

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, September 27, 2024

North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda

(NCTCOG Guest Secured Wireless Connections Password: rangers!)

1:30 – 1:35

1. Approval of August 23, 2024, Minutes

Action Possible Action Information Minutes: 5

Presenter: Gus Khankarli, STTC Chair

Item Summary: Approval of the August 23, 2024, meeting minutes contained in [Electronic Item 1](#) will be requested.

Background: N/A

1:35 – 1:40

2. Consent Agenda (There are no items on the Consent Agenda)

Action Possible Action Information Minutes: 5

1:40 – 1:50

3. 2025 Transportation Alternatives Call for Projects for the North Central Texas Region

Action Possible Action Information Minutes: 10

Presenter: Daniel Snyder, NCTCOG

Item Summary: Staff will provide an overview and request action to open the 2025 Transportation Alternatives Call for Projects for the North Central Texas Region including eligibility, criteria, and schedule.

Background: Approximately \$50 million is anticipated to be available to fund active transportation projects in the large Urbanized Areas of the North Central Texas region. Eligible applications under this program include the construction of on-and-off road pedestrian and bicycle facilities and Safe Routes to School plans. Staff will present a program overview for the Call for Projects, areas of eligibility, required documentation, and schedule. Additional information is provided in [Electronic Item 3](#).

Performance Measure(s) Addressed: Bike/Ped+, Safety

1:50 – 2:00

4. **Vision Zero Health Policy**

Action Possible Action Information Minutes: 10

Presenter: Daniela Tower, NCTCOG

Item Summary: Staff will request action on a recommendation for the Regional Transportation Council (RTC) to approve the “Vision Zero for Human Health” Policy (P24-02).

Background: The Dallas-Fort Worth (DFW) region continues to remain in nonattainment for the pollutant ozone with classifications of severe under the 2008 standard and serious under the 2015 standard. Regulatory monitors in current attainment counties are continuing to rise with many already exceeding both ozone standards. Additionally, the Environmental Protection Agency has lowered the annual standard for fine particulate matter (PM_{2.5}) to 9 micrograms per cubic meter (µg/m³). Two regulatory monitors in the region’s most populous counties - Dallas and Tarrant - currently exceed the new PM_{2.5} standard. Elevated concentrations of ozone and PM_{2.5} are correlated with adverse health effects and are especially prevalent in disadvantaged communities. Increased stringency of federal standards and rising monitor values indicate increasing importance to better understand the influence of local sources, including the role of transportation, as well as the influence of potential exterior sources, meteorological patterns, and resulting spatial distribution of pollutants. Development of a non-regulatory monitoring network to track movement of air pollutants into and within DFW with a focus on counties that are in nonattainment and near nonattainment for ozone and fine particulate matter standards will improve understanding of the spatial and temporal distribution of pollution levels and associated health risks. For more information, please see [Electronic Item 4](#).

Performance Measure(s) Addressed: Air Quality

2:00 – 2:10

5. **Update on Electric Vehicle Charging Infrastructure Projects and Request for Matching Funds**

Action Possible Action Information Minutes: 10

Presenter: Jared Wright, NCTCOG

Item Summary: Staff will provide an update on the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure Discretionary Grant Program (CFI) Community Award and other upcoming electric vehicle (EV) charger investments in the North Central Texas Council of Governments (NCTCOG) region. Staff will also request a recommendation for Regional

Transportation Council (RTC) approval for NCTCOG to use Transportation Development Credits (TDC) to satisfy match requirements for the FHWA CFI Community Award.

Background: NCTCOG is involved in deployment of three programs coming to the NCTCOG region, providing funding in excess of \$85 million to build EV charging stations. An upcoming kick-off meeting hosted by NCTCOG will provide detailed program information for local governments to consider as staff seeks input on implementation of each program. Additionally, NCTCOG will be requesting local governments complete a survey on EV charging interest in the communities to help coordinate regional project implementation. One of the programs being administered by NCTCOG is the CFI Community Grant Program. For this initiative, NCTCOG has been awarded \$15 million in FHWA funds to deploy EV charging stations in the NCTCOG region. To meet the non-federal share of expenses budgeted for NCTCOG administrative efforts and consultant services, NCTCOG will request up to 607,577 in TDCs. The remainder of the non-federal share is expected to be provided by private entities involved in the acquisition, construction, installation, operations, or maintenance of the EV charging stations. More information is provided in [Electronic Item 5](#).

Performance Measure(s) Addressed: Air Quality

2:10 – 2:30

6. **Director of Transportation Report on Selected Items**

Action Possible Action Information Minutes: 20

Presenter: Michael Morris, NCTCOG

Item Summary: An overview of current transportation items will be provided.

Background: Efforts continue to advance transportation in the region. Staff will highlight the following:

1. Member Orientation - Prior to the Regional Transportation Council Meeting Scheduled for October 17, 2024, at 2:00 p.m.
2. Draft 2025 Regional Transportation Council Legislative Program and Status of Transit 2.0
3. Housing Policy for Metropolitan Planning Organizations ([Electronic Item 6.1](#)) (https://www.fhwa.dot.gov/bipartisan-infrastructure-law/metro_planning.cfm)
4. Houston to Dallas High-Speed Rail Receives \$63.9 Million Federal Grant ([Electronic Item 6.2](#))

5. Safety Review of Older Freeway Sections
6. Northeast Texas Rural Rail Transportation District Correspondence to the Texas Department of Transportation ([Electronic Item 6.3](#))
7. United States Department of Transportation Correspondence on Federal Aviation Administration ([Electronic Item 6.4](#))
8. Work-Zone Data Exchange Implementation Call for Projects
9. Current Hold on Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing of Managed Lanes During Reconstruction

Performance Measure(s) Addressed: Administrative

2:30 – 2:40

7. Miles Matter Program Update and Auto Occupancy/High-Occupancy Vehicle Quarterly Report

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will provide an update on the Miles Matter Program as well as the auto occupancy/high occupancy vehicle quarterly report.

Background: Since February 2020, the North Central Texas Council of Governments (NCTCOG) has been working in partnership with the Texas Department of Transportation (TxDOT), North Texas Tollway Authority and Lyndon B. Johnson/North Tarrant Express to implement the auto occupancy/high occupancy vehicle discount on the managed lane system during the peak periods. Using the same platform, NCTCOG, in partnership with TxDOT, has launched a new initiative, the Miles Matter Program. The Miles Matter Program is funded through the Surface Transportation Funding Alternatives federal grant program. This program will assess the feasibility and technical capability of utilizing smartphone technology for the purposes of understanding travel patterns on roadway facilities and other modes. In 2023, work began to design and implement an alternative user-based accounting tool to offer the ability to incentivize behavior through a credit system applied to users or vehicles. A soft launch of this system went live on September 3, 2024. The initial phase of the project will engage about 500 people who travel along the Interstate Highway 35 West corridor to participate and will offer incentives to adjust their travel time outside of the peak travel time. Based on feedback and engagement from the initial

phase, additional phases will be implemented. Staff will provide an overview of the Miles Matter Program as well as the auto occupancy/high occupancy vehicle quarterly report. Additional details are provided in [Electronic Item 7](#).

Performance Measure(s) Addressed: Roadway, Safety

2:40 – 2:50

8. Blue-Green-Grey Application for New Ideas – Round 4 – Project Funding Recommendations

Action Possible Action Information Minutes: 10

Presenter: Shawn Conrad, NCTCOG

Item Summary: Staff will provide information regarding the Blue-Green-Grey Application for New Ideas Round 4 funding opportunity, proposals received, evaluation process, and projects selected to advance for funding approval.

Background: The North Central Texas Council of Governments (NCTCOG) issued the Round 4 Blue-Green-Grey funding opportunity on July 15, 2024. Applications were due on August 16, 2024. Eligible projects are within the 12-county Metropolitan Planning Area and incorporate three elements – Blue (water), Green (environment), and Grey (transportation infrastructure). The goal of the Blue-Green-Grey program is to support innovative pilot projects that provide resources for cities and organizations to replicate these ideas throughout the metroplex. Eligible applicants include teams of individuals, private firms, educational facilities, and governmental agencies. The total of available funds is \$250,000 Regional Transportation Council Local. A project evaluation committee reviewed the nine applications received and has selected two projects for funding recommendation.

Performance Measure(s) Addressed: Roadway

2:50 – 3:00

9. Mobility 2050: Key Updates and Ongoing Development

Action Possible Action Information Minutes: 10

Presenter: Amy Johnson, NCTCOG

Item Summary: Staff will provide a report regarding efforts to develop the next Metropolitan Transportation Plan, Mobility 2050, including a review of the project selection process and draft plan revenue forecast.

Background: Federal guidelines require the Dallas-Fort Worth region update the long-range transportation plan a minimum of every 4 years and forecast at least 20 years into the future.

In addition, Mobility 2050 must demonstrate federal Transportation Conformity and be financially constrained. The updated plan will include a new financial plan, updated demographics and technical analysis, updated project recommendation listings, and robust public involvement.

Performance Measure(s) Addressed: Air Quality, Roadway

3:00 – 3:10

10. **Transit Strategic Partnerships Program: Selected Project from the May 2024 Cycle**

Action Possible Action Information Minutes: 10

Presenter: Dora Kelly, NCTCOG

Item Summary: Staff will present a summary of the project evaluated through the May 2024 cycle of the Transit Strategic Partnerships Program to provide funding to Feonix Mobility Rising for the pilot of a Transportation Assistance Hub in portions of Dallas and Ellis counties.

Background: In the May 2024 cycle, one project was reviewed as a carryover from the previous November 2023 cycle. Feonix Mobility Rising is proposing to address transit needs by using mobility navigators to connect riders with existing services and offer access to a volunteer driver program for mobility impaired residents and seniors where no other service is available or accessible. The selected project aligns with regional goals set forth in the 2022 Access North Texas, the regional public transportation coordination plan for the 16-county North Central Texas area, which documents the transportation needs of older adults, individuals with disabilities, and individuals with lower incomes across the region. As part of the Transit Strategic Partnerships Program, staff will recommend this project for Federal Transit Administration (FTA) funding under Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities in an amount not to exceed \$475,000. Please see [Electronic Item 10](#) for more information.

Performance Measure(s) Addressed: Administrative, Transit

3:10 – 3:20

11. **Low-Carbon Transportation Materials Grants Program**

Action Possible Action Information Minutes: 10

Presenter: Analisa Garcia, NCTCOG

Item Summary: Staff will brief the Committee on the Federal Highway Administration's Notice of Funding Opportunity for the Fiscal Year (FY) 2022 Low Carbon Transportation Materials Grants Program, including information regarding application and eligibility requirements.

Background: The Federal Highway Administration (FHWA) has announced a Notice of Funding Opportunity (NOFO) for the solicitation of applications for the federal FY 2022 Low Carbon Transportation Materials (LCTM) Grants Program. Under the Inflation Reduction Act, the LCTM Grant Program was established to provide funding for the use of construction materials – such as concrete (or cement), asphalt, glass and steel – with substantially lower levels of greenhouse gas (GHG) emissions on projects funded under Title 23, United States Code (U.S.C.). On March 12, 2024, FHWA announced \$2 billion would be available to fund these efforts. The program made \$1.2 billion available for State Departments of Transportation (DOTs) through request for applications, which closed June 10, 2024. The program has now made \$800 million available for non-State DOTs through a NOFO, which is due to the FHWA by November 25, 2024. [Electronic Item 11](#) contains additional detail.

Performance Measure(s) Addressed: Air Quality, Roadway

3:20 – 3:30

12. **Fast Facts**

Action Possible Action Information Minutes: 10

Item Summary: Brief staff presentations will be provided. Please reference the material provided for each of the following topics.

1. *Aliyah Shaikh* – February 2025 Transportation Improvement Program Modification Submittal Deadline
2. *Camille Fountain* – Fall 2024 Traffic Incident Management Executive Level Course Announcement ([Electronic Item 12.1](#))
3. *Daniela Tower* – 2024 Ozone Season Update ([Electronic Item 12.2](#))
4. *Joslyn Billings* – Air Quality Funding Opportunities (www.nctcog.org/AQfunding)
5. *Joslyn Billings* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
6. *Jackie Castillo* – August Public Meeting Minutes ([Electronic Item 12.3](#))

7. *Jackie Castillo* – October Public Meeting Notice ([Electronic Item 12.4](#))
8. *Jackie Castillo* – July-August Public Comments Report ([Electronic Item 12.5](#))
9. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 12.6](#))
13. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on October 25, 2024.***

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, August 23, 2024

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 23, 2024, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of July 26, 2024, Minutes:** The minutes of the July 26, 2024, meeting were approved as submitted in Electronic Item 1. Kelly Porter (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Paid Education Campaigns for Fiscal Year 2025:** Whitney Vandiver, with North Central Texas Council of Governments (NCTCOG), sought the Committee's support for the Regional Transportation Council's (RTC) recommendation to the NCTCOG's Executive Board for the approval of funding up to \$1,779,750 for Transportation Paid Education Campaigns that will initiate in Fiscal Year (FY) 2025. Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. The education campaigns are for Public Involvement for multiple projects including safety campaigns of Drive Aware North Texas, Bicycle/Pedestrian Safety (Look Out Texans), Unmanned Aircraft Safety, and Freight North Texas; the Congestion Management Program (Try Parking It); air quality campaigns of Car Care Awareness and Ozone Season Emissions Reduction (Air North Texas), and Flexible Funding for Public Involvement/Notifications is for possible unanticipated costs that may arise, such as a specialized public meeting series that may need notifications posted. Efforts will be supported by a combination of Surface Transportation Block Grant Program funds, Transportation Planning Funds, Congestion Mitigation and Air Quality Improvement Program funds, Environmental Protection Agency, Regional Toll Revenue, RTC Local funds, Private funds, RTC Transportation Development Credits, and Federal Highway Administration in lieu of cash match. Education campaigns will be in multiple languages and may be presented through out-of-home advertising, print, screen, social media, digital, and audio platforms. Electronic Item 2.1 provided more detail.
 - 2.2. **November 2024 Transportation Improvement Program Modification Cycle:** Charles Marsh, with North Central Texas Council of Governments (NCTCOG), requested a recommendation for Regional Transportation Council (RTC) approval of revisions to the 2025-2028 Transportation Improvement Program (TIP) along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. November 2024 revisions to the 2025-2028 TIP were provided in Electronic Item 2.2 for the Committee's consideration. These modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.

2.3. **North Texas Advanced Air Mobility and Uncrewed Aviation Systems Funding:**

Ernest Huffman, with North Central Texas Council of Governments (NCTCOG) requested a recommendation for Regional Transportation Council (RTC) approval to increase RTC Local funding to continue efforts related to Advanced Air Mobility (AAM) deployment in the Dallas-Fort Worth region. Since 2017, staff have been collaborating with the region's cities and other relevant stakeholders to integrate AAM Technologies. Work in this area continues to increase as regional partners have implemented pilot projects with private-sector partners. To continue support with these efforts, staff requested an increase of \$1,700,000 in RTC Local funding to work with regional airports, local jurisdictions, and other partners to continue efforts within the region to deploy AAM operations. This funding increase includes funding to support staffing resources, Phase 2 of the North Texas Airspace Awareness Pilot, infrastructure, and other costs associated with AAM operations. Electronic Item 2.3 provided additional information on this item.

A motion was made to recommend the Regional Transportation Council's approval of Items 2.1, 2.2, and 2.3 on the Consent Agenda. Robert Woodbury (M); Kelly Porter (S). The motion passed unanimously.

3. **Endorsement of Safe Streets and Roads for All Grant Submission:**

Karla Windsor, with North Central Texas Council of Governments (NCTCOG) requested Committee endorsement of the Regional Transportation Council's (RTC) approval for the submittal of a regional planning grant application and local match funds for the Fiscal Year (FY2024) 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant Program. The United States Department of Transportation has announced a Notice of Funding Opportunity for the solicitation of applications for FY2024 SS4A funding. The Bipartisan Infrastructure Law established the new SS4A discretionary program with \$5 billion in appropriated funds over the next five years. A maximum of one grant application of any type may be submitted per agency. Staff provided an overview of the proposed regional planning grant that will be submitted by the NCTCOG. Total project cost is \$2 million. The grant application requested \$1.6 million in federal funds, supported by \$400,000 of RTC Local funds for the required 20 percent local match. If awarded, the planning grant will advance the regional Pedestrian Safety Action Plan by conducting a feasibility study and in-depth planning for regional trail and on-street bikeway connections through the cities of Fort Worth, Haltom City, North Richland Hills, and Richland Hills to passenger rail stations in northeast Tarrant County, including various Trinity Metro TEXRail stations and the Trinity Railway Express Trinity Lakes station. This supplemental safety planning will include the future Cotton Belt Trail alignment between Fort Worth and North Richland Hills and numerous necessary safe trail crossings of major arterial roadways, highways, freight railroads, and waterways. On August 8, 2024, the RTC approved the requested funding to support the grant application due on August 29, 2024. An overview of the proposed project was contained in Electronic Item 3.

There were no questions or comments on this item.

A motion was made to recommend Regional Transportation Council's (RTC) endorsement of the North Central Texas Council of Government (NCTCOG) planning grant application for the Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant program; the use of \$400,000 in RTC Local funds for non-federal match should the project be selected for

funding; and approve staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP, along with other planning/administrative documents to incorporate these changes should the project be selected for funding. Tanya Brooks (M); Kelly Porter (S). The motion passed unanimously.

4. **Federal Performance Measures Update: System Performance, Freight, Air Quality:**

Jenny Narvaez and James McLane, with North Central Texas Council of Governments (NCTCOG) requested a recommendation for Regional Transportation Council (RTC) approval on a proposed reaffirmation of 2026 targets for federally required performance measures related to excessive delay, non-single-occupant-vehicle travel, and emissions reductions. In 2022, the RTC adopted 2024 and 2026 targets for the set of federally required performance measures commonly known as PM3. This includes measures broadly related to roadway system performance, freight, and air quality. The RTC now has an opportunity to adjust or reaffirm 2026 targets for a subset of these measures, if appropriate, based on new data and analysis methodologies. Staff will present results and recommendations to the RTC for action on September 12, 2024. Action on the remainder of the PM3 performance measures is anticipated in early 2025. Refer to Electronic Item 4 for more details.

A question was asked by Gus Khankarli about the numbers still being influenced by COVID, and if the presenters could review the data excluding the last three years versus the full five years and examine the difference.? Jenny Narvaez responded that the numbers are fluctuating. James McLane responded with some of these measures have been pretty much a full recovery from the pandemic, but still trying to ascertain what kind of a new normal will be for some of these measures. It was noted that North Central Texas Council of Governments doesn't have enough post pandemic data to really make an educated or informed decision about what that new normal is and should look like. Michael Morris also responded that we are still in the shadow of COVID, the data isn't as clean, and the transit ridership will come back with the return of workers along with all of the things transit agencies are doing. He noted that we don't know what the new normal will be yet. He suggested that between now and the next Regional Transportation Council meeting, the trend of the most recent data will have good enough quality to present.

A motion was made to recommend Regional Transportation Council's (RTC) approval of reaffirming the existing 2026 targets for the following PM3 measures: Peak-hour excessive delay for the Dallas-Fort-Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urban Areas; Non-Single Occupant Vehicle travel for the Dallas-Fort-Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urban Areas; and On-road mobile source emissions reductions (Cumulative) for the following pollutants: Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC). The motion passed unanimously.

5. **Reconnecting Communities Pilot Grant Application Partnership for the Cotton Belt**

Trail: Karla Windsor, with North Central Texas Council of Governments (NCTCOG) requested a recommendation for Regional Transportation Council (RTC) approval for a partnership with Dallas Area Rapid Transit (DART) for a capital construction grant application and associated federal and local match funds for the Fiscal Year (FY) 2024 Reconnecting Communities Pilot (RCP) program for portions of Phase 3 of the Cotton Belt Trail along the Silver Line rail project. The action also included a request for additional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program funds and Regional Toll Revenue funding to support this leveraging of requested federal funds. The application would include a new section of the Cotton Belt Trail and repackage the trail sections from the pending federal Active Transportation Infrastructure Investment

Program (ATIIP) grant that has been submitted but no awards made. Staff requested to reapply the local match that was authorized for that application to this project if ATTIP is not selected for funding and the RCP project is selected for funding. The United States Department of Transportation has announced a Notice of Funding Opportunity for the solicitation of applications for FY2024 RCP funding. The Bipartisan Infrastructure Law established the RCP program, with \$457 million allocated for capital construction grant funding in FY2024. Funds will be awarded on a competitive basis for a project that removes, retrofits, or mitigates transportation facilities which create mobility, accessibility, and/or economic development barriers to community connectivity and vitality. Funds are available for up to 50% of the cost of the project and a 50% match is required. 30% of the 50% match can be other federal funds. Staff provided an overview of the DART partnership and funding recommendations for the proposed capital construction grant to construct Phase 3 sections of the Cotton Belt Trail located in Addison, Carrollton, Coppell, and Dallas. If awarded funding, DART will procure a contractor and manage construction of the trail which is primarily located within rail right-of-way. Additional information was provided in Electronic Item 5.

Michael Morris reaffirmed in order to maximize the 50-50 deal being integrated into both of the applications together into a new application as part of the particular process in order to hit the \$25 million target, the \$4.3 million that was previously approved for the other section would be moved into this particular section. Karla Windsor noted that the funding for the Reconnecting Communities Pilot program is closer to \$450 million, and the Active Transportation Infrastructure Investment Program had less than \$50M nationwide so the odds of being selected for funding were slim.

A motion was made to recommend Regional Transportation Council's (RTC) approval of the partnership with Dallas Area Rapid Transit (DART) to submit the United States Department of Transportation 2024 Reconnecting Communities Pilot (RCP) Program capital construction grant application for the Cotton Belt Trail Phase 3a construction requesting \$24.5 million in federal funding; the additional contribution of \$6,602,881 federal Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program funds and \$1.6 million Regional Toll Revenue funds for non-federal match should the project be selected for funding award; to direct staff to keep the previously approved match funding for the pending Active Transportation Infrastructure Investment Program application available to be used with the RCP application, if awarded funding, and direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding. Tom Hammons (M); Mark Nelson (S). The motion passed unanimously.

6. Work Zone Data Exchange Implementation Call for Projects:

Vickie Morris, with North Central Texas Council of Governments (NCTCOG), requested a recommendation for Regional Transportation Council (RTC) approval of the eligibility, criteria and schedule for the Work Zone Data Exchange 2024 Call for Projects. In March 2022, a procurement was issued to secure vendors through the NCTCOG's TXSHARE Cooperative Purchase for Work Zone Data Exchange (WZDx). Five vendors are under contract to perform work in three areas related to WZDx including the conversion of raw work zone data into WZDx format, establishment of a WZDx-compliant reporting system, and general WZDx services. In June 2023, the RTC directed staff to engage regional partners on project scoping and execution to continue this effort. In addition, the RTC has set aside \$2.5 million to award local governments to implement WZDx services to continue to make progress in this area. Additional information was provided in Electronic Item 6.

The Chair, Gus Khankarli, drew attention to the vendor workshop on September 17, 2024, requesting an announcement be made with the time and method of the meeting. Vickie Morris responded that after the Regional Transportation Council approves, the vendor workshop will be announced but noted that the meeting will be a hybrid meeting.

A motion was made to recommend Regional Transportation Council's (RTC) approval of the eligibility, criteria and schedule for the Work Zone Data Exchange 2024 Call for Projects. Brian Moen (M); Clarence Daugherty (S). The motion passed unanimously.

7. Fiscal Year 2024 Public Transportation Funding: Program of Projects:

Shawn Dintino, with North Central Texas Council of Governments (NCTCOG) requested a recommendation for Regional Transportation Council (RTC) approval of the Fiscal Year 2024 (FY2024) Public Transportation Funding Programs of Projects. As the designated recipient for Federal Transit Administration funds in the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urbanized Areas, the North Central Texas Council of Governments (NCTCOG) has developed Programs of Projects to suballocate approximately \$194.6 million in FY2024 Section 5307, Section 5339, and Section 5337 federal funding to public transit providers in the region. Approximately \$12.75 million in funding will be programmed in the future, including Section 5310 funding. Electronic Item 7.1 included additional information. Electronic Item 7.2 contained the proposed FY2024 Programs of Projects.

Karina Maldonado, representing Austin Frith, Denton County Transit Authority, asked if there's been an update on the balances for the Transportation Development Credits (TDC) lately? Shawn Dintino responded that they are undergoing that process now, updating where the TDC stands as far as the recent Transportation Improvement Program (TIP) cycles that have happened, and TDC's have been awarded through those. There was general concern and reference made to adjust the numbers based on the meeting with the Federal Transit Administration and has been requested for the numbers to be sent to Brian Moen, City of Frisco in advance of the next Regional Transportation Council meeting. Chair Gus Khankarli, Director of Transportation, City of Dallas, requested amending the motion for the Surface Transportation Technical Committee meeting on August 23, 2024, with some flexibility as needed to adjust those particular numbers.

A motion was made to recommend Regional Transportation Council's (RTC) approval of the proposed funding for the Fiscal Year 2024 Programs of Projects; and to administratively amend for the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) along with other planning/administrative documents with flexibility as needed to incorporate this funding on these projects. Karina Maldonado (representing Austin Frith) (M); Robert Woodbury (S). The motion passed unanimously.

8. Director of Transportation Report on Selected Items:

Michael Morris with North Central Texas Council of Governments (NCTCOG) highlighted the following narrative at the meeting by mentioning that along with Commissioner Duncan Webb, they met with the Texas Transportation Commission and received \$747 million in Category 12 funds in the Unified Transportation Program. Michael highlighted the updated and corrected data for Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery. Additional details were provided in Electronic Item 8.1. He mentioned connecting the Dots: High-Speed Rail, Transit 2.0, and 2050 Demographics Forecast between Dallas, Arlington, and Fort Worth. He noted that NCTCOG was not selected under the environmental protection agency climate pollution reduction grants implementation program. He noted the success of the Regional Transportation Council's 50th

Anniversary Celebration, and there's still a current hold on Regional Transportation Council Policy – temporary suspension of dynamic pricing of managed lanes during reconstruction. Concern was expressed regarding the selected Regionalism: interest and equity from the July Surface Transportation Technical Committee meeting. The Director's Report item on Transit 2.0 Implementation – Next Steps with an Electronic Item 8.2 was not mentioned as it was presented in Agenda Item 10.

John Polster expressed gratitude to Michael Morris for covering his concerns that he brought up with regionalism.

9. Railroad Crossing Elimination Program – Discretionary Grant Funding:

Michael Johnson with North Central Texas Council of Governments (NCTCOG) requested a recommendation for Regional Transportation Council (RTC) approval to submit a project in the Railroad Crossing Elimination Program (RCEP). Applications are due to the United States Department of Transportation (US DOT) by September 23, 2024. In July 2024, the USDOT announced a Notice of Funding Opportunity (NOFO) to solicit applications for FY24 RCEP funding. This \$1.150 billion program (two funding years) includes certain funding amounts set aside for the following purposes: (1) Planning - \$38.2 million; (2) Rural or Tribal Grade Crossing Improvement Projects - \$229.3 million; and (3) Highway-Rail Grade Crossing safety information and education programs - \$3 million. Applications for each funding category are due to US DOT by September 23, 2024, and eligible entities are limited to a maximum of three applications per solicitation. Funds will be awarded on a competitive basis for a project (or group of projects) improving the safety/mobility of people and goods through: (1) grade separation or closure; (2) track relocation; (3) improvement/ installation of protective devices, signals, signs, or other measures, provided such activities are related to (1) or (2); and (4) innovative solutions via technology, education, and/or other means. Available at <https://railroads.dot.gov/grants-loans/railroad-crossing-elimination-grant-program>, the FY23/24 RCEP NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. A presentation included the proposed action in Electronic Item 9.

There were no questions or comments on this item.

A motion was made to recommend Regional Transportation Council's (RTC) approval of the submittal of Ennis Avenue/Union Pacific Railroad Grade Separation Project for funding consideration through the Fiscal Year (FY) 2023/2024 Railroad Crossing Elimination Program (RCEP); and to administratively amending North Central Texas Council of Governments and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for a FY2023/2024 RCEP Grant award. John Polster (M); Kelly Porter (S). The motion passed unanimously.

10. Regional Transportation Council Legislation Program and Status of Transit 2.0:

Rebekah Gongora and Michael Morris, with North Central Texas Council of Governments (NCTCOG), provided information on the significant progress that's underway. The staff director highlighted the tasks associated with Transit 2.0 and the role of the Regional Transportation Council in the implementation of each task. Rebekah Gongora highlighted the Legislative Program. Electronic Item 10.1 provided additional information on Transit 2.0 and Electronic Item 10.2 provided the schedule for the legislative program.

A comment was noted by Mark Nelson with the City of Richardson, would be interested in receiving copies of the Transit Legislative program. Michael Morris responded that Toni Stehling will send the draft from Ken Kirkpatrick to all of the Surface Transportation Technical Committee members along with the Transit 2.0 contacts. Chad Edwards with Trinity Metro highlighted the comments on the Legislative agenda and Transit 2.0 were due on Monday, August 19, 2024.

11. **Fast Facts:**

Staff provided brief information on the material provided for each of the following topics.

1. Daniela Tower highlighted the 2024 Ozone Season Update with being in the 25th week of the ozone season, as of Friday, August 23, 2024, at a design value of 82. That means we have officially surpassed last year's design value at the monitors in Fort Worth, Northwest, and Eagle Mountain Lake, with ozone exceedance days that summarizes to two purple days for the season six red days and twenty-seven orange days. Details provided in Electronic Item 11.1.
2. Irlenia Hermosillo updated the Committee on the Emissions Reduction Incentive Grants program and the Texas Volkswagen Environmental Mitigation Program are both accepting applications through October 29, 2024. These programs provide funding to repower or replace older locomotives, marine vessels, stationary equipment or non-node equipment to reduce emissions in Texas. These are both competitive grants with limited funding available, the emissions reduction incentive grants programs funding amount is up to 80 percent of the incremental project cost, and the Texas Volkswagen Environmental Mitigation programs funding amount is up to 100 percent of the incremental project cost for governmental entities, and up to 75 percent for non-governmental entities. More information on both programs can be found on the website for the Air Quality Funding Opportunities: www.nctcog.org/AQfunding.
3. Irlenia Hermosillo provided an update on the Upcoming Dallas-Fort Worth Clean Cities Events by bringing attention to the annual national Drive Electric Week is hosting at the Tanger Outlets in Fort Worth on October the 6, 2024 from 10:00 am to 2:00 pm. To learn more about this event, please go to the link in the event page: <https://www.dfwcleancities.org/events>.
4. Jackie Castillo noted for the July Public Meeting Minutes, that a hybrid public meeting was held on Monday, July 8, 2024. Staff presented information related to the regional 10-year Plan Access North Texas Transit Strategic partnerships and Charging Smart. Electronic Item 11.2 is a collection of comments received on the mentioned topics.
5. Jackie Castillo announced North Central Texas Council of Governments will be hosting a public meeting here on Monday, September 9, 2024, at noon. Staff will present information related to transportation planning and air quality initiatives. For more information, please see the September Public Meeting Notice provided in Electronic Item 11.3.
6. Jackie Castillo provided an update on the June – July Public Comments Report. The public comment report is a collection of general comments submitted by members of the public from Thursday, June. 20, 2024, through Friday, July 19, 2024. Comments and questions can be submitted via Facebook, Twitter, fax, e-mail, online and in person at the monthly Regional Transportation Council meeting. Comments related to air quality and roadways were in the majority. For more information, please see Electronic Item 11.4, provided in the packet.
7. Written Progress Reports: Partner Progress Reports were provided in Electronic Item 11.5.

12. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on September 27, 2024.***

The meeting was adjourned at 2:59 p.m.



2025 Transportation Alternatives Call for Projects

for the North Central Texas Region

Surface Transportation Technical Committee

Daniel Snyder, AICP

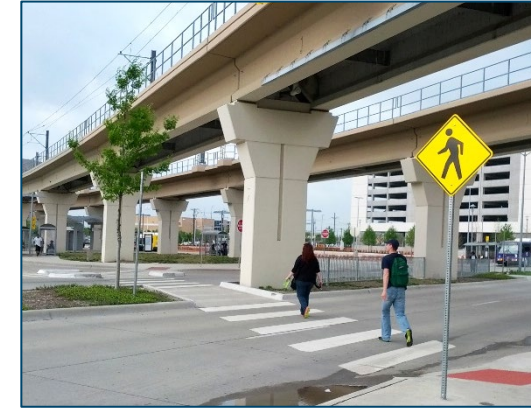
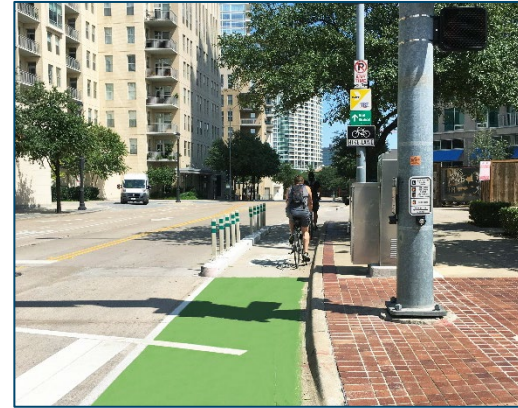
September 27, 2024



Eligible Project Activities

May include:

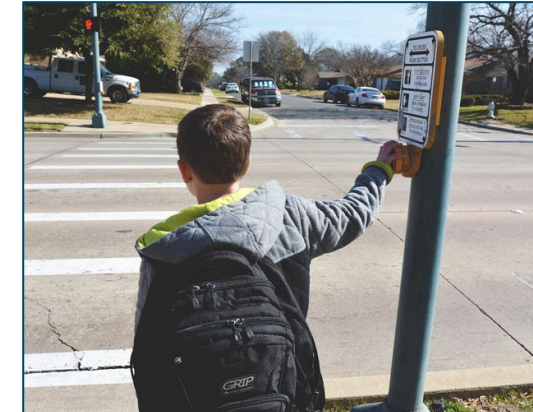
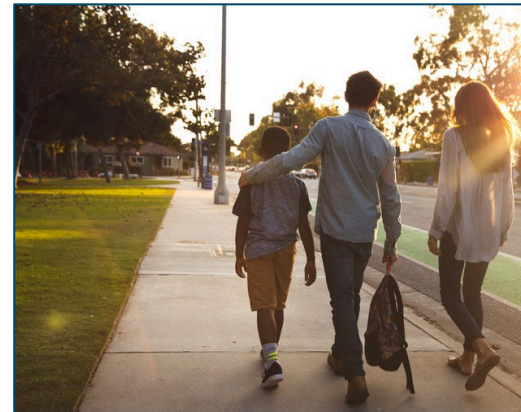
- Safe Routes to School Planning (**NEW**)
- Safe Routes to School Infrastructure Projects
- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps
- Sidewalks and Bikeways to Transit (e.g., Rail Stations and High Frequency Bus Routes)
- Pedestrian and Bicycle Safety Countermeasures and Technology
- Protected Intersections



Safe Routes to School Planning (New)

Overview:

- Plans for multiple schools within a city, county, or School District
- Focused on the safety of children walking and bicycling to school (in lieu of motor vehicle transportation)
- Addresses **Engineering** (Infrastructure) improvements and other strategies such as **Education, Encouragement, Enforcement, Evaluation, and Equity**



Mobility Plan Themes

Connections:

- Regional Connections (e.g. Regional Veloweb)
- Connections to Jobs
- Connections to Schools
- Connections to Transit
- Connections between existing facilities (e.g. creating a connected network)

Project Readiness

Project feasibility and amount of advance planning completed to date (e.g. schematics or preliminary engineering)



Funding Overview

Approximately \$50 million in federal funding is anticipated to be awarded

<i>Project Activity</i>	<i>Minimum Federal Funding Award per Project (Targets)</i>	<i>Maximum Federal Funding Award per Project (Targets)</i>
Construction	\$3,000,000	\$10,000,000
Safe Routes to School Planning	\$200,000	\$500,000



Funding Overview, cont.

Construction-implementation projects

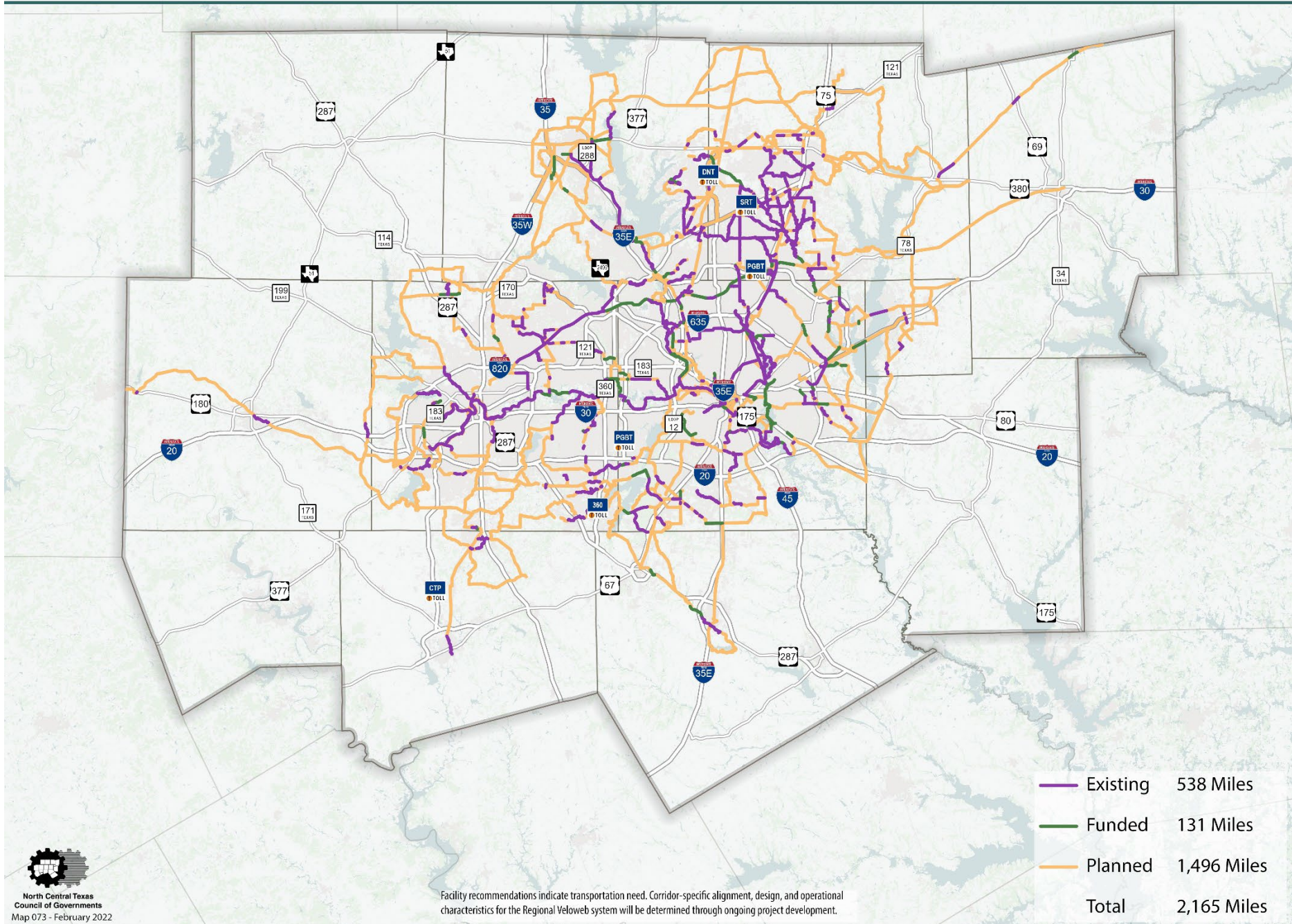
- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match*

Safe Routes to School planning: Minimum 20 percent local match*

***Local match must be cash or Transportation Development Credits (TDCs)**

- Agencies may request use of TDCs (in lieu of a local match) if qualified through the MTP Policy Bundle process, *OR*
- Agencies may request Regional Transportation Council (RTC) “Regional” TDCs (in lieu of a local match) for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update). Use of Regional TDCs will be limited to two applications per agency.
- No in-kind contributions

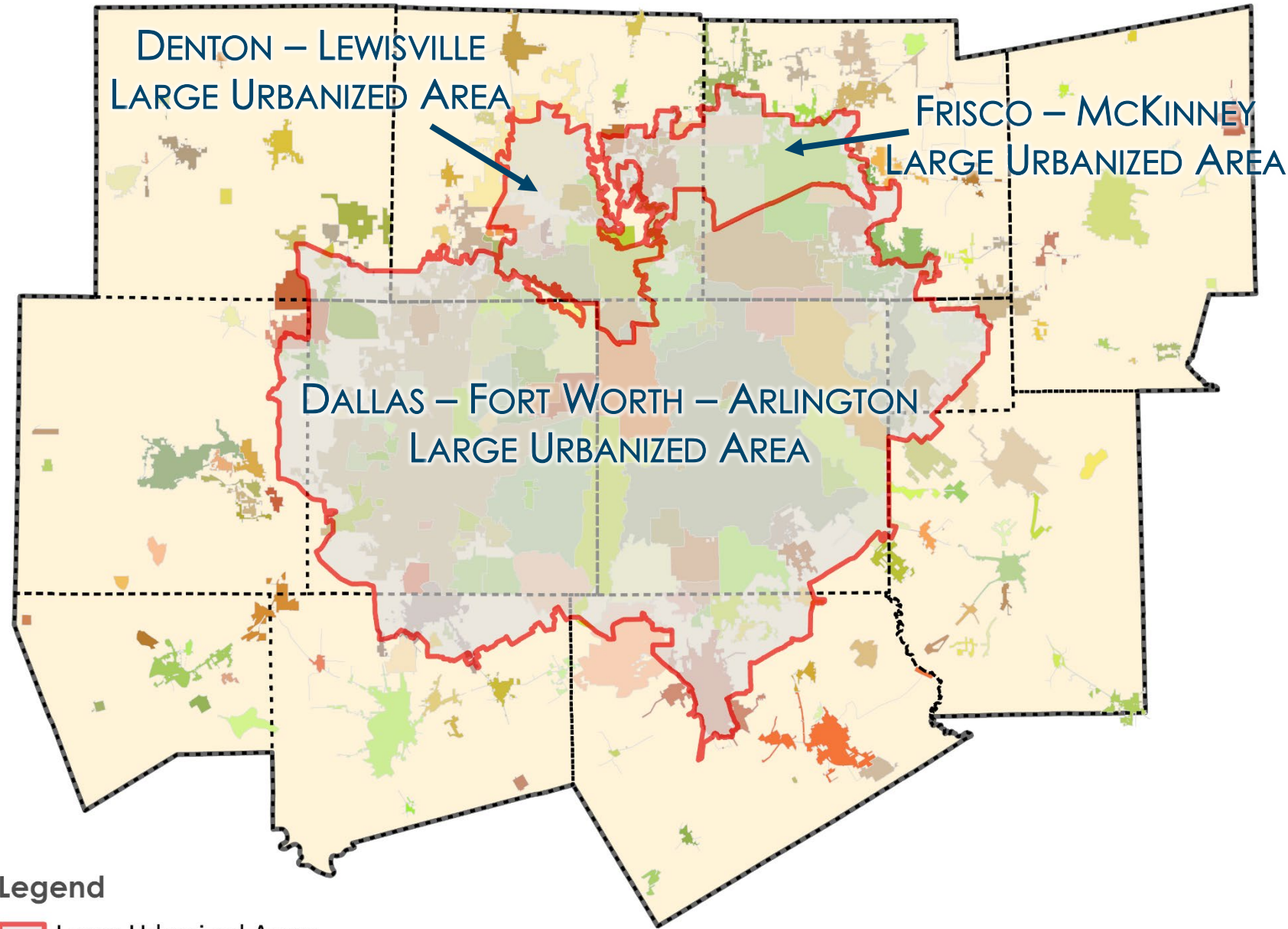




Eligible Project Areas

All proposed projects must be within one of the three large urbanized areas (exceeding 200K population)

NOTE: the TxDOT Statewide TA Call for Projects is anticipated to open January 2025



Legend

 Large Urbanized Areas



Program Rules (Required Documentation)

Letter of Local Funding Commitment

Confirm the availability of the local match contribution or requested use of TDCs

Right-of-Way/Easement

Property must be under public ownership. If easement cannot be obtained by deadline, a consent letter from the “public” property owner or utility company is required. Pending easements on private properties are not eligible.

If Applicable:

Railroad Right of Entry Letter/Agreement

(if project is in railroad right-of-way)

TxDOT District Engineer Letter of Consent

(if project is in TxDOT right-of-way)

Letter of Support from School District Superintendent or Top Administrator

(SRTS applications)

Documentation of Support from Supporting Entity

(if project includes or crosses another jurisdiction)



Program Rules, cont.


Project sponsor must execute an agreement (AFA) with TxDOT within one year of the funding award by the RTC

Projects must advance to construction within three fiscal years of the funding award by the RTC or the funding may be reprogrammed

Projects must be implemented consistent with the funding application as approved by the RTC and as included in the project agreement with TxDOT



Anticipated Schedule

Milestone	Date
 Surface Transportation Technical Committee (STTC) - Action on Call for Projects	September 27, 2024
Regional Transportation Council (RTC) - Action on Call for Projects	October 10, 2024
Call for Projects Opens	October 25, 2024
Call for Projects Public Workshop	October 29, 2024
Call for Projects Closes (Applications Due)	January 17, 2025, 5 PM
Review of Projects / Scoring by NCTCOG Staff	January - March 2025
Public Meeting	April 2025
Surface Transportation Technical Committee (STTC) - Action to Approve Recommended Projects	April 25, 2025
Regional Transportation Council (RTC) - Action to Approve Recommended Projects	May 8, 2025
Deadline for Project Sponsors to Submit Transportation Improvement Program (TIP) Modifications (November 2025 Cycle)	June 27, 2025
Deadline for Project Sponsors to Execute Agreements with TxDOT	May 8, 2026
Deadline for Project Sponsors to Open Bids and Obligate Funds	August 31, 2028



Requested Action

Recommend Regional Transportation Council Approval of:

Elements related to program rules, eligible activities, eligible project areas, schedule, funding and use of Transportation Development Credits for the 2025 Transportation Alternatives Call for Projects for the North Central Texas Region



Contact Us



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STTC PRESENTATION

VISION ZERO FOR HUMAN HEALTH POLICY

DANIELA TOWER | AIR QUALITY PLANNER | 9.27.2024

Air Quality in North Central Texas

Currently in nonattainment for ozone

Potential for being designated nonattainment for fine particulate matter (PM_{2.5})

Associated health and economic impacts

- Respiratory and cardiovascular impacts

- Healthcare and labor costs





- Section 185 fees (NAAQS Ozone Standard 2008; 2028)

Projected population increase for region to over 12 million





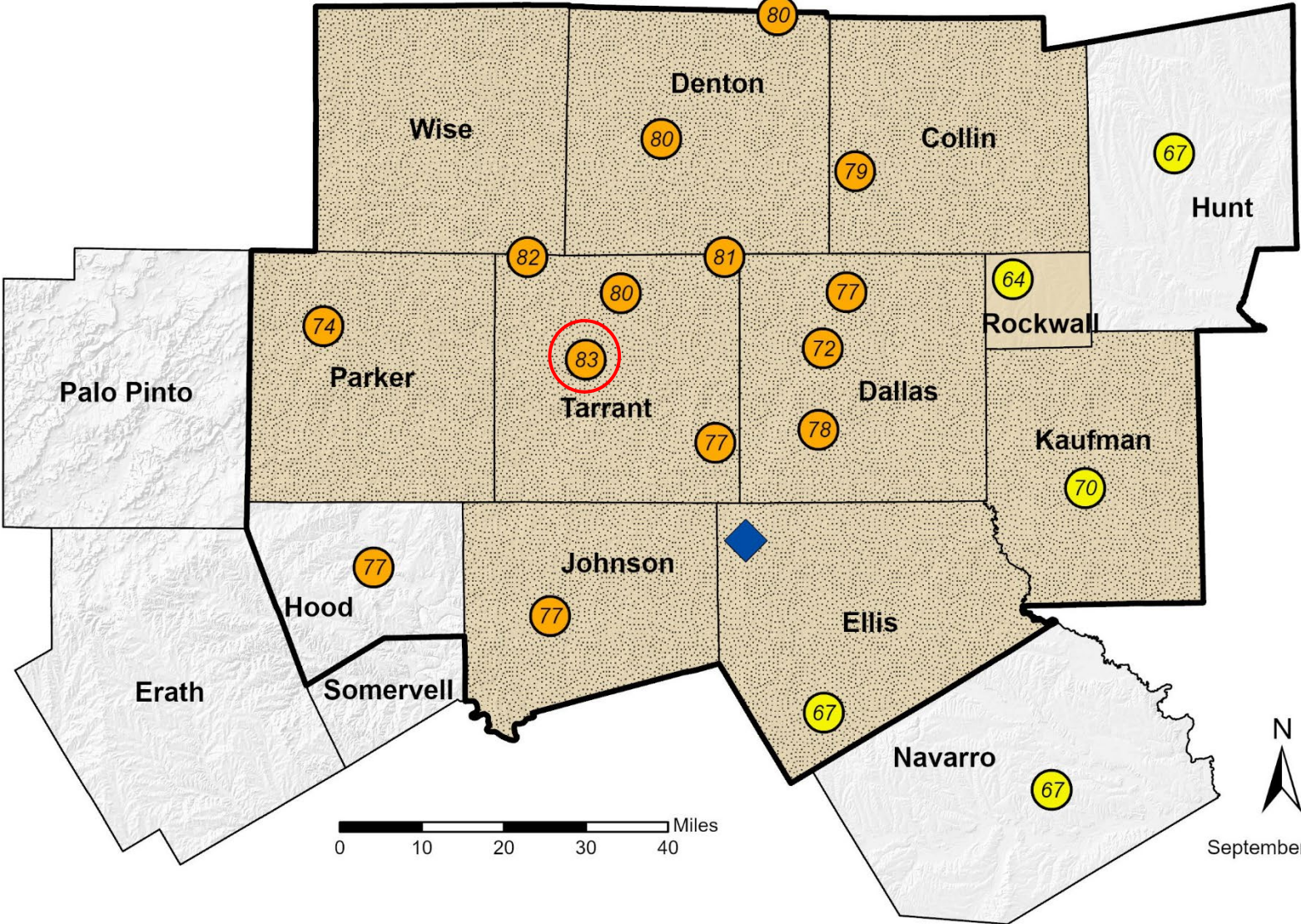
Ozone Nonattainment as of September 14, 2024

Legend

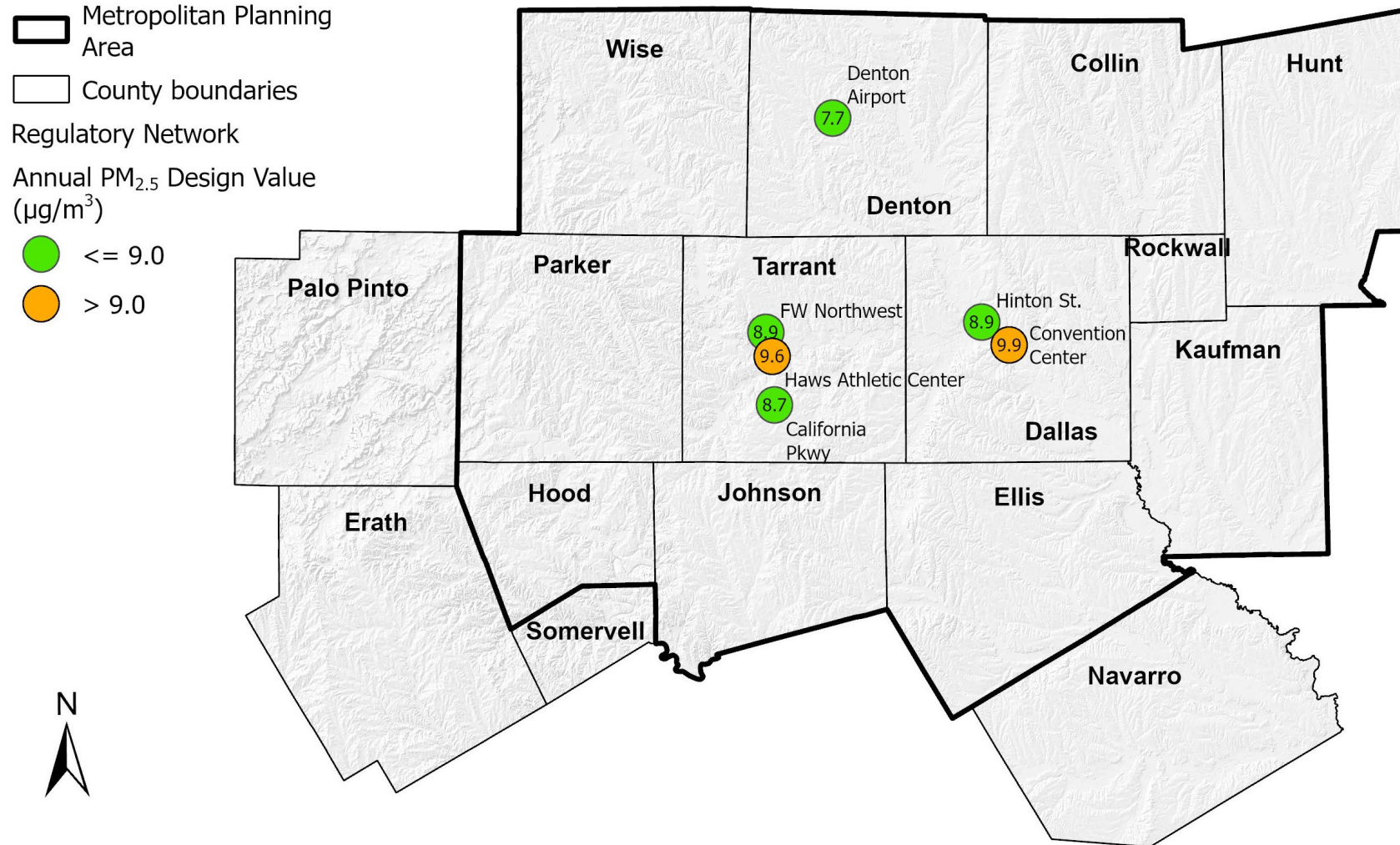
-  Metropolitan Planning Area
- Counties Designated Nonattainment Under 2015 8-Hour Ozone NAAQS 
- Counties Designated Nonattainment Under 2008 8-Hour Ozone NAAQS 
-  Temporarily Out of Service

Sept 2024

-  62 - 69
-  70 - 85



2023 PM_{2.5} Annual Design Values



Source: EPA
September 2024



Why Non-Regulatory Monitoring Network

Track Movement of Air Pollutants Into and Within DFW
Improve Information about Spatial and Temporal Pollution
Distribution

Assist With Impactful Control Measures
Transportation (STTC/RTC)
Other Sources

Correlate to Health Impacts

Core Sample Size May Have Erroneous Results



Vision Zero for Human Health Policy

Identify Funding Sources

- Federal, state, and local funding opportunities
- Explore innovative financing options

Develop Partnerships: local governments and industry leaders

- Identify suitable locations for monitor deployment
- Local community engagement
- Ensure reputable technology

Implementation and Deployment

- High-quality, non-regulatory monitors
- Proper installation and maintenance
- Data management and storage



Vision Zero for Human Health Policy

Public Engagement and Communication

- Display air quality data collected from monitors
- One-stop-shop for air quality and health data results
- Develop educational materials
- Engage residents and stakeholders

Evaluation and Reporting

- Assess performance and impact of air quality monitors
- Provide updates on findings and insights gained
- Adjust strategies and actions based on evaluation

Ongoing Effort to Bring Low-Cost Monitors to Region

- Enhance spatial coverage and evaluate local condition



Requested STTC Action

Staff requests STTC recommend RTC approval of the

Vision Zero for Human Health Policy to

- ✓ Develop local partnerships
- ✓ Pursue upcoming federal and other funding opportunities
- ✓ Extend the non-regulatory monitoring network
- ✓ Develop and provide a collective source for health-related air quality information
- ✓ Enhance public engagement and information



For More Information

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Dallas-Fort Worth
CLEAN CITIES

Update on EV Charging Station Programs and Request for Matching Funds

Jared Wright
Senior Air Quality Planner

Surface Transportation Technical Committee

September 27, 2024

Upcoming Regional EV Charger Investments

Electric Vehicle Charger Reliability and Accessibility Accelerator (EVC-RAA)

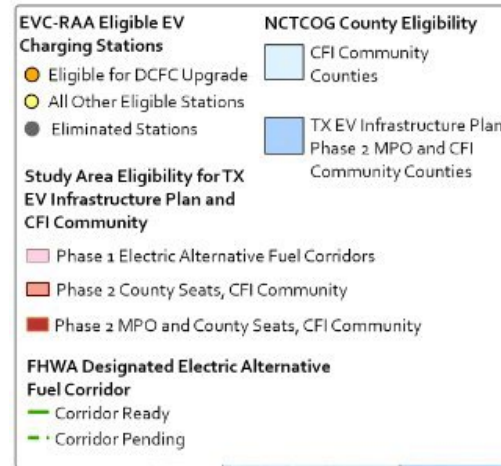
\$3.6 million to repair and replace non-operational chargers in the 16-county NCTCOG region

Charging and Fueling Infrastructure(CFI) Community

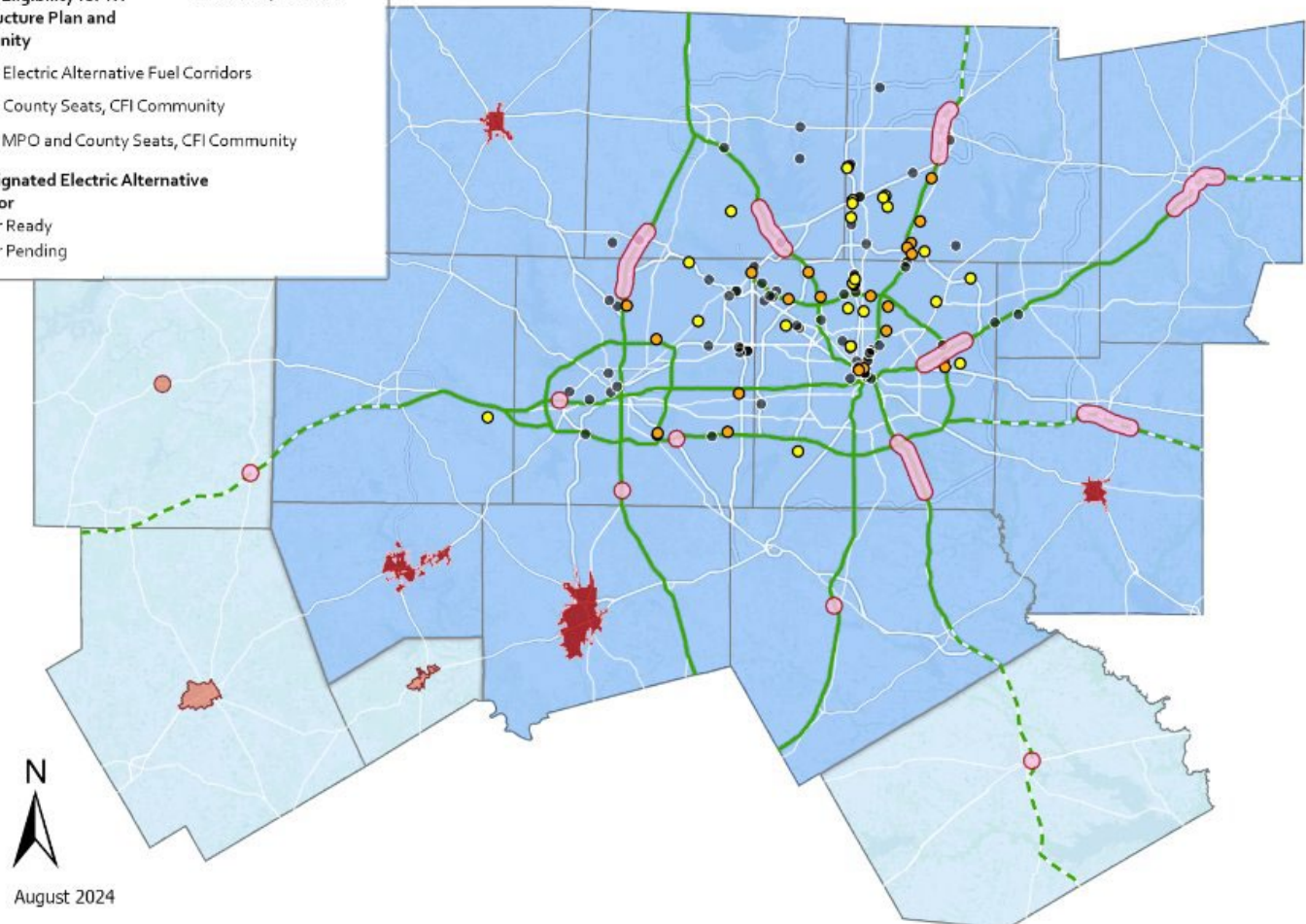
\$15 million for up to 100 EV charging ports in the 16-county NCTCOG region

Texas EV Infrastructure Plan

~\$70 million for NCTCOG Metropolitan Planning Area (MPA) and county seat sites (Managed by TxDOT)



Eligibility for Various Programs Investing in EV Charging Across the NCTCOG Region



Regional EV Charger Investments

Program:	EVC-RAA \$3.6 Million	CFI Community \$15 Million	Texas EV Infrastructure Plan: Phase 2 MPO Allocation ~\$60 Million
Eligibility	<p>Subset of Locations Prescribed by FHWA</p> <p>“Like for Like” Charger Upgrade OR Upgrade to DC Fast Charge if within 1 mile of designated highway corridor</p>	<p>Public Sector Properties</p> <p>Level 2 or DC Fast Charge; proposal emphasized DC Fast Charge</p>	<p>Not Defined; has Trended Toward Private Sector Properties</p> <p>Level 2, DC Fast Charge, or Medium/Heavy Duty Truck Charging; TxDOT has advised <i>against</i> Level 2</p>
Emphasis Areas*	<p>Connecting the Region</p> <p>Proximity to Existing/Planned Stations</p> <p>Increasing Access in Key Areas</p> <p>Streamlining NCTCOG Implementation</p>	<p>Justice 40 Areas</p> <p>Areas with Low Ratio of Private Parking or High Ratio of Multi-Family Housing</p> <p>Sites that can also Serve as Multi-Modal or Fleet Charging Hubs</p> <p>Rural Areas</p>	<p>To Be Determined; Preliminary Ideas:</p> <p>Evacuation Routes and “Secondary Highways” not Designated as Alternative Fuel Corridors (e.g. US 287, US 380, etc.)</p> <p>Medium-/Heavy-Duty Truck Charging Hubs</p>



Kick-Off Meeting on EV Charging Station Projects

Presenting More Detailed Information on Each Program

Seeking Local Government Input

How best can we leverage the 3 programs to complement and not duplicate?

What principles should guide recommendations to TxDOT related to MPO Allocation ?

Who would like to install EV charging on publicly-owned properties?

Seeking Completion of a Survey following the meeting: forms.office.com/r/R3aCZFrnxnC

When: Wednesday October 2, 2:30 – 4:00pm

Where: Virtual via Zoom

Register: publicinput.com/nctcogEVcharging

Sign up to receive updates on future meetings and engagement opportunities as these projects move forward:

publicinput.com/nctcogevcharging



DFW National Drive Electric Week (NDEW)

Part of a nationwide celebration to educate the public on the benefits of owning an electric vehicle

Date: Sunday, October 6, 2024

Time: 10:00am to 2:00pm

Location: Tanger Outlets, 15853 North Fwy, Fort Worth, TX 76177

Seeking public input on charging station locations

Go to www.driveelectricdfw.org, to attend our event or promote using the outreach toolkit



FHWA CFI Community Program Awarded Project

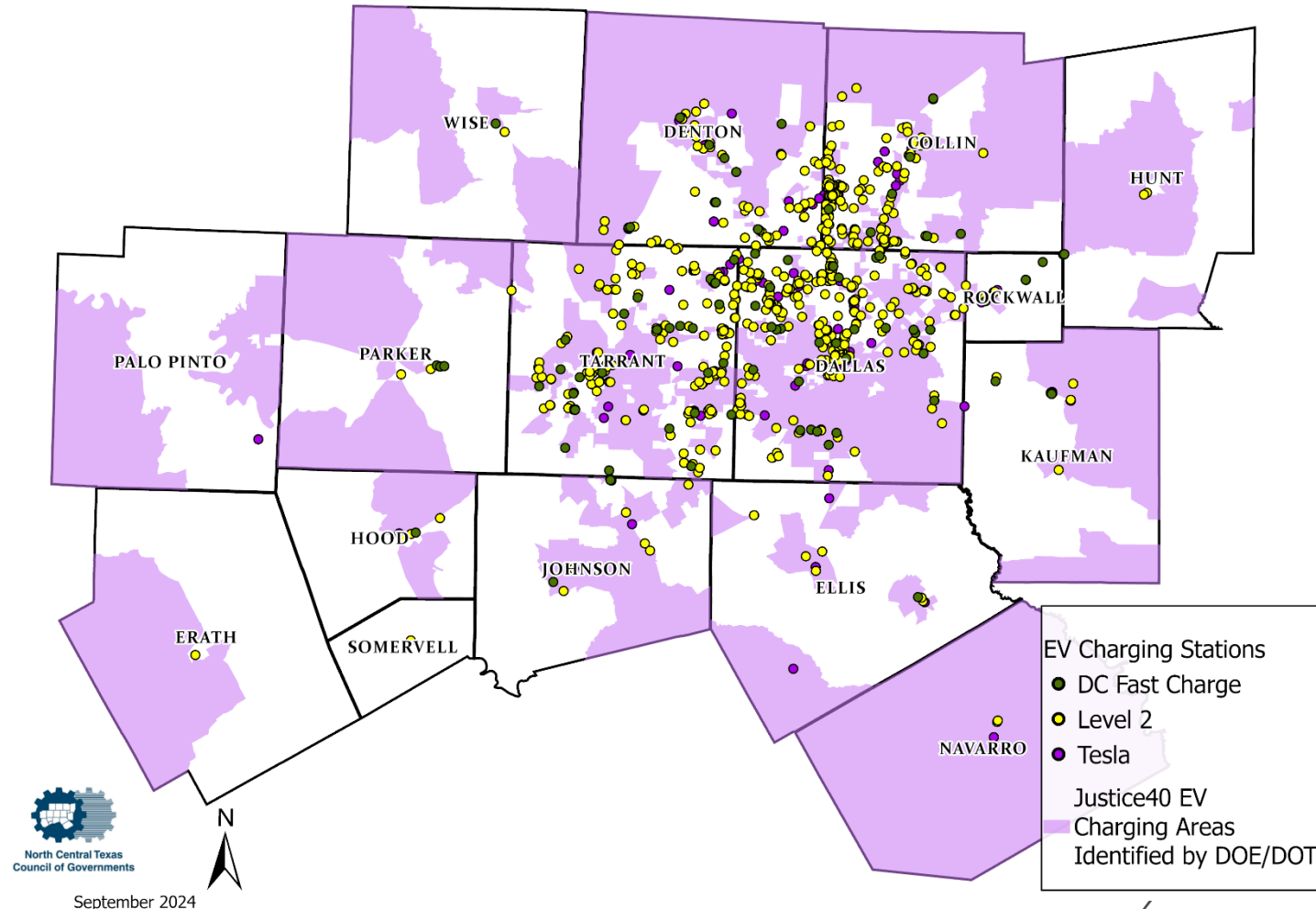
\$15 million awarded to build up to 100 EV charging ports regionwide

At least 50% in Justice40 Areas

Ensure timely project implementation

Create specialized technical teams (EV Charging “Dream Team” consultant) to expedite requirements: zoning, permitting, codes, Buy America, NEPA

Currently Available Electric Vehicle Chargers in the NCTCOG Region



Project Budget

Clarification received from FHWA: requirement for private sector to provide 20% non-federal share does not apply to “development phase” activities

Requesting approval to modify project budget to use regional Transportation Development Credits (TDCs) as non-federal match for development phase activities, including NCTCOG administrative costs and specialized technical team (“Dream Team” consultants)

	Original Proposal Budget	Requested Modification
Total Project	Up to \$18,750,000	Up to \$17,990,529
Federal Funds	Up to \$15,000,000	Up to \$15,000,000
Matching Funds <ul style="list-style-type: none">• “Development phase” match does not have to be secured through private sector• Match for acquisition, construction, installation, operations, and maintenance costs must be provided by private sector entities (anticipate securing from selected vendors)	Up to \$3,750,000	Up to \$2,990,529 and 607,577 TDCs



Project Schedule

Proposed Milestone	Date
STTC Recommendation of RTC Approval for Use of TDCs	September 27, 2024
RTC Approval for Use of TDCs	October 10, 2024
Executive Board Authorization to Execute Agreement with FHWA	October 24, 2024
Execute Agreement with FHWA	Upon board authorization and FHWA approval of the project in the FY25-28 STIP



Action Requested

Recommend Regional Transportation Council approval for:

NCTCOG to use up to 607,577 Regional Transportation Development Credits as non-federal match for NCTCOG administrative costs and hiring of specialized technical teams to implement the CFI Community Program Award

Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes



Contact Us



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**Dallas-Fort Worth
CLEAN CITIES**



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Update on EV Charging Station Programs and
Request for Matching Funds

BIL Fact Sheet Excerpt

Housing Coordination

- The BIL makes several changes to include housing considerations in the metropolitan transportation planning process, including—
 - updating the policy to include, as items in the national interest, encouraging and promoting the safe and efficient management, operation, and development of surface transportation systems that will better connecting housing and employment; [§ 11201(d)(1); 23 U.S.C. 134(a)(1)]
 - adding officials responsible for housing as officials with whom the Secretary shall encourage each MPO to consult; [§ 11201(d)(2); 23 U.S.C. 134(g)(3)(A)]
 - requiring the metropolitan transportation planning process for a metropolitan planning area to provide for consideration of projects and strategies that will promote consistency between transportation improvements and State and local housing patterns (in addition to planned growth and economic development patterns); [§ 11201(d)(3); 23 U.S.C. 134(h)(1)(E)]
 - adding assumed distribution of population and housing to a list of recommended components to be included in optional scenarios developed for consideration as part of development of the metropolitan transportation plan; [§ 11201(d)(4)(A); 23 U.S.C. 134(i)(4)(B)]
 - adding affordable housing organizations to a list of stakeholders MPOs are required to provide a reasonable opportunity to comment on the metropolitan transportation plan; and [§ 11201(d)(4)(B); 23 U.S.C. 134(i)(6)(A)]
 - within a metropolitan planning area that serves a transportation management area, permitting the transportation planning process to address the integration of housing, transportation, and economic development strategies through a process that provides for effective integration, including by developing a housing coordination plan. [§ 11201(d)(5); 23 U.S.C. 134(k)]

KERA NEWS

HOUSTON TO DALLAS HIGH-SPEED RAIL RECEIVES \$63.9 MILLION FEDERAL GRANT

By Kyle McClenagan

September 4, 2024

Amtrak has received a nearly \$64 million grant to continue planning the Texas High-Speed Rail project after several years of stagnation due to the COVID pandemic.

The project — which proposes a less than 90-minute high-speed rail route between Houston and Dallas, with one stop in the Brazos Valley — has been progressing through the early planning and development stages for the past several years as it continues to lobby for support among Texans and representatives alike. According to early concepts of the route, the Houston station would be located at the Northwest Mall site near the interchange of US 290 and Interstate 610.

The \$63.9 million grant was awarded last month as part of \$153 million in funding made available by the U.S. Department of Transportation's Federal Railroad Administration ([FRA](#)) in early July. According to FRA, the funds were created as part of the bipartisan Infrastructure Investment and Jobs Act which was passed under the Biden Administration in Nov. 2021. The main goal of the grant money is to "initiate, restore and enhance intercity passenger rail services." This most recent influx of federal money follows on the heels of a [\\$500,000 grant](#) to Amtrak in December 2023.

In August 2023, Amtrak said that it was exploring the possibility of a partnership with Texas Central, the company originally behind the Houston-Dallas corridor concept. Less than a year later, Amtrak's senior vice president and head of high-speed rail development, Andy Byford, [announced](#) Amtrak was officially in charge of the project.

"One of the first things Amtrak did in taking over the project was to undertake research to see [if] the demand is still there post-COVID that the same research indicated there was pre-COVID," he said in April during the 2024 Southwestern Rail Conference. "The actual forecast, in terms of the projected ridership, is very strong and that's important because that means you can then make a business case for the capital investment."

It is currently unclear what changes, if any, Amtrak has made to the plans for the Texas High-Speed Rail Corridor, but Byford said during his presentation that the Houston to Dallas route was nearly a perfect candidate.

"You want to have a line that is reasonably easy to construct, that has relatively straightforward topography," he said. "You're looking for routes which maybe have suboptimal alternatives, maybe a very dangerous and overcrowded interstate or overcrowded airports. If you put together all those characteristics and then you figure out which route you would build, there's one that really stands out and that is Dallas to Houston."

As of the April presentation, Byford said Amtrak and the Japanese government have entered a non-binding agreement to move the project forward again. According to Byford, the hope would be to use an N700S Series Shinkansen train from Japan. This would mean the 240-mile route

between Houston and Austin could be completed in under 90 minutes at 205 MPH, which would be the fastest average train journey in the world.

"The Shinkansen has a flawless safety record," he said. "It has not had a single chain-cause fatality in its whole operation since 1964 and that's because what you're buying is a system."

If Amtrak can accomplish its ambitious goal, Byford said it could begin a new age of high-speed rails across the U.S.

"If we are successful in putting together that funding package ... then we will be looking to open in the early 2030s and that includes testing, commissioning, trial operations, and everything else," he said. "So, watch this space. There [are] still a lot of big hurdles to overcome, but I really do think that this, if we can pull it off, will be an absolute jewel in Texas's crown."

Amtrak did not immediately respond to a request for comment regarding the new grant, but Byford told the [Texas Rail Advocates](#) that the project has now progressed into the final step of the FRA Corridor Identification Program.

However, not everyone is in favor of the proposed high-speed corridor, including the organization ReRoute the Route — which was created by "Texas business and civic leaders" to lobby against the corridor's creation.

Citing the federal budget deficit and the nation's more than \$35 trillion in debt, federal affairs advisor to ReRoute the Route, John Sitalides, said the nearly \$64 million should be spent on something else.

"Because Texas is not Japan or China or Europe, the Texas Legislature prohibits wasting a single state taxpayer dollar on this boondoggle's severe public hazards," he said in a statement to Houston Public Media. "The White House would better spend that \$64 million to build or repair schools, hire hundreds of border patrol agents, or deliver health care to thousands of veterans in need."



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

August 27, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

This letter requests your review of a reimbursement request to the Federal Aviation Administration on behalf of the Regional Transportation Council (RTC) related to the Fort Worth Alliance Airport Runway Extension Project (Project). The RTC is the policy body for the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area.

The Project was a multi-phase effort to extend the runway to a length of 11,000 feet to accommodate international cargo flight operations to and from Alliance Airport. At the time, the existing Farm-to-Market Road (FM) 156 and the mainline tracks of the Burlington Northern Sante Fe Railway (BNSF) were in the path of the runway and taxi extensions. The Project was funded in part by Federal Aviation Administration (FAA) funds, City of Fort Worth land donations, local bond funds, and RTC Regional Toll Revenue Funds (i.e., local toll revenues). The project was funded in 2008.

The RTC allocated \$80 million in Regional Toll Revenue Funds to relocate the BNSF mainline and FM 156, so the runway could be extended. The RTC did so on the condition that once the Project was complete, future FAA discretionary grants would be used to repay the funds allocated by the RTC. The source of the funds allocated by the RTC were local toll revenues paid by users of toll roads in the Dallas-Fort Worth region.

At the time, the City of Fort Worth and Alliance Airport indicated they were regularly receiving approximately \$10 million per year in FAA funds for airport improvements, but would have to save up eight years' worth of revenue to extend the runway. The RTC was asked to expedite the project by providing earlier cash flow to be repaid each year as FAA funds were awarded. The initial reimbursement was to be \$10 million per year over approximately 8 years. We have tried in the past to seek reimbursement unsuccessfully. After the FAA funds had not been allocated for this purpose, the City of Fort Worth and the RTC negotiated that the City would seek a reduced amount of approximately \$36M in reimbursement through the FAA discretionary grant program. With the creation of the Infrastructure Investment and Jobs Act, we are attempting again to seek reimbursement for these groundbreaking projects.

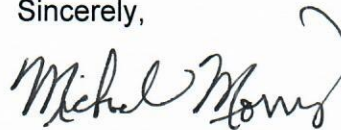
August 27, 2024

An innovative part of the funding for the Runway Extension Project was the use of toll revenues to move Class I Railroad mainline tracks, so that a facility on the state highway system (i.e., FM 156) could be relocated to allow for the northern extension of the Alliance Airport Runway to accommodate international flight operations. Without the \$80M in toll road user fees allocated by the RTC, the Runway Extension Project would not have been possible. The project was completed in 2015 and has been an outstanding success.

Representatives from the City of Fort Worth, Alliance Airport, and the RTC have requested the FAA, as part of its annual discretionary grant program, to consider reimbursing a portion of the funds allocated by the RTC given those funds were instrumental in making the runway extension possible. To date, FAA has declined these requests. I am seeking your assistance in reviewing options to reimburse the RTC funds allocated to this Project.

Should you have any questions, please feel free to contact me at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris". The signature is fluid and cursive, with a large loop at the end.

Michael Morris, P.E.,
Director of Transportation

KK:tmb

cc: Rob Lowe, Southwest Region, Regional Administrator, Federal Aviation Administration
William Johnson, P.E., Assistant City Manager, City of Fort Worth
Russell Laughlin, Executive Vice President, Strategic Development and Innovation, Hillwood



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

August 19, 2024

Mr. Marc D. Williams, P.E.
Executive Director
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701

Dear Mr. Williams:

The North Central Texas Council of Governments (NCTCOG) is committed to the preservation of the Northeast Texas Rural Rail Transportation District (NETEX) as a rail transportation corridor. The NETEX rail line is an important economic driver of goods movement in Northeast Texas and has potential for growth; however, the entire corridor needs infrastructure improvements, including improving the track and bridges, in order to bring it into a state of good repair.

The NETEX railroad corridor is important to both the Northeast Texas and North Central Texas regions and NCTCOG is dedicated to making the corridor more viable. The corridor runs from the Titus-Franklin County line to Wylie/Lavon in Collin County. A portion of the corridor is located within the NCTCOG region from Greenville in Hunt County to Lavon in Collin County (see the enclosed map for reference). Much of the corridor in the NCTCOG region does not have tracks or active rail operations. To help preserve the right-of-way for future rail operations and prevent the use of the corridor for uses such as toll roads, NCTCOG plans to do the following:

- Request the Regional Transportation Council fund the purchase of the right-of-way located within the NCTCOG region.
- Propose a temporary, soft surface hike-and-bike trail within the NETEX right-of-way where there is no existing rail infrastructure.
- Preserve the corridor for future rail use and provide interim use of the corridor.

In the remaining section with existing railroad tracks and operations, NCTCOG will recommend funding to improve the rail infrastructure to bring the rail tracks, bridges, and other infrastructure up to a state of good repair.

The importance of maintaining the NETEX right-of-way as a freight-focused rail line cannot be overstated for both TxDOT and NCTCOG. NCTCOG understands that TxDOT owns portions of the right-of-way in the NETEX corridor and has a lien on a section of the corridor. NCTCOG would like to partner with TxDOT to help resolve any hurdles that would prevent the improvement of the NETEX corridor and to identify partnership opportunities for future funding initiatives to improve the NETEX rail line.

We look forward to furthering the partnership between our agencies and continuing to work with you on this important matter. Thank you for your time and consideration. If you would like to discuss this further, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, stylized "M" and "M".

Michael Morris, P.E.
Director of Transportation

MJ:cmg
Enclosure

cc: Ceason Clemens, P.E., Dallas District Engineer, Texas Department of Transportation
Christie Gotti, Senior Program Manager, North Central Texas Council of Governments
Karla Windsor, Senior Program Manager, North Central Texas Council of Governments

NETEX Right of Way

Legend

- North American Rail Network
- NEXTEX Operational Right of Way
- NETEX Non-Operational Right of Way in Hunt County
- NETEX Non-Operational Right of Way in Collin County

FREIGHT
NORTH TEXAS



North Central Texas
Council of Governments





NCTCOG PRESENTATION

Miles Matter Program Update Auto Occupancy/High Occupancy Vehicle Quarterly Report

Surface Transportation Technical Committee
September 27, 2024
Natalie Bettger, NCTCOG

Evolution of the Program

2006 - NCTCOG

RTC Tolled Managed Lane
Policy Established

- Initial deployment of manual HOV verification
- Explore automated verification

2017 – NCTCOG/TxDOT

Contract with Carma
Technologies for occupancy
detection and verification

2023 – TxDOT/NCTCOG

Contract with Carma
Technologies to Implement
Miles Matter

- Use of GoCarma for travel related credits
- Pilot test travel behavior incentives

2013 – LBJE ML Opens

LBJE opens with app-based
HOV declaration and manual
enforcement through Drive On
TEXpress app

2020 – NCTCOG/GoCarma

GoCarma occupancy
detection and verification app
went Live

2024 – NCTCOG/TxDOT

September Soft-Launch of
Miles Matter pilot test using
GoCarma app

High Occupancy Vehicle (HOV) Discounts – GoCarma App

TEXPress Managed Lanes (NCTCOG)



120-Mile TEXpress Lane Network

Drivers must use GoCarma to verify their HOV status to qualify for peak period discounts.



Integrated with 2 Toll Systems

Simple query to GoCarma system to request the HOV status of any registered vehicle.



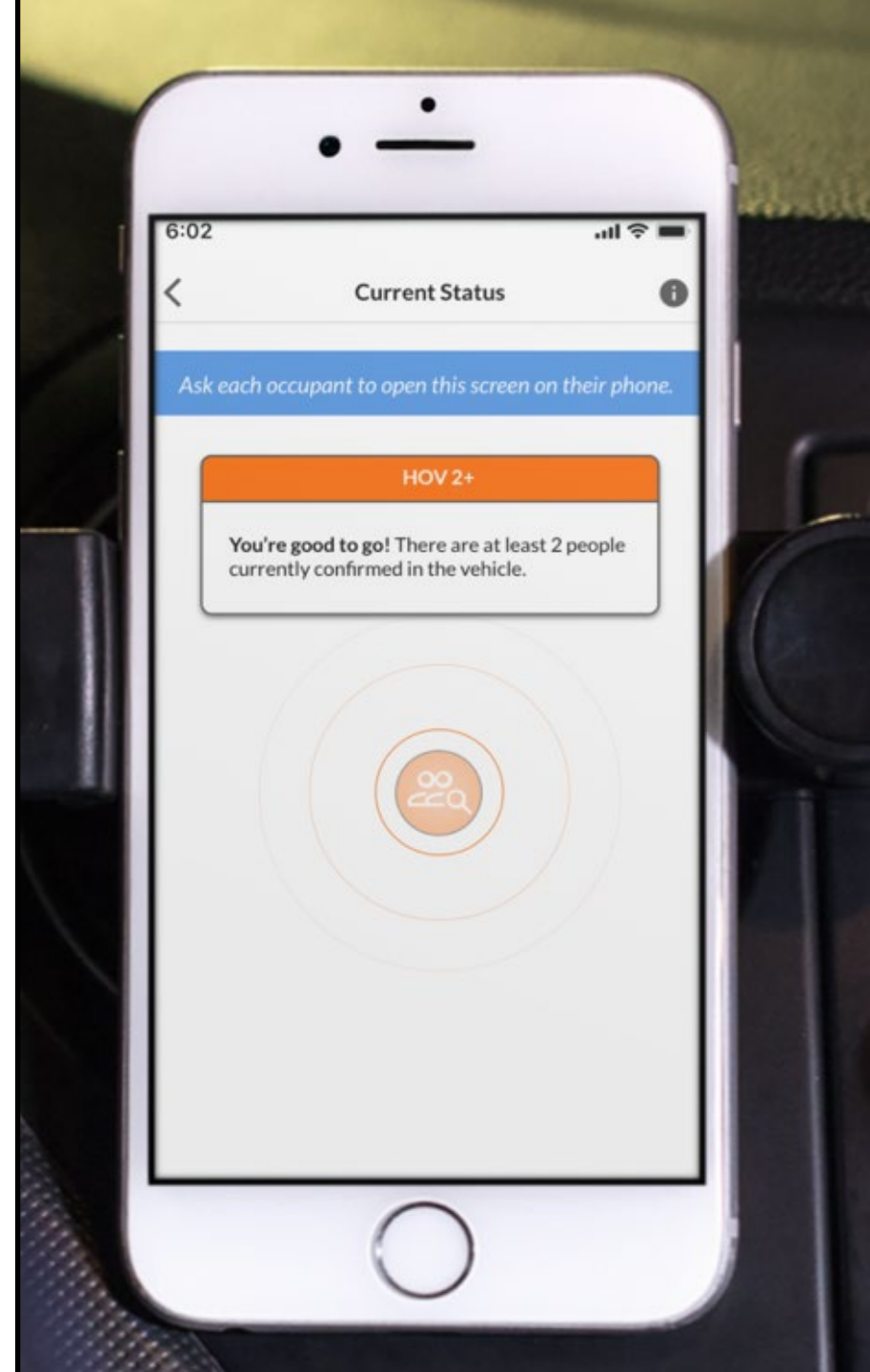
5.4 Million Toll Transactions Processed

HOV status verified for toll transactions associated with 75,000+ people in DFW.



Fully Automated and Easy

Eliminated roadside enforcement and 800+ monthly support calls.

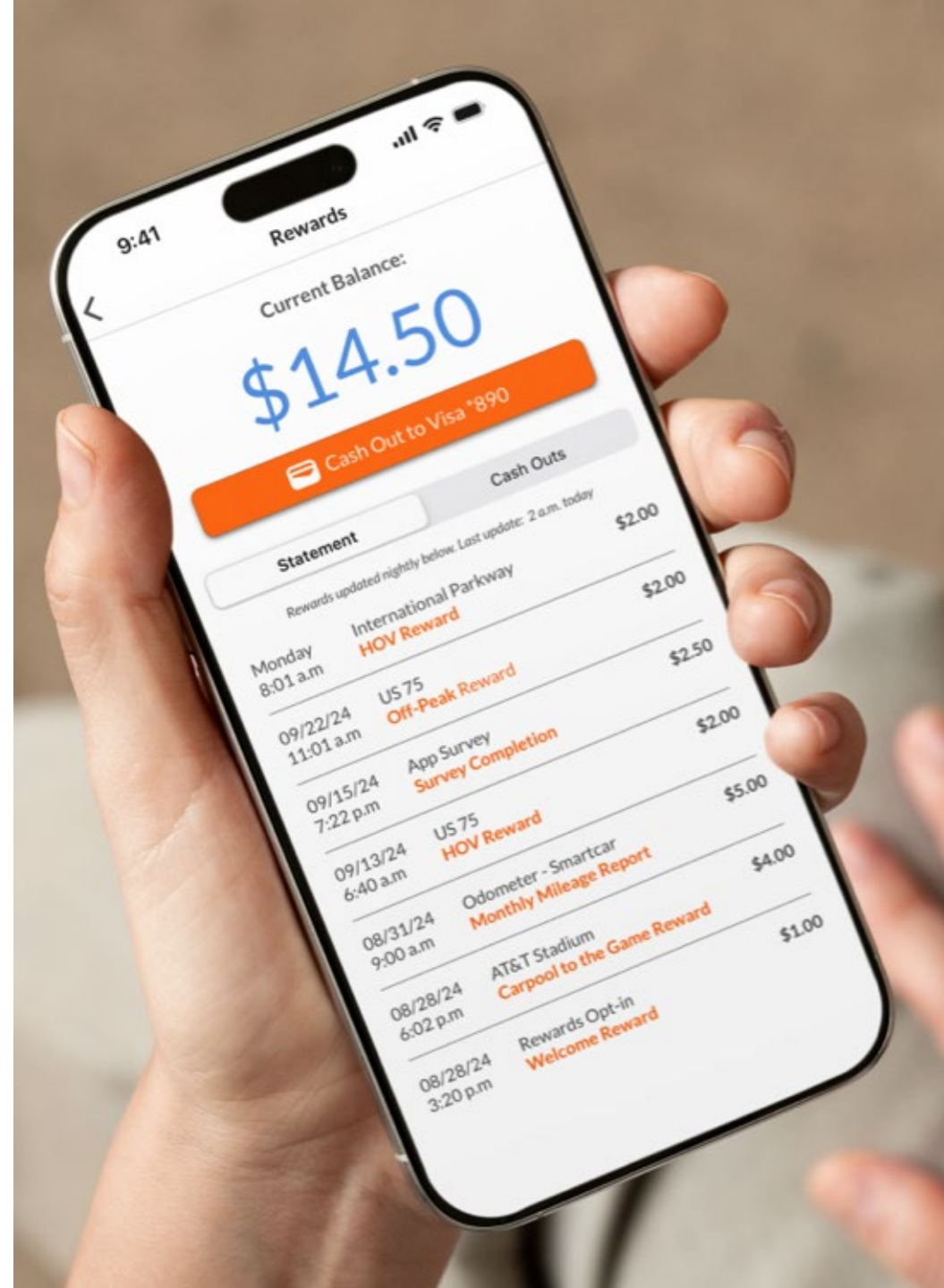


Miles Matter Program: Travel Behavior Incentives

Aligned to Policy Objectives Smartphone-Based Accounting

- Voluntary Program
- Personalized, Targeted Incentives for
 - HOV Travel
 - Peak Hour Avoidance
 - Congestion Avoidance
- No Roadside Infrastructure Required
- Works Everywhere*
- Utilize Points for Gift Cards
- In-App Transaction Transparency
- Full Accounting and Impact Reporting

* Limited to target corridors and travel behaviors in Miles Matter pilot project



User Experience

Smartphone-Based Hands-Free Drive Verification



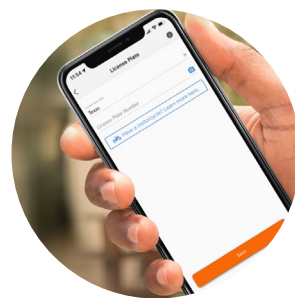
1. Download

GoCarma app for iOS and Android



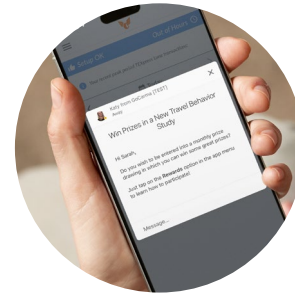
2. Sign Up

Enter name, email, phone number



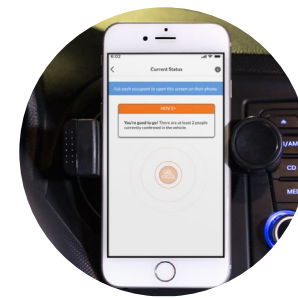
3. Add Vehicles

Enter or scan the license plate



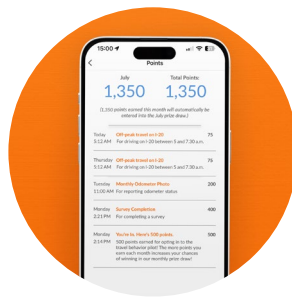
4. Join Reward

Select users will be invited to join the rewards program.



5. Just Drive

App verifies travel **automatically** when you drive in a target corridor.

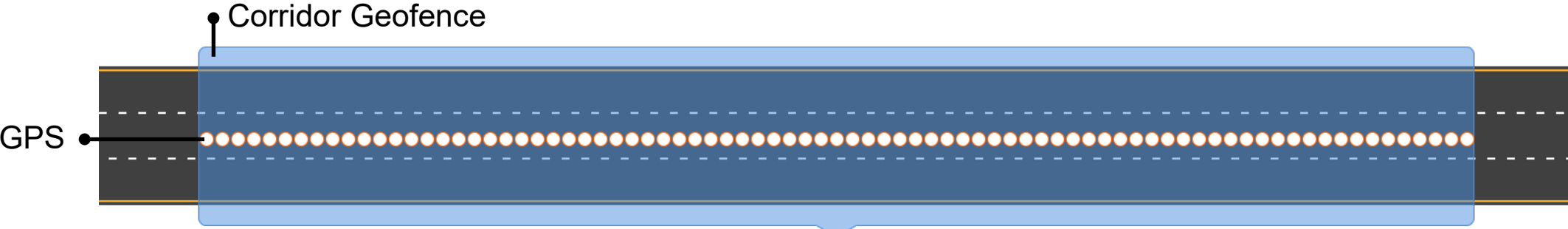


6. Earn Points

Points for desired behavior change will automatically be added to your app.

Smart Transactions

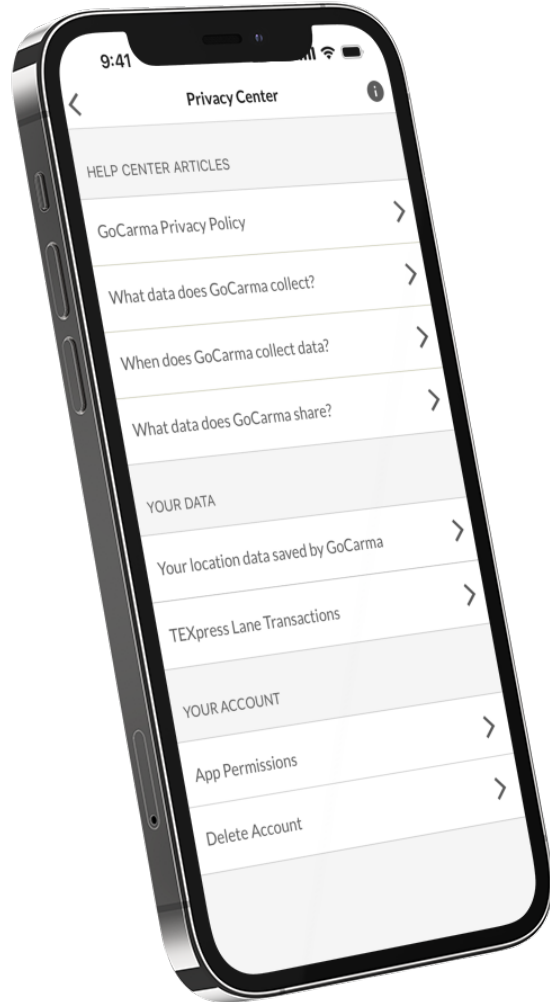
Automated Transaction Processing within Corridors



- Time
- Location
- Vehicle
- Vehicle Class
- Speed
- Direction
- Occupancy
- Traffic Condition
- Air Quality Condition

Privacy First

Designed for Comprehensive Privacy Preservation



In-App Privacy Center

Data Collection Within Geofenced Zones Only

Data Collection During Defined Time Periods Only

Transparent Access to Stored GPS Data

No unnecessary Data Collection

User Control of All App Permissions

Access, Modification and Erasure of Personal Data

No Sharing of Personal Data

Data Hosted on AWS Servers in the U.S. Only

Program Schedule

Soft-Launch – September 3, 2024

~ 500 participants from existing Carma users and by invite only

IH 35W

Receive Points:

Participating

Completing Surveys

Odometer Reading

Travel on I-35W between 5:00-7:00 AM and 9:00-11:00 AM

Phase Scenario / Corridor Launch – Fall 2024 to Fall 2025

Implement Various Scenarios

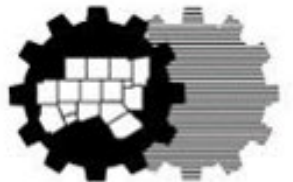
Implement on Various Corridors

Open to Additional Participants

Project Wrap-up – December 2025





High-Occupancy Vehicle Quarterly Report



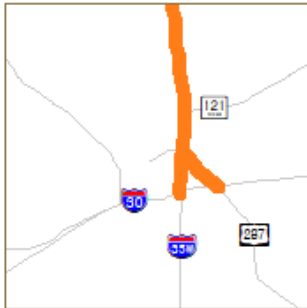
North Central Texas
Council of Governments

Managed Lane System

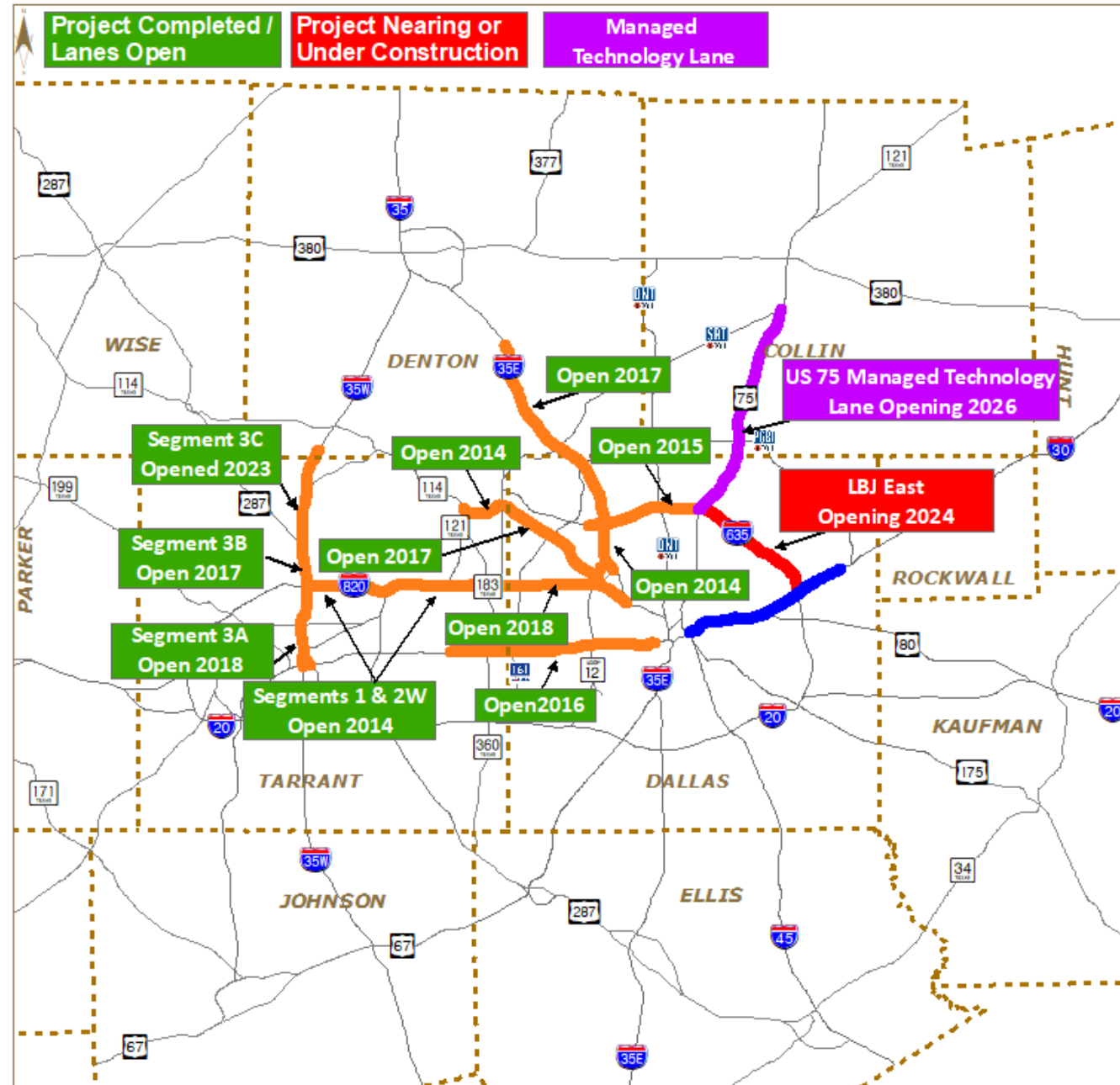
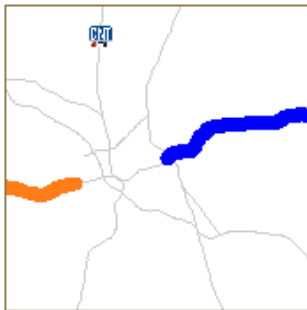
Current Express/HOV + New Managed Lanes

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

Fort Worth CBD



Dallas CBD



Toll Managed Lane Data Monitoring

Cumulative December 2013 – August 2024

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

\$10,241,569 as of August 2023

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

\$12,407 from October 2014 – September 2024

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

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

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – August 2024

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$6,121,814	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$4,119,755	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through August 31, 2024



HOV Users

January 24, 2020 – August 31, 2024

Users: 76,982

Vehicles: 75,152

Occupant Passes: 13,716



Total and HOV Transactions

January 24, 2020 – August 31, 2024

Total Transactions – 5,733,652

LBJ/NTE Partners – 3,771,622

TxDOT – 1,962,029

Total HOV Transactions – 2,677,688 (~47%)

LBJ/NTE Partners – 1,819,606

TxDOT – 858,082

Unique Vehicles – 67,059



Questions/Contacts

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Transit Strategic Partnerships Program May 2024 Cycle

Surface Transportation Technical
Committee | September 27, 2024
Dora Kelly | Senior Transportation
Planner

Transit Strategic Partnerships Program: Funding Sources

FEDERAL TRANSIT ADMINISTRATION (FTA) apportions Sections 5307¹ and 5310² program funds to our region.

Non-competitive (formula)

About 98% available annually to transit
Provides through Program of Projects
(POP) process

Competitive

(Transit Strategic Partnership Program)

By RTC policy, about 2% is set aside for transit projects that support long-range mobility plan goals and address needs outlined in Access North Texas

¹ Urbanized Area Formula Program (Job Access/Reverse Commute)

² Enhanced Mobility of Seniors and Individuals with Disabilities Program



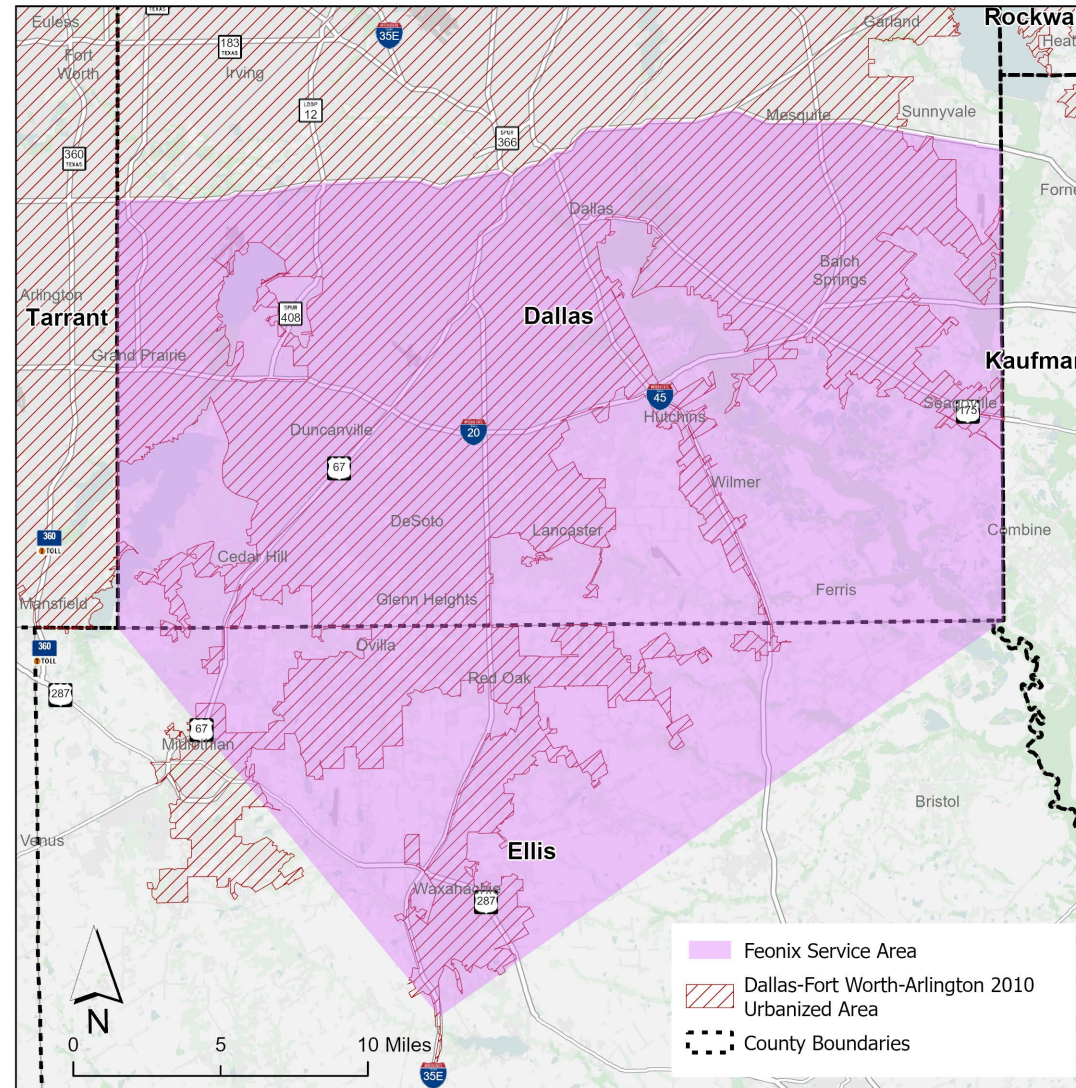
Transit Strategic Partnerships Program: Program Elements/Eligibility

Competitive funding program to support transit project ideas and implement services that address goals from Mobility 2045 Update and Access North Texas

Eligible Applicants	Transit authorities Public Transit providers Non-profits (encourage partnership with an existing transit provider)	Project Elements	Cannot be used for operating shortfalls Must be within Urbanized Area (UZA) Encourage partnerships and collaboration between non-service providers (non-profits) and transit providers
Eligibility	Must be an entity that can receive federal funds		
Project Length	Typically, a 2-3 year pilot		Address innovation, Access North Texas, recent transit study recommendations, accessibility, environmental justice, transit dependent populations, risk



Transit Strategic Partnerships Program: Filling the Transportation Gap



May 2024 Cycle Submitted Project: Recommendation Status

Applicant	Project	Description	Federal Total	Status
Feonix Mobility Rising	Transportation Assistance Hub <i>(2-year pilot)</i>	<p>With Mobility Navigators, connect riders with existing public and private transportation services and create sustainable mobility plans to meet rider needs.</p> <p>In Southern Dallas County and portions of Ellis within the Dallas-Fort Worth-Arlington Urbanized Area, offer access to volunteer drivers to fill gaps in service to mobility impaired residents and senior citizens where no other service is available or accessible.</p>	Not to exceed \$475,000	Recommended for Funding



Transit Strategic Partnerships Program: Feonix Mobility Rising Project Background

- Summer 2023** Initial Submission; Staff provided feedback to restructure project in coordination with existing providers and focus within an Urbanized Area.
- November 2023** Project was resubmitted with revised scope. Project was to be evaluated in May 2024 cycle as additional budget information was needed.
- May 2024** Additional information from Feonix Mobility Rising was received and project was the only project received/evaluated through the new cycle.
- Summer 2024** Staff coordination to conduct desk review of organizational capacity and risk assessment.



May 2024 Cycle Submitted Project:

Submitted Project Overview



Service Area:

Southern Dallas County (south of I-30/Hwy 80) and part of Ellis County (I-35 corridor)

Target Populations:

Older Adults (65+) and Individuals with Disabilities

Community Partners Include:

- Dallas County Department of Health and Human Services
- Dallas County Commission, District 4
- Dallas Area Rapid Transit
- STAR Transit
- My Ride Dallas



Transit Strategic Partnerships Program: Program Funding Overview

	Dallas-Fort Worth-Arlington UZA		Denton-Lewisville UZA	
	Section 5307	Section 5310	Section 5307	Section 5310
Total Available¹	\$1,998,204	\$8,905,741	\$798,896	\$713,890
May 2024 Cycle Project Requests	\$0	\$475,000	\$0	\$0
Remaining Funds in Transit Strategic Partnerships Program	\$1,998,204	\$8,430,741	\$798,896	\$713,890

¹ Program funding includes estimated amounts from Federal Transit Administration FY2024 Apportionment set-aside for regional transit projects.



Transit Strategic Partnerships Program: Funding Cycle

Now
Accepting
Proposals!!

Ideas accepted on a rolling basis, and evaluated twice a year
(currently in November 2024 Cycle)



¹Projects may get shifted to next cycle if more development is needed

²TIP mod deadlines subject to change



CONTACT INFORMATION



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Program Email: TransitSPP@nctcog.org

<https://www.nctcog.org/trans/funds/cfps/transit-strategic-partnerships-program>





Low-Carbon Transportation Materials (LCTM) Grants Program – Federal Highway Administration

Surface Transportation Technical Committee | September 27, 2024

Analisa Garcia, Air Quality Planner

LCTM Grants Program Overview

Established under the Inflation Reduction Act (IRA).

\$2B grant program to reimburse/provide incentives for use of transportation materials with lower levels of embodied greenhouse gases.

Helps eligible transportation agencies update/develop language and identification activities to use LCTMs on Federal-aid construction projects.

\$1.2 billion made available to State DOTs (Request for Applicants (RFA) closed June 10, 2024). \$800 million available to non-State DOTs through Notice of Funding Opportunity (NOFO).



Non-State DOT Program Overview and Eligibility

Federal Highway Administration (FHWA) Low-Carbon Transportation Material (LCTM) Grants Program

Available Funding	\$800 million to target non-State applicants (No minimum or maximum application amounts).
Eligible Applicants	A unit of local government; a political subdivision of a State; a territory of the United States; an entity described in 23 U.S.C. 207(m)(1)(E); a recipient of funds under 23 U.S.C. 203; a metropolitan planning organization (MPO) ; a special purpose district or public authority with a transportation function.
Eligible Projects	<ul style="list-style-type: none">• Federal-aid highways• Tribal transportation facilities• Federal lands transportation facilities• Federal lands access facilities• Funds may be used for activities required to develop a process to demonstrate that materials:<ul style="list-style-type: none">- meet the standard of ‘substantially lower embodied carbon’- are appropriate for use on eligible construction projects



Program Benefits

New program under the IRA

Increasing the use of lower carbon materials in infrastructure development.

Facilitating the use of low carbon transportation materials while ensuring appropriateness for use.

Promoting technology transfer and enhancing workforce development.

Encouraging eligible entities to begin LCTM activities and building successful low carbon transportation material identification frameworks.

Supports the LCTM Measure in the Dallas-Fort Worth Air Quality Improvement Plan
(www.publicinput.com/dfwAQIP)



Eligible Material Categories

- ✓ Concrete (and cement)
- ✓ Glass
- ✓ Asphalt Mix
- ✓ Steel
- ✓ Assemblies comprised of at least 80% of materials that qualify under EPA's interim determinations, by total cost or weight.

- * **LCTM Program funds cannot be used for projects that add through-travel lanes for single occupant passenger vehicles.**
- * **This program is not intended to fund entire construction projects.**

Funding

Incentive Amount

Equal to 2% of cost of low carbon construction materials/products.

Incremental Amount

Reimbursement equal to incrementally higher cost of using eligible materials and products.

FHWA will not consider previously incurred costs or previously expended or encumbered funds for reimbursement.

Applicant can request reimbursement for work done to determine material eligibility.

At applicant's request, State DOT can serve as pass-through to the non-State entity awarded the grant.

Funds must be obligated by September 30, 2026, and expended by September 30, 2031.



Application

One application per eligible applicant.

Application can:

- Project bundle;
- Include multiple materials;
- Include different classes of eligible materials on multiple construction projects.

Merit Criteria

- ✓ Substantially Lower Embodied Carbon Identification
- ✓ Quality Assurance and Materials Acceptance
- ✓ Use of Materials and Products on Construction Products
- ✓ Schedule and Budget

Each eligible application will receive overall rating of “**Responsive**” or “**Not Responsive.**”



Schedule

Milestone	Date
Surface Transportation Technical Committee Information	September 27, 2024
Regional Transportation Council Information	October 17, 2024
Surface Transportation Technical Committee Action	October 25, 2024
Regional Transportation Council Action	November 14, 2024
Executive Board Approval	November 21, 2024
FHWA Application Deadline	November 25, 2024
Anticipated Notification of Selection	Winter 2024/2025
Obligation Date for FY 2022 LCTM Funds	September 30, 2026
Expenditure Date of LCTM Funds	September 30, 2031



Contact us

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





North Central Texas Council of Governments

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

DATE: September 13, 2024

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

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

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

Since February 2003, 135 classes have been offered at the first responder level to 3,734 students in the areas of police, fire, department of public safety, towing, Emergency Medical Service (EMS), Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 37 classes have been offered at the executive level to 1,400 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); However, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at www.nctcog.org/TIMTraining.

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility

**616 Six Flags Drive, Centerpoint Two
P.O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 FAX: (817) 640-3028
www.nctcog.org**

assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour FHWA Traffic Incident Management program for all certified firefighters within one year of appointment to a regulated entity. Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

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

You are invited to attend the Traffic Incident Management Executive Level Course scheduled for Thursday, November 7, 2024, from 10 am to 12 pm. The course will be held in the Transportation Council Room at NCTCOG offices at 616 Six Flags Dr. Arlington 76011. There is no charge for this event.

Please register on our NCTCOG TIM Training Program page at www.nctcog.org/TIMTraining or contact Charlene Collins of NCTCOG at ccollins2@nctcog.org or 817/608-2330 by Friday, November 1, 2024. We look forward to your participation on November 7, 2024.



Michael Morris, P.E.

CF:cc

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



EXECUTIVE LEVEL INCIDENT MANAGEMENT TRAINING OPPORTUNITY

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

NOVEMBER 7, 2024 | 10AM - 12PM | IN-PERSON MEETING

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

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

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

Goals of the Traffic Incident Management Executive Level Course:

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

Register at: www.nctcog.org/TIMTraining

Contact: Ccollins2@nctcog.org | 817-608-2330



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

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
City of Allen	Fire Department			0		City of Dallas	Fire Department			6	
	Police Department			21			Police Department			7	
City of Alvarado	Fire Department			0		City of Decatur	Fire Department			0	
	Police Department			6			Police Department			3	
City of Amarillo	Fire Department			0		City of Denton	Fire Department			1	
	Police Department			3			Police Department			20	
City of Argyle	Fire Department			0		City of Desoto	Fire Department			0	
	Police Department			3			Police Department			1	
City of Arlington	Fire Department			1		City of Duncanville	Fire Department			0	
	Police Department			34			Police Department			4	
City of Aubrey	Fire Department			5		City of Ennis	Fire Department			0	
	Police Department			0			Police Department			4	
City of Azle	Fire Department			0		City of Euless	Fire Department			1	
	Police Department			1			Police Department			4	
City of Balch Springs	Fire Department			1		City of Farmer's Branch	Fire Department			0	
	Police Department			1			Police Department			6	
City of Bedford	Fire Department			0		Town of Flower Mound	Fire Department			0	
	Police Department			6			Police Department			1	
City of Benbrook	Fire Department			0		City of Forest Hill	Fire Department			0	
	Police Department			24			Police Department			7	
City of Bridgeport	Fire Department			0		City of Forney	Fire Department			18	
	Police Department			1			Police Department			13	
City of Burleson	Fire Department			0		City of Fort Worth	Fire Department			0	
	Police Department			6			Police Department			17	
City of Caddo Mills	Fire Department			0		City of Frisco	Fire Department			2	
	Police Department			1			Police Department			2	
City of Carrollton	Fire Department			3		City of Garland	Fire Department			2	
	Police Department			12			Police Department			1	
City of Cedar Hill	Fire Department			0		City of Glenn Heights	Fire Department			2	
	Police Department			2			Police Department			10	
City of Celina	Fire Department			0		City of Granbury	Fire Department			0	
	Police Department			2			Police Department			7	
City of Cleburne	Fire Department			1		City of Grand Prairie	Fire Department			0	
	Police Department			6			Police Department			1	
City of Colleyville	Fire Department			0		City of Grapevine	Fire Department			1	
	Police Department			4			Police Department			8	
City of Coppell	Fire Department			0		City of Greenville	Fire Department			0	
	Police Department			6			Police Department			5	
City of Corinth	Fire Department			0		City of Hickory Creek	Fire Department			0	
	Police Department			6			Police Department			5	
City of Corsicana	Fire Department			1		City of Highland Park	Fire Department			0	
	Police Department			0			Police Department			1	
City of Cresson	Fire Department			1		City of Hurst	Fire Department			0	
	Police Department			0			Police Department			15	
City of Cross Roads	Fire Department			0		City of Hutchins	Fire Department			0	
	Police Department			3			Police Department			1	

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

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

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

SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL	SPONSORING AGENCY City, County, DOT, Transit Agency			AGENCY TYPE Police and Fire		TOTAL
COUNTIES						OTHER AGENCIES					
Collin County	Fire Department				0	TxDOT - Dallas District	Mobility Assistance				17
	Sheriff's Department				5						
Dallas County	Fire Department				146	TxDOT - Fort Worth District	Mobility Assistance				20
	Sheriff's Department				9						
Erath County	Fire Department				0	Brownsville	Other				1
	Sheriff's Department				1						
Hood County	Fire Department				0	Bryan	Police Department				2
	Sheriff's Department				1						
Hunt County	Fire Department				0	Dallas/Fort Worth Int'l Airport	Fire Department				0
	Sheriff's Department				2		Police Department				17
							DPS				2
Johnson County	Fire Department				0	LBJ Infrastructure Group	Other				31
	Sheriff's Department				3						
Rockwall County	Fire Department				0	Lindsey Transportation	HOV				16
	Sheriff's Department				34						
Tarrant County	Fire Marshal				0	Lockheed Martin Fire Department	Fire				1
	Sheriff's Department				48						
	Mobility Assistance				42						
Wise County	Fire Department				0	MedStar	EMS				20
	Sheriff's Department				1						
						NTE Mobility Partners	Other				48
						North Texas Tollway Authority	Transportation				99
						Protect Environmental	Other				3
						State of Texas	DPS				133
						Texarkana	Police Department				1
						Trinity Metro	Other				5
						Towing	Wrecker Services				21

**Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - May 2024**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
CITIES/TOWNS										
Town of Addison	1				1					2
City of Allen	2									2
City of Alvarado	3	5								8
City of Anna	2				1					3
Town of Argyle	1		1							2
City of Arlington	5	2	2							9
City of Azle	1	1								2
City of Balch Springs	6	1	1					1		9
City of Bedford	5				1					6
City of Benbrook	2	5								7
City of Burleson	2	1					1			4
City of Caddo Mills	1		1							2
City of Carrollton	2	2			1					5
City of Cedar Hill	3	1			2					6
City of Celina		1								1
City of Cleburne	5	1						1		7
City of Cockrell Hill		1								1
City of Combine	1									
City of Commerce		1								1
City of Coppell	1	1								2
City of Corinth		3								3
City of Crowley	3									3
City of Dallas	4	6	3		7					20
City of Decatur		1								1
City of Denton	2							1		3
City of DeSoto	1	1								2
City of Duncanville	1		1							2
Town of Edgecliff Village		1								1
City of Ennis	2	1	2							5
City of Euless	4	11	1				1			17
City of Everman		1								1
City of Farmersville	2	1								3
City of Farmers Branch					1					1
City of Ferris	5	5								10
Town of Flower Mound	4	3						1	4	12
City of Forest Hill			4							4

**Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - May 2024**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
City of Pilot Point	2									2
City of Plano	4	1	1	1				1	4	12
City of Ponder		3								3
City of Princeton		2								2
City of Prosper		2							1	3
City of Red Oak	2	4								6
City of Reno	1									1
City of Rhome	1	1								2
City of Richardson	9				4					13
City of Richland Hills	2	1			1					4
City of Roanoke	2	1								3
City of Rockwall	4	1								5
City of Rowlett					1					1
City of Royse City		2								2
City of Sachse		1								1
City of Sanger		1								1
City of Sansom Park	2									2
City of Seagoville	3	2								5
City of Southlake	2	1								3
City of Springtown	1									1
City of Stephenville		1								1
Town of Sunnyvale	2									2
City of Terrell	4									4
City of The Colony	2							1	2	5
City of University Park	1									1
City of Venus	5	2								7
City of Waxahachie	2	1								3
City of Weatherford		2						2		4
Town of Westlake		2								2
City of White Settlement	6									6
City of Willow Park	2	2								4
City of Wilmer		2								2
City of Wylie	3	6			2					11
COUNTIES										
Collin County	2					1				3
Dallas County	43				2	2		3	22	72

**Freeway Incident Management - Executive Level Course
Agency Attendance: November 2013 - May 2024**

SPONSORING AGENCY City, County, DOT, Transit Agency, other	AGENCY TYPE								FIM Instructors (not included in total)	Total
	Police	Fire	Executive City Staff	Elected Officials	Public Works/Strategic Services/ Transportation	Medical Examiner Offices	Emergency Medical Services (EMS)	Other		
Denton County				1						1
Ellis County								3		3
Erath County							2			2
Kaufman County							2			2
Rockwall County	9									9
Tarrant County	3									3
OTHER AGENCIES										
Dallas Area Rapid Transit	5									5
DFW Airport	1						1			2
FHWA					7					7
Kimley-Horn Associates								1		1
LBJ Express								1		1
Lee Engineering								1		1
Methodist Dallas Medical Center							2			2
NCTCOG					80				34	114
NTTA					4				1	5
Protect Environmental								44		44
Trinity Metro Services					3					3
TxDOT - Austin								1		1
TxDOT - Dallas								10		10
TxDOT - Fort Worth								34		34
TxDOT - Johnson								2		2
TxDOT - Waco								1		1
Wrecker Services									4	4
Total	293	164	25	3	131	3	12	119	82	750

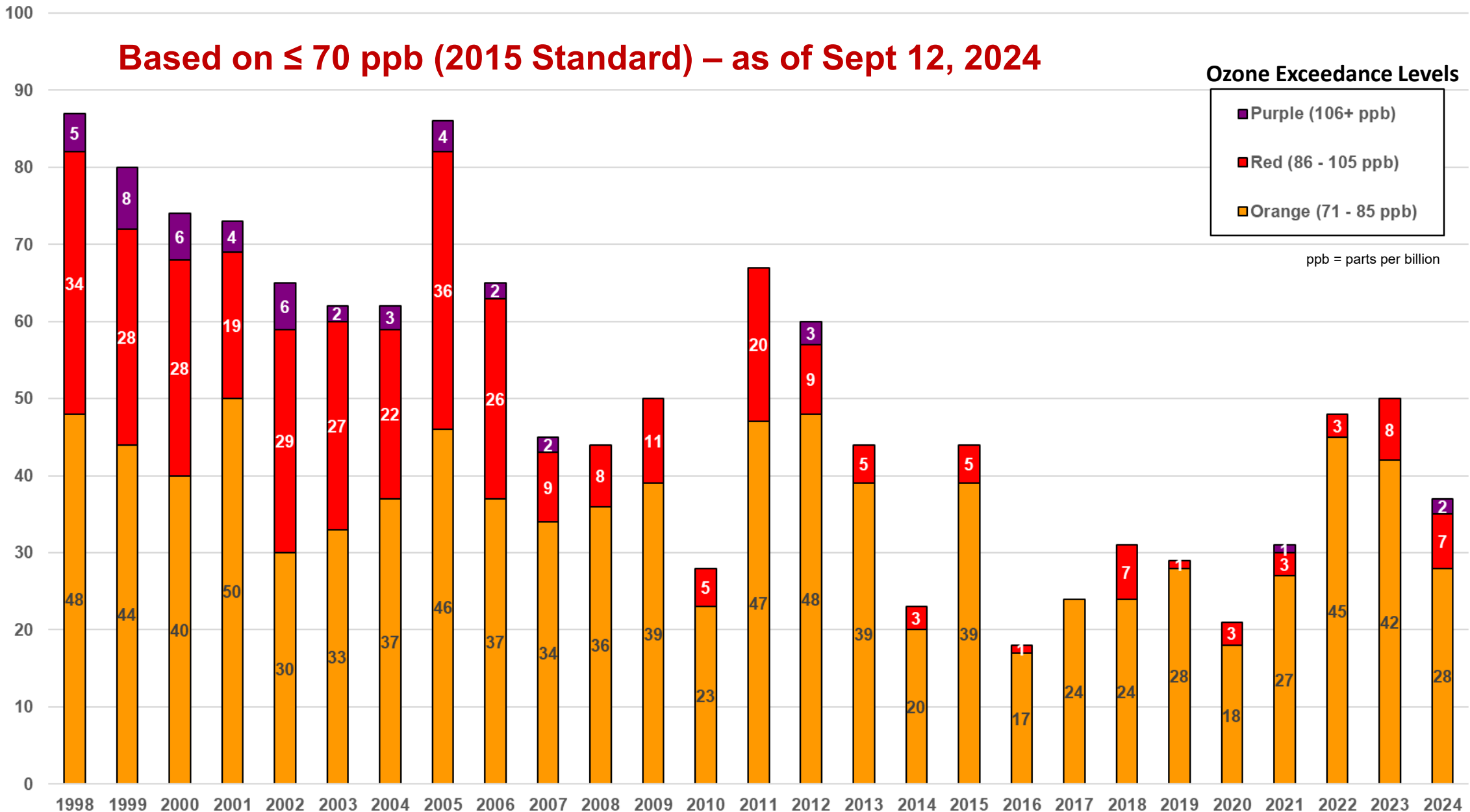
8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (2015 Standard) – as of Sept 12, 2024

Ozone Exceedance Levels

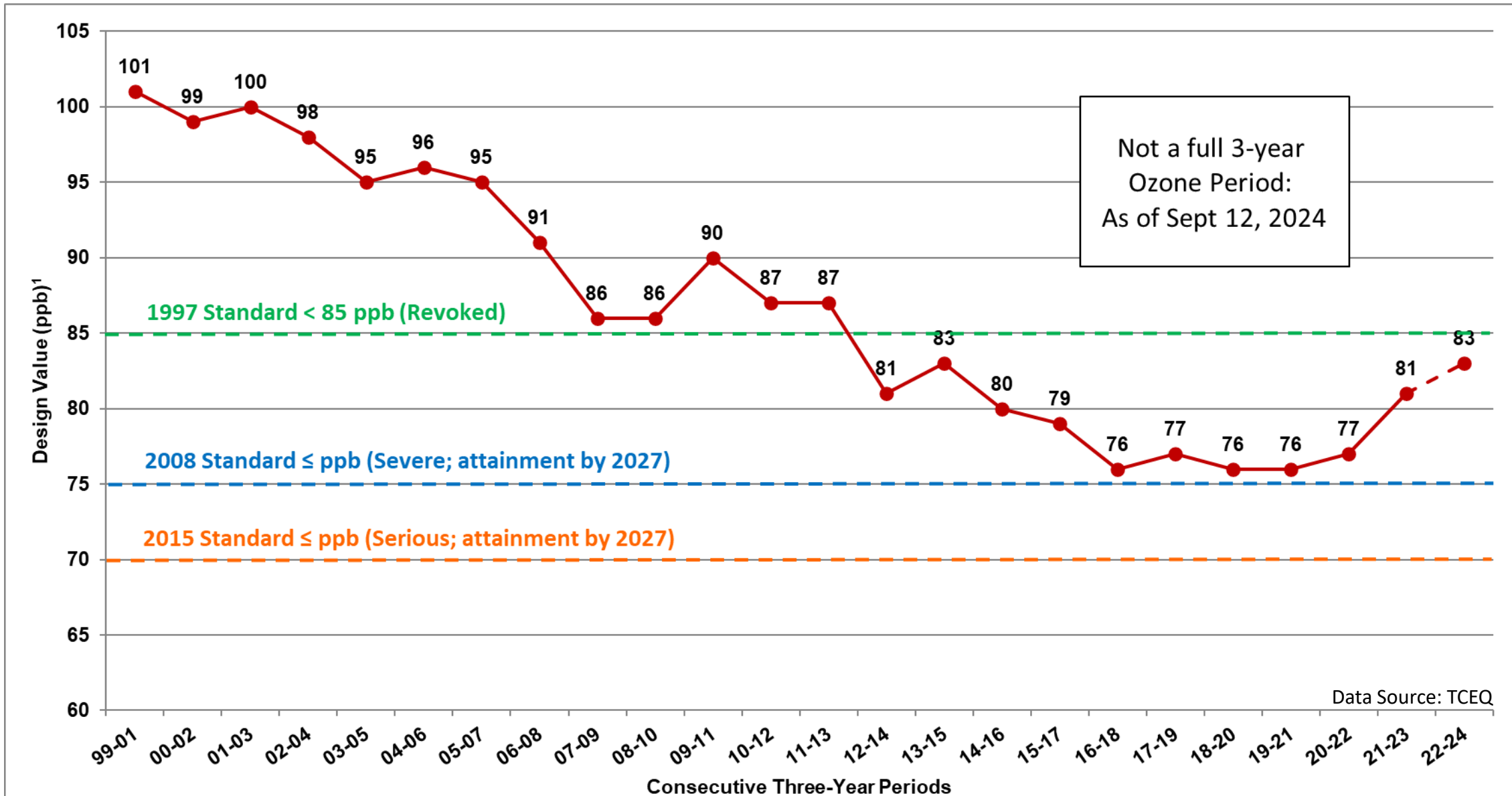
- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

ppb = parts per billion



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.

8-HOUR OZONE NAAQS HISTORICAL 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).

FOR MORE INFORMATION

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MINUTES**REGIONAL TRANSPORTATION COUNCIL
PUBLIC MEETING****Alternative Fuel Infrastructure Grant Award Additions to Mobility Plan****2050 Demographics for New Mobility Plan****Transit Strategic Partnerships: Recommended Projects****FY24 Public Transportation Funding: Program of Projects****Proposed Modifications to the List of Funded Projects****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, August 12, 2024, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogAugust24. Chris Klaus, Senior Program Manager, moderated the meeting attended by 92 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on November 8, 2018. Staff presented information about:

- Alternative Fuel Infrastructure Grant Award Additions to Mobility Plan – **presented by Jared Wright**
- 2050 Demographics for New Mobility Plan – **presented by Dan Kessler**
- Transit Strategic Partnerships: Recommended Projects – **presented by Gypsy Gavia**
- FY24 Public Transportation Funding: Program of Projects – **presented by Shawn Dintino**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: www.publicinput.com/nctcogAugust24.

Summary of Presentations

Alternative Fuel Infrastructure Grant Award Additions to Mobility Plan presentation:
<https://www.nctcog.org/getmedia/1b3e55af-335e-4abe-8416-e967e994a32e/Alternative-Fuel-Infrastructure-Grant-Award-Additions-to-Mobility-Plan.pdf>

NCTCOG has updated the Mobility 2045 Environmental Considerations chapter to incorporate new projects funded by the Bipartisan Infrastructure Law (BIL). The updated Mobility 2045 Plan

will guide regional transportation planning and infrastructure development. New projects include the following:

- Charging & Fueling Infrastructure Corridor Program, supported by a \$70 million award, will fund the construction of five hydrogen refueling stations, two within the Metropolitan Planning Area (MPA)
- Charging & Fueling Infrastructure Community Program, funded with \$15 million, will establish up to 100 electric vehicle (EV) charging ports and form specialized technical teams for implementation
- Electric Vehicle Charger Reliability and Accessibility Accelerator Program, with a \$3.6 million award, will upgrade or replace 230 EV charging ports across 125 sites
- Texas EV Infrastructure Plan, funded by approximately \$407 million over five years, will deploy DC Fast Chargers Statewide

Modifications to Mobility 2045 include detailed descriptions of these infrastructure projects and updates to air quality initiatives related to zero-emission refueling and EV charging. The updated information is available online, with project listings incorporated into the FY25-FY28 Transportation Improvement Program. For more information, visit www.nctcog.org/mobility2045.

2050 Demographics for New Mobility Plan presentation:

<https://www.nctcog.org/getmedia/fb81dcec-543c-441d-b5d2-411810c0f255/Forecast-2050.pdf>

NCTCOG's Transportation and Research and Information Services (RIS) Departments are leading the development of the 2050 Regional Population and Employment Control, which is required by federal regulations to be updated every four years. The first step in the process involves creating regional control totals for population and employment. National economists are providing data to support this effort by analyzing the competitiveness of the Dallas-Fort Worth area relative to other regions. Forecasts from Woods & Poole and Perryman & Associates were evaluated, and the analysis supported using Perryman & Associates' estimates. These projections anticipate a population of over 12.4 million and employment reaching 8.6 million by 2050.

The data is currently under internal review and will be provided to local governments and agencies for feedback in July. The NCTCOG Executive Board is expected to take action on the forecasts in Fall 2024.

Transit Strategic Partnerships: Recommended Projects presentation:

<https://www.nctcog.org/getmedia/9a93c06f-4922-4224-a270-355ac5617a46/Transit-Strategic-Partnerships-Program.pdf>

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

The most recent cycle of project evaluations has closed, and the Transportation Assistance Hub is one of the initiatives being considered for funding. NCTCOG is currently accepting initiation

forms for the next round of Transit Strategic Partnership proposals through October 2024. Proposals will be reviewed, scored and selected in Winter 2024, and federal approval is expected in Fall 2025.

FY24 Public Transportation Funding: Program of Projects presentation:

<https://www.nctcog.org/getmedia/ac62dff7-949e-4bf5-9007-dfdce71c7eed/Fiscal-Year-2024-Public-Transportation-Funding-Programs-of-Projects.pdf>

FY24 Public Transportation Funding: Program of Projects attachment:

<https://www.nctcog.org/getmedia/bf94631f-7860-4496-8f9f-ac531280eb0a/Fiscal-Year-2024-Public-Transportation-Funding-Programs-of-Projects-Attachment-1.pdf>

Public transportation is part of a comprehensive transportation system and includes various types of services, such as fixed route, commuter, demand response and rail. Investing in these modes has a positive economic impact within communities, provides access for people with mobility impairments, reduces roadway congestion and improves air quality as well as safety.

Three urbanized areas, Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney are eligible to receive formula funds through the Program of Projects. There are four federal funding programs for the aforementioned areas:

- Urbanized Area Formula
- Enhanced Mobility of Seniors and Individuals with Disabilities
- State of Good Repair
- Bus and Bus Facilities

The Dallas-Fort Worth region received approximately \$193.4 million in Federal Transit Administration (FTA) formula funds through the Fiscal Year 2024 award cycle. NCTCOG utilizes two different processes to award these funds. Two percent of the funding is set aside for strategic partnerships. Ninety-eight percent of the funding is available annually through the Programs of Projects process.

Approximately \$194.6 million of the Programs of Projects funding for Fiscal Year 2024 was utilized by transit authorities. Of this \$194.6 million, 64 percent was utilized by Dallas Area Rapid Transit (DART), 20 percent by Trinity Metro and 6 percent by the Denton County Transit Authority (DCTA). The remaining 10 percent of funding was utilized by all other transit providers.

For a complete list of federal funding allocations for transit providers in North Central Texas, visit: www.publicinput.com/nctcogAugust24.

Summary of Online Review and Comment Topics

Proposed Modifications to the List of Funded Projects handout:

<https://www.nctcog.org/getmedia/2fd0361e-1b0a-4988-96af-9a2d3dd23f05/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf>

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

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

COMMENTS RECEIVED DURING THE MEETING

Alternative Fuel Infrastructure Grant Award Additions to Mobility Plan

Scott Rohrman, Citizen

A. Data Centers

Question: Data centers are coming to Dallas-Fort Worth. They all must have generators, and those generators create emissions. With our air quality, I'm concerned the federal government may start trying to regulate data centers coming to North Texas. Is that something NCTCOG is looking into?

Summary of response by Jared Wright: Yes, that is something NCTCOG is looking into. Data centers are a significant source of energy consumption, and NCTCOG works closely with Oncor to make sure they're aware of the centers coming online, so they can plan for that additional grid load.

Summary of response by Dan Kessler: We need to be more informed on the data center revolution. You're correct about the energy loads. Comanche Peak is building a second nuclear reactor, which is something we need to understand better since they're a huge source of power for the metroplex. Some of the data center experts we've spoken with have discussed the nearby solar fields, but they acknowledge that these fields probably won't generate nearly enough power.

Sunny Lindsey, Citizen

A. Public safety at EV charging stations

Question: In any of the grants discussed, is there any opportunity or investment for cities looking at public safety aspects for EV stations? My city's fire chief announced that he is going to increase the budget substantially due to battery fires and storage.

Summary of response by Jared Wright: Not with these grants specifically, but that is an area of concern for our team. Our staff is working a lot with local first responders to make sure they're aware of any available training.

Summary of response by Dan Kessler: NCTCOG has an Emergency Preparedness Department that focuses on that type of issue. There is a grant we're pursuing that would focus on our local emergency responders and necessary training.

2050 Demographics for New Mobility Plan

Scott Rohrman, Citizen

A. Water

Question: In your demographic presentation, you mentioned water, land and affordable housing jobs. Does NCTCOG look at water or is it some other entity? If our population hits 12 million people in 2050, will we have enough drinking water?

Summary of response by Dan Kessler: NCTCOG is an agency that has a monitoring role with water. We work quite a bit with the Texas Water Development Board (TWDB) and have a demographic type of back and forth with them to make sure we're in the same place. Our Environment and Development Department is more focused on storm water than water supply issues, which is a general issue that's carried between local governments in the state. With our work with TWDB and our forecast, we will have water to serve the growth projected out to 2070. There are a lot of variables that go into that, though, like the construction of reservoirs and the reuse of water. Water availability is probably the biggest constraint we're looking at.

Frank Wise, Citizen

A. ForwardDallas

Question: In your forecast work, was the concept ForwardDallas included? Have we looked at the pluses and minuses?

Summary of response by Dan Kessler: Thank you for the question. About a month ago, we held a workshop for local governments, and representatives from Dallas who are part of the ForwardDallas initiative were in attendance. Our staff has been actively monitoring the progress of this initiative. We have encouraged Dallas to explore opportunities for higher densities as part of their planning. In response, we asked them to share their strategies, as they are still in the early stages of planning and moving toward the implementation phase. We're intrigued by their efforts, which align with the goals we believe all cities should consider.

Sunny Lindsey, Citizen

A. Land use

Comment: You mentioned land use as a factor used to obtain some of your figures. I would like to express concern about relying too heavily on that data, as it tends to change frequently, especially at the smaller, local level.

Summary of response by Dan Kessler: That's a great observation. You must start somewhere, which is why there's a dedicated team focused on development monitoring, tasked with capturing and tracking every development happening in cities. We rely on cities to share updates with us because local insight is invaluable. One of our key tasks is to constantly monitor these changes. While the official review happens every four years, our team works on this daily to ensure we're capturing the developments you mentioned.

Phyllis Silver, Citizen

A. Dallas stock market

Question: I've heard so much in the media about Dallas possibly getting a stock market and I was wondering if anybody would want to comment. What impact would that have on our infrastructure?

Summary of response by Dan Kessler: Thank you for your comment. I was reviewing an article discussing Hillwood Urban's \$500 million Goldman Sachs Tower, which is expected to accommodate 5,000 bankers and investors in downtown Dallas. The article predicts that Dallas could become the second-largest financial hub in the United States upon completion of this project. Whether this will lead to Dallas becoming a major stock market center is beyond my expertise. However, Addison presents a unique challenge for planners. It is a community where the daytime population of workers significantly exceeds the nighttime residential population, making it a substantial employment center for the region. In response to your question, the possibilities for Dallas are extensive. Remarkable developments continue to unfold, so it is important not to underestimate the potential.

Transit Strategic Partnerships: Recommended Projects

Scott Rohrman, Citizen

A. Operation funding

Question: On page three of Gypsy's presentation, it says projects "cannot be used for operating shortfalls." Then, in Shawn's presentation, it mentions funding for operations. Why is there funding for operations in one place and not the other?

Summary of response by Gypsy Gavia: The reasoning behind the discrepancy is because they are two different programs. Transit Strategic Partnerships is specifically for specialized projects, so it's a very small bucket that has been taken from the regional bucket. Shawn covered the bulk of the region's funding for some agencies operating as an eligible item.

B. Transit authorities and providers

Question: Your presentation mentions eligible applicants. What's the difference between transit authorities and public transit providers?

Summary of response by Gypsy Gavia: Our regional transit authorities include Dallas Area Rapid Transit (DART), Trinity Metro and Denton County Transportation Authority (DCTA). Transportation providers refer to services managed locally with federal funding, like Star Transit in Kaufman.

Greg Scott, Citizen

A. Funding

Question: Can you disclose how much money is awarded per cycle? Is it awarded once or twice a year? Is it capital operating planning?

Summary of response by Gypsy Gavia: This is a complex question. We publish the currently available funds on our website. Mathematically, for example, as Shawn mentioned, if there is \$100 million, 2 percent of that amount is set aside each fiscal year for specific projects. This set-

aside amount is then added to a general fund that is available for any eligible project that meets the established criteria. However, if we approach a point where the funding is about to expire, instead of returning it to the federal government, we reallocate it into our transit fund. While these funds are interconnected, 2 percent is consistently set aside each year and added to the general fund. The updated balances are always available on our website. The way we approach capital projects also differs; under State Transit Assistance (STA) and Federal Transit Administration (FTA) guidelines, service contracts can qualify as capital projects. We focus on new regional projects that enhance services, but these are not considered operating costs by the FTA. Only services that meet specific criteria are eligible, but we don't cover typical 50/50 operating costs.

Other

Scott Rohrman, Citizen

A. DART

Comment: I've been facing challenges with DART for several years. Living in North Dallas and working downtown, I see dozens of buses daily, often with just two or three riders. In my work in South Dallas, I've found transportation to be a major issue. I've heard from students at Lincoln High School report it takes two hours to travel from South Dallas to downtown using public transit. Our current system is inefficient, with a high cost per rider. If we could start from scratch, I would suggest building a tunnel from Hutchins through downtown to Celina, with branches extending from there. I recently tried to use DART to get to the courthouse but ended up waiting 45 minutes before deciding to drive.

Summary of response by Chris Klaus: You mentioned that many people may share the same sentiment, but DART is actively working to address these issues. Since the pandemic, transit has not fully recovered to pre-pandemic levels. Although there has been some improvement, we acknowledge that it is still lagging behind where it was and where it could be. NCTCOG is currently undertaking a significant initiative, Transit 2.0, which we hope will provide answers to many of these questions and guide our future direction. Transit will be crucial in moving the forecasted demographics throughout the region.

Summary of response by Dan Kessler: I am confident we do not have the lowest ridership numbers. Chris was correct in pointing out that COVID certainly had an impact. Our ridership models for the DART lines have actually been remarkably accurate. The Central Line and Stemmons Line corridors do carry a substantial amount of ridership. When examining the rail system's design, it's clear that it provides additional accessibility in high-congestion corridors, such as Stemmons Freeway. The key to effective rail service lies in having higher densities at the destination end. As a region, we've invested billions of dollars in this light rail system. Now, we need to explore mixed-use development and higher densities to maximize its potential. As our population approaches 10 million, travel forecasts indicate people will begin to see the benefits of the DART system, despite longer travel times on congested roads like Stemmons, which could extend to an hour and a half. By the time we reach 12 million people, regional congestion will be substantial. We are reaching the point where freeway expansion in Dallas and Tarrant counties is no longer feasible. There's limited right of way, and construction costs are extraordinarily high. We understand the public's frustrations, especially regarding buses, which is a very valid concern. NCTCOG is actively evaluating the appropriate services needed. DART, Trinity Metro and DCTA are all open to these discussions.

Greg Scott, Citizen

A. Comments at public meetings

Question: What is the purpose of these meetings? What do you want comments on? Why are these specific topics being covered today?

Summary of response by Chris Klaus: Some of today's presentations require upcoming action from our policy body, the Regional Transportation Council (RTC). Before the RTC takes action, staff are required to seek public comment to refine our work.

Summary of response by Dan Kessler: There are no bad ideas. When we engage with the public, we want to hear about the topics we've presented as well as anything else on your mind. Transportation is a complex issue, especially in a rapidly growing region like ours. You, as users, experience it every day. So, when Chris reaches that point in the meeting, we welcome comments on any subject.

Sunny Lindsey, Citizen

A. Transit schedules

Comment: On DART, DCTA, and small micro transit, I personally have used all three. I would love it if someday DCTA and DART could line up their schedules effectively.

Summary of response by Dan Kessler: Chris mentioned the Transit 2.0 initiative. One of the key topics discussed by the RTC is their policy on public transit. This policy emphasizes all transit agencies should function as one unified system from the user's perspective, appearing as a single agency. NCTCOG is committed to this vision, though we recognize there are sometimes physical, systemic or financial constraints.

B. 20 percent opposition

Question: The State legislature had looked at changing the rules on the 20 percent opposition. Has NCTCOG done any research or work to help with that?

Summary of response by Dan Kessler: I'm not aware of any initiatives we've been involved in at the local level on that, but I really appreciate the point. I'd like to learn more about it and its implications.

COMMENTS SUBMITTED DURING THE COMMENT PERIOD VIA WEBSITE, EMAIL, TEXT MESSAGING, SOCIAL MEDIA & MAIL

Email

Thomas Wall Simmons, Citizen

You are having your meeting in the largest Texas city without mass transit.

John and Trish Donaghey, Citizens

Dear NCTCOG,

Our local paper said the new plan was to expand FM 982 south of Princeton from a two-lane farm road into a four or six-lane divided highway, with construction starting in 2027.

Questions: What are the plans to avoid total gridlock at the three two-lane bridges going west and east across Lake Lavon (aka Lavon Lake)? How will a six-lane highway fit onto two-lane bridges?! Are there plans to construct three new parallel bridges from (1) Culleoka to Branch, (2) from Branch to Lucas, and (3) from Lucas to Lucas via FM 982 south to FM 546 west to FM 3286 west (aka E. Lucas Rd.) to Country Club Rd. in Allen, TX? So, with three new bridges parallel to the old bridges, three two-lane bridges could be going one way, and the other three two-lane bridges could be going the other.

Concerned property owners for last 45 years along FM 982,
M/M John E. & Trish Donaghey

Text

Anonymous, Citizen

As a citizen I am concerned with many cities in the region showing interest in reducing transit funding at this important moment of growth. Does the 2050 plan account for this? It seems that we not only need to maintain our current funding, but substantially increase funding and improve land use to make this immense growth manageable.

Social Media

Facebook

1. Mobility 2050 demographics, Transit Strategic Partnerships and more for review/comment. —
NCTCOG Transportation Department



It's great to host a public input meeting for public transportation in a city with no public transportation. NCTCOG needs to have public meetings where the public can get to them. If you live in Fort Worth Arlington is a long walk & taxi costs too much. The public needs to be able to get there. Trinity Metro & Dallas Area Rapid Transit (Official DART page) are about to raise our fares where we will have to sacrifice our jobs because it costs too much to ride their systems. Imagine being retired & paying \$126 a month to ride the

Dallas Area Rapid Transit (Official DART page) system out of your \$800/month check. It's getting too expensive to just live. — Thomas Reid

Thank you for your comment. Our public meetings are hybrid and can also be watched live on www.publicinput.com/nctcogAugust24. You can comment live on that page. You can also participate by phone, text and email. — NCTCOG Transportation Department

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

NCTCOG August 2024 Public Input
Opportunity

Attachment 1

Phyllis
Silver
8/23/2024

Alternative Fuel Infrastructure Grant Award
Additions to Mobility Plan

Comments:

I think that electric vehicles are a great idea, as their use will cut down on emissions & play a role in our area achieving cleaner air. To that end, I think it's great that charging & refueling stations are on the increase.

Question:

One of the downsides of the use of electric vehicles is the possibility of destructive fires with the batteries. For these vehicles, there was recently an incident in a North Dallas apartment complex where a parked EV's battery went on fire and destroyed cars parked nearby.

During the August 12 meeting, someone raised the issue of EV battery fires. Can you review what COG staff's response was on what is being done to address these battery ^{fire} issues? Thank you.

Draft November 2024 TIA Modifications for
Public Review

p. 40 of 28 TIA Codes 14073.2 MetroProclamation # 2025-0008

Question: Location/Limits From indicates "from east of Surveyor Blvd." Does this refer to Surveyor Blvd. on Addison? The entry does not indicate the city in the "From" section.

General Comment and Thank You to Dan Kessler

During the August Public meeting, I introduced myself and directed a question to Dan Kessler and he responded. Due to the late hour resulting from the stray in-person participation, I failed to thank Mr. Kessler for his kind words about my service on DART's CAL. Please let Mr. Kessler know that I appreciate his comment.

Phyllis Silver

NCTCOG - August 2024 Addendum
to Comments + Questions - Public Input

Jackie,

I mailed my Questions + Comments on 8/23
+ now I realize that I neglected to ask
a question that I have on one of the Presentations

Fiscal Year 2024 Public Transportation Funding:
Programs of Projects

pg. 4 - last column - what is High Intensity Bus?

Is it the same as BRT?

Phyllis Wilson
8/25/2024



North Central Texas
Council of Governments

TRANSPORTATION PUBLIC MEETING

OCT. 15 | NOON | 616 SIX FLAGS DR. ARLINGTON, TX 76011

PRESENTATIONS

BLUE-GREEN-GREY CALL FOR PROJECTS

The Blue-Green-Grey (BGG) Funding Program provides money for innovative projects that combine Blue (water), Green (environment) and Grey (transportation infrastructure) components that help address challenging problems in the region. NCTCOG has conducted a competitive Call For Projects and will present an overview of the program, including funding recommendations and next steps.

REGIONAL PARKING MANAGEMENT TOOLBOX AND DATABASE

To help North Texas cities achieve a more efficient transportation system and sustainable land uses, NCTCOG is collecting data on parking demands and promoting best practices in parking management. The Parking Toolbox offers resources and information for local governments to better manage parking in strategic locations. NCTCOG staff will provide an overview of the materials in the Toolbox and discuss how the region can get involved in this database effort.

STRATEGIC SELECTION OF TRAFFIC SIGNAL EQUIPMENT

NCTCOG staff will present a strategically prioritized list of traffic signal equipment improvements in the region based on available funding as well as the Regional Traffic Signal Minimum Standard. This prioritization follows a NCTCOG regional inventory that identified traffic signals lacking the necessary equipment to meet the standard. However, due to limited funding, not all equipment needs can be addressed and staff will outline the proposed process for selecting locations.

RESOURCES + INFORMATION

Mobility 2045 - 2022 Update: Administrative Revisions

www.publicinput.com/nctcogOct24

Interactive Public Input: Map Your Experience

www.nctcog.org/MapYourExperience

Try Parking It

www.TryParkingIt.com

Business Engagement Program

www.publicinput.com/nctcogBusinessEngage

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

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

Attend in person, watch the presentations live at publicinput.com/nctcogOct24 or participate via phone by dialing 855-925-2801 then code 7277.

    @nctcogtrans

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on Nov. 10, 2022.

This document is a compilation of general public comments submitted from Saturday, July 20 through Monday, August 19, 2024 via website, email, social media and in person at NCTCOG's monthly Regional Transportation Council (RTC) meeting. This month, comments related to air quality were in the majority.

Additionally, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. This tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 26 new comments related to bicycle and pedestrian, roadway and transit conditions. You can view these new comments as well as past comments by visiting <http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Instagram –

1. The City of Arlington is seeking feedback on how the community feels about the use of drones and ground robots for delivery. Learn more on our latest post on Clean Air Corner at AirNorthTexas.org — NCTCOG Transportation (@nctcogtrans)



I can't see the stars with light pollution, next I won't be able to enjoy a quiet day in my back yard or see the clouds — An Lusk (@au.lusk)

Facebook –

1. Be a part of the regional air quality solution! Keep your vehicle properly inspected and maintained all year round to ensure the air we breathe is clean. Learn more at www.airnorthtexas.org — NCTCOG Transportation Department



Public transportation is getting too expensive. Most drivers will find it cheaper to drive instead of riding public transportation since North Texas transit agencies are discontinuing monthly & annual passes. — Thomas Reid

FUND MASS TRANSIT!!! — Bryan Perry

Bryan Perry I agree. Start with checking fares (on trains). That would lead to a notable increase in funding -- and decrease in maintenance and cleaning costs. — Daniel Muller

Daniel Muller you have firsthand knowledge of this? — Bryan Perry

I would say so since I ride the train four to five days a week. — Daniel Muller

Bryan Perry ... Nobody is stopping YOU from funding it, sir. Maybe we need to look at raising the fare to \$2.00 per mile traveled - kinda like the toll express lanes. — Randy Fisher

Too bad the air quality on DART trains -- not to mention the platforms -- is ... not good. — Daniel Muller

Public transportation is a joke. It takes two buses to get to work, which is less than 5 miles from where I live, with a wait time of 30-60 minutes between the two different lines. — April Clawson

April Clawson It's about to get worse. DART is having a public meeting on Saturday 8/24/2024 at 9:30am at Akard Station. This is the public's chance to oppose DART's new changes, but most riders won't show up or address their concerns if they do show up. My current route on Trinity Metro's system is every 60 minutes. So, I have to catch route 53 University transfer to route 2 Camp

Bowie which runs every 15- 60 minutes. Then catch Trinity Railway Express which is hourly. So, I know your pain. — Thomas Reid

Thomas Reid Exactly the same here. The 61 line runs once an hour and then I also transfer to the #2. — April Clawson

Fund DART and improve DART! Make sensible routes up and down main roads. All routes should run at least every 20 minutes. It shouldn't take over an hour to travel 5 miles away with a mile of walking. These roads are a simple grid but the bus is a meandering mess. — Dawn Mills Self

Dawn Mills Self Pay for it. — Randy Fischer

2. With the heat in full effect, it's a great time to consider making clean air choices, reducing our energy consumption, and choosing greener transportation options. Read our latest post from Clean Air Corner for tips on reducing your carbon footprint during summer activities: <https://bit.ly/3M7pfxT> — NCTCOG Transportation Department



You have any tips for this bunch? Maybe a few bike-buses-for-the-grownups? <https://youtu.be/L8CmXc7dNbs?si=QNamx5QYm00G87Jq> And what about next week's Wichita Falls Auto Show And Some Biking event? Any tips for them, like, "Why not just stay home and bike where you live, car-free. Send the gas money you save to their local charity instead." — Rob Dentremont

High-Speed Transportation

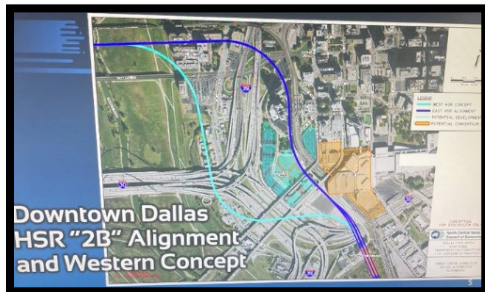
Twitter –

1. Join us at the Surface Transportation Committee Meeting on Thursday featuring speakers Brendon Wheeler-@NCTCOGtrans and Ian Bryant- @HNTBCorp. They will provide a comprehensive update on the Dallas-Fort Worth High-Speed Rail Transportation Study. RSVP

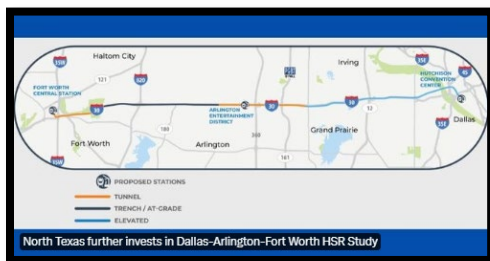
at <http://NDCC.org> — North Dallas Chamber (@NDCC)



2. There are now TWO competing paths forward for a high-speed rail link in downtown Dallas, one around and one within. @NCTCOGtrans @RailPassengers @TXRailAdvocate <https://texasrailadvocates.org/post/there-are-two-paths-forward-for-a-high-speed-rail-link-in-downtown-dallas-one-around-and-one-within> — Peter J LeCody (@railadvo)



3. Future steps include funding opportunities for the proposal as well as corridor identification and development processes. @NCTCOGtrans — TAM America (tamamerica)



Email –

1. Blaise Rothwell

Hello, I saw an article in Newsweek stating that there are plans for a 7-story tall train station in Cedars - why??? It seems like it would be more helpful to have a station that is more accessible. I am in favor of connecting Dallas to both Houston and Fort Worth with daily, affordable and frequent high-speed rail.

Response by NCTCOG Transportation Staff:

Good afternoon Mr. Rothwell,

Thank you for your interest in our Dallas to Fort Worth High-Speed Rail Study.

The Dallas high-speed rail station’s location, elevation and orientation were set by the Final Environmental Impact Statement (FEIS) document for the Dallas to Houston High-Speed Rail project released by the Federal Railroad Administration on May 29, 2020 (Dallas to Houston High-Speed Rail – Final Environmental Impact Statement and Section 106 Programmatic Agreement | FRA (dot.gov)). The planning for this environmental document was completed by Texas Central, where they coordinated directly with the City of Dallas in planning this particular station location (including elevation and orientation). Due to significant crossing conflicts of the tracks heading south from this approved Dallas station toward Houston, the tracks are elevated approximately 70'+ above the existing ground at the approved station location to be able to clear those downstream conflicts. NCTCOG’s project (Dallas to Fort Worth High-Speed Rail) cannot change any parameters of this station (location, elevation or orientation) without negatively impacting the Dallas to Houston High-Speed Rail project and its project delivery schedule. To provide seamless, through-service at the Dallas station, the high-speed rail tracks approaching from the west must be at the same elevation as the approved Dallas station, approximately 70'+ above the existing ground.

For the safety, reliability and access afforded by true high-speed rail service to be realized, the high-speed rail service must be grade-separated on a fully dedicated facility to this passenger service only; this type of infrastructure presents significant challenges in a highly urbanized area like the Dallas-Fort Worth metroplex. NCTCOG’s goal is to maximize accessibility to each of the station locations (approved Dallas station and planned Arlington and Fort Worth stations) while balancing the constraints required to provide dedicated, grade-separated high-speed rail service.

Public Involvement

Instagram –

1. @nctcogtrans will be holding a public meeting Monday, August 12th. Topics such as Mobility 2050, transit strategic partnerships, and transportation and air quality policies will be discussed. Check out the link on Linktree for more info on how you can attend virtually, submit comments/questions, and how to request a round trip ride with the #Arlington Transportation App. — Walkable Fort Worth (@walkablefortworth)



Roadways

Twitter –

1. 📍 Joint meeting on 7/30 with @NCTCOGtrans, @TxDOTDallas, @CityOfDallas, and community to review and discuss roadway, freight, transit, and other transportation links between Downtown Dallas and @fairparkdallas. #dallastraffic #dfwtraffic — Dallas Department of Transportation (@DDOTransport)

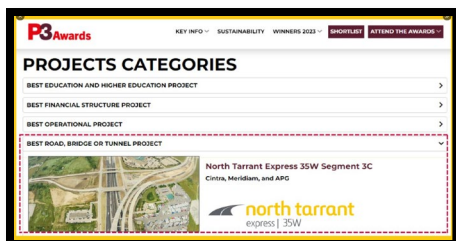


2. @Rangers @dallascowboys @startelegram @wfaa @dartmedia @DallasChamber @NCTCOGtrans @NCTCOG_Official @MayorMattie @ELGL50 @Everyone Just ignore this 400ft 85 ft tall reminder that we can actually get to Arlington for a [REDACTED] baseball or football game #VISION34Corridor — J. Edward Gyurkovic (@SmartCityTexas)



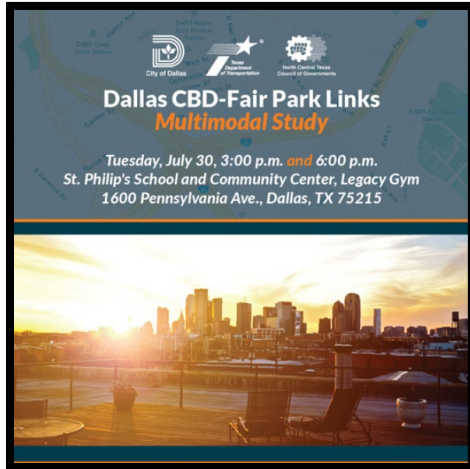
3. 📍

📍 NTE 35W Alliance Connector Segment 3C has been shortlisted for a P3 Award: Best Road, Bridge or Tunnel Project! Thos P3 project is a testament to the collaboration w/ @TxDOT, @NCTCOGtrans, @HillwoodDevelop, N. Tarrant Infrastructure & a host of elected & key business partners. — TEXpress Lanes 🚗 (@TEXpressLanes)



Facebook –

1. Your input is needed! Join us for one of two Fair Park Links Public Meetings on July 30. — NCTCOG Transportation Department



Where is 345? — Velma Collins

Velma Collins connects I-45 with Central Expressway — William Robbins

William Robbins oh ok. Did I miss the signs, I didn't see one? — Velma Collins

Very short notice.....will there be more than only one meeting? — Melanie Vanlandingham

Melanie Vanlandingham there's been lots of meetings. Sign up for notifications. — Cylena Smith

RTC/STTC/Executive Board

Twitter –

1. Congratulations to @NCTCOGtrans for 50 years of improving mobility in north texas. — Bill Meadows (@Williamwmeadow2)



Transit

Twitter –

1. When we hear from a particular city about how much they “heart DART”, let’s be clear - DART will spend \$40 million on DECORATIVE arches for a pedestrian bridge in that city. Meanwhile, I can’t get DART to fix malfunctioning signal arms on a major thoroughfare. #DART #DFW — Blake Margolis (@rowlett_mayor)



DART is paying \$40 million for frivolous arches on a bridge in Richardson, but we couldn't get extra safety measures for school kids crossing at-grade on the Silverline & Rowlett can't get their signal arms replaced? Wrong priorities & poor fiscal management. Are they increasing rider fares for this? @NCTCOGtrans @dartmedia — Cara Mendelsohn (■) (@caraathome)

2. Capital Metro is slamming the brakes on the ambitious goal of transitioning to an all-electric bus fleet — a Project Connect promise — because of problems with the range and reliability of

electric buses. — Nathan Bernier (@KUTnathan)



.@NCTCOGtrans @dartmedia — Cara Mendelsohn (blue square) (@caraathome)

1. Buses are still a much greener option for personal transport than personal vehicles, even if the buses run diesel.
2. If electric buses are something a city wants, putting up wires and running trolleybuses is a much better solution — LeftistArmadillo (@ArmadilloTime)



A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

A factory-themed metaphorical take on the business of how TxDOT builds roadways:

I. FUNDING SOURCES

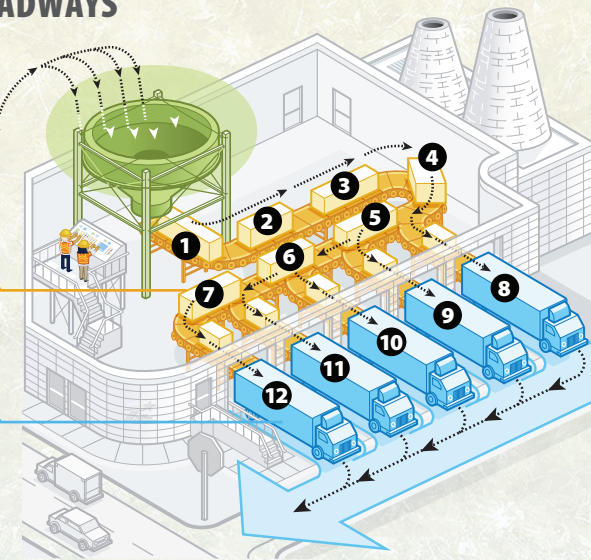
- Motor Fuel Taxes
- Vehicle Registration Fees
- Prop 1/Prop 7
- Federal Reimbursements

II. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement

III. MOBILITY AND MAINTENANCE PROJECTS

8. Connectivity
9. Preservation
10. Safety
11. Mobility
12. Roadway Maintenance



PASS-THROUGH FINANCING

Pass-through financing is a financing tool the Legislature created in 2003. To date, TxDOT has entered into 15 agreements; most are agreements with public entities and one is an agreement with a private entity.

THE PURPOSE:

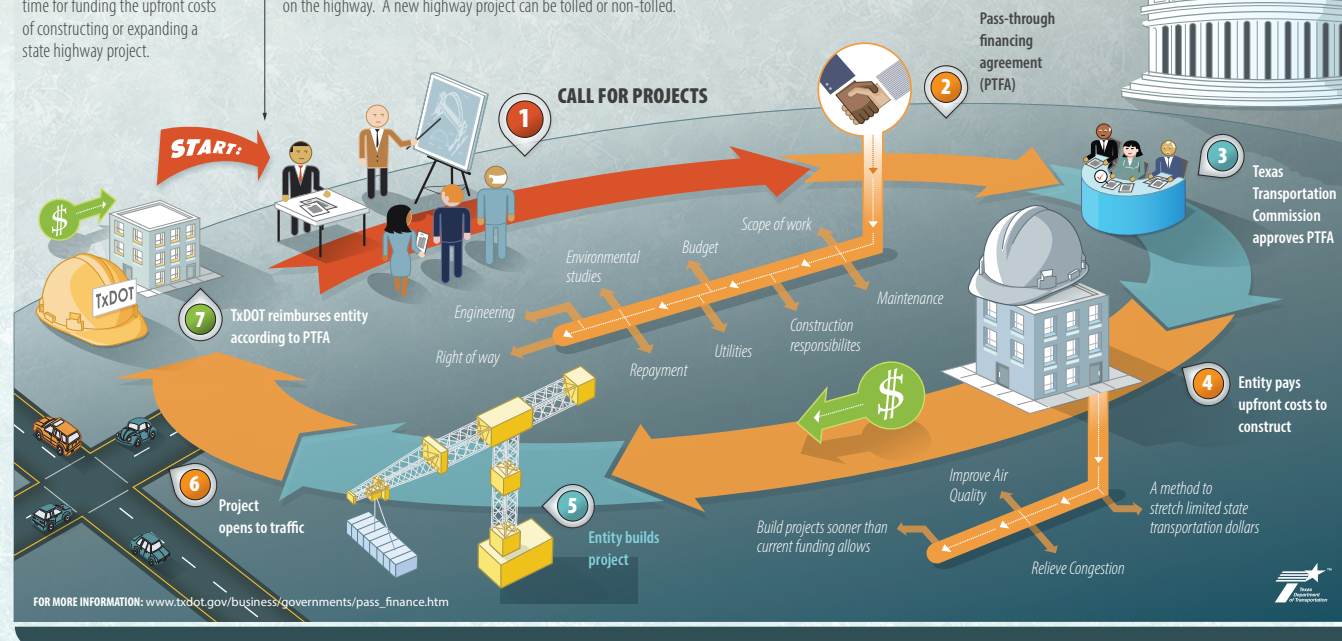
Pass-through financing allows project developers (public or private) to be reimbursed over time for funding the upfront costs of constructing or expanding a state highway project.

THE PROCESS:

The entity developing the project will finance, construct, design, maintain and/or operate a project. Once the project opens to traffic, TxDOT will reimburse the developing entity for each vehicle that drives on the highway. A new highway project can be tolled or non-tolled.

ELIGIBLE ENTITIES:

Public (regional mobility authority, regional tollway authority and local/county governments) or private developer.



SOURCE: Texas Department of Transportation

TxDOT graphics

DALLAS DISTRICT PROGRESS

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

DRIVE SOBER. NO REGRETS.

Teaming Up with Law Enforcement to Prevent Drunk Driving: A Crucial Partnership



One of TxDOT's "Drive Sober. No Regrets" campaign goals is to share with college students the real-life experiences of people affected by impaired driving crashes across Texas.



SOURCE: TxDOT



STATEWIDE – The Texas Department of Transportation recognizes the gravity of drunk driving, and its devastating impact on Texas communities. Every eight hours, a life is lost in an alcohol-related traffic crash in our state, a stark reminder of the consequences of impaired driving. With Labor Day approaching, TxDOT is doubling down on its commitment to road safety by launching the "Drive

Sober. No Regrets." campaign, in collaboration with local law enforcement agencies.

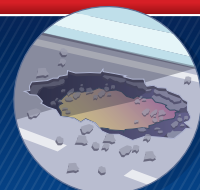
From August 16 through September 2, law enforcement ramped up efforts to detect and arrest drunk drivers. This initiative is part of a national enforcement period sponsored by the National Highway Traffic Safety Administration. The goal is clear: to prevent the tragic loss of life that so often accompanies holiday celebrations.

Last year alone, 14 lives were cut short during the Labor Day weekend due to drunk driving. This year, TxDOT urges all Texans to make responsible choices. Whether it's using a rideshare service, public transit, or designating a sober driver, there's no excuse for getting behind the wheel while impaired.

Let's work together to ensure that this holiday weekend is safe for everyone. Remember, Drive Sober. No Regrets. ■

FOR MORE INFORMATION:

214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit <https://www.txdot.gov/inside-txdot/contact-us/contact-us/reportIssueSubPage/roadNeedsRepair.html> or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

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



AUGUST 2024 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	BID (M)	+/- (%)	CONTRACTOR	
1	0009-02-074	SH 78	E Lawther Drive to Winsted Drive	Bicycle and pedestrian improvements	\$1.03	\$0.86	-16.69%	IBCTX, LLC
2	0048-04-106	I-35E	US 77 South to US 77 North	Rehabilitate existing roadway	\$10.76	\$9.84	-8.48%	Peachtree Construction, LTD.
3	0093-01-106	I-45	I-45 East of 287 to I-45 East	Embankment stabilization	\$5.98	\$7.78	29.95%	FNH Construction, LLC
4	0172-05-129	US 287	Walnut Grove to BUS 287R	Intersection improvement	\$10.91	\$10.72	-1.74%	Texas Material Group, Inc
5	0195-03-088	I-35E	I-35E NBFR and SBFR to at UPRR	Bridge replacement	\$13.21	\$11.75	-11.07%	Indus Road & Bridge, INC
6	0197-04-086	US 175	W of TX 34 to Sof FM 153/Fair Rd.	Intersection improvement	\$6.10	\$5.41	-11.32%	Granite Constr. Co.
7	0353-05-128	SL 12	SS 244 to I-30	Repair roadway	\$14.67	\$14.72	0.32%	Foutsco Paving Co., LLC
8	0918-24-290	Exchange Pkwy.	Exchange Pkwy. at Allen Heights	Traffic signal improvements	\$2.04	\$2.21	8.12%	American Lighting and Signalization, LLC
9	2745-01-009	FM 2755	SH 78 to FM 1138	Hazard elimination & safety	\$13.06	\$15.08	15.46%	Sterling Delaware Holding Co.
*	0918-11-110	Various	Various Locations to In the Dallas District	Bicycle and pedestrian improvements	\$2.89	\$3.01	4.29%	FNH Construction, LLC
*	0918-47-457	Various	Various to Various	Construct pedestrian infrastructure	\$0.74	\$0.77	4.93%	Garret Shields Infrastructure

EST. AUGUST 2024 TOTALS \$81.39 \$82.15
DISTRICT FY CUMULATIVE LETTINGS \$2,030.10 \$1,593.28
DALLAS DIST. FY LETTING VOLUME CAP **\$1,301,360,000****

** District FY 2024 Letting Cap.

SEPTEMBER 2024 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	
1	0163-01-070	BS 31D	SH 31 WB at Post Oak Creek.	Bridge replacement	\$4.51
2	0196-03-289	I-35E	SS 348 to I-635	Rehabilitate existing roadway	\$19.57
3	0451-04-026	SH 205	Collin County Line to North of SH 66	Preventive maintenance	\$4.63
4	0918-47-288	Barnes Bridge Rd.	Barnes Bridge Road at Duck Creek.	Bridge replacement	\$2.66
5	0918-47-360	Spine Rd.	Eagle Ford/Shady Ridge camp within Cedar Hill State Park	Reconstruct existing roadway	\$3.30
*	0918-00-392*	Various	Various Locations to In the Dallas District	Install traffic signal	\$4.51

ESTIMATED TOTAL \$39.18 M

* Unmapped.

SOURCE: Texas Department of Transportation

COMPLETED CONSTRUCTION PROJECTS (FROM AUGUST 1-31, 2024)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE	
1	0092-06-105	I-45	From Chambers Crk to Ellis Co. line	Milling Overlay	\$ 6.3	8/02/2024
2	0095-04-072	US 80	From East of FM 548 to SP 557	Install & Replace Signs	\$ 2.6	8/02/2024
3	0135-10-057	US 377	From SL 288 to 377/US 380 North	Install Raised Median	\$ 20.6	8/16/2024
4	0918-11-100	CR 110; CR 279; CR 312	At Jones Creek; At Bachelor Creek Relief; At Muddy Cedar; Creek Tributary	Bridge Replacement	\$ 1.5	8/20/2024
5	2678-02-008	FM 428	From FM 1385 to Collin Co. line	Rehabilitate Roadway	\$ 6.5	8/21/2024
6	3325-01-014	FM 3243	From end of maintenance to US 28	Rehabilitate Roadway	\$ 5.7	8/16/2024

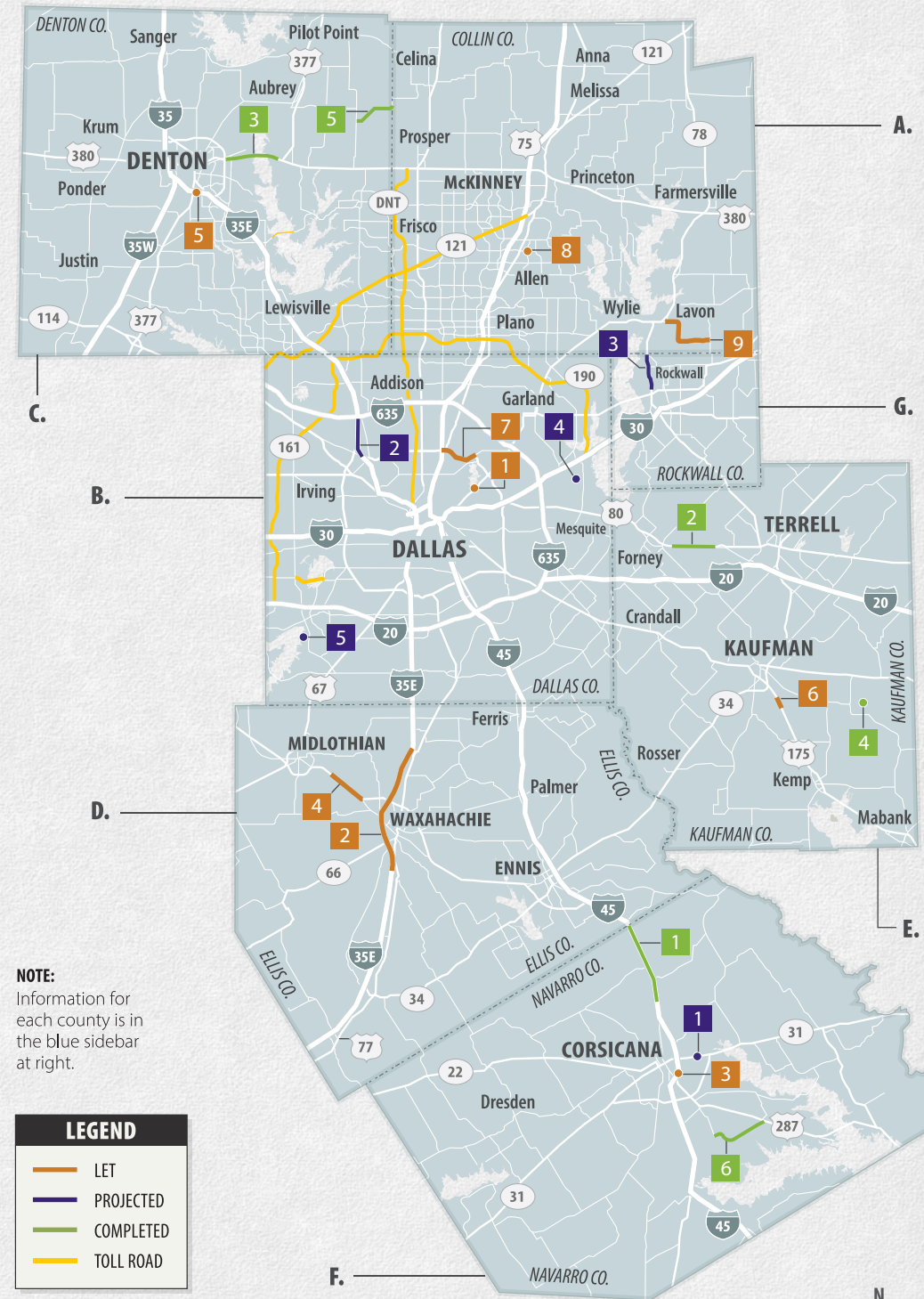
ESTIMATED TOTAL \$43.2 M

SOURCE: Texas Department of Transportation

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

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



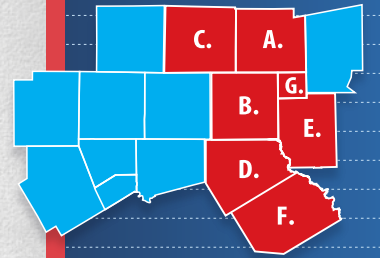
NOTE: Information for each county is in the blue sidebar at right.

LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

SOURCE: TxDOT research

*POPULATION ESTIMATE: NCTCOG



2024 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,272,434
 *POPULATION ESTIMATE | 5,560,191
 LANE MILES | 11,456

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 892,924
 *POPULATION ESTIMATE: 1,229,632
 LANE MILES: 1,578

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,101,685
 *POPULATION ESTIMATE: 2,716,721
 LANE MILES: 3,563

C. | DENTON COUNTY

VEHICLE REGISTRATION: 763,677
 *POPULATION ESTIMATE: 1,036,720
 LANE MILES: 1,822

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 201,810
 *POPULATION ESTIMATE: 228,511
 LANE MILES: 1,627

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 151,162
 *POPULATION ESTIMATE: 161,562
 LANE MILES: 1,225

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 54,161
 *POPULATION ESTIMATE: 55,873
 LANE MILES: 1,276

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 107,015
 *POPULATION ESTIMATE: 131,172
 LANE MILES: 365

