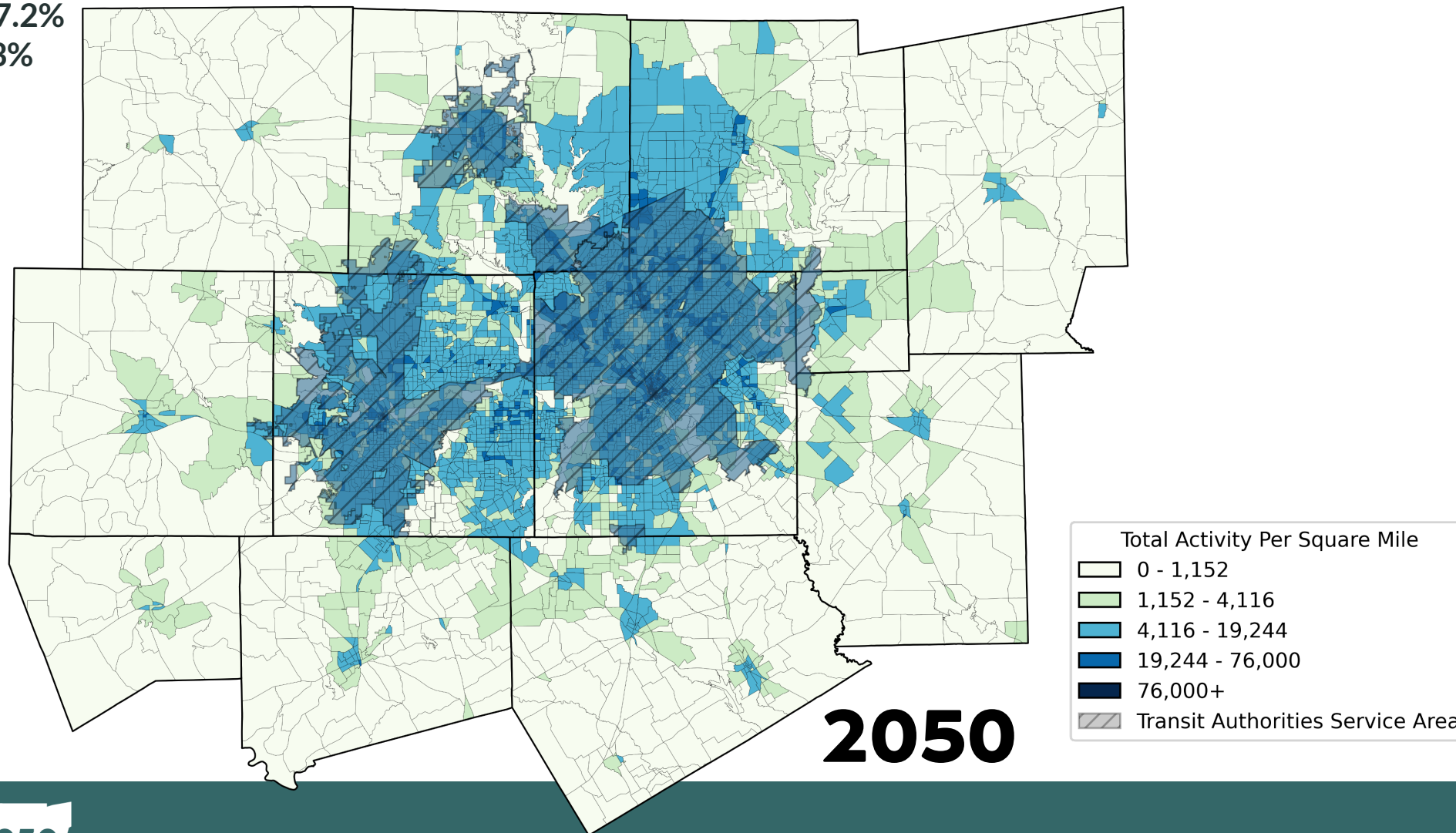
Forecast 2050 Total Activity



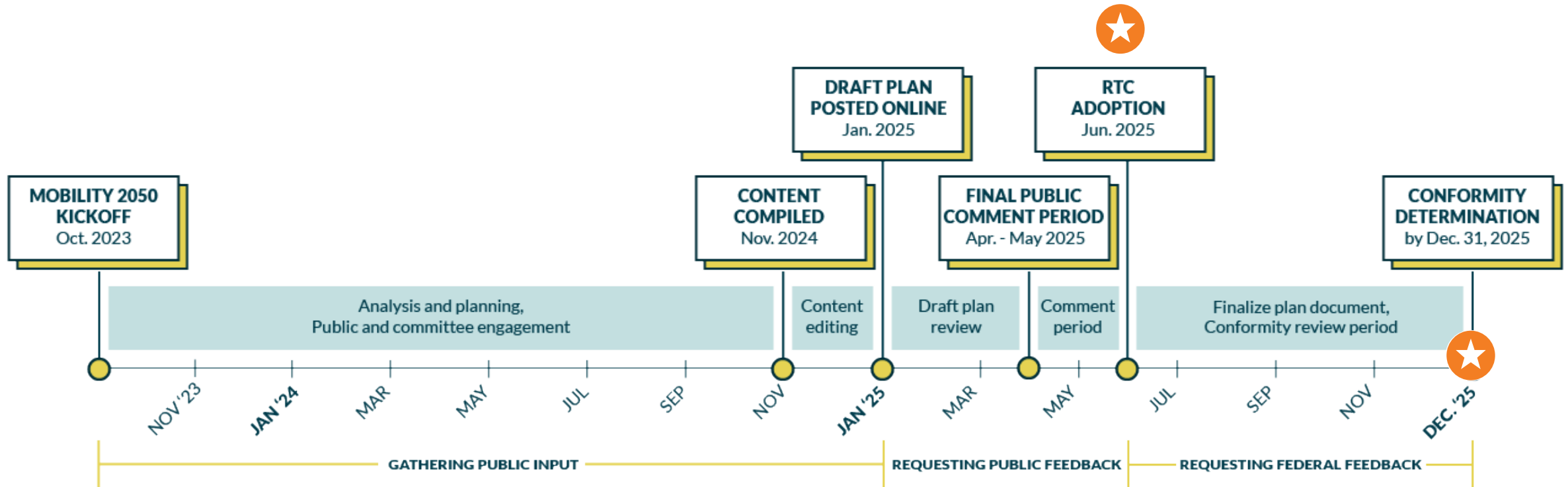
**2050 Activity Residing
within Transit
Authority Service Area**

HH Population 37.2%
Employment 55.3%

Forecast 2050 Total Activity



Plan Development Timeline



- Public involvement “input phase” closes at the end of 2024.
- Wrapping up technical analysis, incorporating final demographics, and developing recommendations.
- Draft plan expected in early 2025.

Process and Requirements



- Must include all reasonably expected revenue sources, including private
- Cost must be reflected in “year of expenditure” dollars
- Cannot spend more than we reasonably expect to receive over life of plan (financial constraint rule)

While we see the **REVENUE** flowing from the BIL/IIJA, costs have risen, tempering the buying power of the funds.

DRAFT	DRAFT Mobility 2050	Can be spent on...
Traditional Federal/State	\$92.8 B	Roadways, strategic initiatives
Local Revenue	13.5	Local matching funds, roadways
System/Toll	8.4	Toll roads, tolled managed lanes
Transit	89.5	Transit capital, operating, maintenance, etc.
Revenue Enhancements	8.2	Above categories, as appropriate/allowed
Total, Actual \$, Billions	\$212.4	<i>2045 Update: \$148.4 Billion</i>

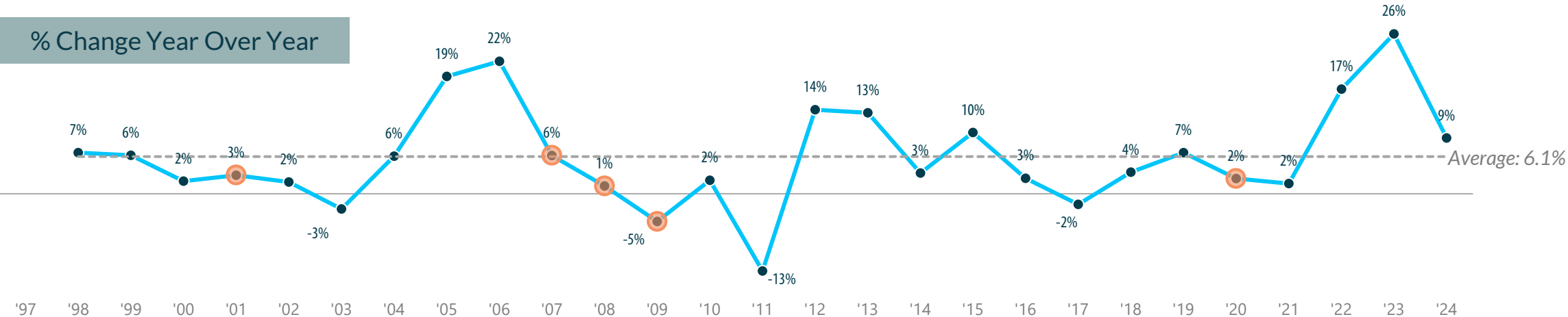
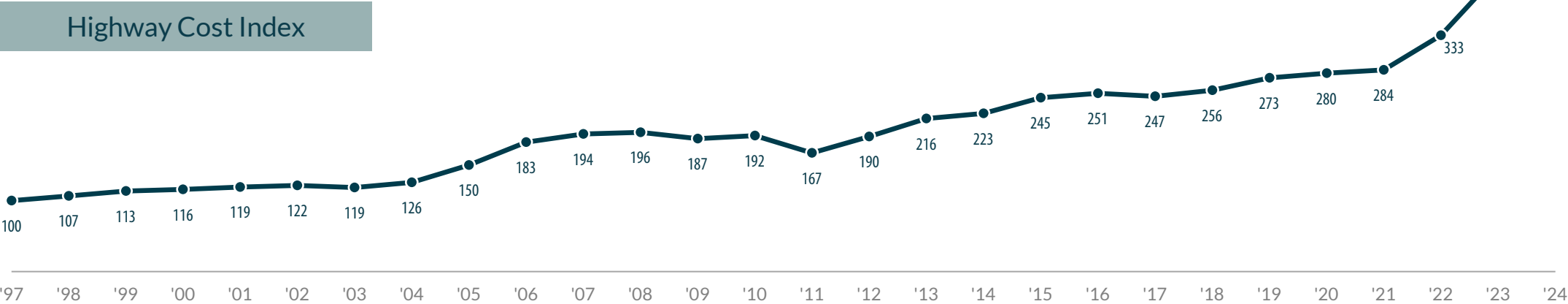
Values may not sum due to independent rounding

The preliminary financial plan is in progress as we compile costs and refine revenues with the latest data.

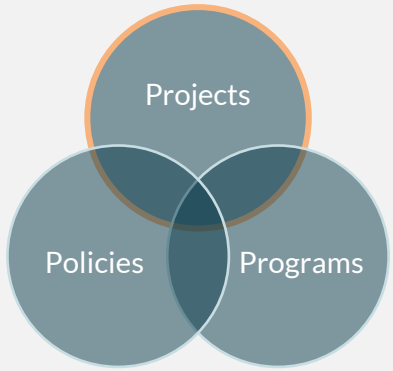
DRAFT	DRAFT Mobility 2050	Mobility 2045 Update ³	Δ Draft - Previous
Infrastructure Maintenance ¹	\$24.9	18.6	+6.3
Management & Operations	23.9	29.8	-5.9
Strategic Policy Initiatives ²	6.4	5.5	+0.9
Rail & Bus	53.9	44.9	+9.0
Freeways/Tollways, Managed Lanes, and Arterials	~100-103	49.7	+53.3
Total, Actual \$, Billions	\$212 B	148 B	+64 B

Values may not sum due to independent rounding

Surging **COSTS** have started to slow in 2024, but financial constraint is still a critical factor for Mobility 2050.



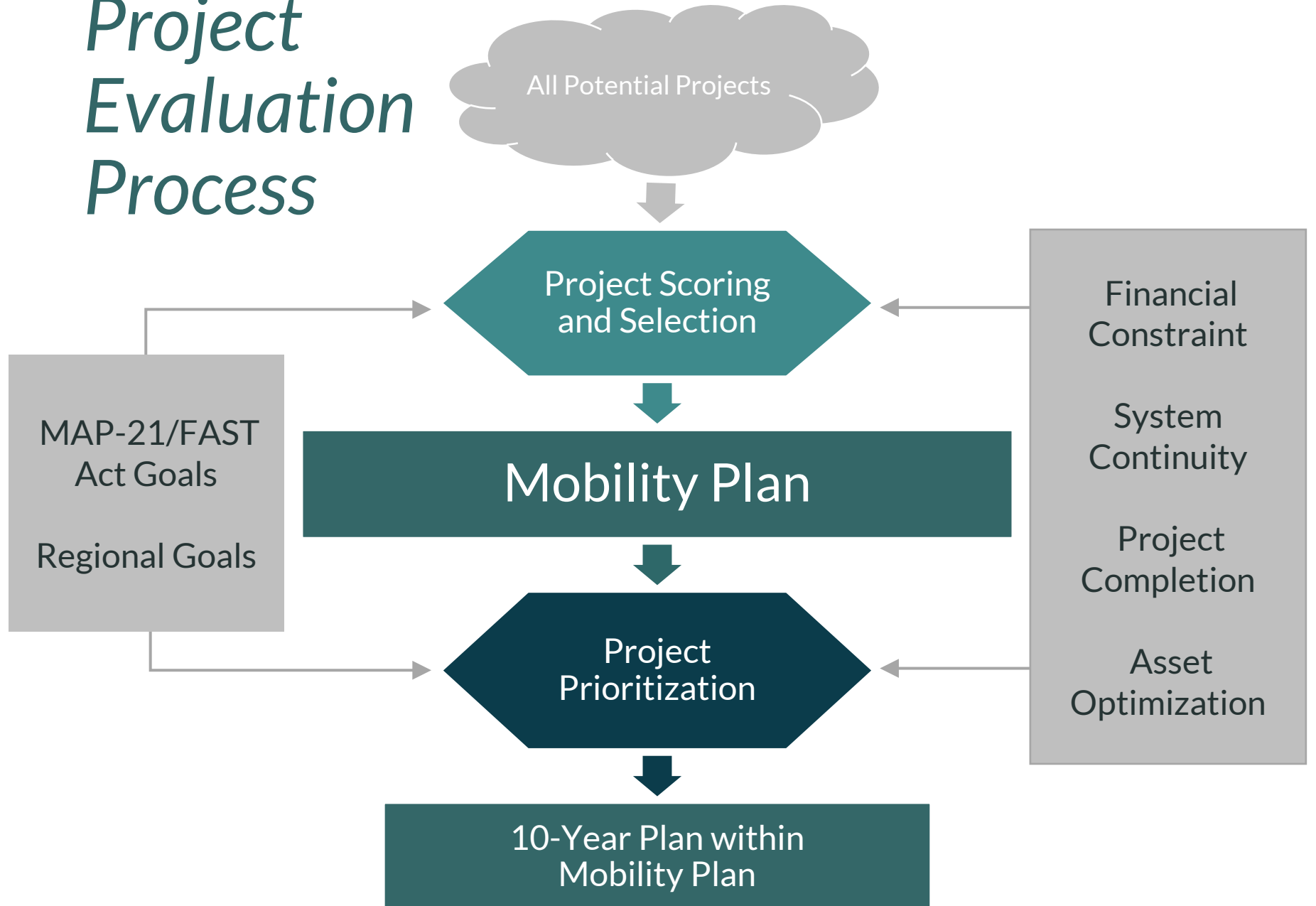
Foundation of the Plan



MAP-21/FAST Act and Regional Goals

Congestion Reduction
System Reliability
Safety
Infrastructure Condition
Freight Movement
Economic Vitality
Environmental Sustainability
Reduced Project Delivery Delay

Project Evaluation Process



Emerging Focus for Plan

- How does transportation respond to demographic growth trends?
 - Encourage infill development/density
 - Incorporate Transit 2.0 guidance for policies to support successful regional transit system
- Safety as a priority
- Funding and cost of implementing projects

Thank you – Demographic Forecasting Collaboration

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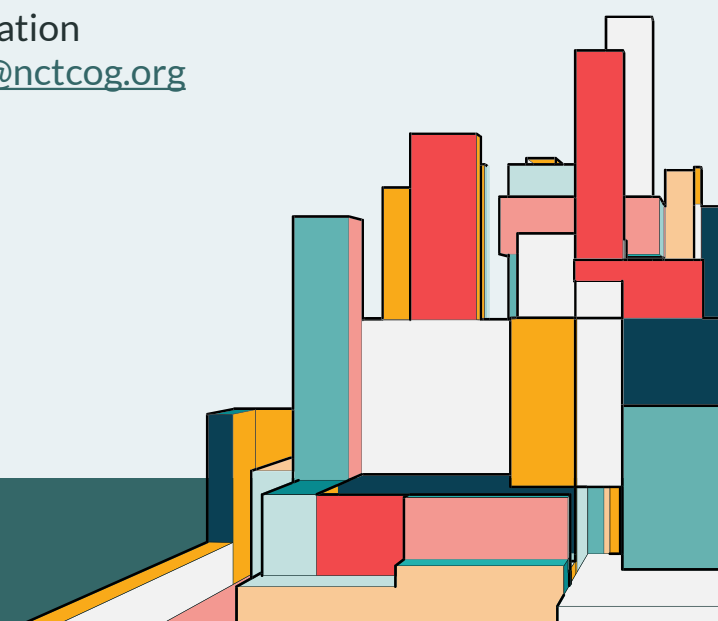
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