

# HIGH-SPEED TRANSPORTATION



## Dallas-Fort Worth

02-10-2022 Regional Transportation Council  
Brendon Wheeler, P.E. - NCTCOG



North Central Texas  
Council of Governments



# Existing 2021 RTC P21-01 Policy on High-Speed Transportation

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- Continued support of Mobility 2045 plan policies for 3-station concept and one-seat ride
- Proceed with Phase 1 recommendations
  - IH 30 Corridor
  - High-Speed Rail and Hyperloop
- Coordinate with Federal Partners to determine appropriate path forward into NEPA with advancing technology
- Continue coordination with TxDOT and local governments in Phase 2
- Integrate alignment and mode recommendations into other planning activities

# Recommended Phase 1 Alignments

## IH 30 West

Opportunity to reconstruct freeway

- A) Redesign freeway to incorporate HST System as integrated corridor
- B) Design HST System along periphery of existing freeway to avoid infrastructure conflicts

## IH 30 East

No additional major improvements planned

- A) Design HST System within managed lanes footprint
- B) Design HST System along periphery of existing freeway to avoid infrastructure conflicts

Fort Worth

Dallas

★ Station Locations

North Central Texas  
Council of Governments

0 4 Miles N

**HIGH-SPEED  
TRANSPORTATION**  
DALLAS-FORT WORTH

- Project Termini
- I 30 Alignment
- Existing Fixed-Rail Transit
- Planned Dallas-Houston HSR
- Trinity River and Major Branches
- County Boundary



# Alignment: IH 30 Corridor Managed Lanes to Remain

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Project Team recommends advancing High-Speed Transportation (HST) alignment concurrently with managed lanes along IH 30, providing maximum multimodal flexibility to corridor





# Technology: Parallel Paths Forward

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Advance High-Speed Rail and Hyperloop technologies in parallel

- Advance only High-Speed Rail through the NEPA process
- Advance Hyperloop along technology certification and demonstration path
- Advance these two technologies in different corridors



# Technology: High-Speed Rail Path

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## Advance High-Speed Rail through NEPA process

- Agreed between FRA/FTA and Project Team as best path forward
- Fulfills regional commitment and RTC policy to advance project through NEPA process
- Environmentally clears IH 30 corridor for non-specific provider of High-Speed Rail
- Maintains momentum of Phase 1 efforts, including public and private stakeholder consensus
- Maintains early opportunity for private investors/operators in High-Speed Rail to gain interest in Dallas-Fort Worth corridor



# Technology: Hyperloop Path

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Advance Hyperloop along technology certification and demonstration path

- Fulfills regional commitment and RTC policy to advance Hyperloop technology within the region
- Monitor Hyperloop technology advancement through NASA's Technology Readiness Levels index used in Phase 1
- Received interest from Hyperloop companies to develop test/certification facilities within region
  - Generates momentum with Hyperloop providers/developers and investors
  - Opportunity to meet a “real world” need within region
  - Opportunity to submit locations from around the region for Hyperloop certification



# Requested RTC Action

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Staff requests RTC adopt an updated high-speed corridor policy:

- Reaffirming RTC's previous policy position to advance High-Speed Rail and advance Hyperloop through a different process
- Advancing High-Speed Rail through NEPA process
  - To not hold up NEPA process with developing technology
  - To environmentally clear IH 30 corridor (alignment and station locations)
- Reaffirming RTC's support for managed lanes and High-Speed Rail within the IH 30 corridor

(continued)





# Requested RTC Action (continued)

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Staff requests RTC adopt a high-speed corridor policy:

Directing staff to:

- Coordinate with Federal Partners to determine lead agency and appropriate path forward into NEPA process
- Continue coordination with TxDOT, local governments, and public in Phase 2
- Monitor Hyperloop technology advancement utilizing NASA's Technology Readiness Levels index, with regular updates to RTC



# Schedule

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- June 25, 2021 – Previous STTC Action
- July 8, 2021 – Previous RTC Action
- August 5, 2021 – FTA/FRA Progress Meeting
- August 2021 – Phase 1 substantially complete
- October 2021 – Phase 1 Open Houses
- November 4, 2021 – FTA/FRA Progress Meeting
- January 6, 2022 – FTA/FRA Progress Meeting
- January 28, 2022 – STTC Action
- February 3, 2022 – FTA/FRA Progress Meeting
- February 10, 2022 – RTC Action
- 2022 through 2024 – NEPA Analysis

← **TODAY**



# Contacts

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[www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs)



# Phase 2 Activities

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Preliminary Engineering

Environmental Documentation in NEPA Process

- Goal: Record of Decision or Finding of No Significant Impact

- Early coordination with Federal Partners on structure of process

Continued coordination with TxDOT, local governments, and stakeholders throughout

Expected 2-year timeframe



Policy Support to Advance High-Speed Rail in the Dallas-Fort Worth High-Speed Transportation  
Connections Study into Phase 2 National Environmental Policy Act Process  
(P22-01)

Existing Regional Transportation Council (RTC) policy, P21-01 (Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2), was adopted on July 8, 2021. Guiding the efforts of the North Central Texas Council of Governments (NCTCOG) staff, this existing policy outlined the desires of the RTC to advance both high-speed rail and hyperloop into the National Environmental Policy Act (NEPA) process in coordination with the Federal Railroad Administration and Federal Transit Administration.

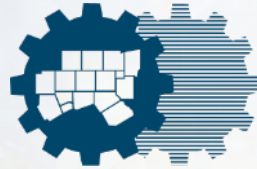
Following further coordination with the Federal Railroad Administration and Federal Transit Administration, hyperloop technology is unable to advance through the NEPA process to environmentally clear a specific corridor for a hyperloop facility at this time due to hyperloop's lack of safety certification and demonstration status.

The RTC is interested in maintaining the momentum of Phase 1 efforts, including public and private stakeholder consensus, and maintaining early opportunities for private investors and operators in high-speed rail to gain interest in the Dallas-Arlington-Fort Worth corridor. In order to achieve environmental clearance of the Interstate Highway (IH) 30 corridor for a high-speed mode in a timely manner, the RTC directs staff to advance high-speed rail along the IH 30 corridor into the NEPA process and to coordinate with the Federal Railroad Administration and Federal Transit Administration in determining the appropriate approval process for environmental clearance.

While not included in the federal NEPA process, the RTC directs staff to continue to monitor hyperloop technology advancement through the National Aeronautics and Space Administration's (NASA) Technology Readiness Levels index as identified in Phase 1. Staff will bring regular updates to the RTC on the progress of hyperloop's advancement.

The RTC directs staff to continue coordination with local governments and the Texas Department of Transportation in Phase 2 efforts, including preliminary engineering and environmental documentation required by the National Environmental Policy Act. Additionally, the RTC reaffirms support for a modally integrated IH 30 corridor, including high speed rail, managed lanes, general purpose freeway lanes, and frontage roads, consistent with the region's Metropolitan Transportation Plan.

RTC directs staff to integrate these alignment and mode recommendations into future mobility, air quality, safety, and other regional planning activities as appropriate.



NCTCOG PRESENTATION

# Transportation Paid Education Campaigns for Fiscal Year 2024

AMANDA WILSON  
REGIONAL TRANSPORTATION COUNCIL  
SEPTEMBER 14, 2023

# THE THREE E'S FOR EDUCATION CAMPAIGNS

Engineer - Develop initiative

Educate - Inform the audience on initiative

Enforce - Make sure initiative is being implemented



# EDUCATION CAMPAIGNS OVERVIEW

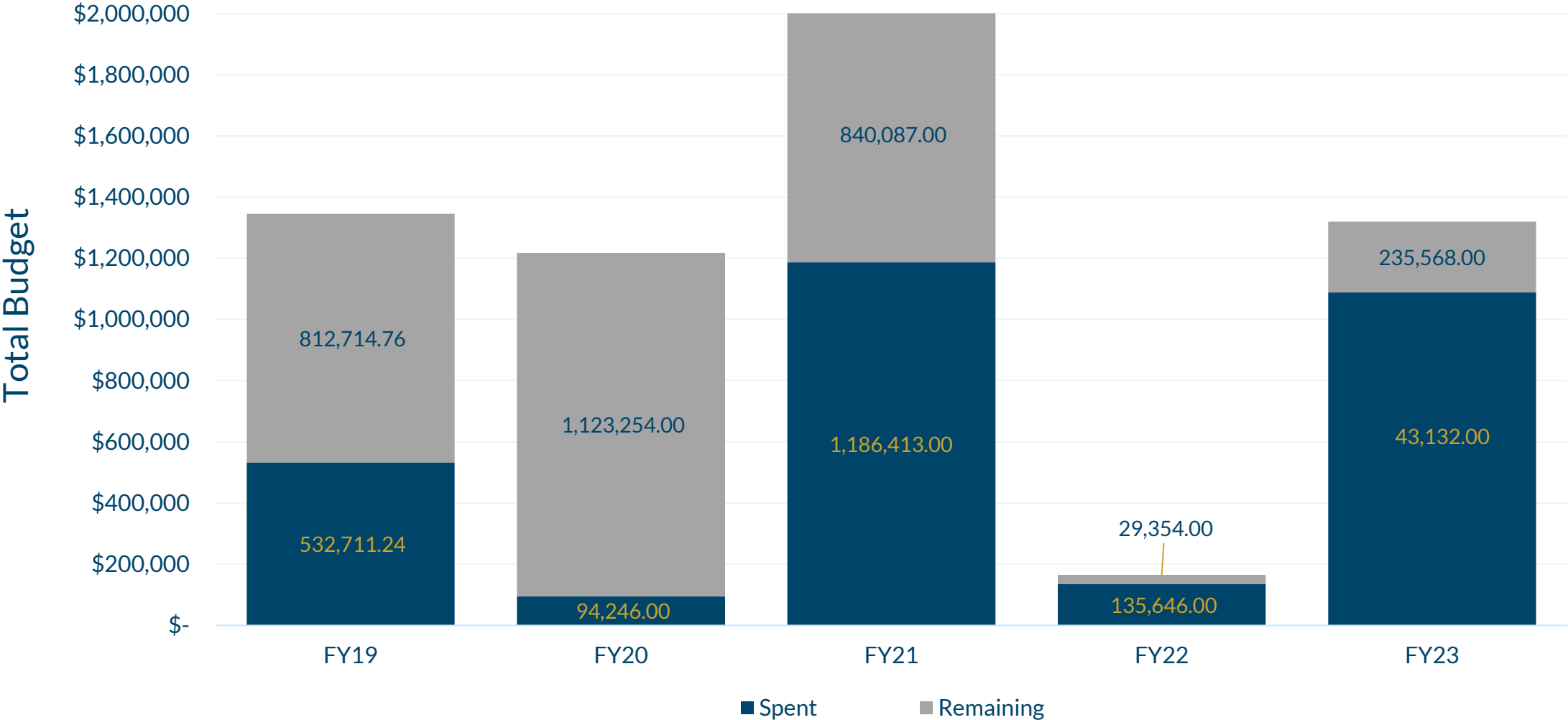
Education campaigns for Transportation Initiatives allows for:

- Lower Media Buy Rates
- Increased and Targeted Audience Reach
- Increased Website Traffic and Engagement
- Greater Public Participation
- Cross Communication for Campaigns
- Improved Efficiencies with Media Outlets





# EDUCATION CAMPAIGN BUDGET OVERVIEW FROM 2019-2023



# EXAMPLE EDUCATION CAMPAIGN PERFORMANCE MEASURES SUMMARY– TRY PARKING IT

**Goal:** Increase the number of North Texas commuters that visit and create an account on the TPI website. Increase the number of users that actively track their alternative commute information on the TPI website.

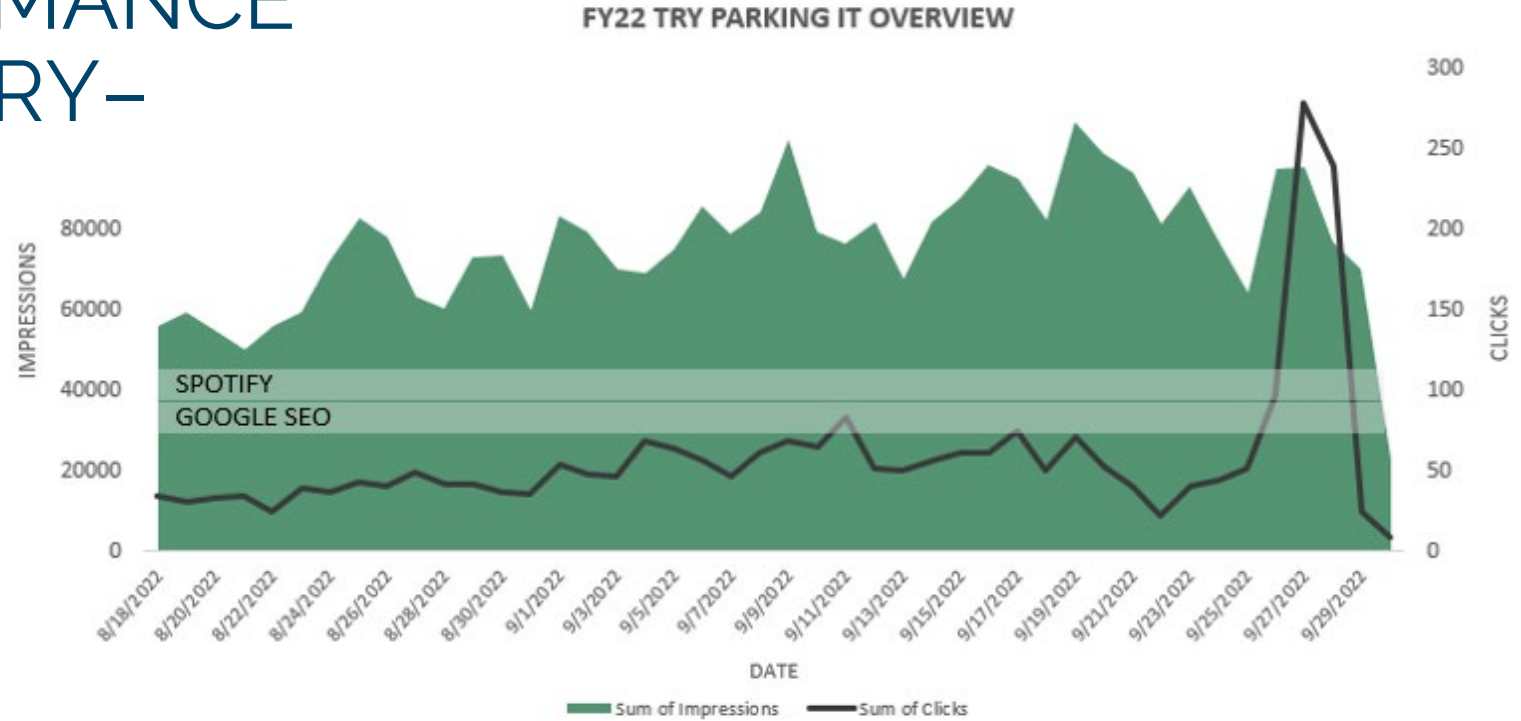
## **Strategy & Audience Breakdown:**

Commuters (drivers and passengers) in North Texas ages 18 and up.

## **Future Recommendations:**

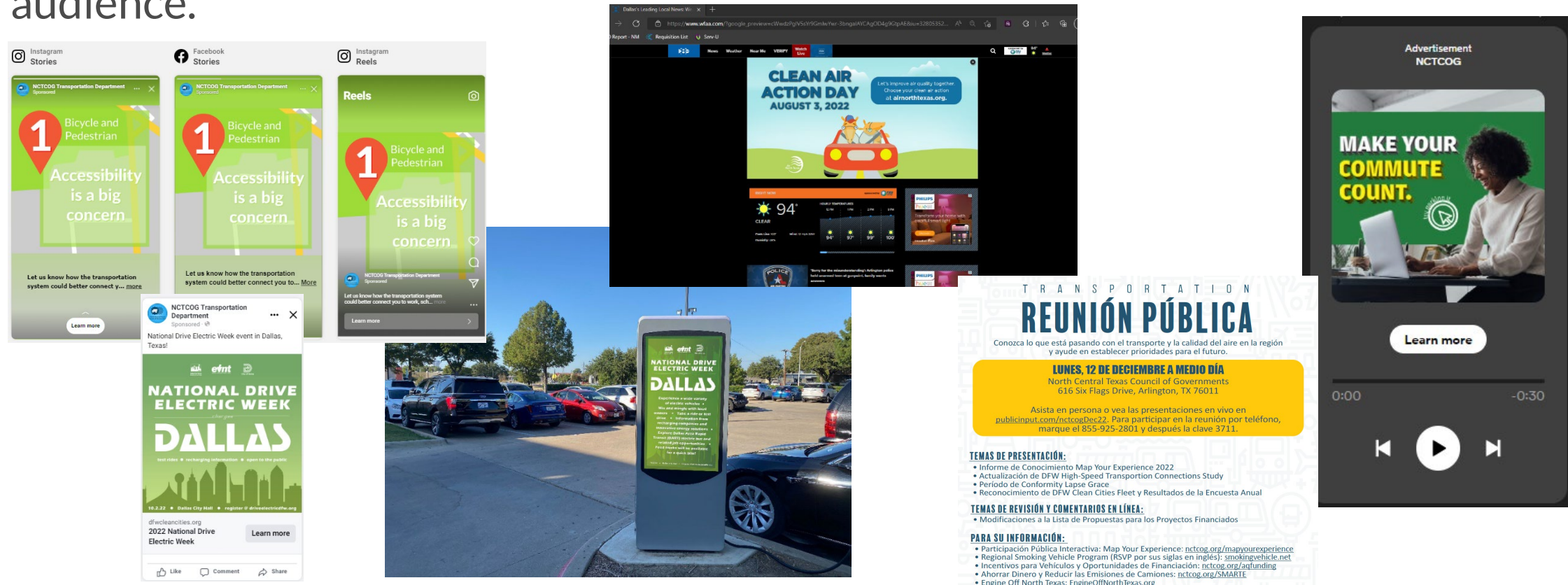
- Encourage TPI team to research with public involvement (PI) staff on chambers of commerce outreach as well as potential chamber memberships
- Continue paid outreach on Spotify to strengthen audience and analytics in FY23. Recommend a three-month minimum for streaming component of the campaign.
- Research opportunities for additional languages to promote Try Parking It.
- Continue improving Google Ads campaign set up for Google SEO and Google display options in advance of FY23 Try Parking It campaign. Set up meeting with a Google Business representative as needed.

**FY22 Budget: \$30,000**



# EDUCATION CAMPAIGN STRATEGY AND EXAMPLES

Media procurements and placements are monitored and adjusted based on the current market environment and a campaign's key message(s) and target audience.



# TRANSPORTATION EDUCATION CAMPAIGN OVERVIEW

Purchase and Placement of Education Campaigns for Transportation Initiatives for FY2024					
Program Name	Funding Source	Funding Amount	Match Source	Match Total	Total
Public Involvement	TPF/STBG/ FTA/EPA/RTC Local	\$ 254,700	TDCs	45,940	\$ 254,700
Congestion Management Program	STBG	\$ 400,000	TDCs	80,000	\$ 400,000
Drive Aware North Texas	STBG	\$ 300,000	TDCs	60,000	\$ 300,000
Bicycle/Pedestrian Safety (Look Out Texans)	STBG	\$ 80,000	TDCs	16,000	\$ 80,000
RSVP, Car Care Events, Local Air Quality Projects	STBG	\$ 56,000	TDCs	11,200	\$ 56,000
HOV 2+ Incentive Program (GoCarma)	STBG	\$ 60,000	TxDOT	\$15,000	\$ 75,000
Ozone Season Emissions Reduction Campaign (Air North Texas)	CMAQ	\$ 205,000	TDCs	41,000	\$ 205,000
Clean Cities/National Drive Electric Week	STBG	\$ 130,000	TDCs	26,000	\$ 130,000
Flexible Funding*	STBG/CMAQ/ TPF/FTA/RTR/ LOCAL	\$ 40,000	TDCs/TBD	10,000	\$ 40,000
<b>OVERALL TOTAL</b>		<b>\$ 1,525,700</b>		<b>290,140</b>	<b>\$ 1,540,700</b>

\*Specific funding source, including match source, will be determined by the project(s) using the Flexible Category, and could also include RTC Local.

**Total up to \$1,540,700 to cover paid education campaign expenses for approval.** Campaigns in the table above are included in the FY2024 and FY2025 Unified Planning Work Program, which was approved by the RTC and Executive Board.





# PROPOSED ACTION

Support an RTC Recommendation to NCTCOG Executive Board to Approve Funding up to \$1,540,700 for Education Campaigns for Transportation Initiatives that will initiate in FY2024 such as:

- Try Parking It and One Day a Week

- Drive Aware North Texas

- Look Out Texans

- HOV 2+ Incentive Program (GoCarma)

- National Drive Electric Week

- Ozone Season Emissions Reduction Campaign (Air North Texas)

- Regional Smoking Vehicles Program

- Car Care Events

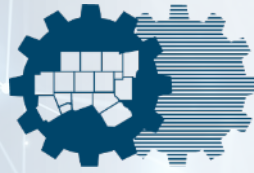


# CONTACT US



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NCTCOG PRESENTATION

# Application to the Environmental Protection Agency Diesel Emissions Reduction Act 2024 Program

Regional Transportation Council

September 14, 2023

Jason Brown,  
Principal Air Quality Planner

# Funding Application Summary

**Funding Source:** Environmental Protection Agency (EPA)  
National Diesel Emissions Reduction Act (DERA) Program

<b>Call for Partner</b>	North Texas Diesel Emissions Reduction Call for Partners
<b>Project Types</b>	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power, EPA Verified Idle Reduction (See Slides 3, 4)
<b>Available Funding</b>	Up to \$3 million per EPA application; \$14 million total for EPA Region 6
<b>Call for Partner Applicants</b>	Private Fleets and Companies; Public Entities such as Local Governments
<b>Priority Project Locations</b>	10-County Ozone Nonattainment Area*; Area of Air Toxics Concern**
<b>Clean Fleet Policy</b>	Must Adopt RTC Clean Fleet Policy or Similar

\*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 Call for Partners

Characteristics	<b>Rebate Program</b> Purpose: Reduces administrative burden as compared to a subgrant program.	
	<b>Competitive application process</b> Purpose: Choose the best activities for our region.	
Eligibility	<b>Operate in Required Geographic Area</b>	
	<b>Clean Fleet Policy Adoption</b> Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy	
Scoring Criteria	<b>Criteria</b>	<b>% of Total Score</b>
	<b>Cost Per Ton NO<sub>x</sub> Emissions Reduced</b> Purpose: Maximize Emissions Reductions	65%
	<b>Rebate Recipient Oversight Criteria</b> Purpose: Balance Project Benefits with Administrative Burden	25%
	<b>Priority Project Location Criteria</b> Purpose: Preference to Projects Operating in Environmental Justice areas and Disadvantaged Communities	5%
	<b>Project Resilience and Workforce Development Criteria</b> 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	August 25, 2023
RTC Approval	September 14, 2023
Open Call for Partners	September 15, 2023
Call for Partners Applications Deadline	October 20, 2023
Executive Board Approval	November 16, 2023
EPA Application Deadline	December 1, 2023



# Action Requested

Per Recommendation of STTC on August 25, 2023:

Approval of NCTCOG to Pursue Funding from the EPA DERA Program and Authorizing Staff to:

1. Open Call for Partners to Public and Private Fleets
2. Submit an EPA Application(s)



# Contact Us



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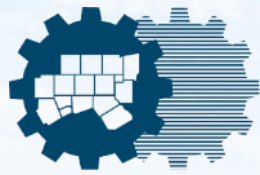
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**NCTCOG PRESENTATION**

# **RECONNECTING COMMUNITIES and NEIGHBORHOODS PROGRAM**

**Regional Transportation Council**

**Karla Windsor, AICP – Senior Program Manager**

**September 14, 2023**



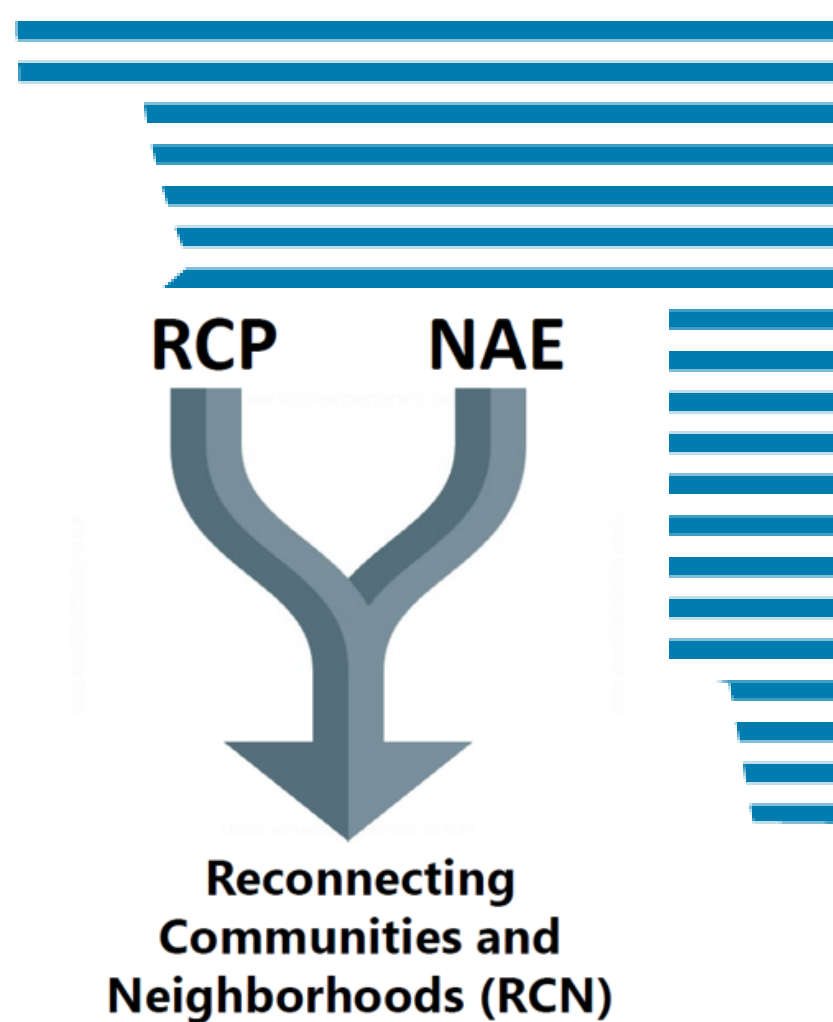
# FY23 Combined Notice of Funding Opportunity

FY23 combined Notice of Funding Opportunity (NOFO) for the **Reconnecting Communities and Neighborhoods (RCN) Program**

Focus: restoring communities and improving access to daily needs by addressing transportation facilities that create barriers to mobility, access, and economic development

Two grant programs combined in RCN: *Reconnecting Communities Pilot (RCP)* and *Neighborhood Access and Equity (NAE)*

Previous project submission RCP: Klyde Warren Park - Phase 2.0



# Combined Structure

## Three grant types under one combined NOFO:

### Grant #1: Capital Construction Grants

- NAE & RCP
- \$2.71B

### Grant #2: Community Planning Grants

- NAE & RCP
- \$185M

### Grant #3: Regional Partnerships Challenge Grant

- NAE only
- \$450M
- Only 3-5 applications awarded





# August RTC Approval (Multimodal Projects Discretionary Grant (MPDG) Program) FY 23/24 Candidate Project List & Details

PROJECT				COST / FUNDING STATUS						
TITLE	DESCRIPTION / LIMITS	NEW?	E / W	NON-FEDERAL			FEDERAL			TOTAL COST
				NCTCOG / TxDOT	Local / Private	%	NCTCOG / TxDOT	MPDG Amount (Grant Type)	%	
FY 23 MPDG CANDIDATE PROJECTS – NCTCOG (as lead applicant)										
Dallas County Inland Port (DCIP) Multimodal Connectivity Project	Rebuild Belt Line Rd. (Lancaster Hutchins Rd. – East of Mason Rd.) & Sunrise Rd. (Belt Line Rd. – Loop 9) to 4-lane arterials w/ side paths for better mobility/accessibility.	NO <small>(FY 22 MPDG)</small>	EAST	N/A	\$16,995,000 <sup>1</sup>	21%	\$20,530,000 <sup>2</sup>	\$45,000,000 (INFRA/RURAL)	79%	\$82,525,000
Alliance Smart Port Deployment & SH 170 Connections Project	Deliver comprehensive infrastructure assets (including SH 170/Intermodal Pkwy. direct connectors), smart technology deployments, & new EV/ alternate fuel capacities to unleash Alliance logistics optimization concept.	YES	WEST	\$25,973,699 <sup>3</sup>	\$132,450,000 <sup>4</sup>	61%	\$23,400,000 <sup>5</sup>	\$80,000,000 (INFRA)	39%	\$261,823,699
US 81/287 North Tarrant County Reconstruction Project	Reconstruct for six mainlanes, continuous one-way frontage roads, new bike/ped accommodations, improved intersections, relocated ramps, & new grade separations (IH 35W – Avondale Haslet Rd.).	YES	WEST	\$50,856,000 <sup>6</sup>	\$19,400,000 <sup>7</sup>	20%	\$158,704,000 <sup>8</sup>	\$115,440,000 (MEGA)	80%	\$344,400,000

**NOTES:**

- Dallas County - \$5,100,000; City of Lancaster - \$7,650,000; City of Wilmer - \$2,645,000; Franchise Utilities - \$1,600,000
- RTC (Existing) - \$8,000,000 STBG; RTC (New) - \$12,530,000 STBG + 4,270,000 TDC (new RTC funds identical to FY 22 INFRA/RURAL application)
- RTC (New) - \$11,000,000 RTR + 2,680,000 TDCs; TxDOT - \$14,973,699 (source TBD)
- Cavnue (Private) - \$21,850,000; Hillwood (Private) - \$85,400,000; City of Fort Worth (2022 Bond) - \$8,450,000; Tarrant County (2021 Bond) - \$6,750,000 (Existing) + \$10,000,000 (New)
- RTC (New) - \$23,400,000 STBG
- TxDOT State Funds - \$16,000,000 (Engineering) + \$34,856,000 (Construction – 2024 UTP Cat 2/4 – CSJ #0014-15-078)
- City of Fort Worth (ROW) - \$6,900,000; City of Fort Worth/Franchise (Utilities) - \$12,500,000
- TxDOT Federal Funds - \$139,424,000 (Construction – 2024 UTP Cat 2/4 – CSJ #0014-15-078) + \$19,280,000 (Construction – Future UTP Cat 2/4)

# Candidate Projects – Neighborhood, Access, and Equity Program

Klyde Warren Park (Phase 2.0)

Southern Gateway (Phase 2.0)

Interstate Highway 30: Farmers Market/  
Three Fingers

McKinney State Highway 5



# Menu of Options: Inviting the Federal Government to be a Partner

Suburban / Urban

Freeway / Arterial

Over / Under

Partial / Complete

Environmental Justice / Less So

Phased / New



# Additional Criteria

Advancing a Neighborhood Access & Equity (NAE) Grant. No minimum or maximum amounts.

Forty percent of the funds for the NAE program must be spent within Disadvantaged/ Underserved Communities (\$1.02B)

Minimum 20 percent local match unless within a disadvantaged community

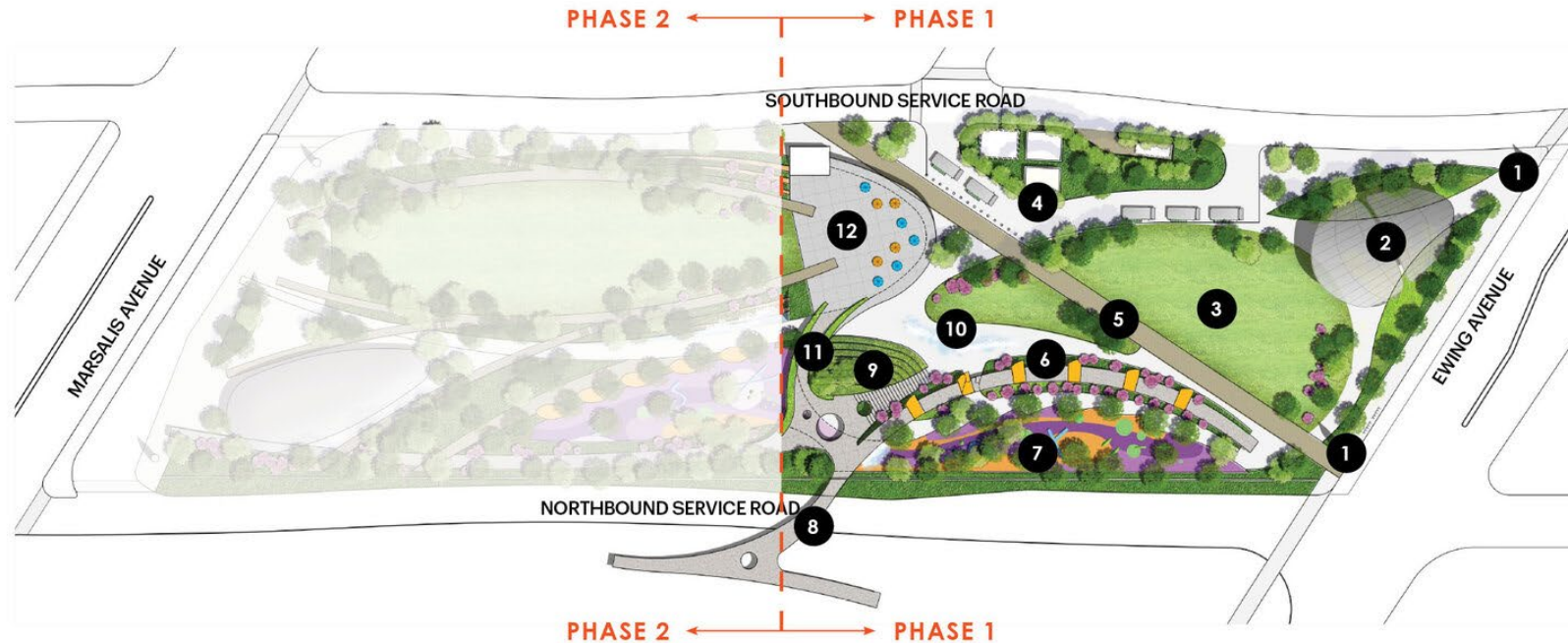
Strong focus on projects / transportation facilities that address **barriers** to community connectivity



# Klyde Warren Park – Phase 2.0



# Southern Gateway Deck Park– Phase 2.0



- |                  |                            |                  |                  |
|------------------|----------------------------|------------------|------------------|
| 1 Iconic Element | 4 Park Drive (Food Trucks) | 7 Play           | 10 Water Feature |
| 2 Stage Pavilion | 5 12th Street Entrance     | 8 Zoo Bridge     | 11 Restrooms     |
| 3 Lawn           | 6 Escarpment Feature       | 9 History Stairs | 12 Flex Building |



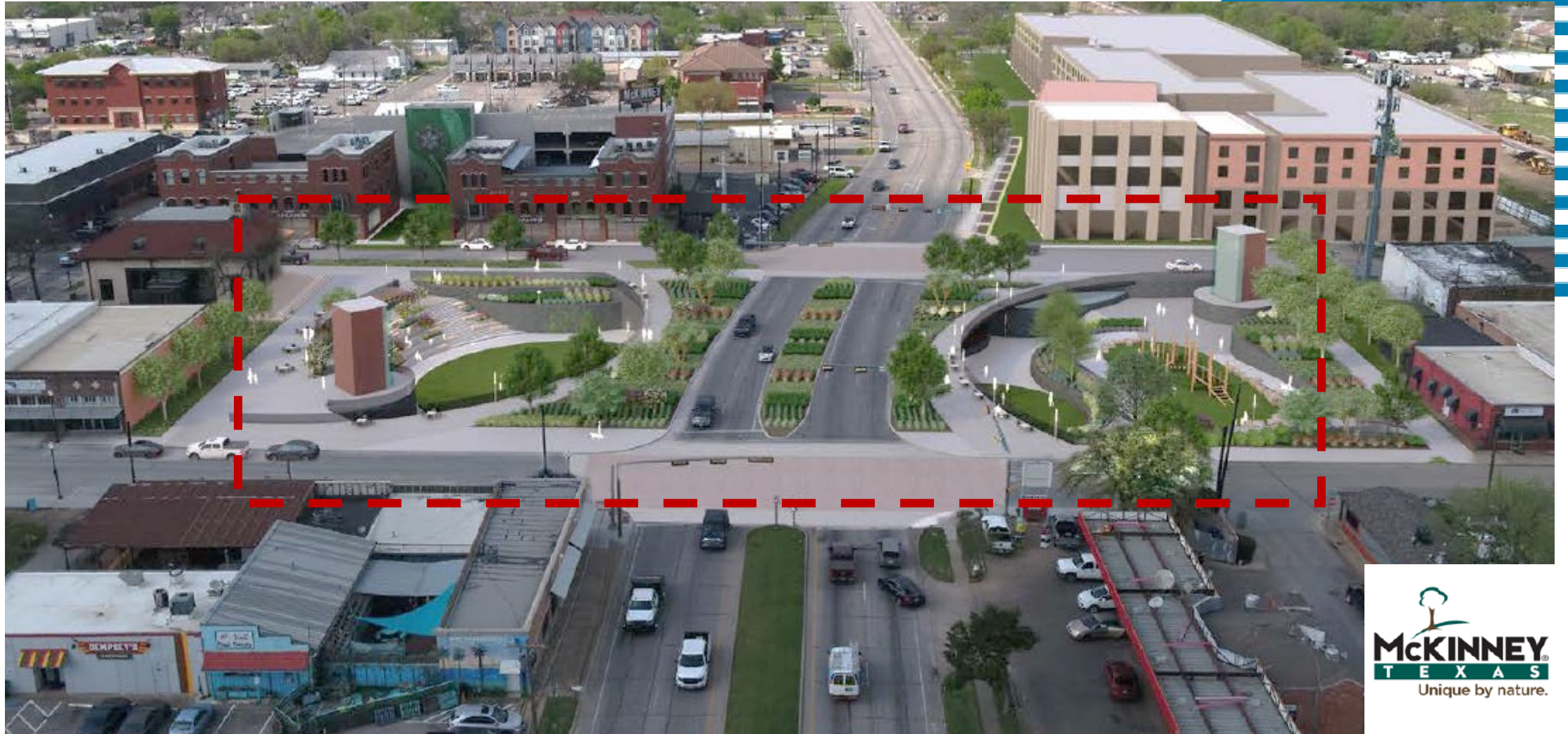


# Interstate Highway 30: Farmers Market/Three Fingers





# McKinney State Highway 5



Reconnecting Communities and Neighborhoods Program (RCN)						
	Federal (in millions)	%	Local (in millions)	%	Total (in millions)	Notes
McKinney SH5	1.60		550,000			\$1.6M (STBG) committed by RTC to begin Design \$550,000 City local funds for Utilities <b>\$12.85M STBG to be requested of RTC</b>
	12.85					
	15.00	50%				
Total	29.45	98%	550	2%	30	
Klyde Warren 2.0	36.80		12.9			\$36.8M (STBG) committed by RTC \$7.9M City funds existing + \$5M future funds (\$12.9M) \$1.3M Dallas County \$8.8M Private Funds
	20.00	25%	1.3			
			8.8			
Total	56.80	71%	23	29%	79.8	
Dallas Southern Gateway 2.0	7.00		15			\$5M Sen West budget riders / TxDOT-Federal Funds \$15M City of Dallas (2024 bond funds) <b>\$5M RTR to be requested of RTC</b> <b>\$7M (STBG) committed by RTC, to be confirmed</b>
	5.00		5			
	35.00	52%				
Total	47.00	70%	20	30%	67	
I-30 (Farmers Mrkt/Three Bridges)*	2.00		27			\$2M (STBG) committed by RTC for design \$27M City of Dallas <b>\$6M New Cat 2 funds (NCTCOG) to be requested by RTC</b>
	6.00					
	25.00	42%				
Total	33.00	55%	27	45%	60	
Grand Totals (Grant Request NEA funds)	95.00	40%				Grant "Ask" is 40% of the total costs and federal funds make up 70% of the projects
Total Funds	166.25	70%	70.55	30%	236.8	

\*Assumes outside columns and bents.

# Reconnecting Communities and Neighborhoods – Schedule

July 5, 2023	RCN Notice of Funding Opportunity Released
August 25, 2023	STTC Action – RCN Grant
<b>September 14, 2023</b>	<b>RTC Action – RCN Grant</b>
September 28, 2023	RCN Grant Application Submittal Deadline ( <i>Grants.gov</i> ) <ul style="list-style-type: none"><li>• <i>Will submit September 27, 2023</i></li></ul>
September 28, 2023	Executive Board Endorsement – RCN Grant



# Reconnecting Communities and Neighborhoods – Requested Action

- RTC approval of:

Submittal of **the bundle of four pedestrian cap projects** for funding consideration through the Reconnecting Communities & Neighborhoods(RCN) Program

Allocation of \$19.85M of Surface Transportation Block Grant funds, \$5M Regional Toll Revenue and \$6M of Category 2 funds to advance the projects

Administratively amend Transportation Improvement Programs (TIP) and Statewide TIP, as well as other planning and administrative documents, to include the proposed project(s) if selected for an RCN Grant award





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Source: <https://gensler.com/projects/klyde-warren-park-2-0>



Reconnecting Communities and Neighborhoods Program

USDOT Bipartisan Infrastructure Law: <https://www.transportation.gov/bipartisan-infrastructure-law>  
USDOT Reconnecting Communities Pilot Program: <https://www.transportation.gov/grants/reconnecting-communities>

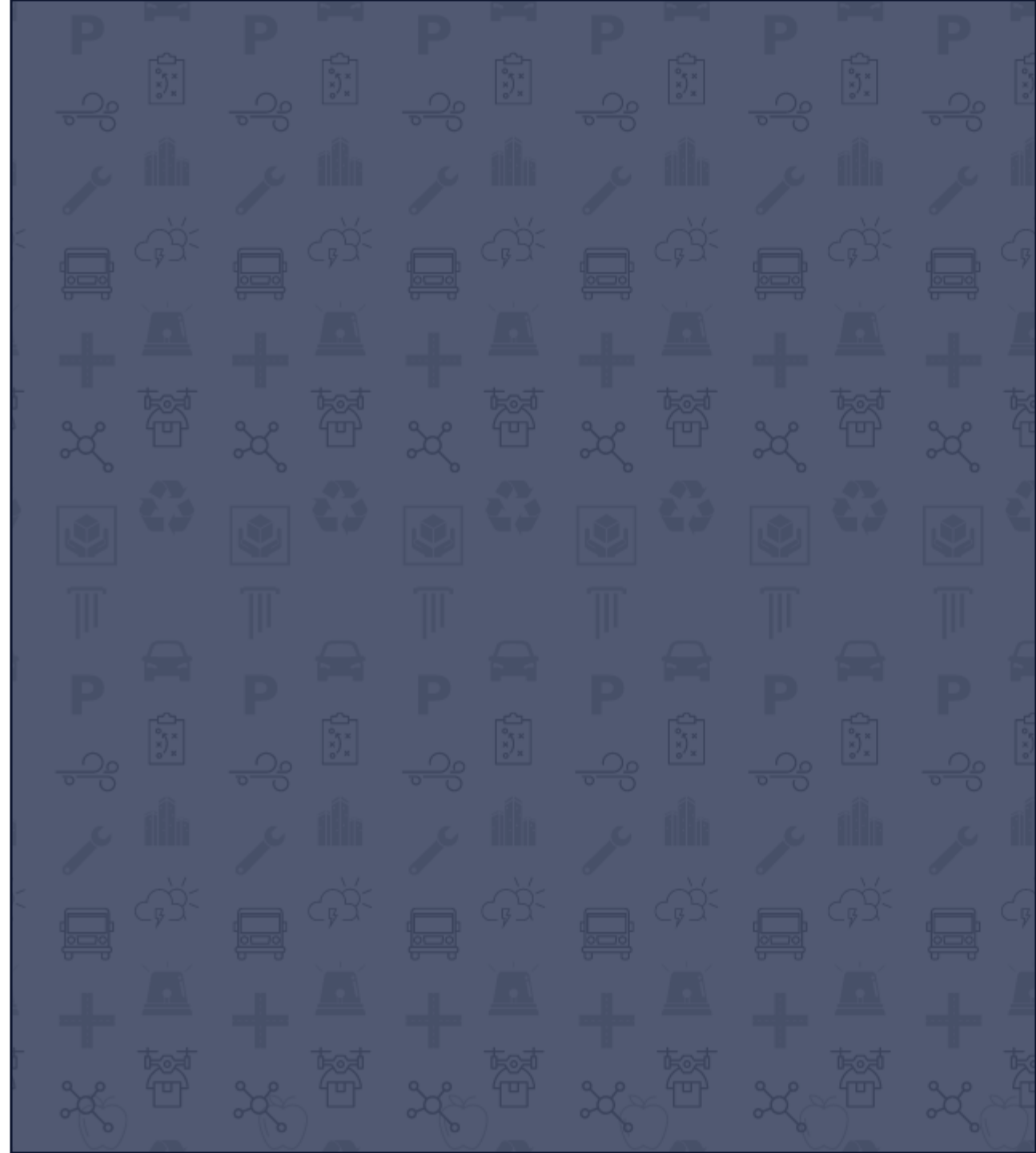


North Central Texas  
Council of Governments

# ***MTP POLICY BUNDLE ROUND 5***

REGIONAL TRANSPORTATION  
COUNCIL

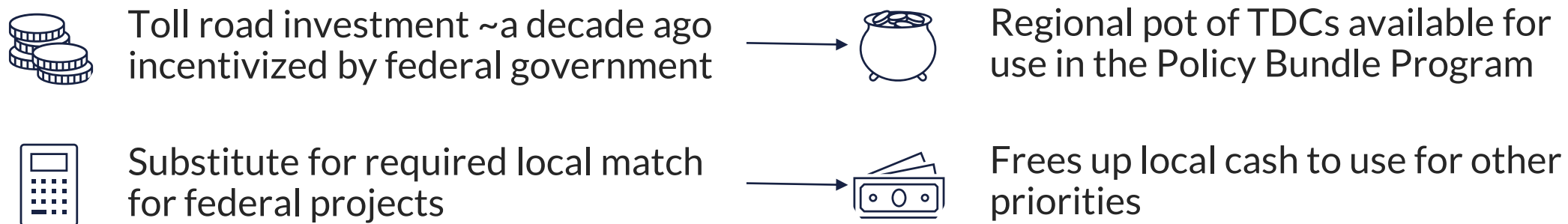
SEPTEMBER 14, 2023



# ***MTP POLICY BUNDLE***



# ***TRANSPORTATION DEVELOPMENT CREDITS***





# Recommended TDC Allocations

*Full detail in Electronic  
Item provided*

**Total: 26,000,000**

Agency	Proposed TDCs
Arlington	2,000,000
Dallas	3,000,000
Farmers Branch	750,000
Fort Worth	3,000,000
Frisco	2,000,000
Garland	2,000,000
Irving	2,000,000
Lewisville	1,000,000
McKinney	2,000,000
Mesquite	750,000
North Richland Hills	1,000,000
Plano	2,000,000
Richardson	1,000,000
Terrell	1,000,000
DCTA	1,000,000
Trinity Metro	1,500,000

# ***SCHEDULE***

DATE	DESCRIPTION
February 1	Round 5 Opens
March 31	Early Submittal Deadline
May 31	Final Deadline
July 28	STTC – Information
August 10	RTC – Information
August 25	STTC - Action
September 14	RTC - Action
September/October	Formal Notification of Awards

## ***REQUESTED ACTION***

Approve NCTCOG staff recommendation for distributing 26,000,000 Transportation Development Credits to successful Policy Bundle applicants as detailed in Electronic Item 6.1.

# ***CONTACT US***

## ***Metropolitan Transportation Plan***



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Principal Transportation Planner

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## ***TDCs and Transportation Improvement Program***



**Brian Dell**

Principal Transportation Planner

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**[www.nctcog.org/policybundle](http://www.nctcog.org/policybundle)**



**[mobilityplan@nctcog.org](mailto:mobilityplan@nctcog.org)**

# ***KEY DATES FOR ROUND 5***

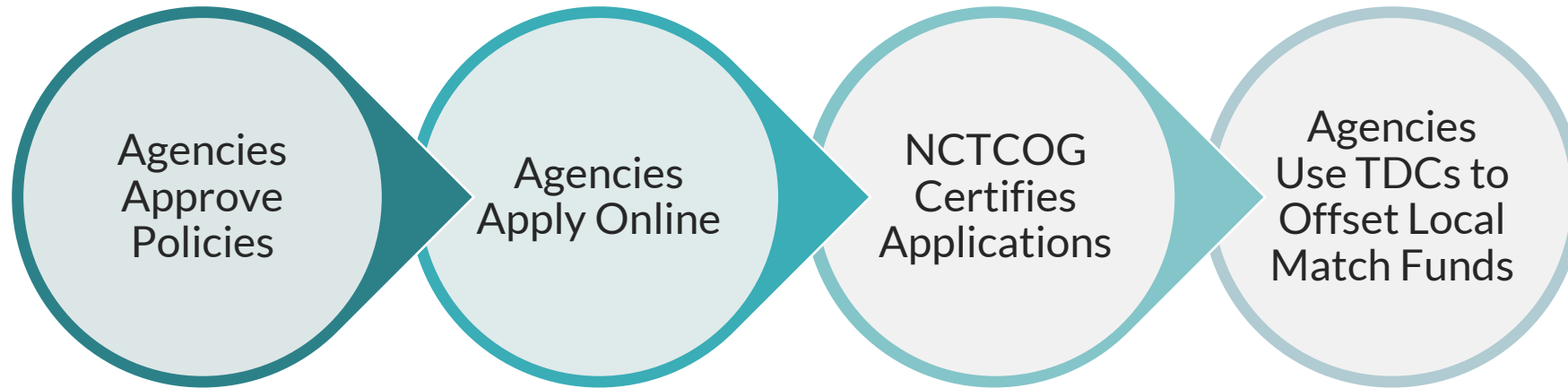
<b>MILESTONE</b>	<b>DATE</b>
Round 5 Opens	February 1, 2023
Early Deadline	March 31, 2023
Final Deadline	May 31, 2023

# SCORING & TDC TIERS

AGENCY SIZE	BASILINE EFFORT UP TO 19 POINTS	ADVANTAGE TIER 1 20-29 POINTS	ADVANTAGE TIER 2 30+ POINTS
SMALL pop. up to 200,000	500,000	750,000	1,000,000
MEDIUM up to 800,000	1,000,000	1,500,000	2,000,000
LARGE over 800,000	1,500,000	2,250,000	3,000,000



# ***POLICY BUNDLE PROCESS***



Resources and information available at  
[www.nctcog.org/policybundle](http://www.nctcog.org/policybundle)



# ***HISTORY***

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<b>2016   Round 1</b>	11 awardees
<b>2017   Round 2</b>	15 awardees
<b>2018   Round 3</b>	14 awardees
<b>2020   Round 4</b>	22 awardees
<b>2023   Round 5</b>	17 applicants, 16 proposed awardees

# ***POLICIES INCLUDED***

Bold = Updated Policy  
Orange = New Policy



Clean Fleets



Idling Restrictions



**Comprehensive Air Quality  
Action Plan (CAP)**



Uncrewed Aircraft Systems  
(UAS)



Stormwater Management



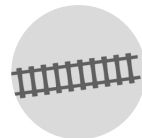
**Sustainable Tire Recycling**



**Equity**



Freight-Oriented Development



Railroad Safety



Intelligent Transportation  
Systems Integration

# ***POLICIES INCLUDED***

Bold = Updated Policy  
Orange = New Policy



**Roadway Safety Improvement**



**Traffic Incident Management**



**Asset Management**



**Travel Demand Management**



**Context-Sensitive Complete Streets**



**Street Connectivity**



**Land Use**



**Parking Management**



**Access to Schools and School Siting**



**Transit Funding**

# ***WHAT IS THE METROPOLITAN TRANSPORTATION PLAN?***



A blueprint for the region's transportation system



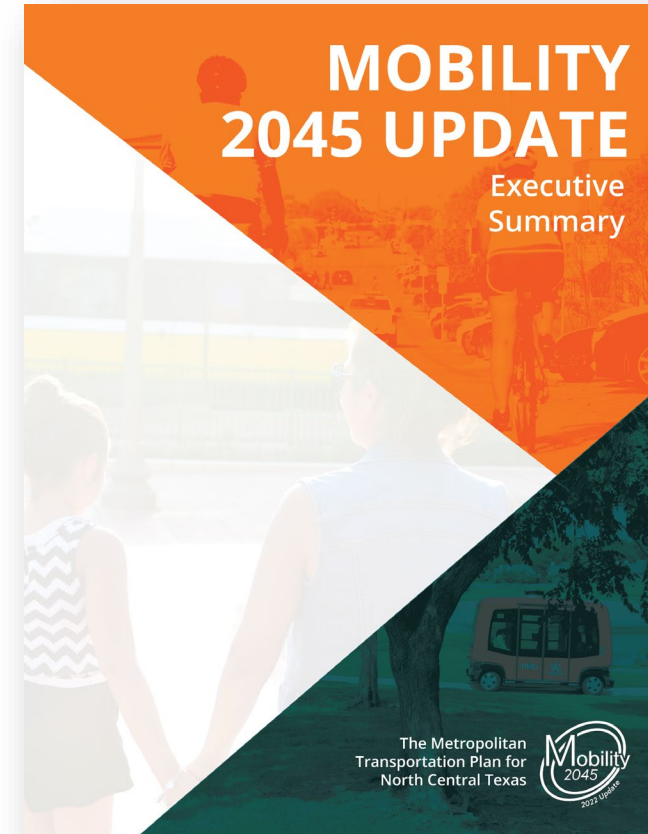
Responds to the region's goals



Guides expenditure of federal and state funds



Recommends programs, policies, and projects



# HOW TO QUALIFY

## POLICIES NEEDED TO QUALIFY

	CITIES	COUNTIES	TRANSIT AUTHORITIES	ISDs	TxDOT	NTTA
Total eligible policies	20	15	11	7	11	9
50% of policies needed to qualify for baseline points	10	7	5	3	5	4



# ***RULES***

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- One application accepted per entity
- You must apply each round, even if you've been awarded in the past
- TDCs awarded must be used within two fiscal years of RTC approval of awards
- Eligible projects that can utilize TDCs are new federal projects which are eligible for federal roadway or air quality funds

# PROCESS & CHANGES FOR ROUND 5



The policies included in Round 5 have been updated as part of the Mobility 2045 Update process.

Scoring has changed. TDCs are now allocated by points. There are multiple points available for most policies.



NCTCOG PRESENTATION

# TRANSPORTATION

## 2023 SMART Grant Program: Application

Regional Transportation Council  
Ernest Huffman  
9.14.2023

# SMART Program & Purpose

**Program:** Strengthening Mobility and Revolutionizing Transportation  
([SMART](#)) Grant Program

**Purpose:** Demonstration projects using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector

**Funding:** \$100M/yr.

**First year:** 30-50 planning grants/\$2M maximum grant

**Local match:** None for planning grants

**Later years:** Implementation grants up to \$15M

**Application Deadline:** 10/10/23



# 2022 NCTCOG SMART Applications Status

## **Project 1 – North Texas Micro-Weather Infrastructure for Advanced Air Mobility**

*Description:* Feasibility study to determine viability of regional solution for low altitude weather detection and reporting to support safe deployment of advanced aerial vehicles such as last mile drone delivery services and Electric Vertical Take-off and Landing (eVTOL) vehicles

*Status* – Pivoted to a 2023 Submission with all Autonomous Vehicles as the focus and the City of Fort Worth as the Applicant.

## **Project 2 - Flooded Roads Information System**

*Description:* Use advanced sensors and big data tools to improve prediction, identification, and reporting of flooded roadways.

*Status* – NCTCOG to pursue.

## **Project 3 - Traffic Signal Technology and Deploying AI based ATMS Platforms**

*Description:* Leverage NCTCOG's recent survey of traffic signal equipment to identify, test, and evaluate detection and other technologies. Pilot and evaluate multiple platforms to optimize traffic signals.

*Status* – TxDOT to pursue.





# 2023 Proposed SMART Grant Application

**Title:** North Texas Minimum Viable Unmanned Traffic Management Infrastructure

**Description:** Feasibility study to determine viability of regional solution for minimum viable UTM Infrastructure to integrate into FAA UTM Key Site Locations

**Location:** Regionwide

**Amount:** \$2 million

**Local match:** None

**Key Partners:** UTM Key Site Signatories, Federal Aviation Administration, Hillwood, NASA, North Texas AAM Cohort and others

**Benefits:** Regionally owned and managed infrastructure that is required for drone operations to scale up to efficient Beyond Visual Line Of Sight (BVLOS) Services





# 2023 SMART Grant Schedule

**August 8, 2023**      **SMART Grant Notice of Funding Opportunity (NOFO) Release**

**September 14, 2023**   **RTC Action**

**September 22, 2023**   **STTC Action**

**September 28, 2023**   **Executive Board**

**October 10, 2023**      **SMART Application Deadline – Grants.gov**



# Request RTC Action

**Submittal of North Texas Minimum Viable Unmanned Traffic Management Infrastructure** for funding consideration through the **FY23 Strengthening Mobility and Revolutionizing Transportation (SMART) Program (\$2M)**

Administratively amend NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY23 SMART Grant total award (\$2M)



# Contact



**Ernest Huffman**

Program Manager

Aviation Planning and Education

Email: [ehuffman@nctcog.org](mailto:ehuffman@nctcog.org)



# Regional Transit Version 2.0: Planning for Year 2050

## GOAL

Future Demographic Growth and Location Requires Focus

Solve Misunderstanding at Home

New Partnerships Based on New Information and Collaboration



# General Conditions in the Transit Authority – Member City Paradox

	Transit Authority	City
Board/Council	Appointed	Elected
Revenue	Fixed Rate	Variable
Timeframe	Longer	Annual
Capital Asset/Understanding	Better, Easier	Unclear, Difficult
Purpose	Best in Class	Not Different than Other Functions of Government
Primary Client	Transit User	City Resident
Focus	Limited, Transit	Comprehensive



# Seven Proposed Work Tasks

	<u>LEAD AGENCY</u>
1. More Aggressive Transit Legislative Program	RTC
2. Increased Membership	Transportation Authorities (TA)
3. Three Agency Cost Savings	TA
4. Creating In-Fill Development	Cities
5. Transit Board Teamwork	TA – Cities
6. Transit Fare Rewards Program	TA
7. Budget Understanding (Paradox)	TA – Cities





# Draft Action for October

RTC Funds Study (\$1M+) in RTC Local and is Policy Subcommittee for 12 Counties

Addresses 7 Areas

RTC Requests NCTCOG Executive Board Select Consultant in November 2023 or January 2024

Recommended Consultant by NCTCOG /City/TA Staffs

Legislative Findings August/September 2024

Final Report January 2025

NCTCOG/Transportation Authority Reports Will Be Available Lowering Consultant Cost





North Central Texas  
Council of Governments



Regional Transportation Council



Dallas-Fort Worth  
CLEAN CITIES

# North Texas Electric Vehicle Update

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Amy Hodges

Regional Transportation Council

September 14, 2023

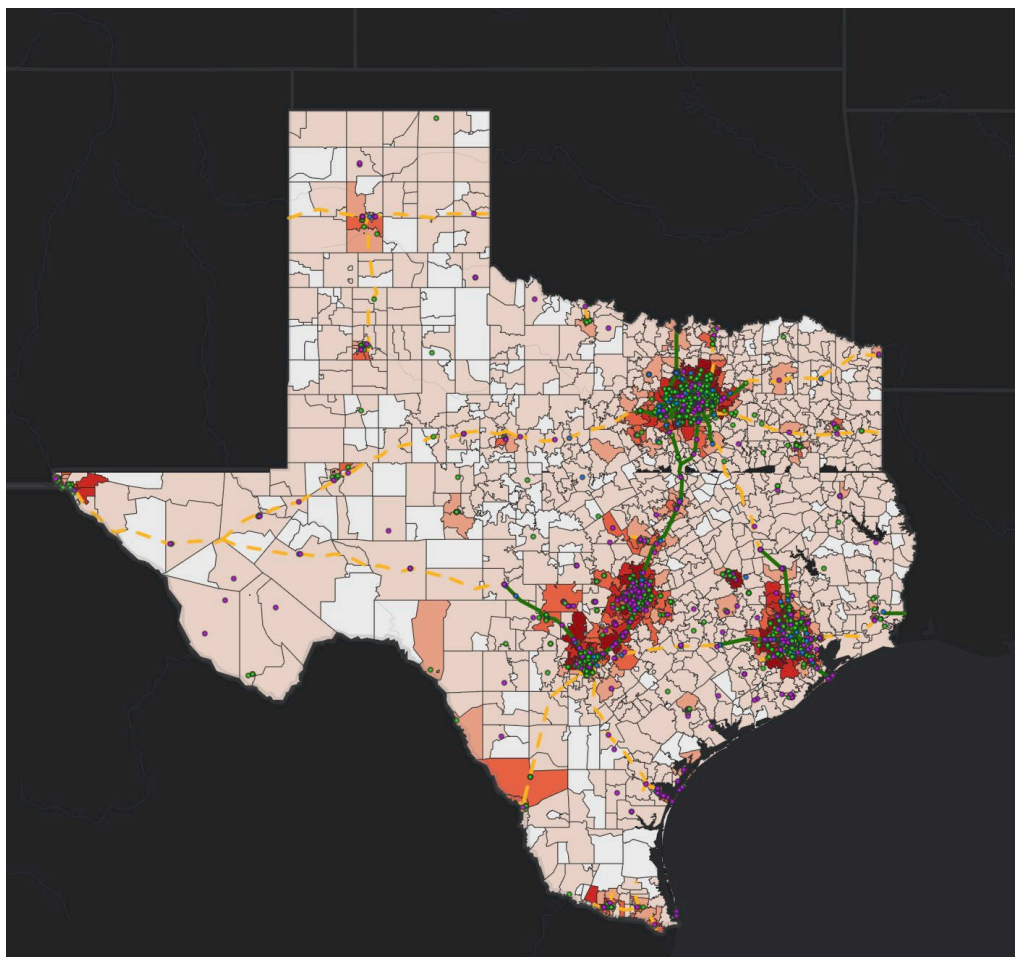
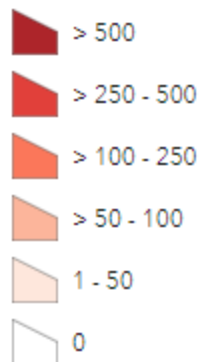
# Texas Data And Trends

## EV Charging Type

- DC Fast Charge
- Tesla
- Level 2

## Zip Code EV Registration

### Electric Vehicles



Source: NCTCOG



North Texas Electric Vehicle Update

## EV Registration Data

Region	August 2022	August 2023	Increase
Texas	140,014	218,889	56%
Dallas-Fort Worth	49,783	81,093	63%
Austin	29,550	43,321	47%
San Antonio	13,960	21,102	51%
Houston	32,787	52,949	61%

Data Source: TxDOT DMV Registration; data as of August 29, 2023

## Charging Sites Statewide (includes Tesla):

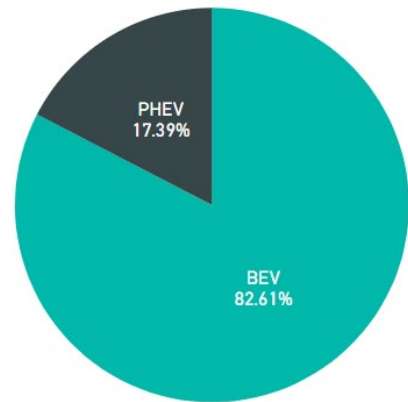
- 2,692 Level 2
- 426 DC Fast

[www.dfwcleancities.org/evsintexas](http://www.dfwcleancities.org/evsintexas)

[www.dfwcleancities.org/evsinnorthtexas](http://www.dfwcleancities.org/evsinnorthtexas)

# North Texas Data And Trends

## EV Technology



## Top 5 EV Models

Tesla Model 3	20,926
Tesla Model Y	19,323
Tesla Model S	6,316
Tesla Model X	3,736
Chevrolet Volt	1,792

## EV Registration Data

County	August 2022	August 2023	Increase
Collin	12,565	22,112	76%
Dallas	14,747	22,620	53%
Denton	8,942	15,208	70%
Ellis	634	977	54%
Hood	225	307	36%
Hunt	187	285	52%
Johnson	450	681	51%
Kaufman	426	878	106%
Parker	555	880	59%
Rockwall	781	1,176	51%
Tarrant	9,986	15,555	56%
Wise	124	194	56%



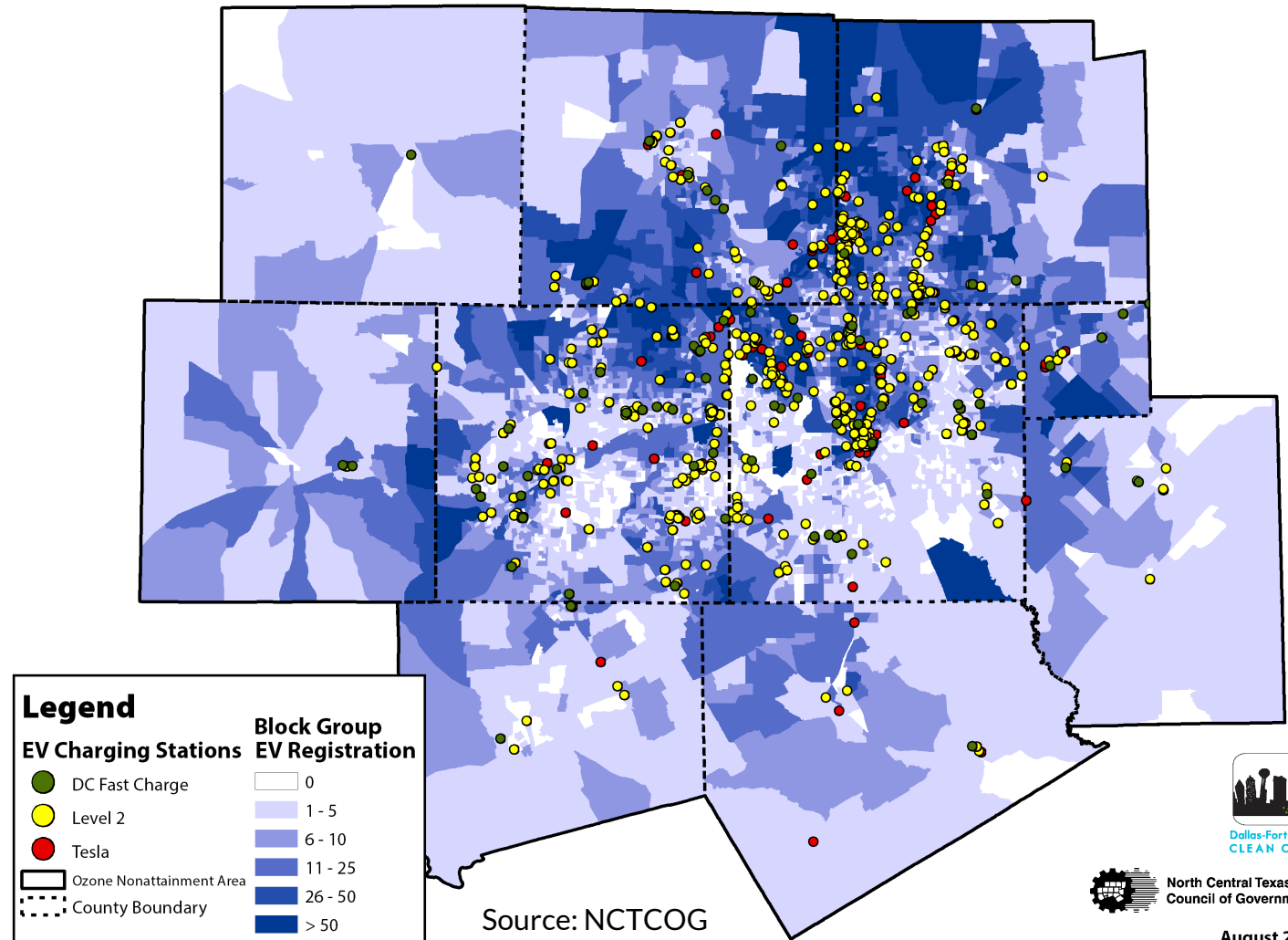


# EV Adoption and Infrastructure Availability

## EV Registration and EVSE in Ozone Nonattainment Area

County	Level 2 Plugs*	DC Fast Charge Plugs*
Collin	330	13
Dallas	676	59
Denton	137	31
Ellis	8	4
Johnson	16	2
Kaufman	16	7
Parker	4	3
Rockwall	10	6
Tarrant	409	42
Wise	1	1

\*As of August 2023; Excludes Tesla Stations



# National Electric Vehicle Infrastructure (NEVI) Formula Funding Impacts to Texas

Texas Department of Transportation (TxDOT) to Administer ~\$408 M Over Five Years to Deploy EV Charging in Texas

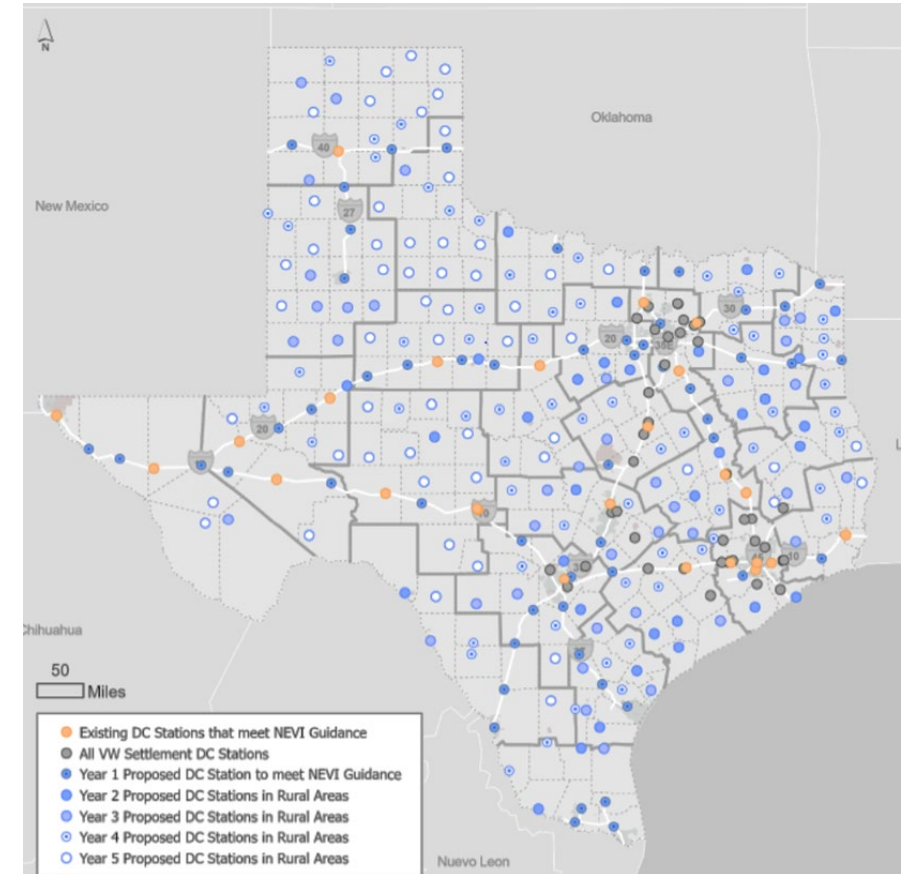
## [Texas EV Charging Plan](#)

### Phase 1: Install DC Fast Charging in Recommended Study Areas Along Designated Corridors

- One Qualifying Station Every 50 miles
- Competitive Grant Program Now Open
  - Applications due: October 16, 2023
  - [Texas electric vehicle planning \(txdot.gov\)](https://www.txdot.gov/electric-vehicle-planning)

### Phase 2: Two Parallel Approaches

- Build Infrastructure in Rural Areas, Focused on County Seats
- Work with Metropolitan Planning Organizations to Build Infrastructure in Urbanized Areas
  - See Interactive Map to **identify new charging sites**, preferred charging types and provide comments



Source: TxDOT





# Oncor's Electrification Efforts

## Oncor's EVolution Program

- Ensure Adequate Infrastructure Planning for Fleets to Maximize Efficiency and Profitability
  - No Cost to Participate
  - Fleet Managers and Program Partners can Enroll!
  - [EVOLUTION \(oncor.com\)](https://oncor.com/evolution)



## Oncor's Managed EV Charging Study

- EVolution Participants are Eligible to Participate
- Provides up to \$25,000 for Commercial Fleets to Work with Oncor on Peak Demand Shifting and Other Energy Efficiency Objectives
  - Participants Must Have 5 EV Chargers or at Least 2 Medium- Heavy-Duty EVs
  - Participants Must Attend Monthly Meetings
- Contact [Joshua.Emeter@oncor.com](mailto:Joshua.Emeter@oncor.com) for more information



# Upcoming Events

## Regional EV Infrastructure Working Group Meeting

Wednesday, September 20, 2023, 2:00 – 3:30pm

NCTCOG Transportation Council Room

Register at [DFW Clean Cities Events](https://www.dfwcleancities.org/events)

## Dallas-Fort Worth National Drive Electric Week

Sunday, October 1, 2023, 2:00 – 5:00pm

Tanger Outlets

15853 North Fwy, Fort Worth, TX 76177

Register and learn more at <https://www.dfwcleancities.org/ndew>



2022 National Drive Electric Week Event



# Contact Us



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& DFWCC Director  
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**Dallas-Fort Worth  
CLEAN CITIES**



[dfwcleancities.org](http://dfwcleancities.org)



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



# 2023 Ozone Season Update

Regional Transportation Council • September 14, 2023

Chris Klaus, Senior Program Manager

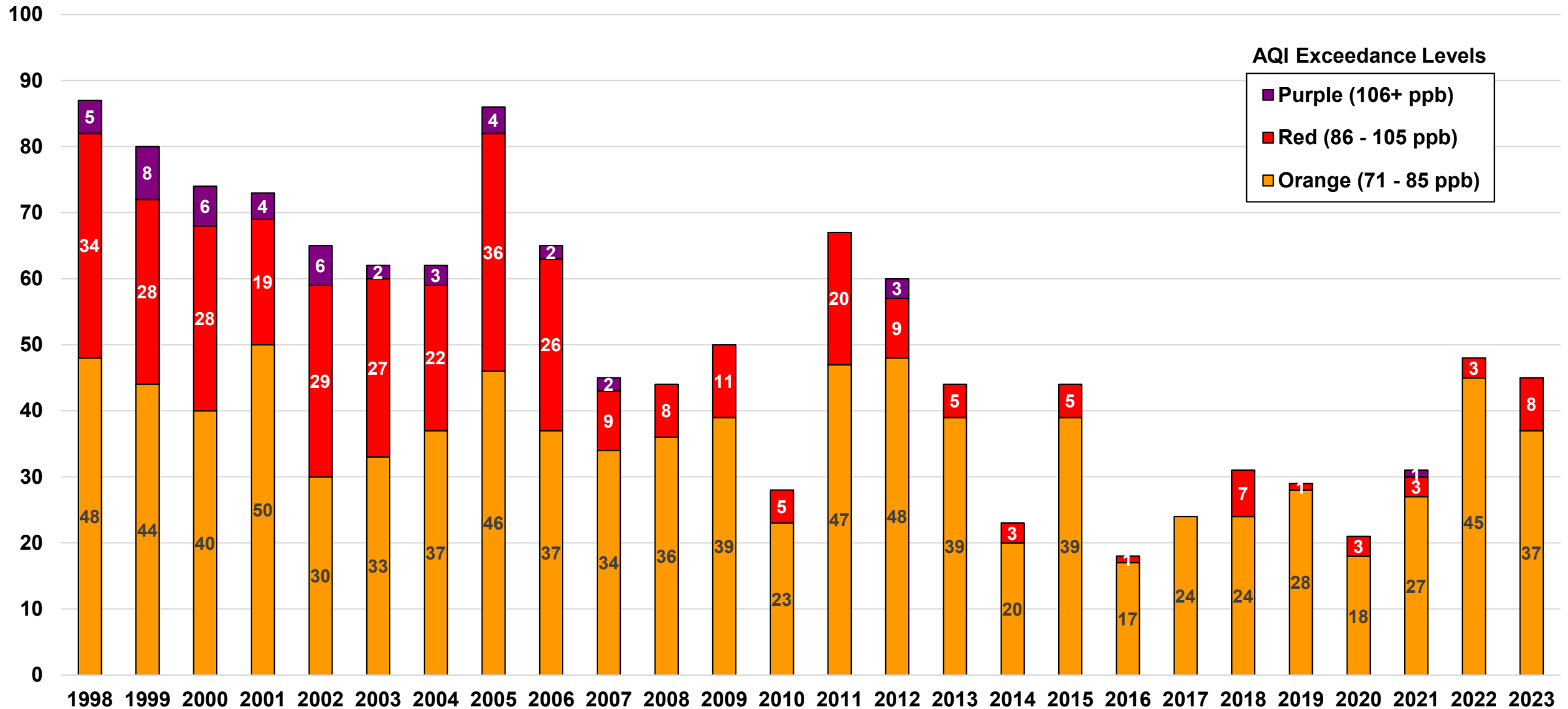


North Central Texas  
Council of Governments

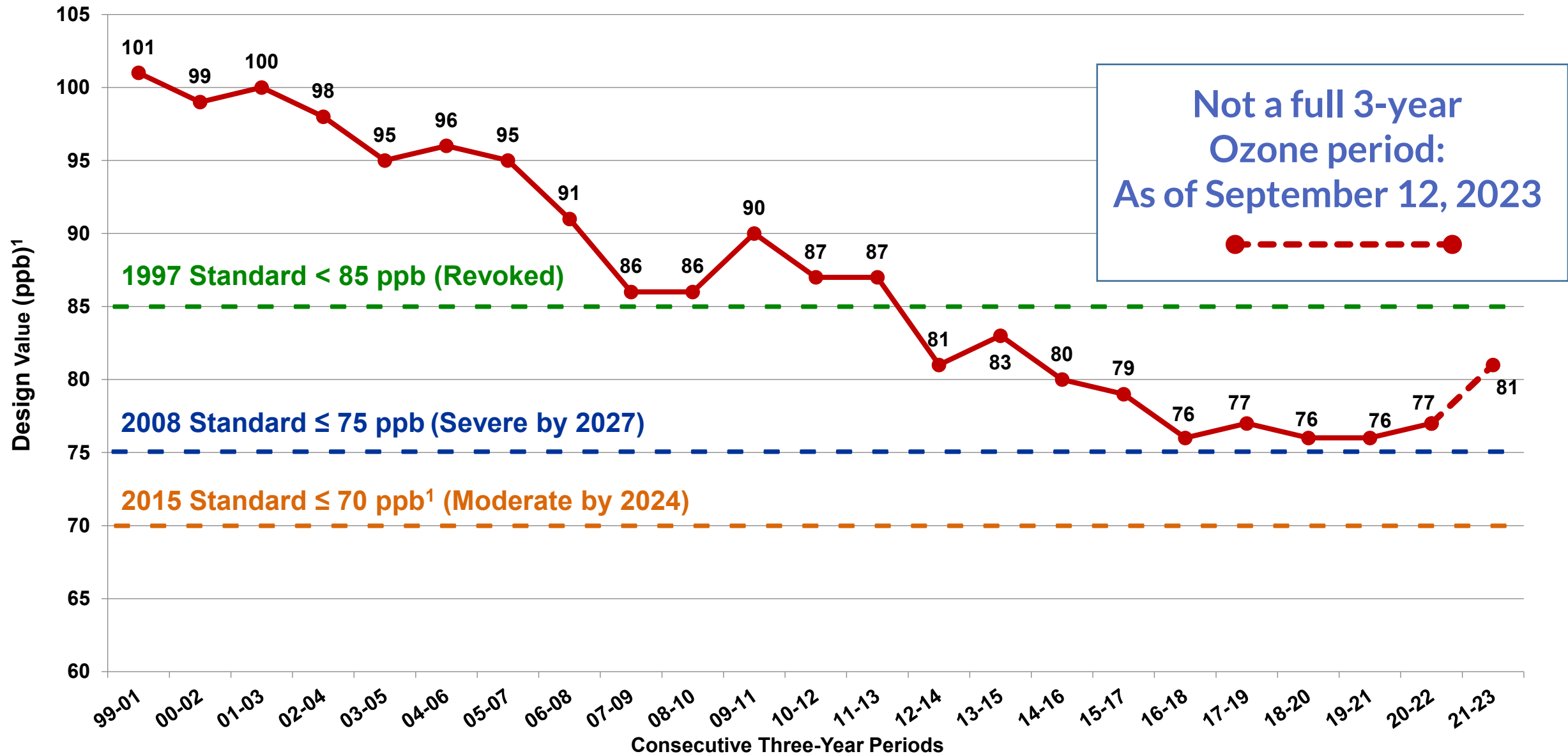


# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of September 12, 2023)



# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

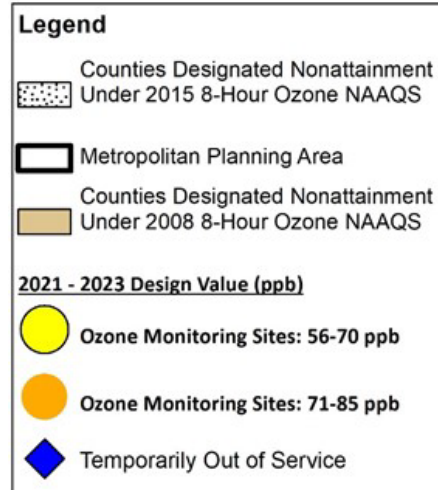


<sup>1</sup>Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion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

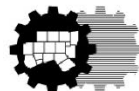
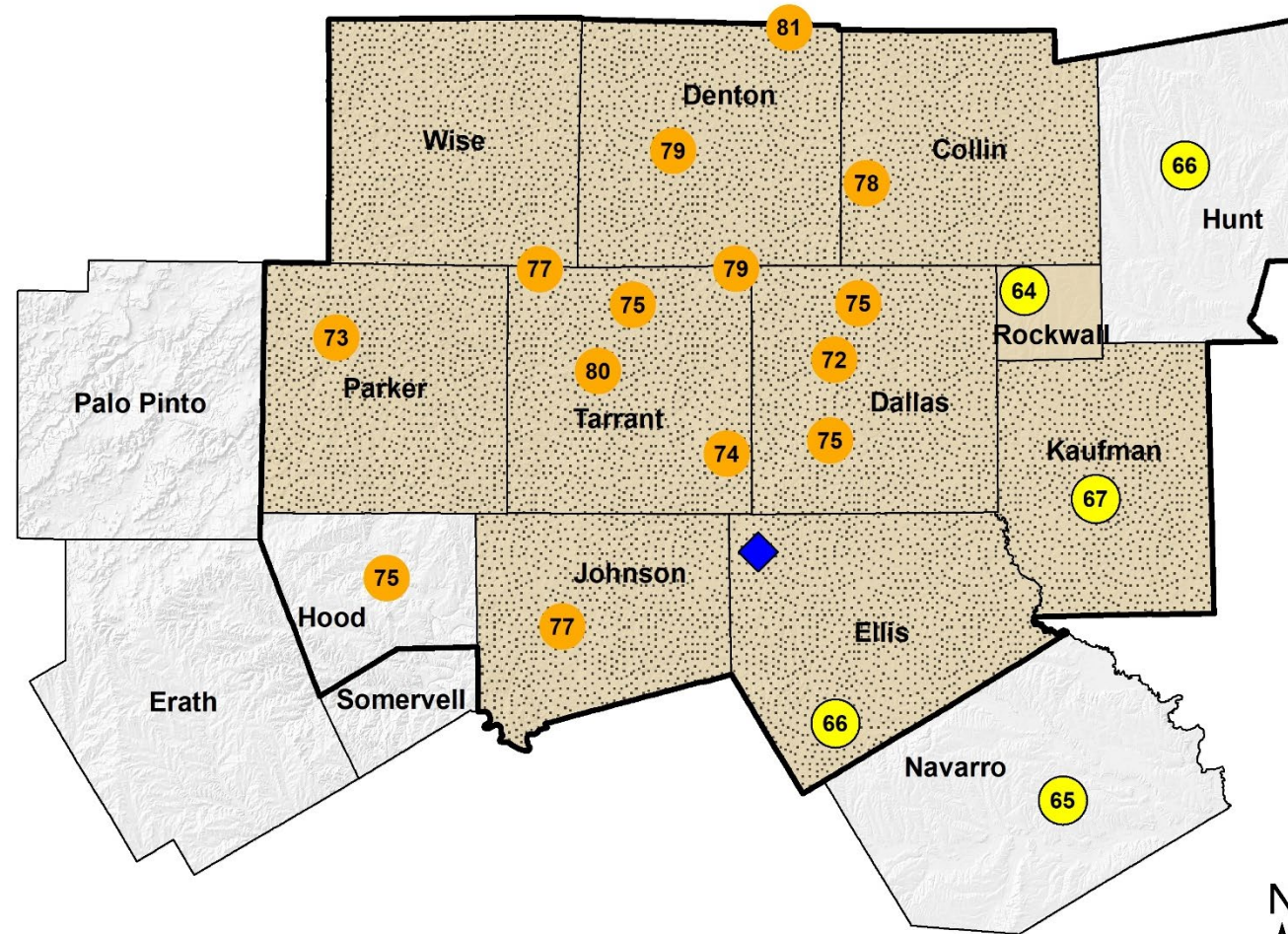


# Monitor Locations with Associated 4<sup>th</sup> Highest Value

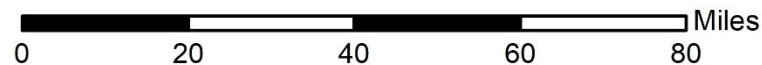
As of September 12, 2023



Colors represent Air Quality Index Breakpoints



North Central Texas  
Council of Governments

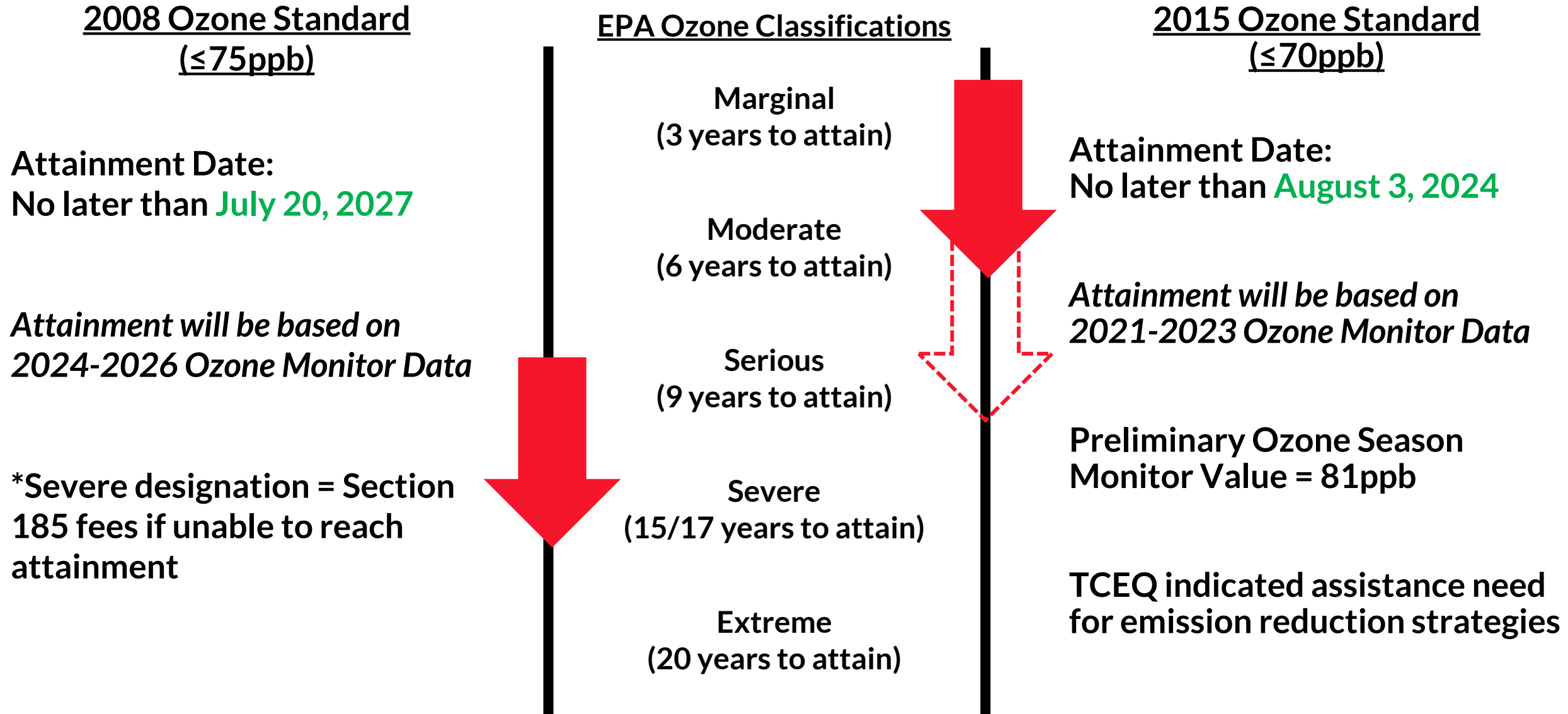


September 2023

# 2023 Ozone Season (as of September 12, 2023)

Top 10 Monitors	4 <sup>th</sup> Highest Value for Season			Ozone Season Monitor Value -2023	State Air Quality Plan Model Value -2023
	2021	2022	2023		
Pilot Point	85	77	81	81	71
Fort Worth Northwest	76	80	84	80	70
Grapevine Fairway	75	78	84	79	72
Denton Airport South	81	78	78	79	70
Frisco	81	73	81	78	73
Eagle Mountain	76	77	79	77	72
Cleburne Airport	75	82	75	77	72
Keller	74	72	80	75	71
Dallas Executive	70	77	79	75	68

# Timeline and Milestones



# Initiatives Beneficial to Dallas-Fort Worth Air Quality

## **RTC Management, Operations, Air Quality, and Safety Program**

\$150 Million in 2024-2026

## **Federal Implementation Plan**

Transport Rule

Nitrogen Oxides (NO<sub>x</sub>) limitations for stationary sources in 23 states

## **New EPA Diesel Engine Emission Standards**

Ramp up to 2026

## **Bipartisan Infrastructure Law (BIL)**

[BIL Guidebook PDF](#) pages 155-225 for all programs

[BIL Grant Programs](#) for all grant programs under the BIL

## **Inflation Reduction Act (IRA)**

[IRA Guidebook Programs List](#) for all programs

[IRA Tax Credits](#) for all tax credits available under the IRA

## **Federal Highway Administration (FHWA) Climate Reduction Plan**

\$281 Million

Similar to Congestion Mitigation and Air Quality Program (CMAQ)  
2024-2033

## **EPA Climate Pollution Reduction Grants**

\$4.6 Billion US for competitive funding

Implementation of Priority Climate Action Plans

## **Legislature Dedicated Funding**

TERP (diesel vehicle funding) ~ 2 Billion

LIP (air quality and transportation funding including law enforcement) ~ 80 Million

## **NCTCOG Funding and Resources**

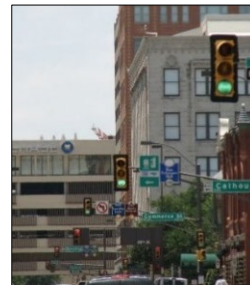
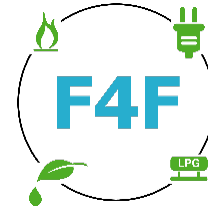
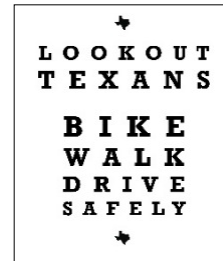
[www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding)



# Sample of Air Quality Initiatives



Rideshare. Record. Reward.



# FOR MORE INFORMATION

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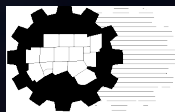
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817-704-2504

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

# 2022 TRANSPORTATION SAFETY PROGRAM PERFORMANCE MEASURES REPORT

## Regional Transportation Council Meeting

Sonya J. Landrum  
Program Manager  
September 14, 2023



North Central Texas Council of Governments





# 2022 Safety Performance Measures Overview

- Federal Safety Performance Targets vs. NCTCOG Performance Targets
- Annual Safety Report Highlights
- Regional Roadway Safety Plan Focus Areas
- Statewide TXDOT and MPO Task Force

Annual Safety Report available here - <https://www.nctcog.org/trans/quality/safety/transportation-safety>



# Federal Safety Performance Targets - TxDOT vs. NCTCOG

Safety Performance Targets	2021 TxDOT Targets	2021 NCTCOG Targets	2022 TxDOT Targets	2022 NCTCOG Targets	2023 TxDOT Targets	2023 NCTCOG Targets
	1.6% Reduction		2% Reduction		Fatalities - See Note Injuries - 2%	
No. of Fatalities	3,687*	3,687*	3,563*	579.5	3,628.0*	590.4*
Fatality Rate	1.33*	1.33*	1.27*	0.755	1.38*	0.767*
No. of Serious Injuries	17,151	17,151	16,677	3,032.9	17,062.0	3,711.5
Serious Injury Rate	6.06	6.06	5.76	3.939	6.39	4.615
No. of Non-motorized Fatalities and Serious Injuries	2,316.4	2,316.4	2,367	594.7	2,357	637

**Note:** \*2022 & 2023 Targets for TxDOT include new 50% reduction by 2035 targets for fatalities and fatality rate only.

# 2018 - 2022 Crash Statistics: 12-County MPA

2018 - 2022 Crashes						
County	2018	2019	2020	2021	2022	% Change 2021-2022
Collin	13,215	13,950	10,271	12,380	13,820	11.63%
Dallas	49,733	55,261	48,294	55,367	54,551	-1.47%
Denton	11,770	12,188	9,554	11,403	11,957	4.86%
Ellis	2,811	2,798	2,841	3,302	3,228	-2.24%
Hood	725	798	708	804	812	1.00%
Hunt	1,470	1,364	1,362	1,781	1,604	-9.94%
Johnson	2,367	2,393	2,193	2,776	2,737	-1.40%
Kaufman	2,130	2,015	1,956	2,227	2,280	2.38%
Parker	2,221	2,201	2,036	2,640	2,525	-4.36%
Rockwall	1,417	1,591	1,424	1,751	1,864	6.45%
Tarrant	33,090	32,464	27,432	30,722	29,004	-5.59%
Wise	971	931	901	1,021	1,148	12.44%
<b>Total</b>	<b>121,920</b>	<b>127,954</b>	<b>108,972</b>	<b>126,174</b>	<b>125,530</b>	<b>-0.51%</b>

# 2018 - 2022 Fatality Statistics: 12-County MPA

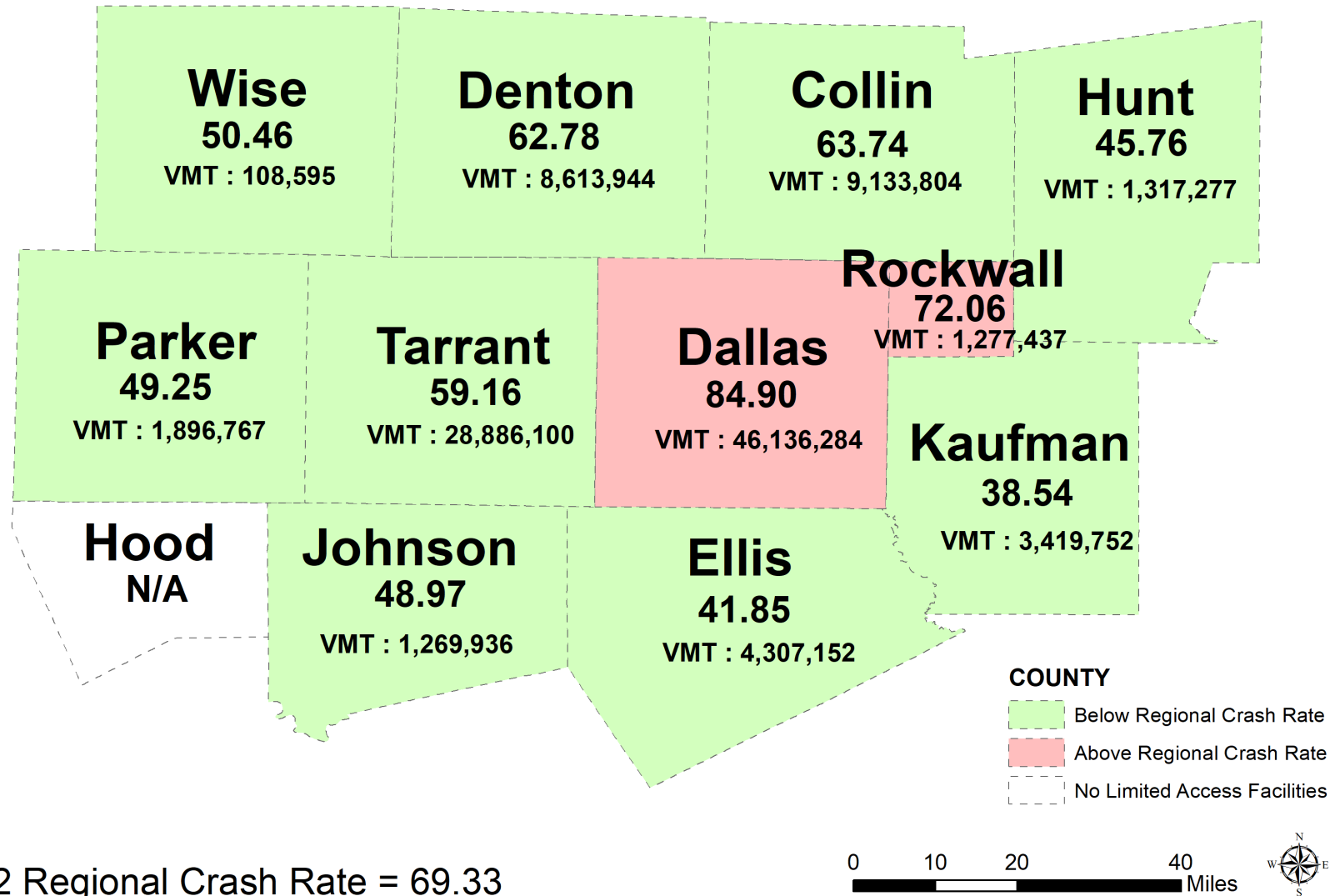
2018 - 2022 Fatalities						
County	2018	2019	2020	2021	2022	% Change 2021-2022
Collin	45	53	64	51	77	50.98%
Dallas	295	271	333	354	355	0.28%
Denton	51	52	59	67	51	-23.88%
Ellis	16	27	49	36	33	-8.33%
Hood	5	12	10	13	11	-15.38%
Hunt	17	25	26	38	15	-60.53%
Johnson	23	39	20	39	37	-5.13%
Kaufman	25	32	33	36	25	-30.56%
Parker	29	26	21	28	15	-46.43%
Rockwall	8	2	7	10	7	-30.00%
Tarrant	169	171	189	228	215	-5.70%
Wise	16	14	11	21	23	9.52%
<b>Total</b>	<b>699</b>	<b>724</b>	<b>822</b>	<b>921</b>	<b>864</b>	<b>-6.19%</b>

# 2022 Contributing Factors – Serious Injury and Fatal Crashes

	Top Ten Contributing Factors — Limited Access Facilities Only	2021	2022
1	Speeding (Overlimit / Unsafe Speed / Failed to Control Speed)	32.21%	30.56%
2	Driver Related (Driver Inattention / Distraction in Vehicle / Drove Without Headlights / Road Rage / Followed Too Closely / Cell/Mobile Device Use (Talking / Texting / Other [0.28%])	13.96%	16.24%
3	Impaired Driving (Intoxicated: Alcohol/Drug / Had Been Drinking / Taking Medication / Fatigued or Asleep)	12.10%	11.89%
4	Failed to Drive in Single Lane	10.45%	10.33%
5	Faulty Evasive Action	8.35%	8.05%
6	Changed Lane When Unsafe	7.10%	7.34%
7	Pedestrian Related (Failed to Yield Right of Way to Vehicle)	5.24%	5.56%
8	Disabled in Traffic Lane	5.60%	3.63%
9	Wrong Way Driving (Wrong Way - One Way Road / Wrong Side - Approach or Intersection / Wrong Side - Not Passing )	1.42%	1.78%
10	Ill (Sick)	0.99%	1.14%

**Note:** Contributing Factor Analysis includes Primary, Secondary, and Tertiary Contributing Factors on limited access facilities.

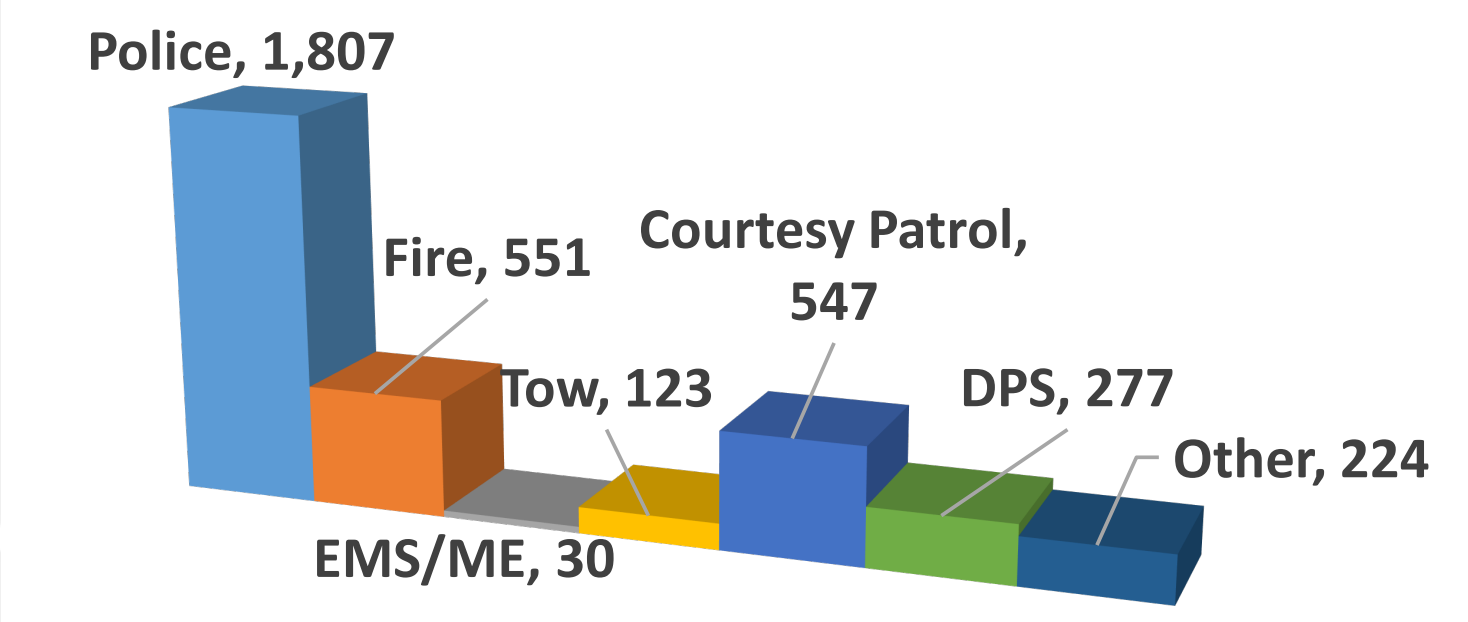
# 2022 Crash Rates By County



**Note:**  
Crash Rates calculated for limited access facilities: IH, SH, and US mainlanes.

# Traffic Incident Management Attendance

➤ **First Responders Training (2003-2022): 3,559 Attendees**



➤ **Executive Level Training (2005-2022): 1,173 Attendees**

Police	Fire	City Staff	Elected Officials	Public Works/ Strategic Services Transportation	Medical Staff	Other	Total (February 2005 - May 2023)
483	232	40	15	66	23	314	1,173



# Regional Roadside Assistance Patrol Program

## In 2022, Dallas/Fort Worth Area Roadside Assistance Patrols

provided:



68,416

Driver Assistance /  
Stalled Vehicle



29,081

Courtesy Check /  
Directions



5,219

Crash  
Assistance



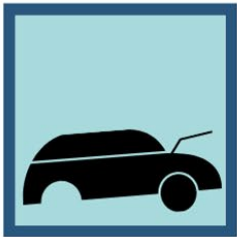
14,641

Debris  
Removal



15,969

Protection to  
First Responders



8,564

Abandoned  
Vehicle Check

Total Combined Assists: 144,371

**Note:**

Data includes Dallas County, Tarrant County, and NTTA motorist assists combined.

2,481 assists were either not found, cancelled before a patrol vehicle arrived, or did not specify the service provided.

# NCTCOG Regional Roadway Safety Plan

Approved by the Regional Transportation Council in March 2023

## Regional Safety Plan Goals

- Eliminate fatal crashes from all modes of travel by 2050.
- Prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies.
- Fund and implement safety projects and policies equitably to ensure safe transportation access for all road users.
- Work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and educational countermeasures to address dangerous driving behaviors.
- Implement a proactive approach to roadway safety to identify problems before they occur.
- Work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies.

## Regional Safety Plan Emphasis Areas

- Speeding; Distracted driving; Impaired driving; Intersection safety; Bicyclist and pedestrian safety; Roadway and lane departures; Occupant protection; and Motorcycles
- Additional Areas of Concern - Wrong way driving; Crashes occurring at night; Younger drivers; and Older road users (65+)

# Statewide TXDOT and MPO Safety Task Force

- Developed a five-year proposal to identify best practice, recommendations, and new ideas to reduce fatalities, injuries, and crashes.
- TxDOT committed \$50,000 to statewide MPOs to support safety efforts.
- Friends of the Safety Committee will continue to promote safety initiatives.

## Required Annual TxDOT and MPO Performance Measures

<b>Annual Performance Measures</b>	<b>Statewide Safety Task Force</b>	<b>Located in NCTCOG Safety Report</b>
<b>No. of Fatalities</b>	TXDOT/MPO	Page 2
<b>Fatality Rate</b>	TXDOT/MPO	Page 2
<b>Number of Law Enforcement Encounters During Grant-Funded or MPO Funded Activities</b>	TxDOT/MPO	Future
<b>Number of Safety Related Programs</b>	TxDOT/MPO	Survey in Progress
<b>Number of Education Related Programs</b>	TxDOT/MPO	Survey in Progress

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