



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

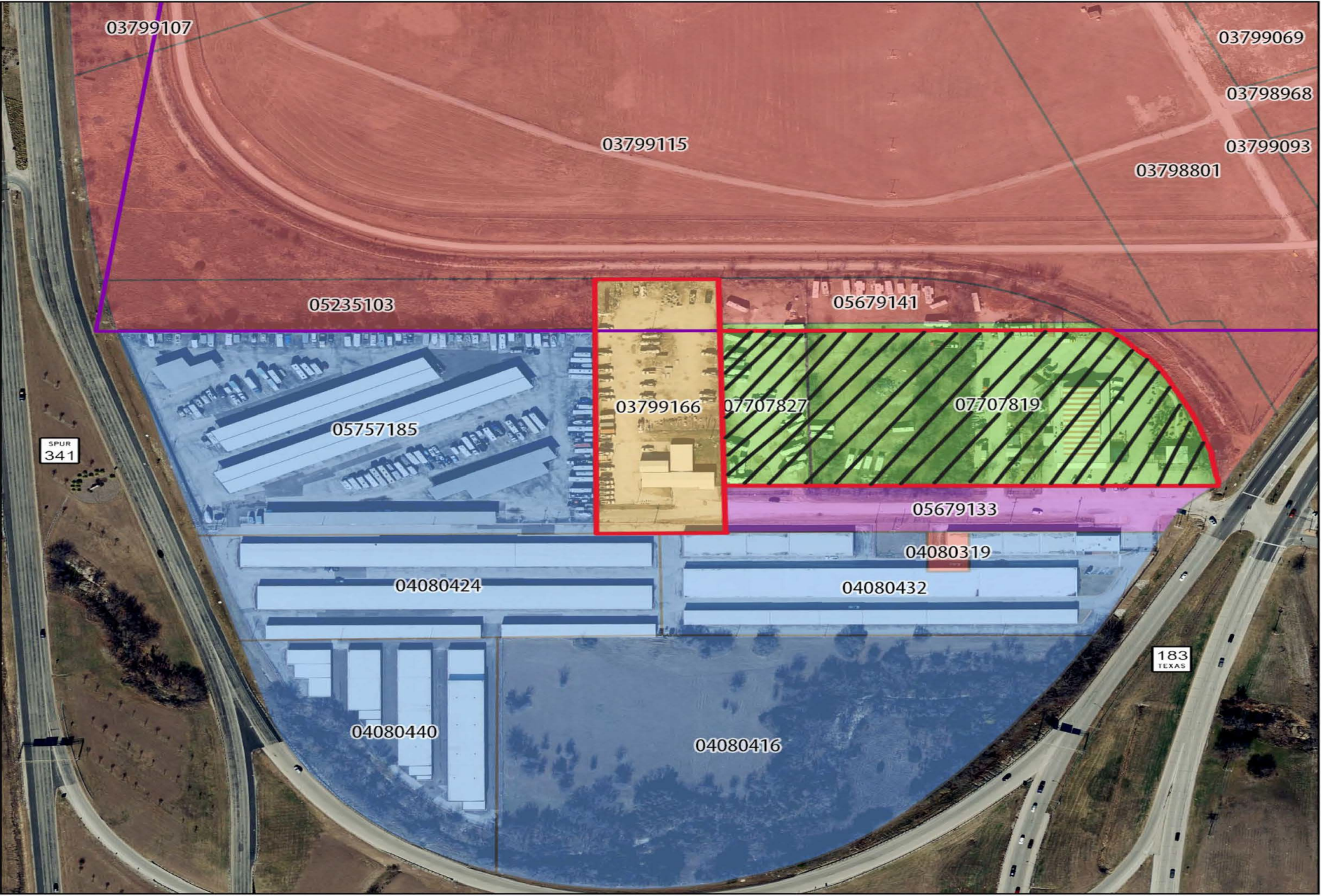
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Miles

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

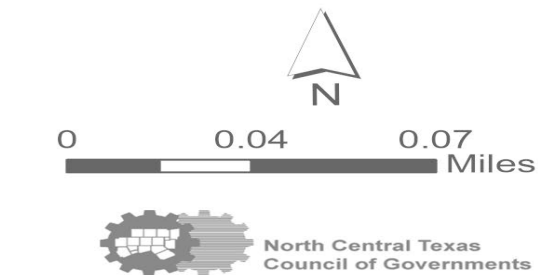
Parcel Ownership (2022)

Private Property

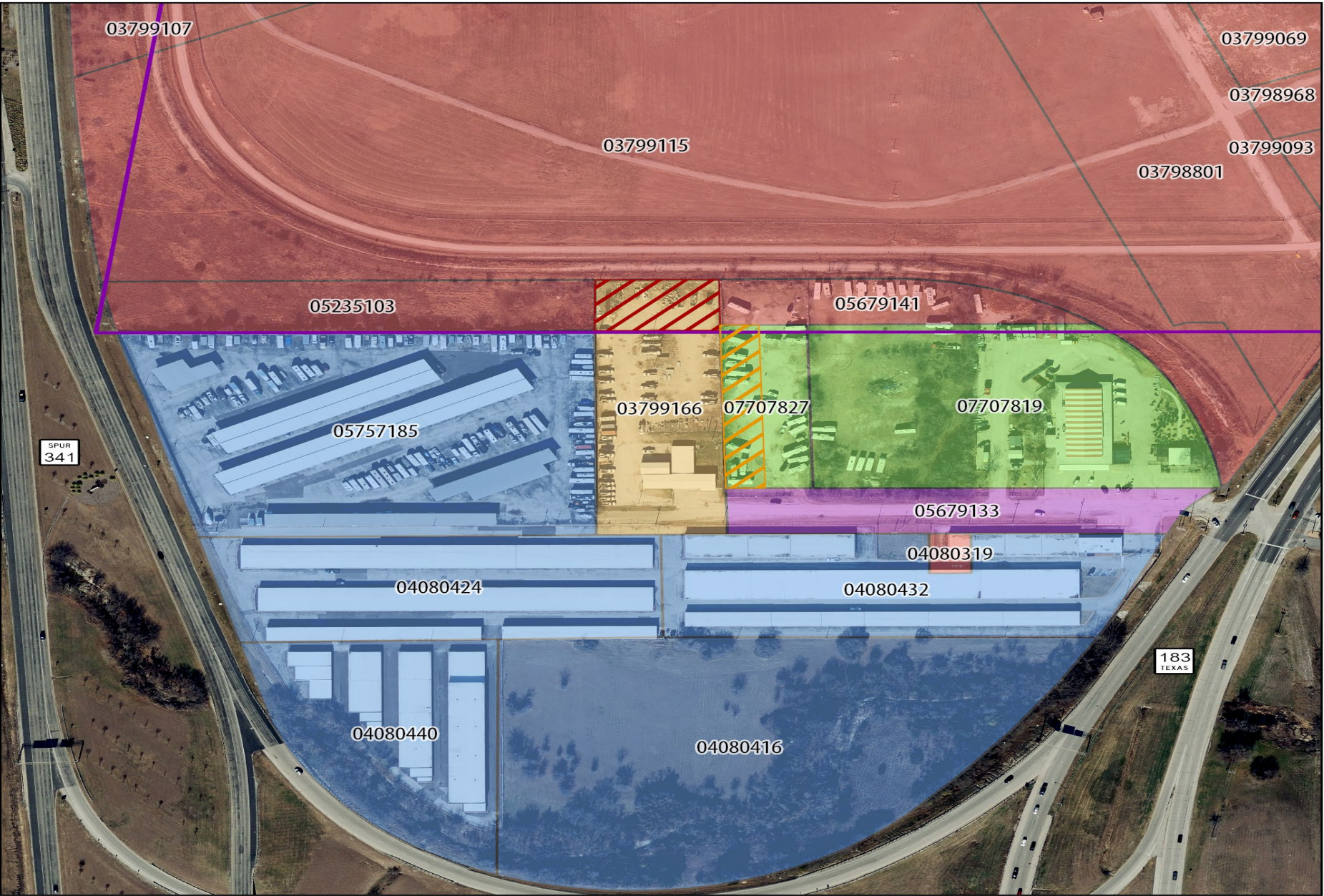
-  MSGR LANGENHORST COLUMBUS CLUB
-  RPC STORAGE 13 PORTFOLIO LLC

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

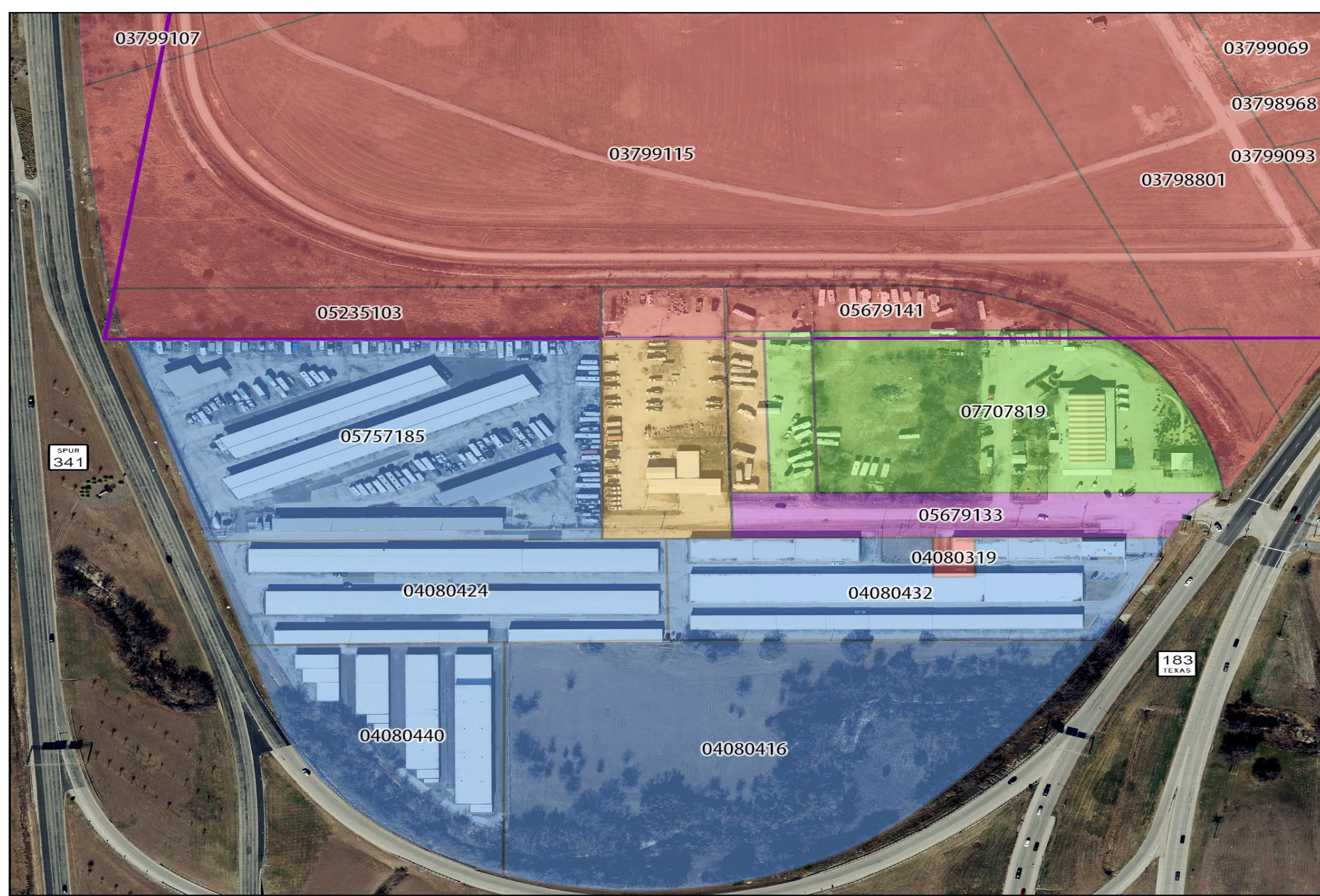
 NAS JRB

 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.

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

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

- 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 (program \$3,771,200 in previously approved Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, to align with the FY2024 and FY2025 budgets)

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)

UPWP Project	Funding Source	UPWP Funding Changes
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
Total Increase		49,564,273

Modification Schedule

March 11

Initiation of Public Outreach

March 22

Action by Surface Transportation Technical Committee

April 11

Action by Regional Transportation Council

April 25

Action by NCTCOG Executive Board

April 26

Submittal of Modifications to Texas Department of Transportation

Requested STTC Action

Recommend Regional Transportation Council Approval of:

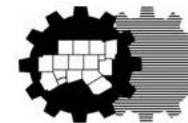
- **Proposed UPWP modifications outlined in Electronic Item 2.2.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

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 All 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)

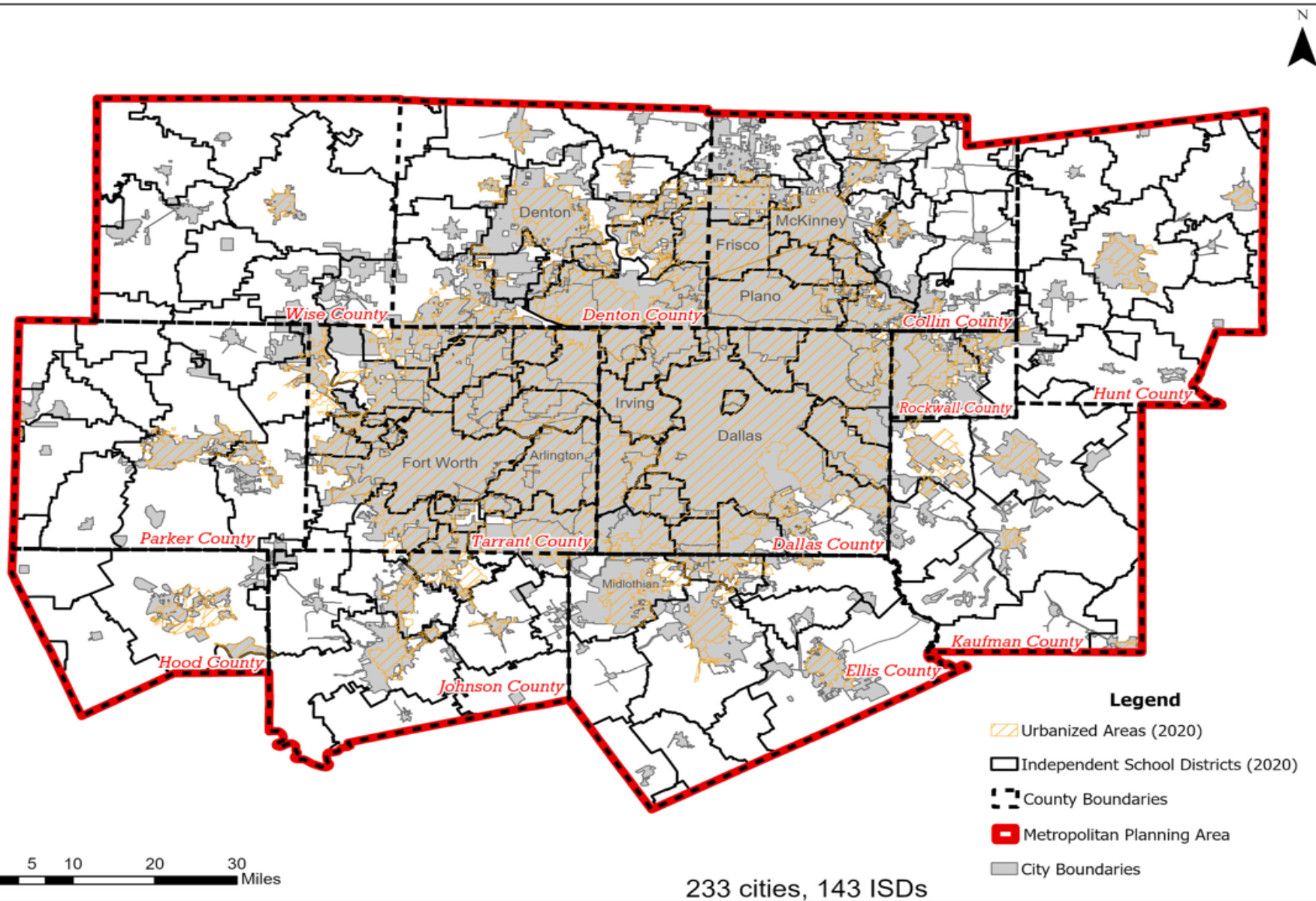
Conduct additional planning around schools in targeted corridors and beyond recommended by the *Regional Roadway Safety Plan* and the *Regional Pedestrian Safety Action Plan*:

Focusing on School Crossing Safety Process

- Review current practices in Urban, Suburban, and Rural Locations
- Assess safety concerns and interactions with crossing guards, controlled intersections, and mid-block crossings
- Analyze school crossing flasher's 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
March 22, 2024	STTC Action
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; NCTCOG is targeting the May 16 date. May 16 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 \$1.25 million 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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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 ¹	TDCs
Electric Buses ²	\$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 ³	\$2,602,529	\$2,436,523	\$166,006	354,500
Administrative Costs	\$819,797	\$767,505	\$52,292	111,668
TOTAL	\$55,472,890	\$52,631,974	\$2,840,916	5,906,168

¹ Local match to be provided by Trinity Metro

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

³ 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.



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CONTACT



Lorena Carrillo

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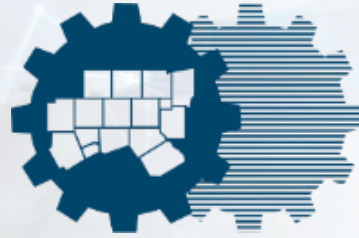
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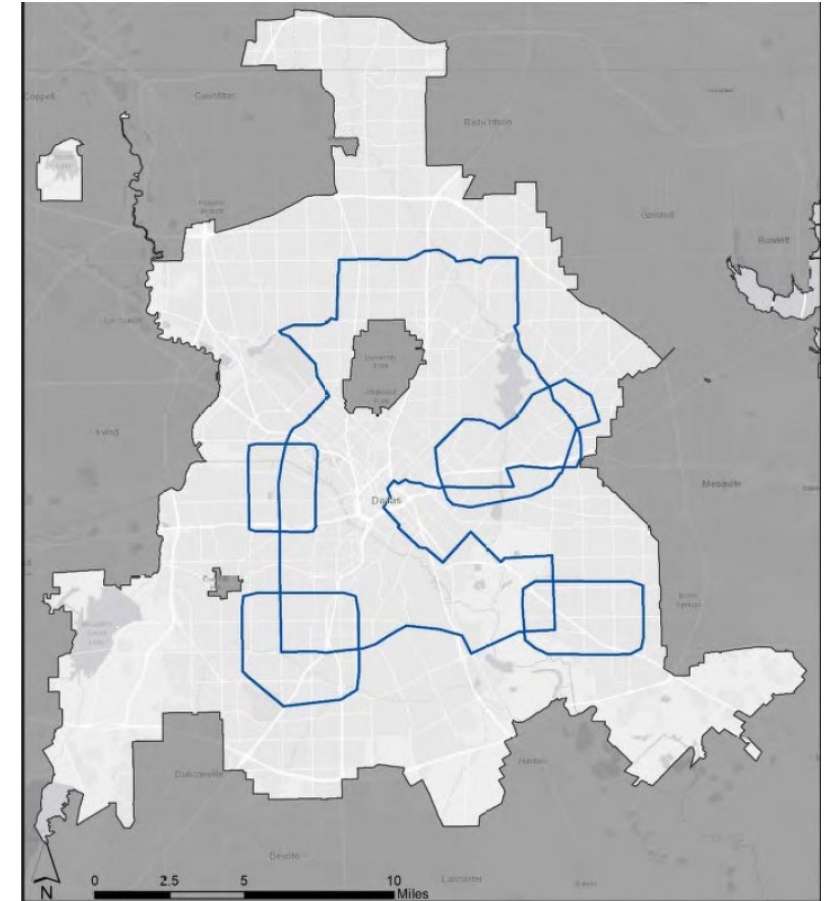
NCTCOG PRESENTATION

BROADBAND AS TRANSPORTATION PROGRAM STRUCTURE

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:
 1. Policy and legislation that present barriers for public agency entry into the public sector broadband space
 2. Funding needs that public agencies at all levels request
 3. Data coordination in conjunction with NCTCOG staff support, mentioned in later slide
 4. Regional strategy to encourage other agencies to participate in the expansion of equitable broadband



REGIONAL RTC AD HOC POLICY COMMITTEE & LEGISLATIVE PROGRAM

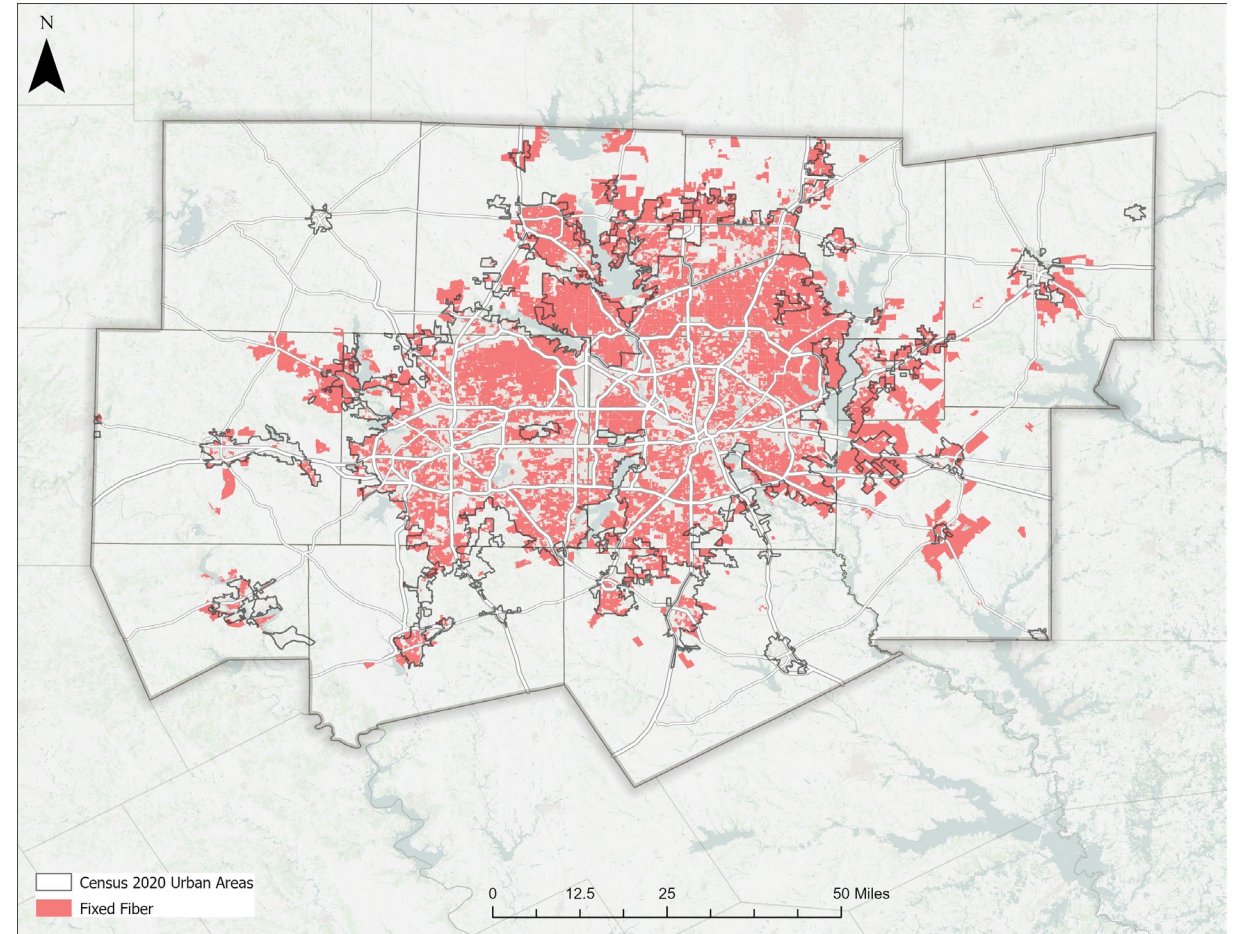
- This program requires that the RTC form an ad hoc policy committee that creates and executes a legislative program, guided by the needs of the Technical Committee, that accomplishes the following goals:
 - Suggested broadband legislation amendment, additions or deletion
 - State-level broadband funding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

- A critical role for the Internet for All Coalition's 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
 - NCTCOG staff will provide outreach opportunities to continuously encourage participation



PROPOSED BUDGET

Task	Amount
Data Consultant	New: \$1M STBG w/Consultants
Policy Committee/Legislative Committee	Existing
Technical Committee	Existing
Regional Strategy Document and Outreach	Existing - PLUS \$500k STBG for Consultants



PROPOSED TIMELINE

Action	Date
STTC Information Item	January 26, 2024
RTC Information Item	March 21, 2024
STTC Action Item	March 22, 2024
RTC Action Item	April 11, 2024



REQUESTED ACTION

Recommend Regional Transportation Council approval of the program criteria associated with the Four Proposed Elements of Broadband Activities for NCTCOG Transportation AND additional \$1.5M STBG



CONTACT/QUESTIONS



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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 & 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 & 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
Total		\$152.36M



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	<i>Bridging Highway Divides for DFW Communities</i> (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	<i>MLK Jr./Cedar Crest Blvd Complete Street & Safety Upgrades</i> (submitted by City of Dallas)	\$21.8M
FY 23 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	<i>DART Cottonbelt / Silver Line Rail Shared-Use Trail</i> (submitted by DART)	\$25M
FY 23 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	<i>East Lancaster Avenue Complete Streets & Transit Technology Project</i>	\$20M
TxDOT Transportation Alternative Program	<i>DART Cottonbelt / Silver Line Rail Trail</i> (submitted by DART)	\$25M
FY 19 Infrastructure for Rebuilding America (INFRA)	<i>North Texas Strategic National Highway System (NHS) Bridge Program</i>	\$8.78M
FY 18 Better Utilizing Investments to Leverage Development (BUILD) - Capital	<i>AllianceTexas/Haslet Accessibility Improvement Project</i>	\$20M
Total		\$200.58M



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.



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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

HIGH-SPEED



TRANSPORTATION

Dallas-Fort Worth

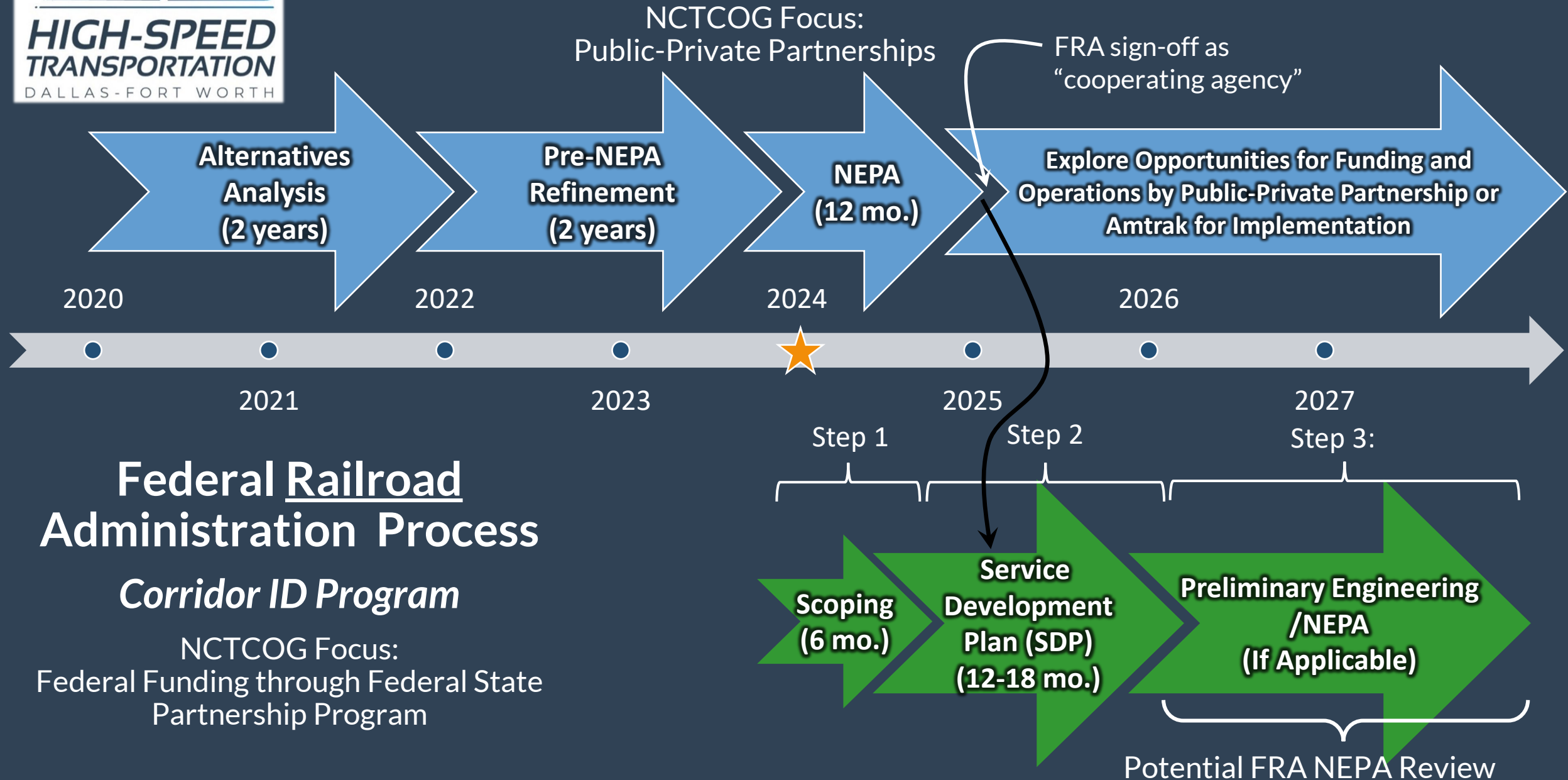
3-22-2024 | Surface Transportation Technical Committee
Brendon Wheeler, P.E.



North Central Texas
Council of Governments



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

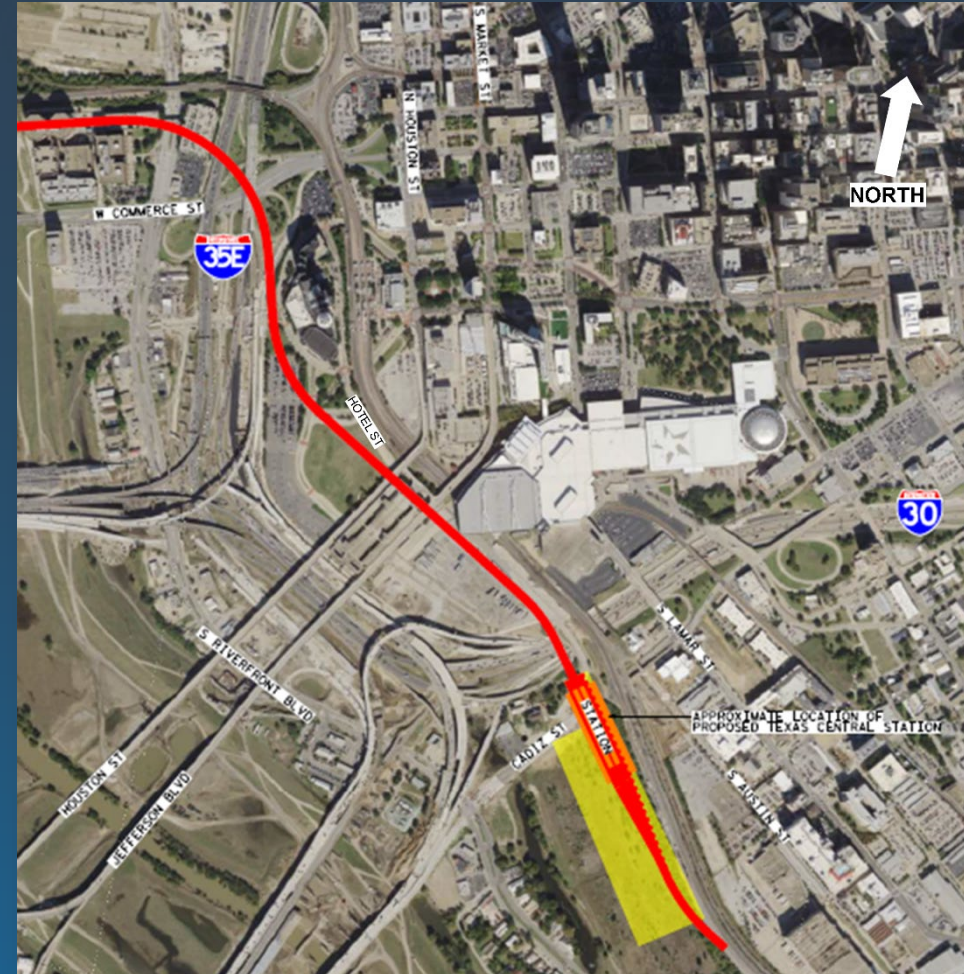
NO FATAL FLAW

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

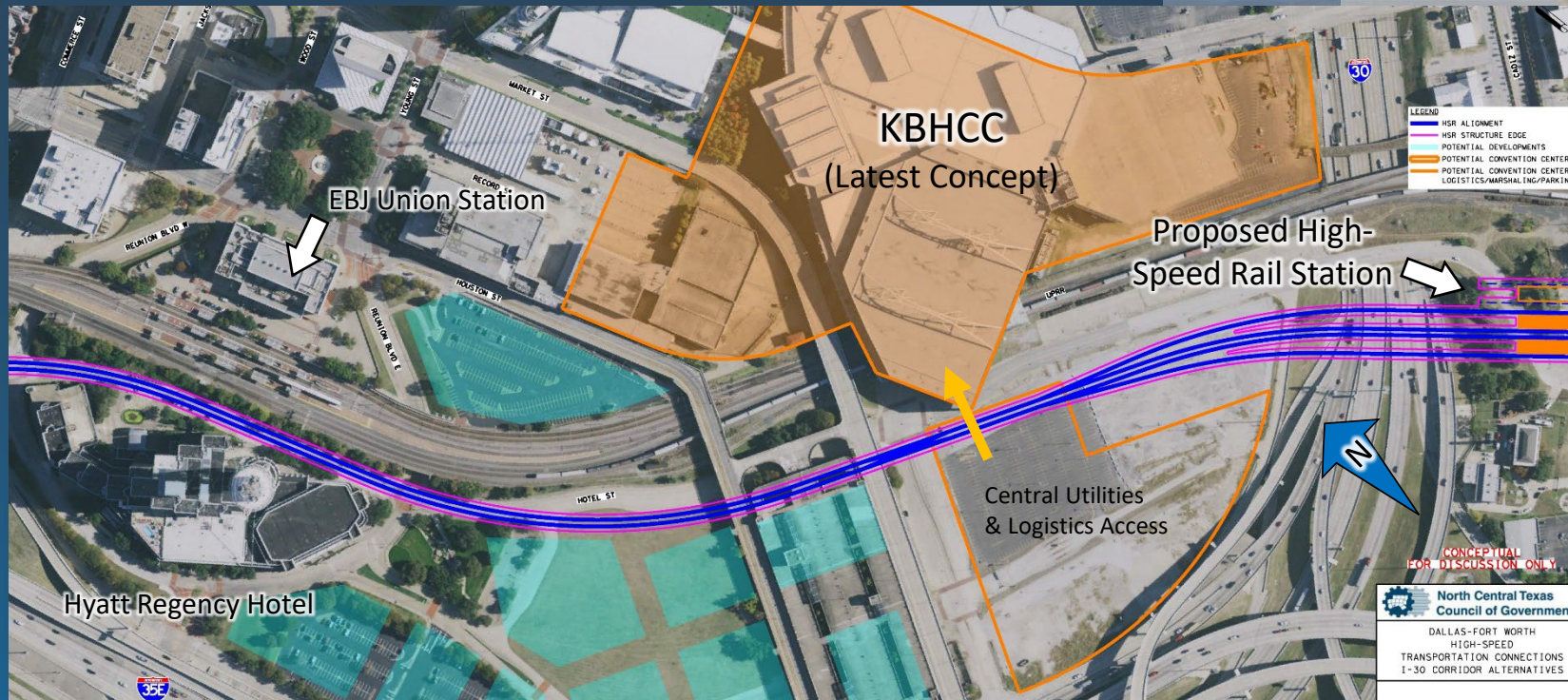
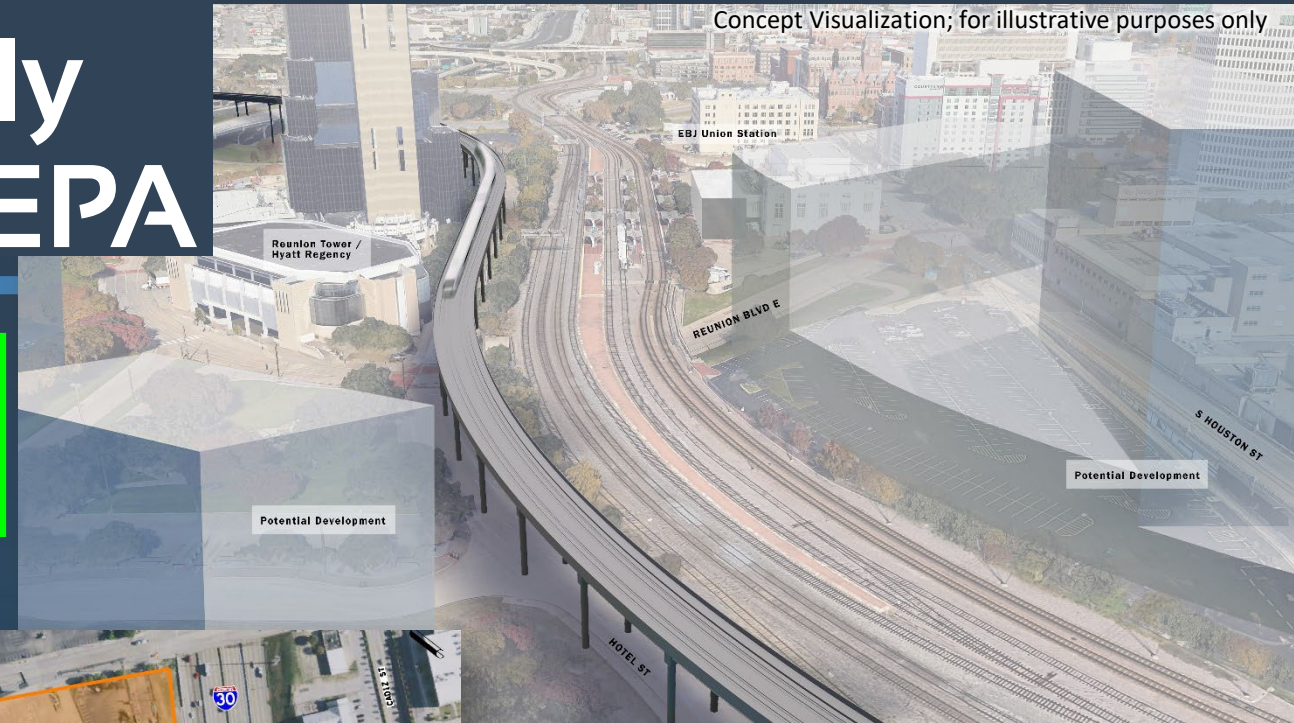


Alignments Previously Recommended for NEPA

2A. Elevated –
East of Hyatt Regency

NO FATAL FLAW

Alignment
recommended for
advancement into NEPA



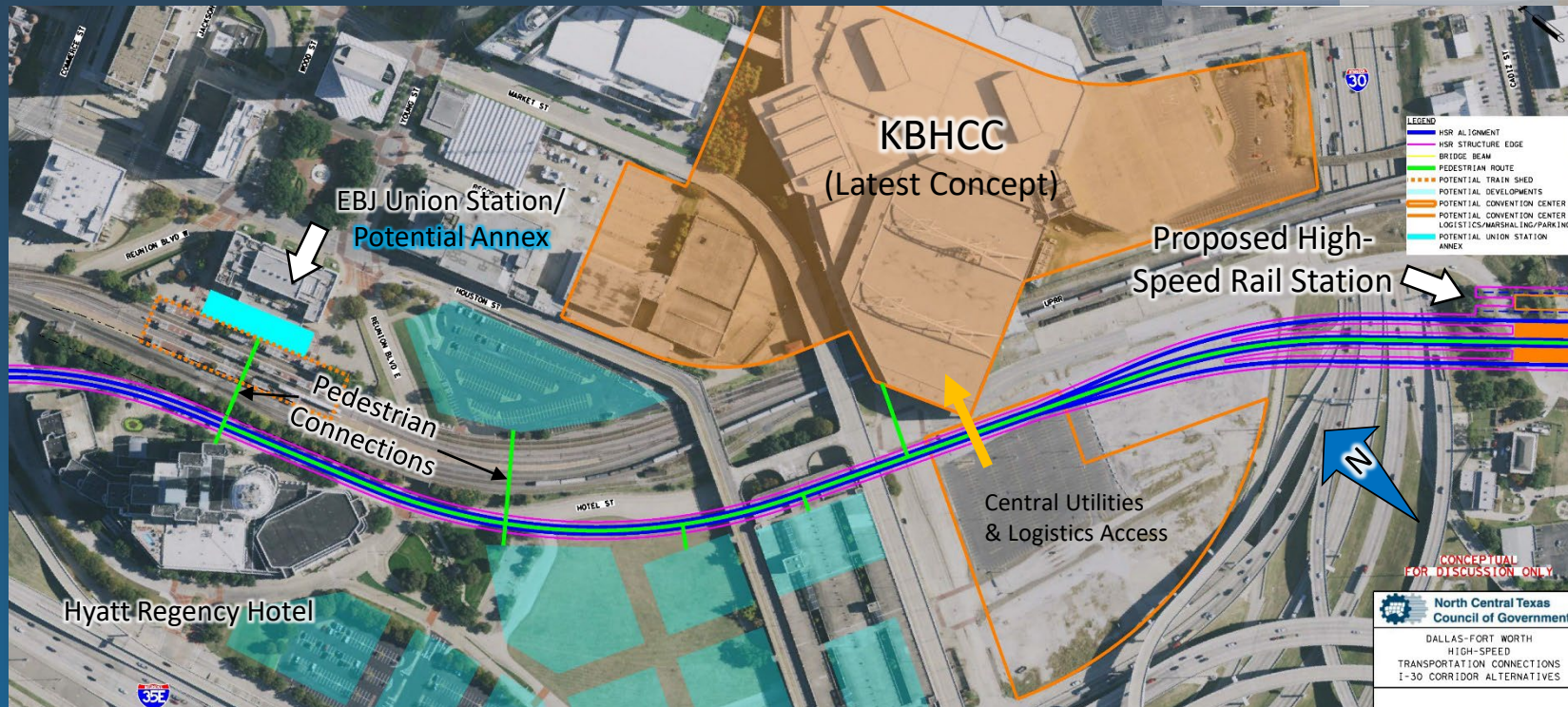
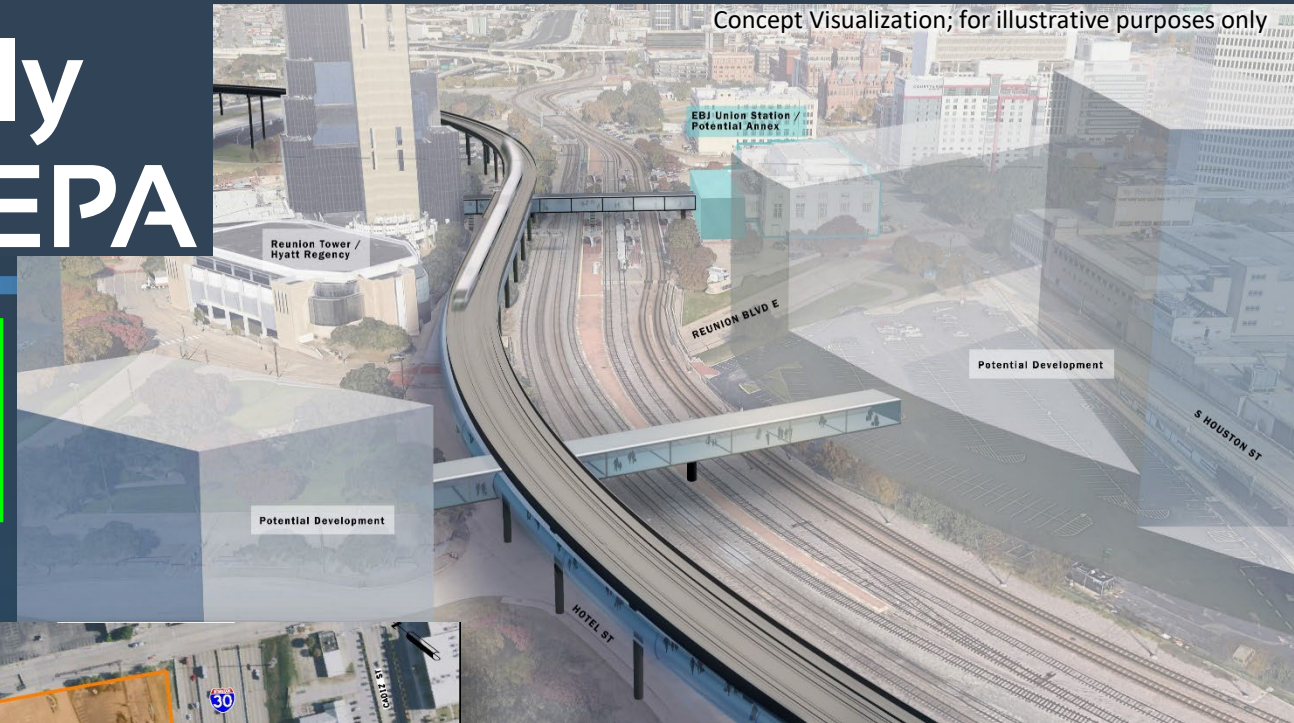
Requires no changes to approved
Dallas HSR Station location
Aligns along Hotel Street and
adjacent to existing rail corridor
Similar alignment to 2B and 2C
alternatives

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

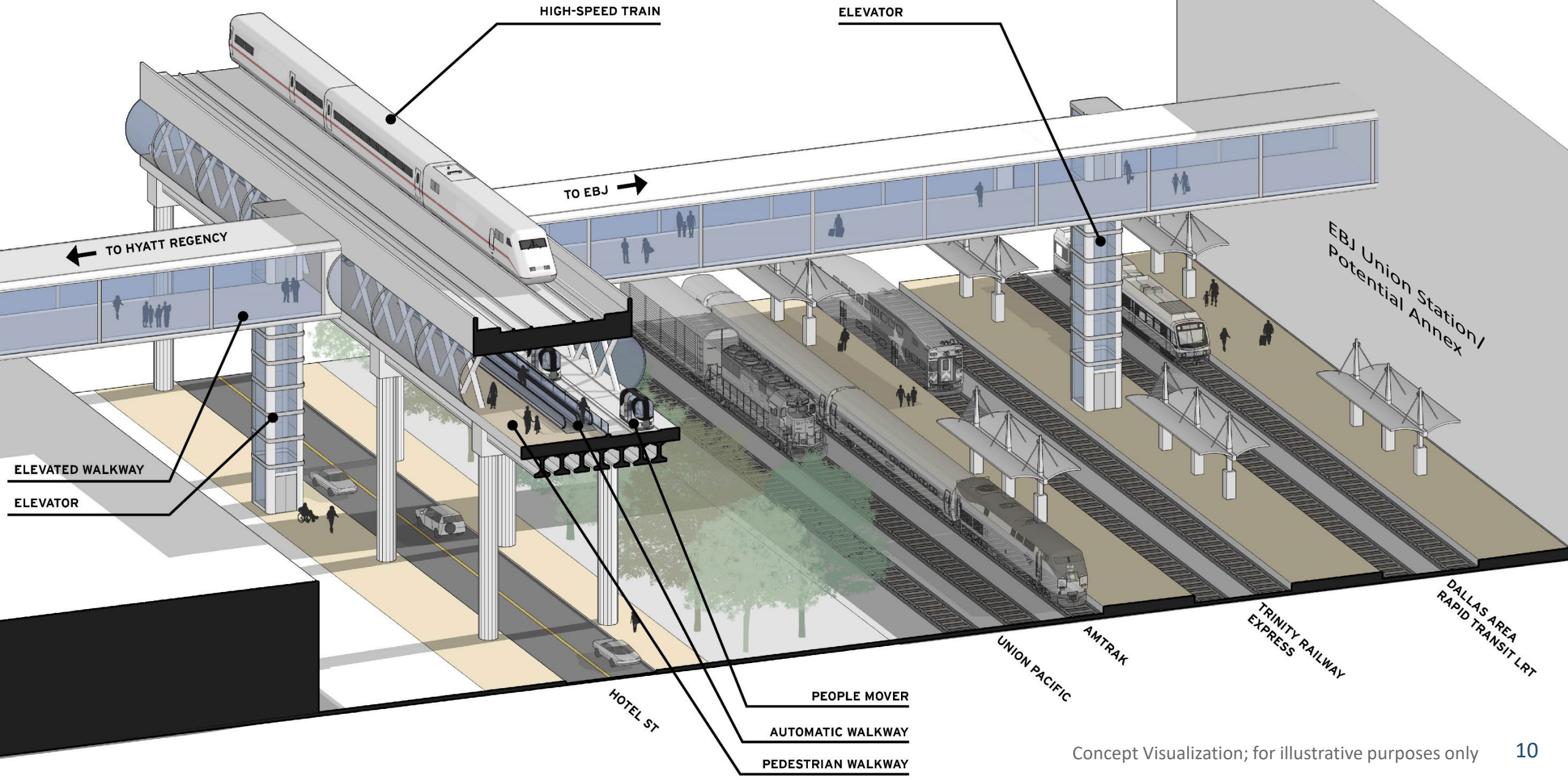


Aligns along Hotel Street and adjacent to existing rail corridor
Provides direct pedestrian connectivity opportunity between approved HSR station, EBJ Union Station, KBHCC, and other developments

Favored Option 2B for NEPA Advancement



Favored Option 2B for NEPA Advancement

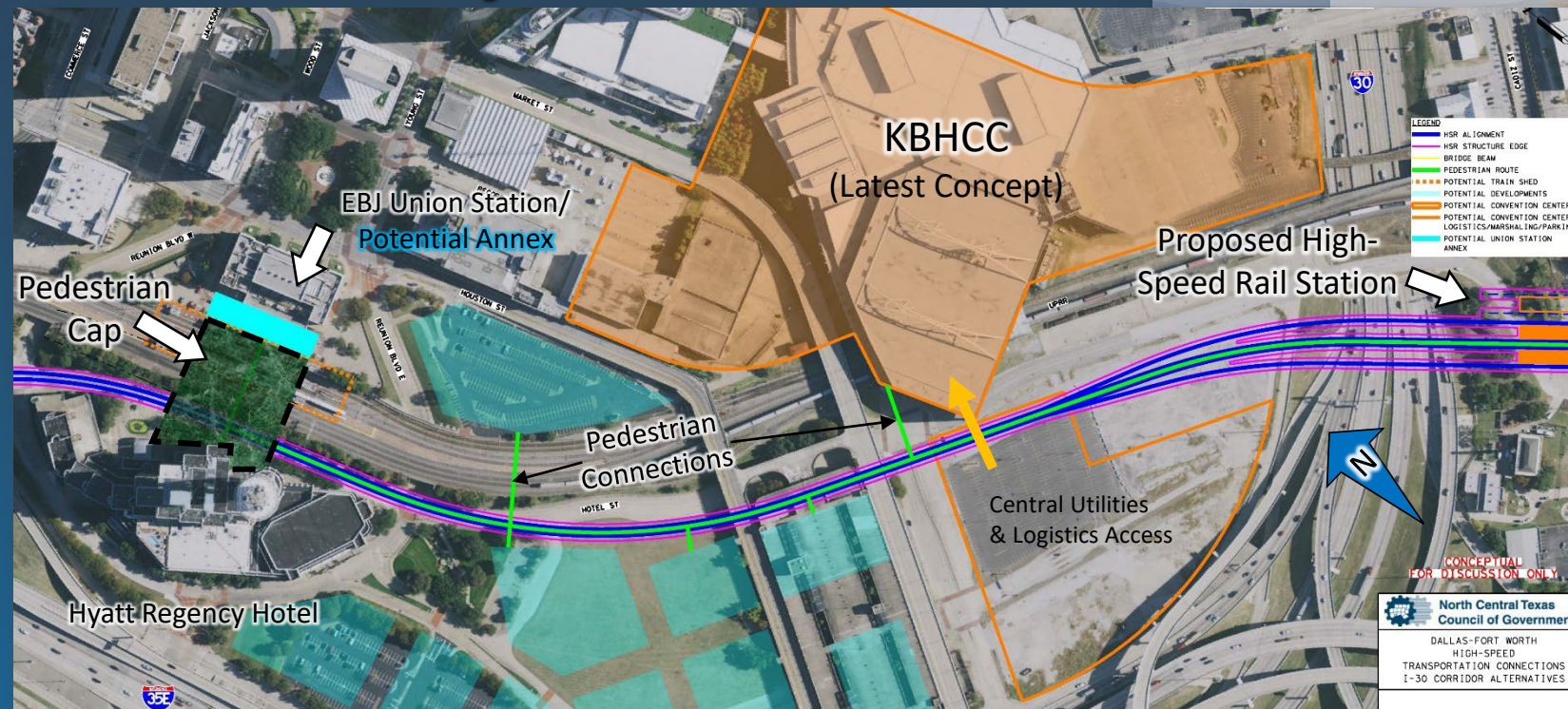
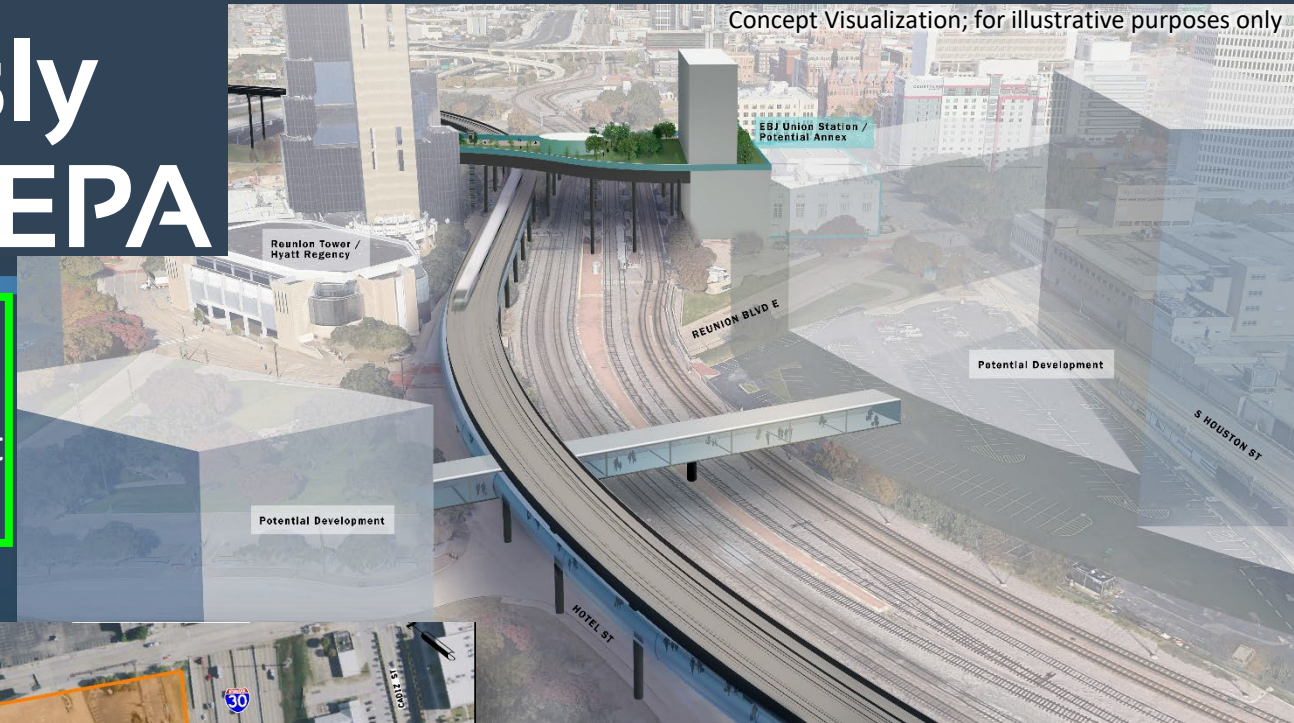


Alignments Previously Recommended for NEPA

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





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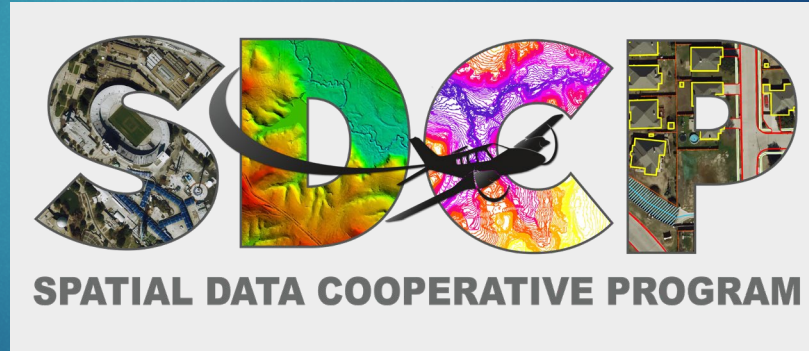
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www.nctcog.org/dfw-hstcs

SURFACE
TRANSPORTATION
TECHNICAL
COMMITTEE

MARCH 22, 2024

NCTCOG Spatial Data Cooperative Program



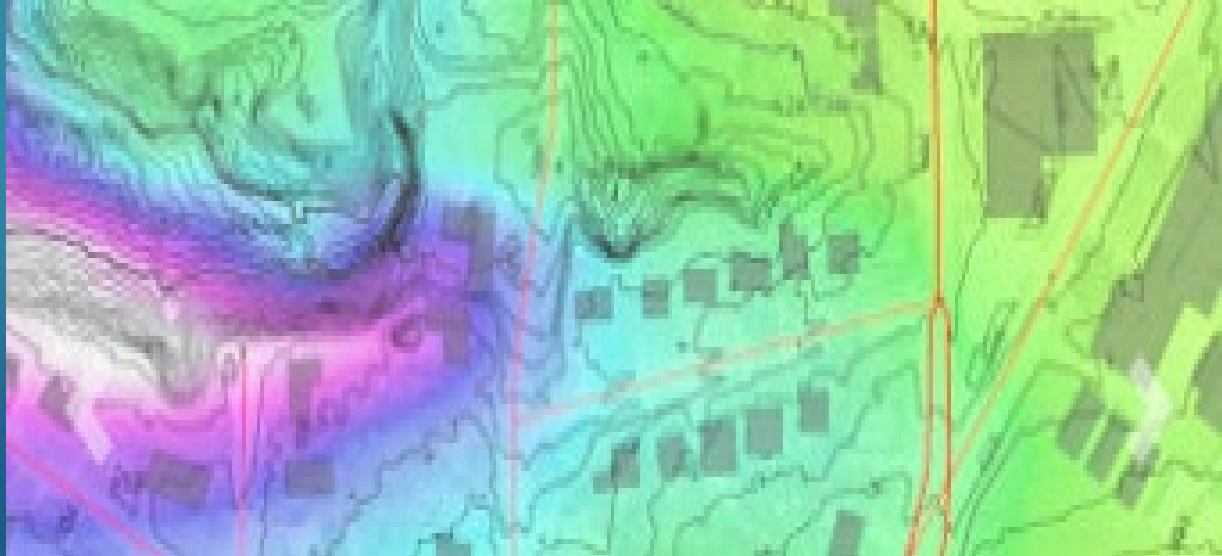
Remote Sensing Data

- ▶ 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.

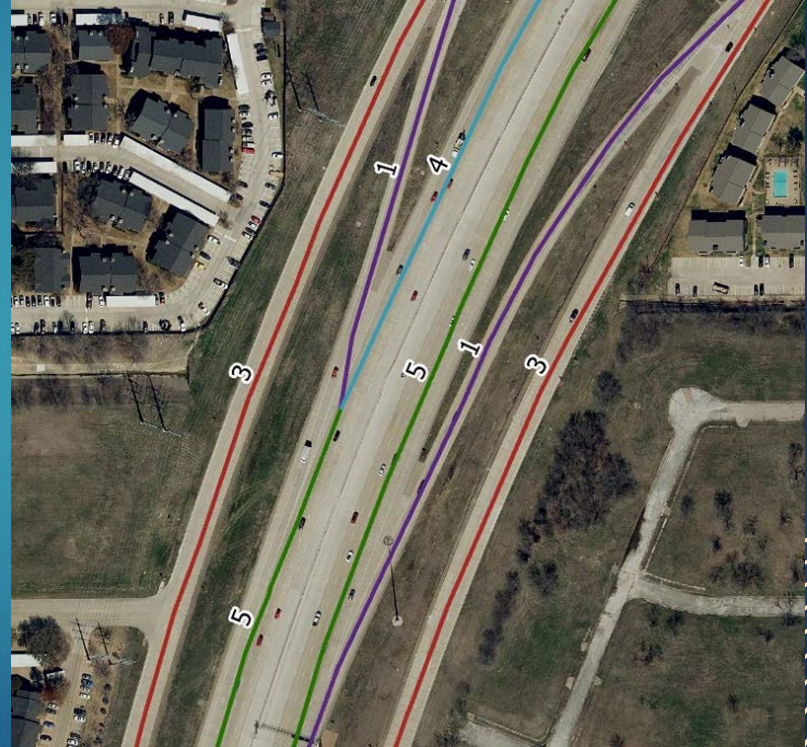


Transportation Applications

4

Now:

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

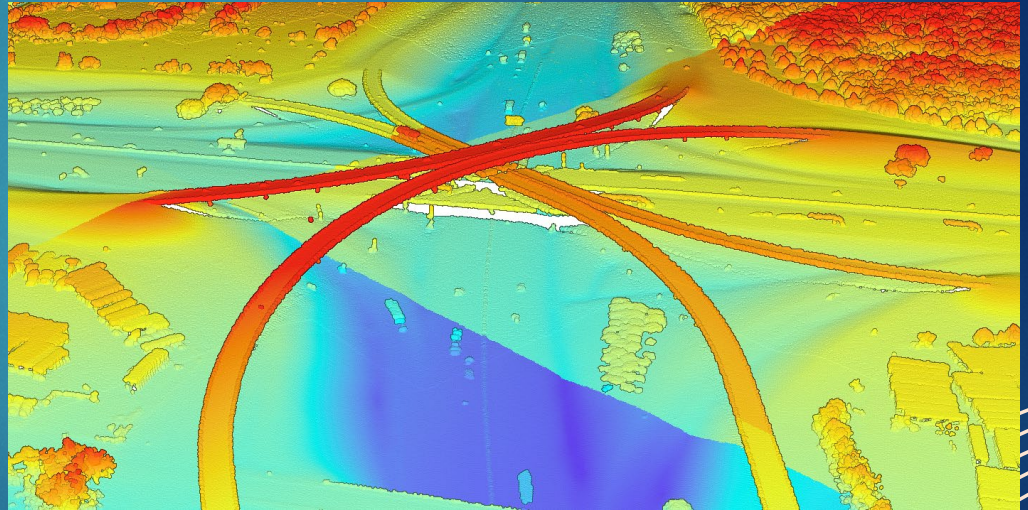


Transportation Applications

5

Future:

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

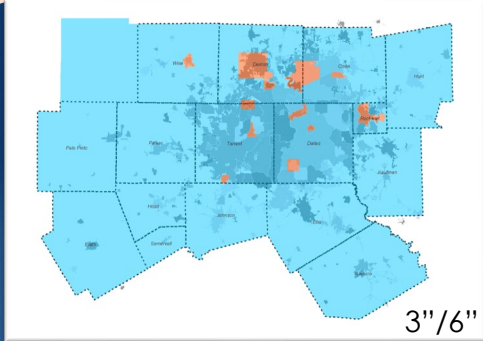


Past & Future Projects

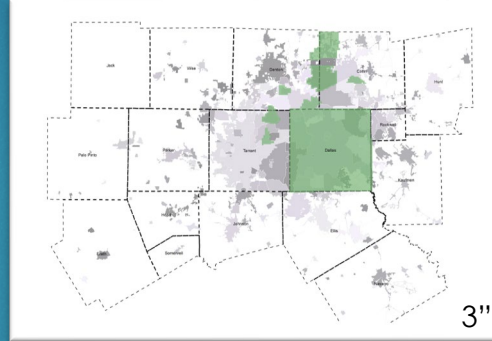
6

Orthophotography

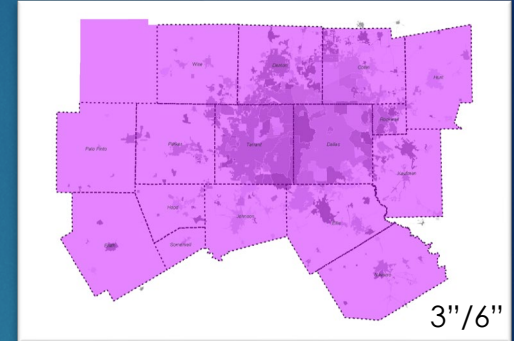
2023



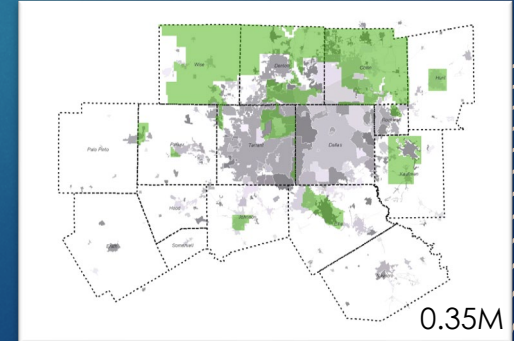
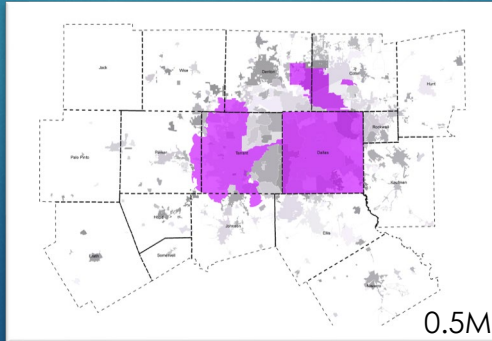
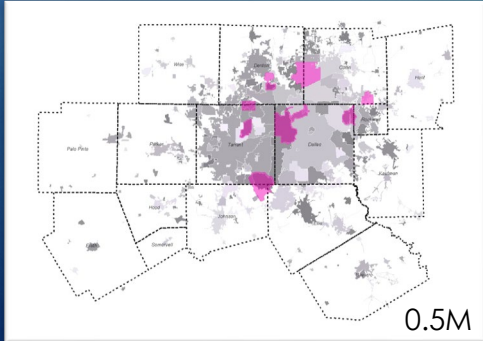
2024



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 12th

<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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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

11

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

2017

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

2021

2023

2025

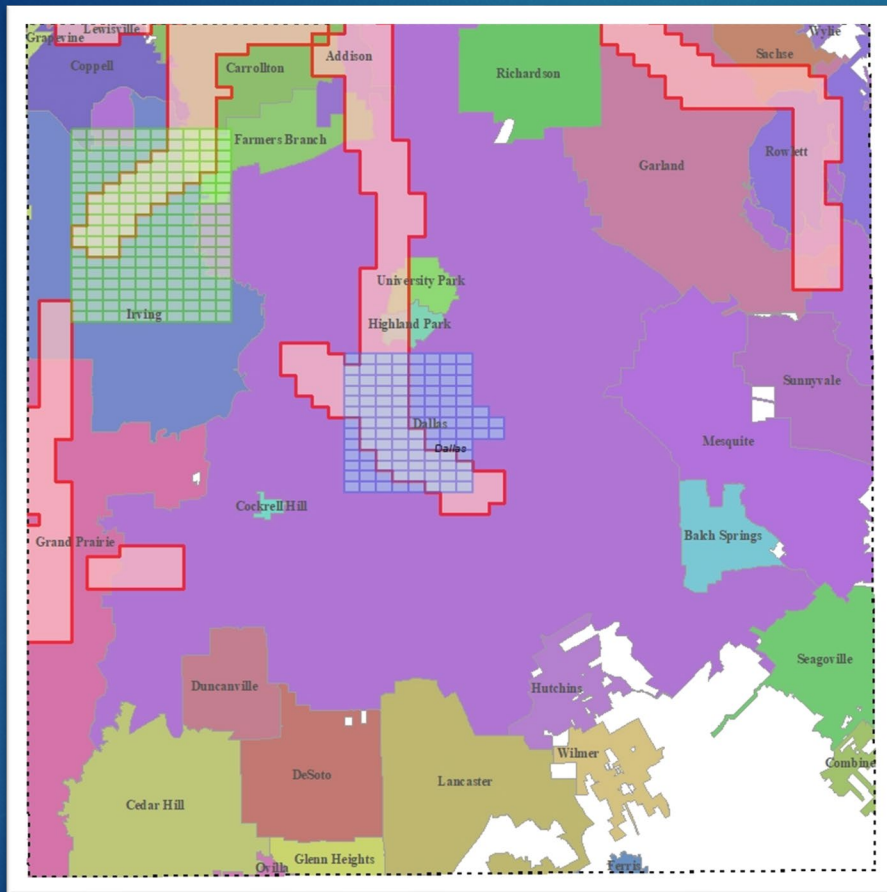
Began offering planimetric data to interested entities. Data was digitized from the most recent orthophotography.

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

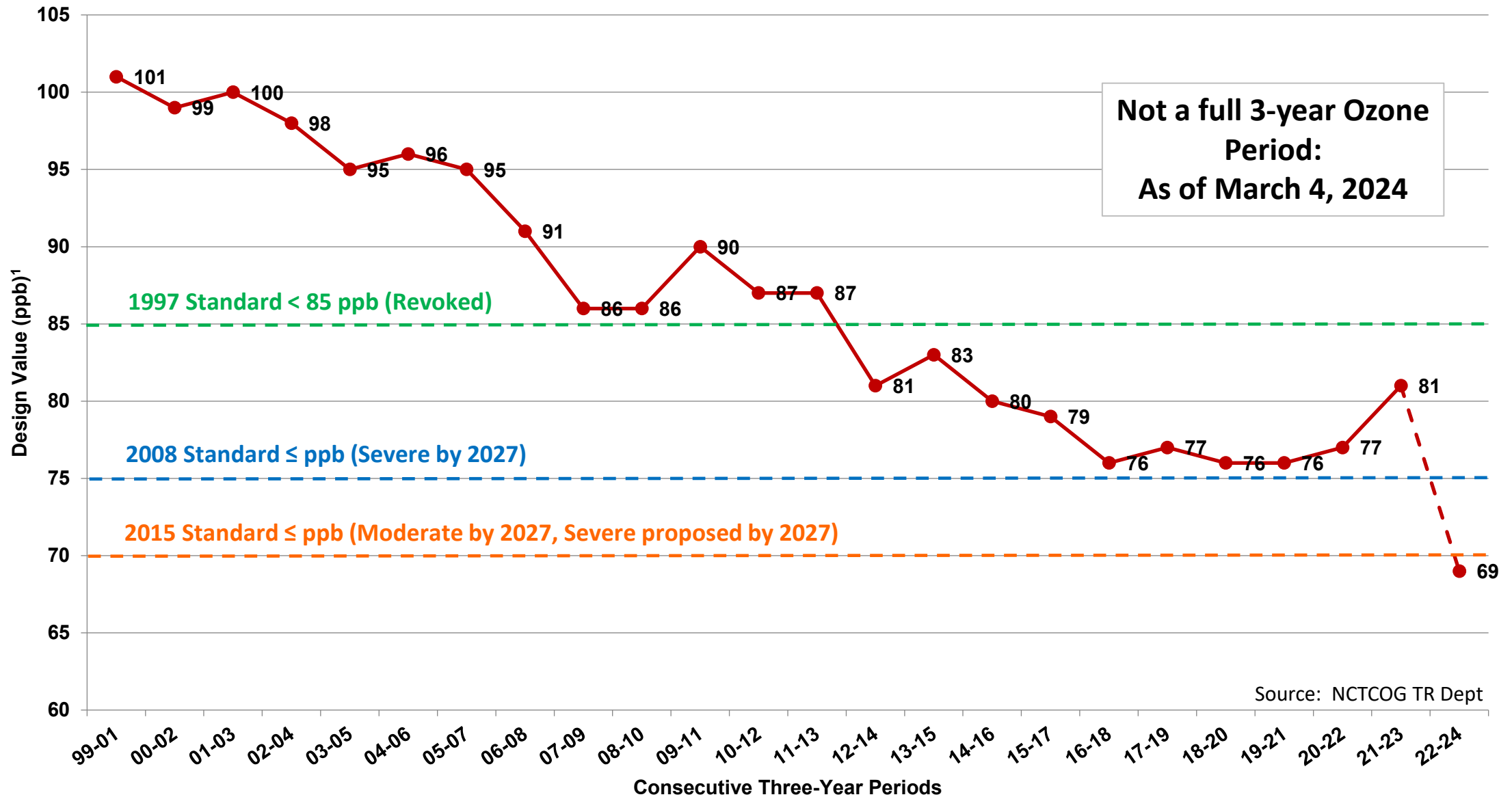
Daniela Tower, Air Quality Planner



North Central Texas
Council of Governments

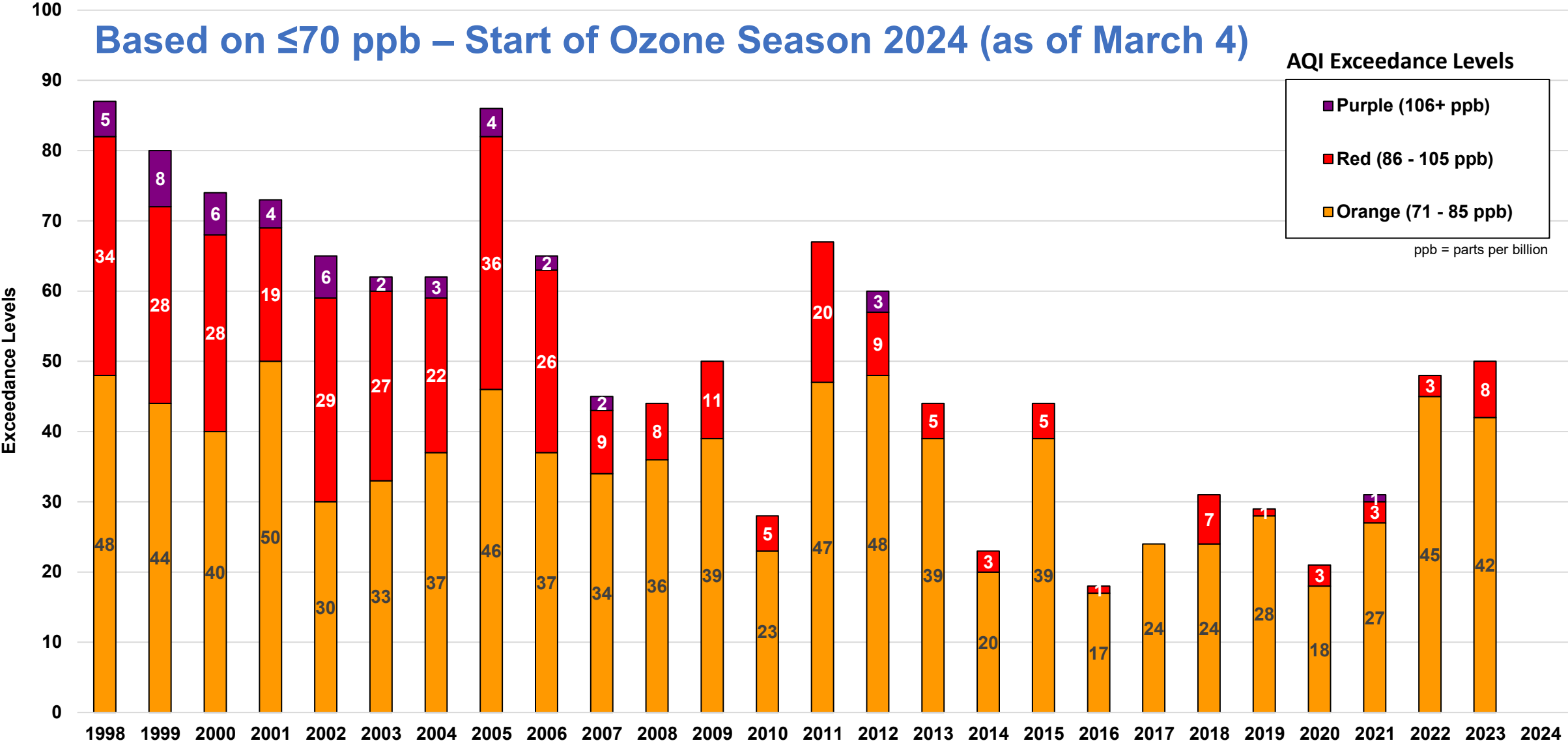


8-Hour Ozone Design Value Trends



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).

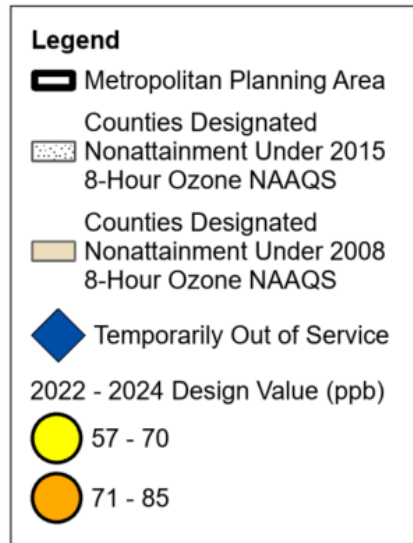
Regulatory 8-Hour Ozone National Ambient Air Quality Standards Exceedance Trends



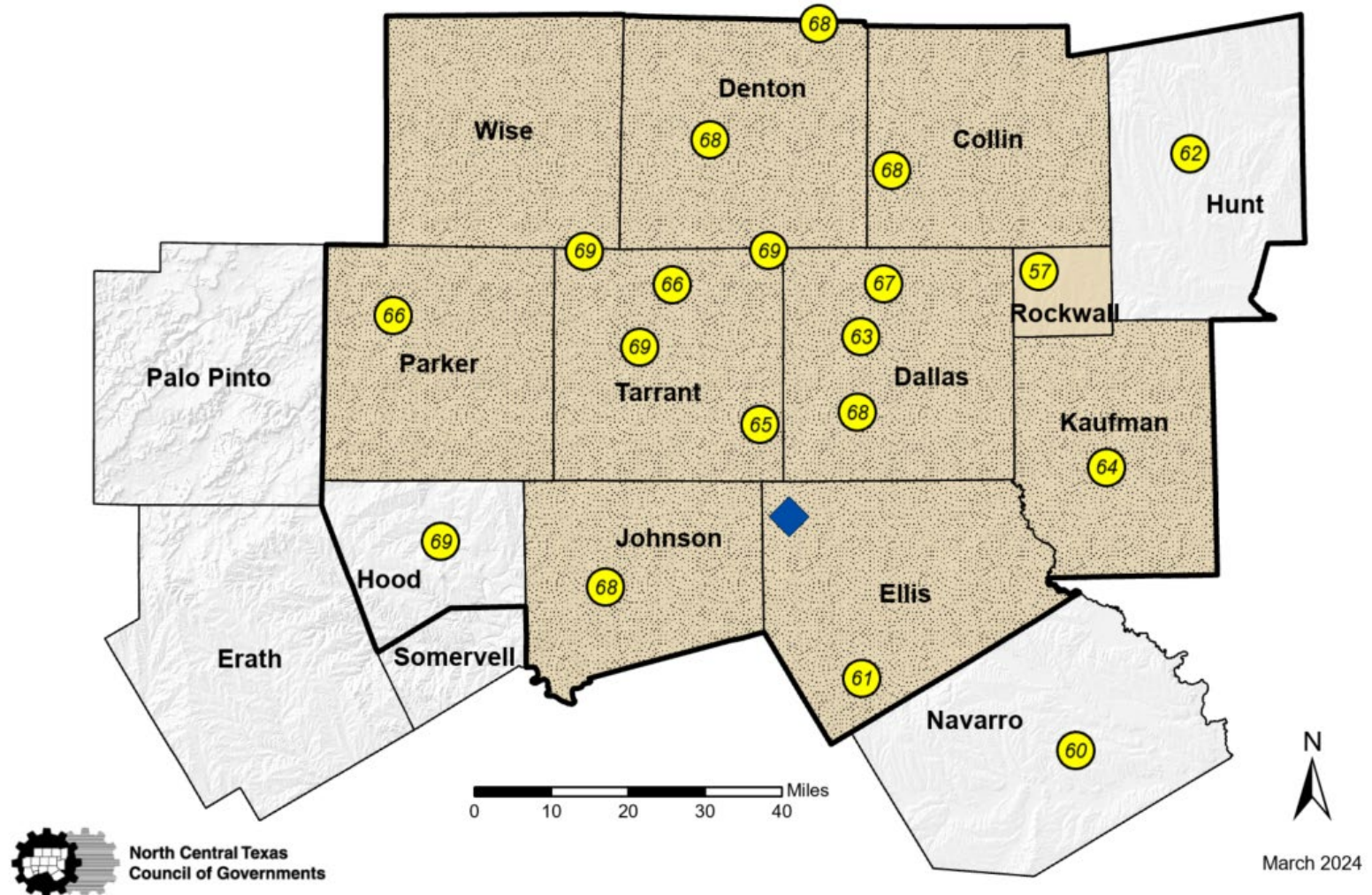
Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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 th 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

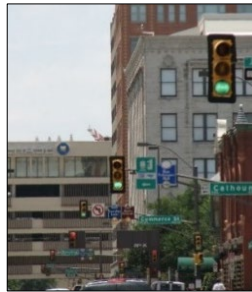
Based on 2022-2024 Ozone Monitor Data



Sample of Mobile Source Air Quality Initiatives



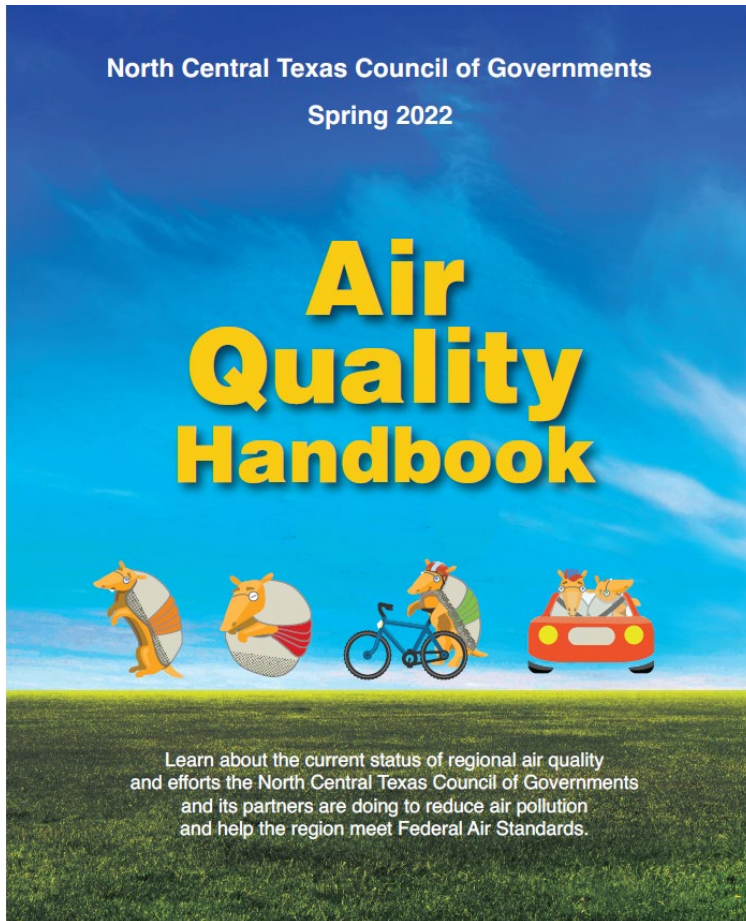
Rideshare. Record. Reward.



Air Quality Handbook

Multilingual

English



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_{2.5} Annual Design Value

PM_{2.5} Primary Annual Standard

- Former Standard: 12.0 $\mu\text{g}/\text{m}^3$ – annual mean, averaged over 3 years
- New Standard as of February 7, 2024 : 9.0 $\mu\text{g}/\text{m}^3$

PM_{2.5} 24-hour Standard

- Current: 35 $\mu\text{g}/\text{m}^3$ – 98th percentile, averaged over 3 years
- Standard retained: 35 $\mu\text{g}/\text{m}^3$

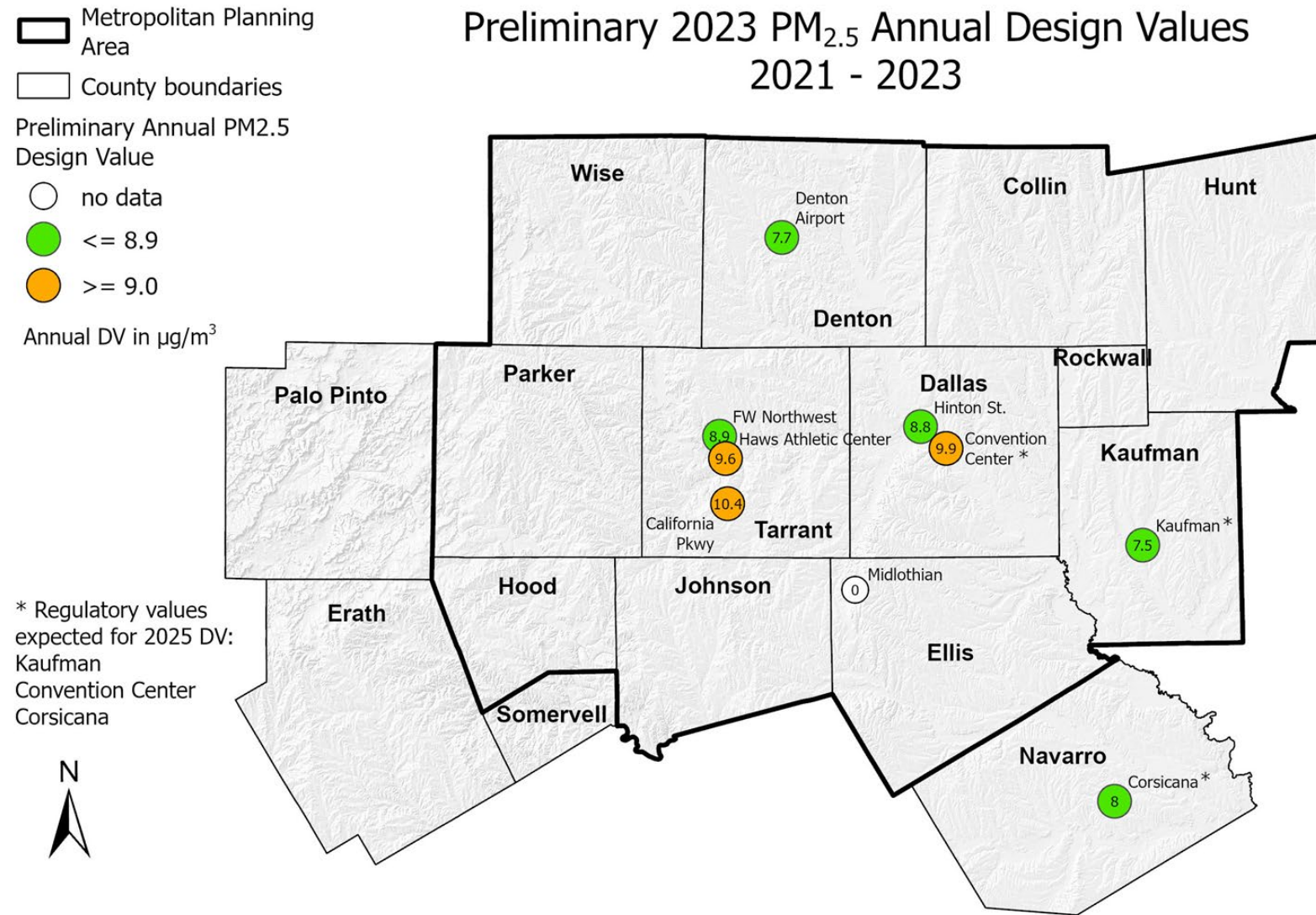
PM₁₀ 24-hour Standard

- Current: 150 $\mu\text{g}/\text{m}^3$ – 98th percentile, averaged over 3 years
- Standard retained: 150 $\mu\text{g}/\text{m}^3$



EPA Revision of the PM_{2.5} Annual Design Value

On February 7, 2024, EPA changed the PM_{2.5} NAAQ Standard from 12.0 µg/m³ to 9.0 µg/m³.

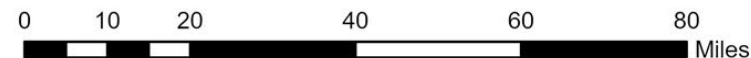


Start of Ozone Season & Change in
NAAQS PM_{2.5} Standard



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Data source: TCEQ, calculation NCTCOG



February 2024

Implications of the Decision

PM_{2.5} 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 ³	Dallas - Convention Center	9.9 µg/m ³
Tarrant – Fort Worth NW	9.1 µg/m ³	Tarrant – California Parkway	10.4 µg/m ³

112 counties do not meet 9.0 µg/m³

EPA projections show 51 would not meet 9.0 µg/m³ in 2032

PM_{2.5} 24-Hour Standard

None

PM₁₀ 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: SO_2 , NO_x , total VOC, and 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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<https://www.nctcog.org/trans/quality/air>