



North Central Texas Council of Governments

Safe Streets and Roads for All (SS4A) Grant Program – Submittal Endorsement

Surface Transportation Technical Committee 6.27.2025

Natalie Bettger

Safe Streets & Roads for All (SS4A) Grant Program

- Created through the Infrastructure Investment and Jobs Act (IILA)
- Purpose: prevent deaths and serious injuries on our roadways
 - Focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans
- \square \$5 billion discretionary grant program over five years (2022 2026)
- Inclusive of all types of roadway safety interventions across the Safe Systems Approach
- ☐ One application per agency allowed



Safe Streets & Roads for All (SS4A) Grant Program

Funding Availability

\$402 Million

- Planning/Demonstration

\$580 Million

- Implementation

< 15% per State

- Overall Program

Minimum Award*

\$100,000

- Planning/Demonstration

\$2.5 Million

- Implementation

Maximum Award*

\$5 Million

- Planning/Demonstration

\$25 Million

- Implementation

Cost Sharing

80% Federal | 20 % Non-Federal

Applicant/Condition Eligibility

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

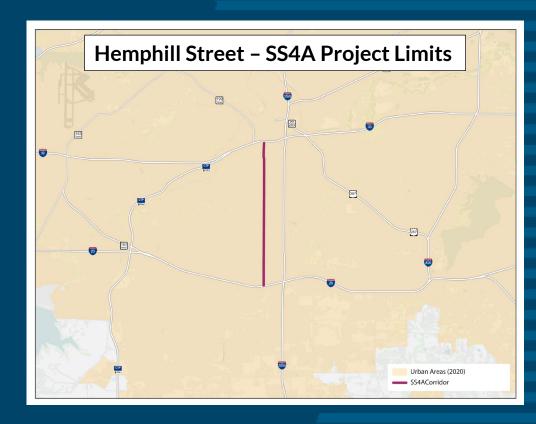
* There is no minimum or maximum award amount; however, the NOFO provides expected minimum and maximum ranges for applicant consideration.



NCTCOG/City of Fort Worth SS4A Application: Hemphill Street Community Based Safe Street Project

Implement strategic countermeasures to address the safety of all modes of transportation, including motor vehicle, transit, bicycle, and pedestrian, between Vickery Boulevard and IH 20 (5.47 miles):

- Address Complete Street Conversion Deficiencies
- Trinity Metro Bus Stop Amenity Upgrades
- Traffic Signal Upgrades
- Pedestrian Improvements (crosswalks, sidewalks, ADA standards, lighting)



NCTCOG/City of Fort Worth SS4A Application: Hemphill Street Community Based Safe Street Project

Anticipated Budget

| Component Name | Project Cost | Federal (SS4A) | Non-Federal Match | Match Source |
|---|-----------------|-------------------|----------------------|-----------------------|
| Context Sensitive Retrofit, Safety, Transit and Technology Upgrades | \$15,000,000 | \$12,000,000 | \$3,000,000 | City of Fort Worth |
| Total | \$15,000,000 | \$12,000,000 | \$3,000,000 | |

Safe Streets & Roads for All (SS4A) Grant Program

Development Schedule

| Date | Milestone |
|----------------|-----------------------------|
| March 28, 2025 | NOFO Released |
| June 27, 2025 | STTC Endorsement |
| July 9, 2025 | RTC Endorsement |
| July 24, 2025 | Executive Board Endorsement |
| June 26, 2025 | Applications Due |

Safe Streets & Roads for All (SS4A) Grant Program

Action Requested – Recommend Regional Transportation Council endorsement of:

NCTCOG's submittal of the FY 2025 Safe Streets and Roads for All (SS4A) – Implementation Grant application for the **Hemphill Street Community Based Safe Street Project**, in partnership with the City of Fort Worth.

Staff will administratively amend the TIP/STIP and other planning/administrative documents to incorporate the project and funding, if selected for FY 2025 SS4A award.



Jeff Neal Natalie Bettger

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FY2026 and FY2027 Unified Planning Work Program for Regional Transportation Planning

Surface Transportation Technical Committee June 27, 2025

Five Major Tasks

Task 1 – Administration and Management

Task 2 – Transportation Data Development and Maintenance

Task 3 – Short-Range Planning, Programming, and Operations

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies

Implemented through:

- 34 Subtasks
- 175-200 Programs and Projects

Funded through:

- 17 Revenue Sources
- 205 Grants

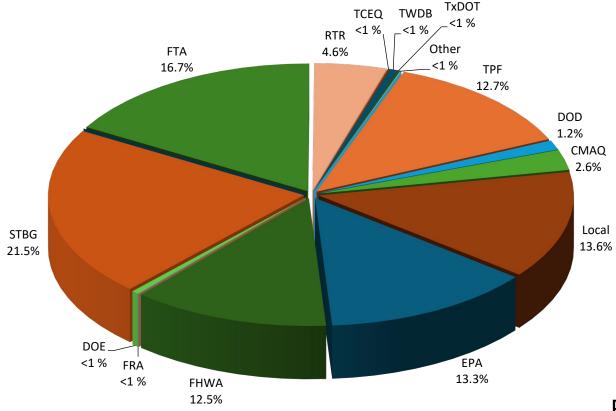


Draft

| PL Balance to Carry Over to FY2028 | \$ 3,548,637 |
|--|--------------|
| Anticipated Expenditures | \$32,847,600 |
| Total Transportation Planning Funds | \$36,396,237 |
| FY2025 US FHWA (Estimated PL-Carryover) | \$ 6,669,030 |
| FY2026 and FY2027 US FHWA (Estimated PL) | \$21,195,331 |
| FY2026 and FY2027 US FTA (5303) | \$ 8,531,876 |

Summary of All Funding

Estimated Total Funding (all sources): \$286,952,837



Pass-through 70%

Development Schedule

July 28

February 18 **Issuance of Requests for NCTCOG Assistance to Transportation Partners, including STTC** March 6 **Issuance of Requests for Regional Project Ideas to RTC Draft Recommendations to STTC for Information May 23** June 5 Initiation of Public Outreach and Draft UPWP to TxDOT **Draft UPWP to STTC for Information** June 6 **Draft UPWP to RTC for Information** June 12 **June 27** STTC Action on Recommended UPWP RTC Action on Recommended UPWP July 10 July 24 **Executive Board Action on Recommended UPWP**

Final UPWP to TxDOT

Requested STTC Action

Recommend RTC approval of the Draft FY2026 and FY2027 Unified Planning Work Program (UPWP).

And

Recommend that the RTC direct staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the projects and programs contained in the Work Program.

Unified Planning Work Program Contact Information

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Copy of draft FY2026 and FY2027 UPWP can be found at https://www.nctcog.org/trans/study/unified-planning-work-program







Charging and Fueling
Infrastructure Community
Electric Vehicle Charging
Grant - Site Selection
Criteria and Call for Projects

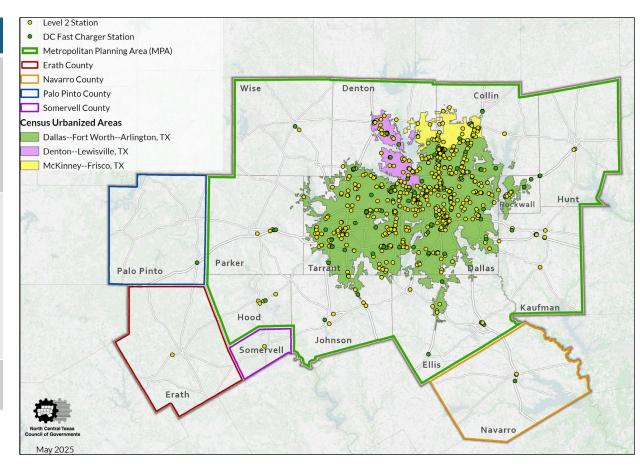
Jared Wright
Senior Air Quality Planner

Surface Transportation Technical Committee

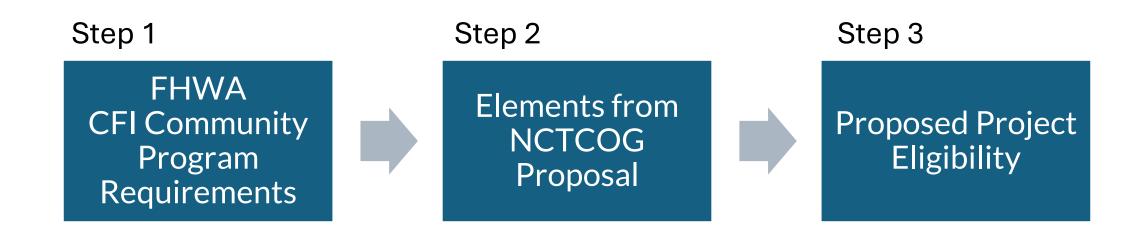
June 27, 2025

NCTCOG Charging and Fueling Infrastructure (CFI) Community Award

| Phase | Federal Funding |
|--|-----------------|
| Phase 1: NCTCOG Administration and "Deployment Dream Team" to expedite implementation (procured Kimley-Horn and Associates) | \$3,037,884 |
| Phase 2: Deploy up to 100 charging ports (~25 locations) to fill gaps in the existing regional network and achieve equal access to charging stations across the region | \$11,962,116 |
| Total Federal Funding: | \$15,000,000 |



Steps to Selection (Phase 2)



CFI Community Program Requirements

Purpose: Federal Highway Administration (FHWA) program to reduce emissions and expand or fill gaps in access to alternative fueling infrastructure

Focused on locations NOT along a highway

Eligible Projects: Publicly accessible electric, hydrogen, natural gas, or propane infrastructure

Eligible Costs: Design, engineering, purchase, installation, electrical upgrades, construction, operations and maintenance (O&M)

Funding Amount: Federal share up to 80 percent of the total project cost

Non-federal share must come from private sector (most likely the charging station vendor)

Focus Areas:

- Public Charging
- Non-single family
- Multi-modal hubs and shared-use fleets/services
- Fleet vehicles that operate in communities
- Rural areas

Other Requirements:

- Usable by individuals with disabilities
- Meet relevant standards of <u>23 CFR 680</u>, including:
 - Being "always" accessible to the public
 - Achieving 97% uptime
 - Submitting required reports



Elements from NCTCOG Proposal

Eligible Projects: Install charging stations on public sector property in the 16 county NCTCOG region

- Set Asides for Navarro, Erath, Palo Pinto and Somervell counties*
- Examples: Sports complexes, parks, city halls, community centers, libraries, multi-use service centers, transit stations, public schools
- No public roadway rights-of-way

Eligible Applicants: Public agencies, including local governments, transit agencies, school districts and universities

Security: Sites must have appropriate lighting **Procurement:** NCTCOG conducts vendor procurement(s) and includes operations and maintenance



Photo Credit: Dallas Area Rapid Transit

* = Set asides for Erath, Palo Pinto and Somervell counties pending FHWA approval



Proposed Project Eligibility

Proposed Screening Criteria:

- Comply with all FHWA program requirements (Step 1)
- Comply with elements from NCTCOG awarded proposal (Step 2)
- Located within an existing paved parking lot + meet criteria below
- Independent parallel "Deployment Dream Team" Risk Assessment

Proposed Scoring Criteria for Eligible Projects:

| Areas with Insufficient Charging | Areas with Potential Demand | Public Engagement | Feasibility and Risk | |
|--|--|--|--|---|
| Up to 60 points | Up to 20 points | Up to 10 points | Up to 10 points | O Points - Fatal flaw analysis |
| Distance from existing or planned charging stations Existing chargers do not adequately support area needs (ratio of vehicles to chargers; community/ economic development) | Location could serve multi-modal hubs or fleet shared use areas (e.g. first- or last-mile driver connection, rideshare drivers) Location could serve community fleets | Near locations recommended by the general public Facility type recommended by the general public (e.g. parks, rec centers, schools) | Demonstrated project readiness (implementation plan, strategies to drive utilization) Measures to mitigate station damage or inoperability (e.g. site security, grid integration) | "Deployment Dream Team" location risk assessment (e.g. electrical capacity, flood risk) |



Site and Vendor Selection Roles and Responsibilities

Public Agency Applies to RTC Call for Projects for Site Selection

"Deployment Dream Team" consultant available to support applications and provide risk assessment

RTC Selects Public Agency Sites and Recommends Subawards

Grant pays up to 80% initial deployment capital costs plus up to 20% O&M Non-federal share to be contributed by vendor(s), including O&M payments

NCTCOG Conducts Vendor Procurement(s) (Equipment, Construction/Installation, O&M)

Opportunities for public agency input

Advise on RFP requirements/expectations

Participate in Consultant Selection Committee

Implementation Roles and Responsibilities

Construction and Installation

- Public Agency cash-flow 80% federal share, to be reimbursed by NCTCOG
- Vendor(s) provide 20% non-federal share
- Public agency assumes ownership of the station

5 Year
Operations
and
Maintenance

- Public Agency cash-flow 80% federal share, to be reimbursed by NCTCOG
- Vendor(s) pay remaining O&M
- Public agency funding responsibility begins (if necessary)
- •Vendor(s) answerable to the public agency for performance, repair, and O&M
- Vendor(s) allowed to recover return on investment
- Vendor(s) provide required reporting on charger utilization and uptime (federal program requirement)

"Deployment Dream Team" Consultant Available to Guide All Parties Throughout Implementation After 5 Year O&M Public agency obligations end after 5 years,
 ongoing operations at public agency discretion



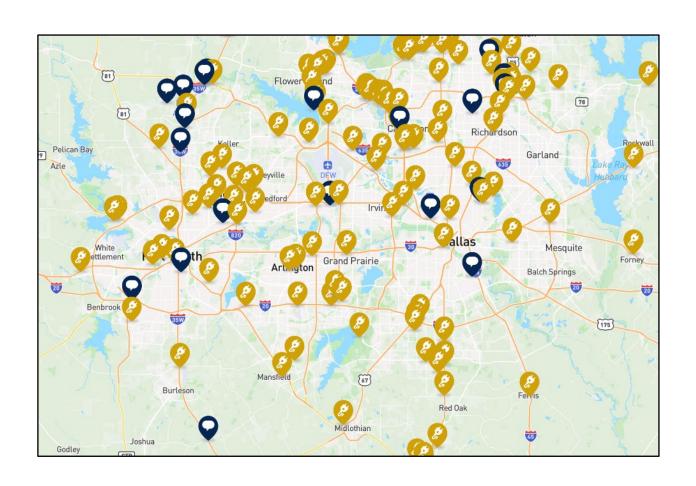


Public Engagement

Encourage residents/businesses in your area to weigh in on site types and potential locations:

publicinput.com/nctcogevcharging

Opportunities for public input and local government outreach resources are available on website



Anticipated Call for Projects Schedule

| Proposed Milestone | Date |
|--|-------------------|
| STTC Info - Call for Projects | May 23, 2025 |
| RTC Info - Call for Projects | June 12, 2025 |
| Executive Board Info – Call for Projects | June 26, 2025 |
| STTC Action – Call for Projects | June 27, 2025 |
| RTC Action - Call for Projects | July 10, 2025 |
| Executive Board Action - Call for Projects | July 24, 2025 |
| Call for Projects Opens | July 25, 2025 |
| Call for Projects Deadline (14 weeks) | October 31, 2025 |
| STTC Info – Award Recommendations | December 5, 2025 |
| RTC Info – Award Recommendations | December 11, 2025 |
| Executive Board Info – Award Recommendations | December 18, 2025 |
| STTC Action – Award Recommendations | January 23, 2026 |
| RTC Action – Award Recommendations | February 12, 2026 |
| Executive Board Action – Award Recommendations | February 26, 2026 |





Requested Action – North Texas Electric Vehicle Infrastructure Call for Projects

Recommend RTC Approval of:

- Authorization to Open Call for Projects, including:
 - Eligibility Requirements
 - Screening Criteria
 - Scoring Criteria
 - Schedule
 - Call for Projects Estimated Open: July 25, 2025
 - Call for Projects Estimated Close: October 31, 2025
- Amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and updating any administrative and/or planning documents as needed to incorporate the project funding

STTC Action Item - June 27, 2025



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Resolution of Transit Issues in the DFW Region

- 1.) DART and Member Cities Continue to Resolve Their Problems
- 2.) Transit Agencies and Local Governments Should Implement Transit 2.0
- 3.) RTC Consider Advancing Broader Transit Conversations (P25-01)



Adjusted Application Scoring

| Acti | ve Transportation Applica | tion Category | | |
|------|---------------------------|--|----------------|-----------|
| # | Project Sponsor | Project Name | Original Score | New Score |
| 1 | Town of Addison | Westgrove Drive / Quorum Drive Bike Lanes to Silver Line / Cotton Belt Trail | 83 | 88 |
| 2 | City of Dallas | Cotton Belt Trail (Davenport Road to Preston Green Park) & Marni Kaner Trail Extension | 70 | 77 |
| 3 | Dallas County | Chalk Hill Trail Phase 2 | 74 | 71 |
| 4 | City of Frisco | Frisco Square Regional Veloweb Connection and Cottonwood Creek Trail | 63 | 69 |
| 5 | City of Denton | Sycamore Trail Sidepath | 71 | 68 |
| 6 | City of Carrollton | T. C. Rice Trail | 68 | 67 |
| 7 | City of Fort Worth | McPherson-Summer Creek Safe Streets | 61 | 65 |
| 8 | City of Plano | Los Rios Park Trail | 60 | 64 |
| 9 | City of Crowley | Main Street Trail Extension | 60 | 63 |
| Proj | ects Not Recommended for | Funding | | |
| 10 | City of Dallas | San Jacinto Cycle Track | 50 | 53 |
| 11 | Town of Flower Mound | Community Shared Use Path | 47 | 51 |
| 12 | City of DeSoto | Pleasant Run Road | 45 | 46 |
| 13 | City of DeSoto | Westmoreland Road | 45 | 46 |
| 14 | City of Bedford | Bedford Road Beautification - Alternative A | 44 | 46 |
| 15 | City of Denton | McKinney Street Sidewalks and Sidepath | 49 | 45 |
| 16 | City of Bedford | Bedford Road Beautification - Alternative B | 41 | 43 |
| 17 | Town of Sunnyvale | Rails to Trails Phase 2 | 39 | 42 |
| Sofo | Poutos to Sobool (Const | ruction) Application Category | | |
| # | Project Sponsor | Project Name | Original Score | New Score |
| 1 | City of Richland Hills | Safe Routes to School - Cheney Hills Elementary | 79 | 58 |
| 2 | City of Denton | Newton Rayzor Elementary School SRTS | 70 | 56 |
| Proj | ects Not Recommended for | | | |
| 3 | City of Denton | Sam Houston Elementary School SRTS | 59 | 47 |
| Safe | Routes to School (Planni | ng) Application Category | | |
| # | Project Sponsor | Project Name | Original Score | New Score |
| 1 | City of Richardson | Richardson SRTS Program | 91 | 75 |

Progress on Federal Competitive Grants

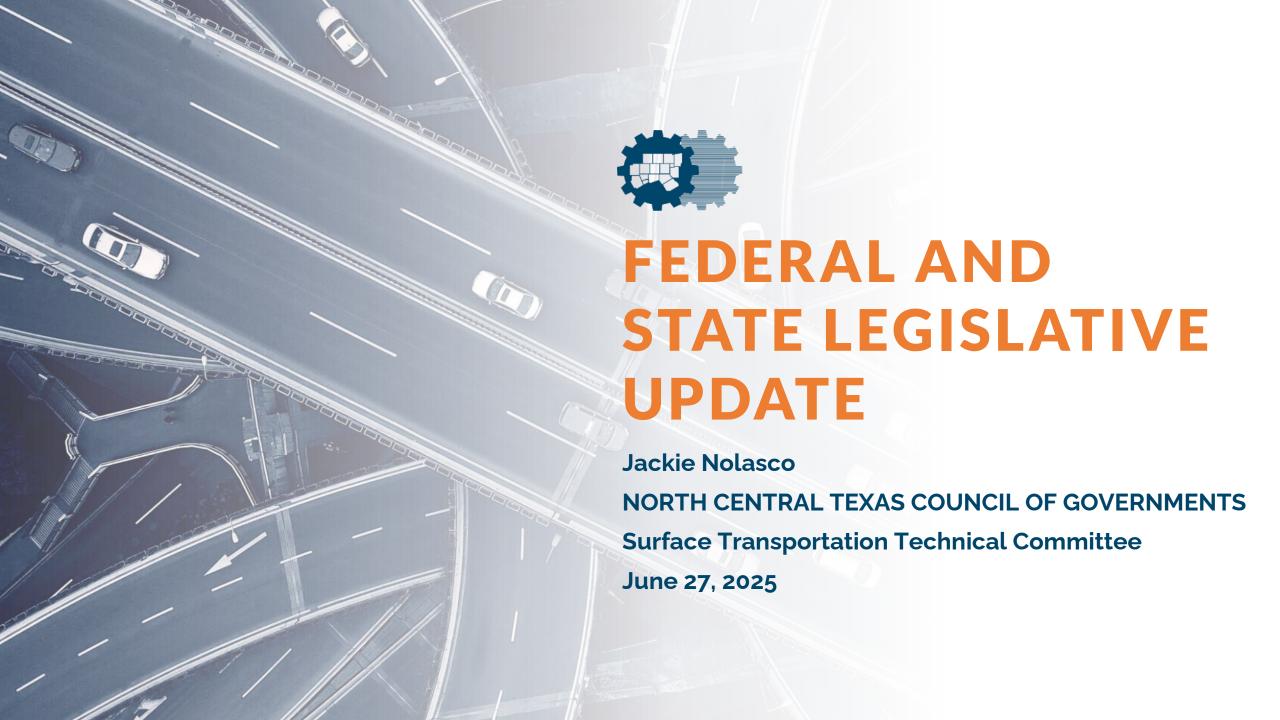
Submitted by NCTCOG

| Funding Agency | Project Name | Executed? Yes/No | Obligated? Yes/No | Agreement Amount (Total = Federal + Match) | |
|---|--|---------------------|-----------------------------|---|--|
| Department of Defense | Community Noise Mitigation Program Grants | Yes | Yes | \$4,047,999 √ | |
| Federal Highway Administration | 4 Stations | No | No | \$37,500,000 | |
| Federal Highway Administration | Safe Streets for All CrossDFW | No | No | \$6,000,000 | |
| Federal Transit Administration | VA Station | No | Pre-award Authorized | \$11,897,600 | |
| Federal Transit Administration | Pilot Planning Grant Trinity Rail Express (TRE) | No | No | \$1,000,000 | |
| Federal Highway Administration | North Texas Equitable Electric Vehicle Infrastructure | Yes | Partial, \$14m obligated | \$17,990,529 | |
| Federal Highway Administration | Texas Hydrogen and Electric Freight Infrastructure Project | Yes | Partial, \$31m obligated | \$87,500,000 | |
| Department of Energy | Houston to Los Angeles on Hydrogen Fuel | Yes | Yes, Stop Work Order | \$107,000 | |
| Federal Highway Administration | AllianceTexas Inland Port Project | No | No | \$261,823,699 | |
| Federal Highway Administration | East Lancaster Avenue Complete Streets and Transit Technology Project | No | No | \$182,000,000 | |
| | Sub-total of approved to proceed projects | | | | |
| Projects will be removed when an Agreement is fully executed and obligated. | | | | \$609,866,827 | |

Progress on Federal Competitive Grants

NCTCOG Assisted with Local Government Applications

| Funding Agency | Project Name | Executed? Yes/No | Obligated? Yes/No | Agreement Amount (Total = Federal + Match) |
|---|---|---------------------|----------------------|---|
| Federal Highway Administration | Dallas County Inland Port (DCIP) Multimodal Connectivity Project Submitted by Dallas County | No | No | \$87,015,000 |
| Federal Highway Administration | Martin Luther King (MLK), Jr. Boulevard Complete Street & Safety Upgrades Project Submitted by City of Dallas | No | No | \$27,250,000 |
| Sub-total of approved to proceed projects | | | | \$87,015,000 |
| Projects will be removed when an Agreement is fully executed and obligated. TOTAL | | | \$114,265,000 | |



RECONCILIATION

U.S. HOUSE

House approved budget reconciliation bill on May 22. The House Transportation and Infrastructure budget reconciliation proposal included:

- Imposes an annual \$250 electric vehicle and \$100 hybrid vehicle fee
- Rescinds certain USDOT unobligated funds
- Provides additional funding for air traffic control and the U.S. Coast Guard

U.S. SENATE

The Senate Environment and Public Works Committee released its portion of the reconciliation package on June 4.

- Repeals most environmental programs funded by the Inflation Reduction Act (IRA); rescinds Neighborhood Access Equity Grants.
- OMITS House's proposed EV registration fees.
- Adds a fee-based system to expedite NEPA reviews, with capped timelines and no judicial review.

Senate has a self-imposed passage deadline of July 4.



STATE BUDGET - SENATE BILL 1

TOTAL FUNDING

\$338 billion in All Funds, All Articles

All Funds 1.2% over FY24-25

\$101 billion in Federal Funds

 Federal Funds (6.4%) decrease over FY24-25

\$237 billion in General Revenue/GR Dedicated/Other

• GR, GR Dedicated, Other 4.8% increase over FY24-25

ARTICLE VII - TXDOT FUNDING

TxDOT Total for FY26-27: **\$39.9 billion** in All Funds. This includes:

- \$35.8 billion for highway planning, design, construction, maintenance, and preservation: \$292 million increase
- Of the above totals, \$26.7 State Highway Funds:
 - \$8 billion from Prop 1
 - \$7.4 billion from Prop 7
 - \$11.3 billion from other SHF sources

All Funds (.9%) or (\$374.6M) decrease over FY24-25:

- Federal Funds (\$777M) decrease
- General Revenue (\$600M) decrease
- State Highway Fund \$1 billion increase



STATE BUDGET

ARTICLE VI (TCEQ) RIDER 7

- Rider continues to allocate \$4.5 million from the Clean Air Account No. 151 for ozone (O_3) air quality planning activities in "affected counties" at risk of nonattainment, through Strategy A.1.1.
 - Continues to include funding for Hood and Hunt counties
- Rider increases funding eligibility for fine particulate matter (PM2.5) planning from \$2.5 million to \$4.5 million (of the total amount above).
- Funding remains limited to technical planning activities like emissions inventory, monitoring, modeling, and data analysis; outreach and behavioral programs (e.g., carpooling awareness, bike use) continue to be excluded. Administrative costs are capped at 10%.

TRANSPORTATION FUNDING

SB 1555 (Nichols)

Establishes a grant program for railroad grade separation projects.

- TxDOT would award grants for rail intersections at off-system roadways and public pedestrian crossings
- Awarded to political subdivisions of the state
- Ten percent local match
- \$250 million in HB 500
- Effective immediately

HB 1109 (Van Deaver)

Expands current motor fuel tax exemptions to include counties. Exempts counties from paying the gasoline and diesel fuel taxes when sold to a county for its exclusive use. Entitles the county to a refund if taxes were paid.

Estimated annual revenue loss to State Highway Fund (\$3.1 million), to School Fund (\$1 million), to General Revenue (\$89,000). Effective 7/1/25.



TRAFFIC AND PEDESTRIAN SAFETY

SB 2039 (Hancock) Updates the definition of a sidewalk user to include non-pedestrians (bike, motor-assisted scooter, electric mobility assistance device, skateboard, roller skates). Vehicles must stop and yield in a crosswalk, similar to pedestrians. Effective 9/1/25.

SB 305 (Perry) Expands the current Slow Down or Move Over Law to include animal control vehicles and parking enforcement vehicles, using flashing lights as stated in current law. Effective 9/1/25.

SB 2129 (Johnson) Enhances the penalty for disobeying railroad grade crossing signals and ignoring flagger's warning. Effective 9/1/25.

SB 826 (Parker) Increases the penalty for operating a motor vehicle while intoxicated in an active school crossing zone. Effective 9/1/25.

SB 546 (Menendez) Requires three-point seat belts on all school buses. Report to TEA, legislature, and hold public meeting if budget didn't allow. Effective 9/1/25.



HIGH-SPEED RAIL

HB 2003 (Harris)

Mandates entities proposing highspeed rail projects to disclose detailed annual information to TxDOT when included in the Texas Rail Plan. TxDOT to make available online.

Information includes timelines, proposed route, method of financing, balance sheet, construction costs, ridership projections, organizational chart, disclosure of foreign investment. Effective 9/1/25.

HB 2011 (Bell)

Allows a person whose property was acquired through eminent domain for a public use to repurchase the property, if the entity that acquired the property had failed to pay any of the ad valorem property taxes before the third anniversary of the taxes being due.

Effective 9/1/25.

AIR QUALITY

HB 2440 (Curry)

Prohibits a state agency from restricting the sale or use of a vehicle based on its fuel or power source; the State Implementation Plan cannot restrict energy source, including an internal combustion engine. Effective 9/1/25.

HB 5033 (Bell)

Eliminates vehicle emission inspections if the U.S. Congress repealed the federal Clean Air Act or amended it to not require emissions inspections or U.S. Constitution was amended. Effective 9/1/25, dependent on Congressional actions.

AUTONOMOUS VEHICLES

SB 2807 (Hagenbuch), based on SB 2425 (Nichols):

Original: Would establish that the use of motor carrier safety improvements, such as devices or procedures aimed at enhancing vehicle and operator safety, cannot be considered when determining whether a motor vehicle operator is classified as an employee or an independent contractor under state law.

Amended on May 28: Regulates the operation of automated motor vehicles, establishes authorization procedures, and creates a criminal offense for unauthorized operation within Texas.

Effective 9/1/25.

CONTACT US



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NCTCOG Legislative Updates: www.nctcog.org/legislative



Overview

The Public Participation Plan (PPP) is a federal requirement, guides our department's public involvement efforts and outlines the MPO's responsibility to inform and involve individuals and communities.

PPP covers federal responsibilities, procedures, strategies and evaluation. A copy is posted on the Transportation Department's **Get Involved** webpage.

Guiding Principles

Consistent & Comprehensive Communication

Commitment to Balanced Engagement

Consultation with Committees

Collaboration with Audiences & Stakeholders



Public Participation Plan Goals

Goal 1: Inform and Educate

Goal 2: Engage Comprehensive Audiences and encourage continued participation

Goal 3: Evaluate public participation strategies and efforts

Engagement With People

- Virtual and In-Person Public Meetings
- Online Input
 Opportunities
- Outreach Events
- Speaking Engagements
- Community Networks
- Media Relations

- Print and Digital Publications
- Website
- Social Media
- Surveys and Polling
- Visualizations and Shareable Content
- Translation and Interpretation Services

Legislation Related to Public Participation

Infrastructure Investment and Jobs Act (IIJA)

Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs

Revocation of Executive Order 12898 (Environmental Justice in Minority Populations and Low-Income Populations, 1994)

Proposed Revisions

Update the PPP to reflect new planning regulations and federal policies.

Reaffirm public involvement process for the Unified Planning Work Program (UPWP). Public meeting will no longer be required for UPWP modifications. UPWP will instead be posted online.

Reaffirm cataloging of public comments in two documents:

- Public input opportunity minutes
- Public comments reports

Proposed Revisions

Update references to keypad polling and virtual public engagement to ensure public involvement processes and procedures up to date and reflect technology advances:

- Incorporate use of phone applications for polling
- Incorporate usage of online public engagement platform

Review performance measures to ensure they are relevant and manageable to track and report.

Create new layout and design of PPP document to reflect department branding efforts.

Schedule

June 27, 2025

July 10, 2025

July 14, 2025

July 14, 2025

August 22, 2025

Sept. 11, 2025

STTC Information

RTC Information

Public Meetings

Public Comment Period Begins

STTC Action

RTC Action

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OVERVIEW OF REGIONAL TRAFFIC SIGNAL PROGRAM

Traffic Signal Equipment + Traffic Signal Performance = Identify Need

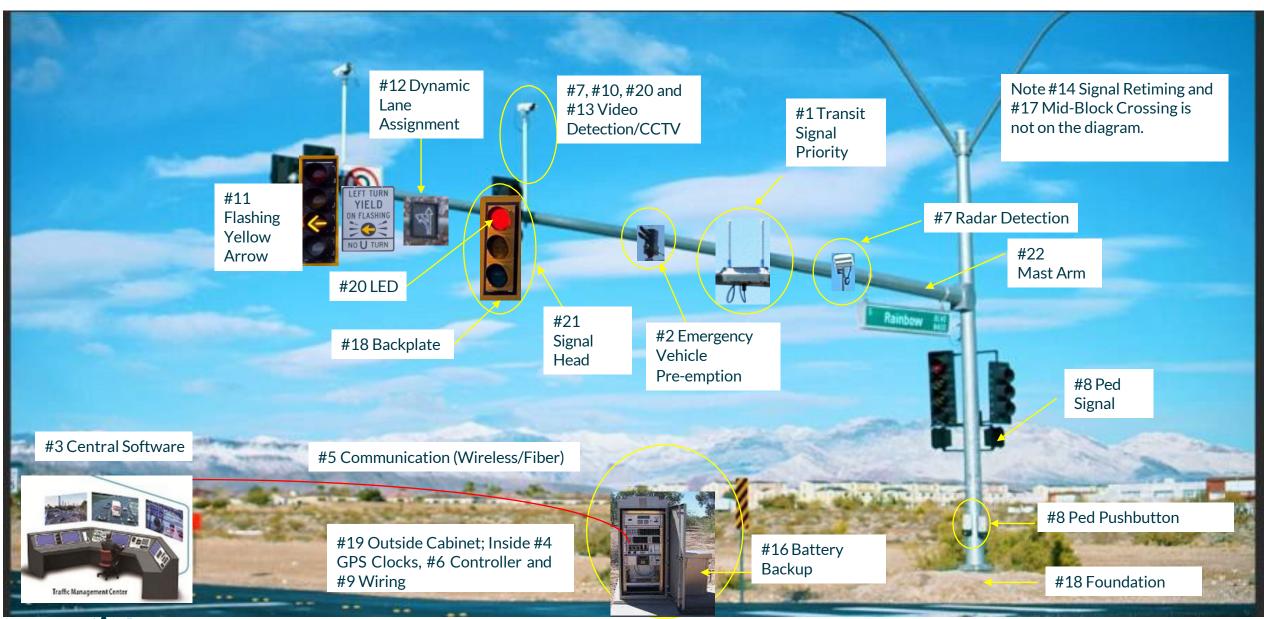
- 1. Signal Retiming
- 2. Signal Equipment
- 3. Signal Software
- 4. Roadway Capacity Improvement

PROPOSED TRAFFIC SIGNAL PROGRAM FUNDING REQUIREMENTS

To be eligible, agencies must:

- Develop and maintain a Traffic Signal Maintenance Standard
 Operating Procedures and Replacement Strategy (all 22 elements).
 City Develop or NCTCOG Support
- 2. Monitor traffic signal performance through INRIX platform.
- 3. Participate in regional data sharing efforts consistent with Traffic Management Data Dictionary (TMDD) standards for Center-to-Center communication.
- 4. Participate in NCTCOG Traffic Signal Committee and Peer-to-Peer subject matter experts.

TRAFFIC SIGNAL COMPONENTS



EVALUATION PROCESS FOR SIGNAL FUNDING REQUESTS

- 1. Review Equipment Inventory Assessment
 - Review age, condition, and availability of key components (e.g., controllers, detection, cabinets).
- 2. Review Signal Performance Measures
 - Use of INRIX Signal Analytics to evaluate delay, arrivals on green, split failures, coordination issues.
- 3. Identify / Prioritize Improvements
 - Identify upgrades aligned with improvement categories and available funding.



STEP 1. REVIEW EQUIPMENT INVENTORY ASSESSMENT (BEGAN 2022; UPDATED 2024)

Projects are evaluated based on the type of improvement and corridor characteristics.

Improvement Category: Central Software, Coordination Equipment, Operations and Physical Equipment.

Corridor Characteristics: Located on transit, freight, or special event corridors or documented safety concerns or crash history.

STEP 2. REVIEW SIGNAL PERFORMANCE MEASURES (BEGAN 2024)

Evaluate Average Control Delay/Vehicle

24 hour

AM peak

PM peak

Weekend

A <= 10 seconds

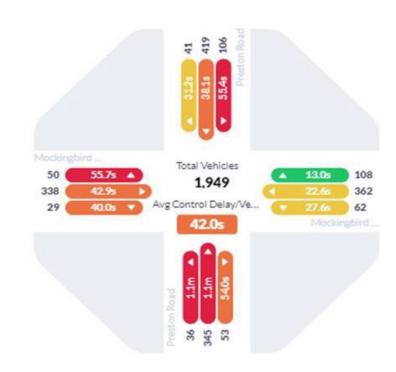
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C > 20 - 35 seconds

D > 35 - 55 seconds

E > 55 - 80 seconds

F > 80 seconds



STEP 3: CATEGORIZING IMPROVEMENTS

| Types of Improvements | Cost Sharing (Federal / Match) |
|--|-----------------------------------|
| Transit Signal Priority / Transit Signal 2.0 | 80/20 |
| Emergency Vehicle Pre-emption | 80/20 |
| Central Software | 80/20 |
| GPS Clocks | 80/20 |
| Communication (fiber or wireless) | 80/20 |
| Controllers | 80/20 |
| Vehicle Detection (No Loops) | 80/20 |
| Bike / Ped Equipment / Low and High-End Volume Warrant | 80/20 |
| Wiring | 80/20 |
| Freight Signal Optimization | 80/20 |
| Flashing Yellow Arrows | 80/20 |

STEP 3: CATEGORIZING IMPROVEMENTS (CONT.)

| Types of Improvements | Cost Sharing (Federal / Match) |
|---|-----------------------------------|
| Dynamic / Reversible Lane Assignments | 80/20 |
| CCTV / Camera for Operations (Non-Scheduled Events) | 80/20 |
| Signal Retiming / Safety / High Volumes | 80/20 |
| Battery Back-Up | 80/20 |
| New Signals (Warrants 4,5,6,7,and 9) | 80/20 |
| Mid-Block Crossing | 0/100 |
| Backplate | 0/100 |
| Cabinets / Foundations | 0/100 |
| LEDs | 0/100 |
| Signal Head Replacement | 0/100 |
| Span Wire to Mast Arm / Poles | 0/100 |

SCHEDULE

| Action | Meeting | Date |
|--------------------------------------|---------|--------------------|
| Information – Traffic Signal Program | STTC | June 27, 2025 |
| Information – Traffic Signal Program | RTC | July 10, 2025 |
| | | |
| Action – Traffic Signal Program | STTC | August 22, 2025 |
| Action – Traffic Signal Program | RTC | September 11, 2025 |
| | | |
| | | |

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Why: Comprehensive Air Quality Planning



Nonattainment for Ground-Level Ozone

Risk of Conformity Lapse and Section 185 Fees

Health Impacts



New Particulate Matter National Ambient Air Quality Standards (NAAQS)

Increased Transportation Conformity Requirements

Health Impacts



Population Growth to ~12.2M by 2050

Increased Vehicle Miles Traveled, Increased Emissions, Constrained Resources



Electricity Demand

Increased Emissions and Costs, Risk of Grid Outages (Reduced if Using Electric Vehicles to Strengthen Grid)



Limitations on Traditional Air Quality Planning

Other Pollutants, Regions, and Sectors Impacting NAAQS Attainment



What: Comprehensive Air Quality Planning



^{*}The DFW AQIP development is supported by funding from Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG): Planning Grants

The Texas Commission of Environmental Quality is developing a <u>Statewide CAP</u> under the CPRG: Planning Grants



Completing the Plan

Today's Presentation

The Baseline: State of Air Quality and Emissions Projections

2022 Carbon Dioxide Equivalent (CO₂e) and Criteria Pollutant Inventories

"Business as Usual" or "Do Nothing" Projections for Transportation Sector In 2050

September STTC Meeting

The Plan: Measures and Targets to Improve Future Air Quality

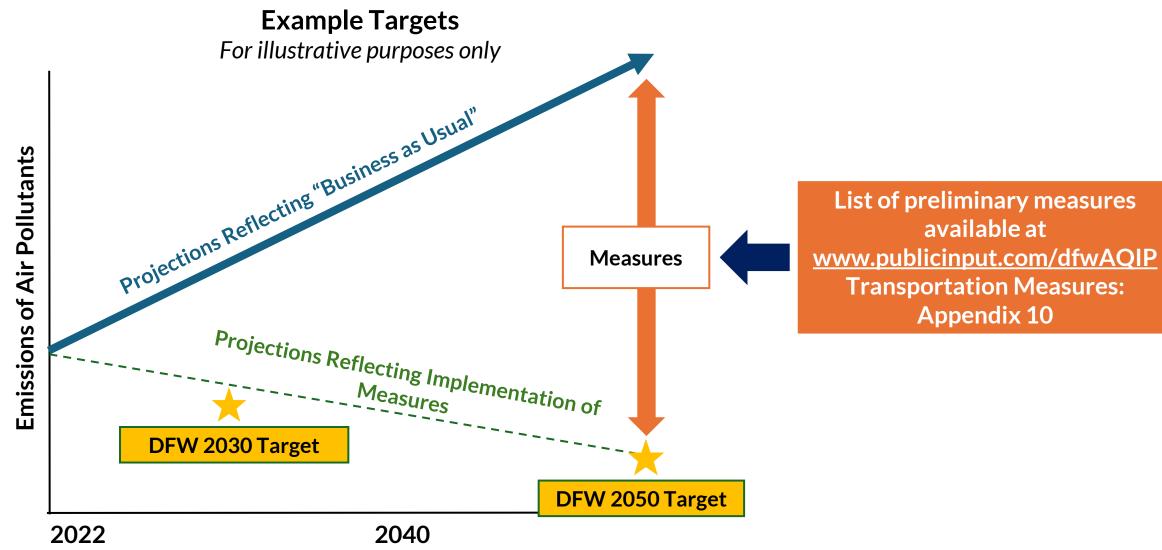
Targets/Goals for 2030 and 2050

Measures (i.e. projects, programs, and policies) to Improve Air Quality Relative to Mobility 2050 Forecasts

Benefits, Funding, and Workforce Analysis

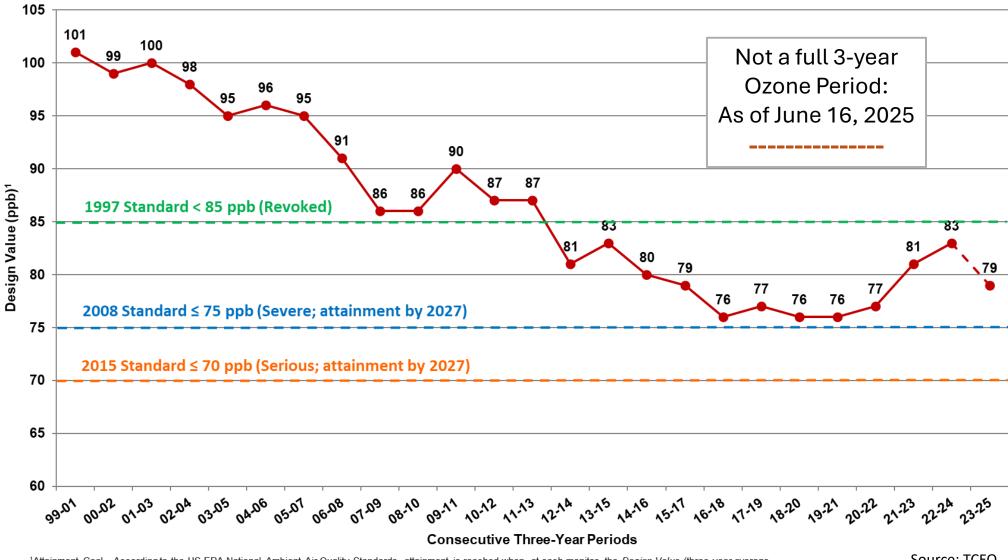


How: Projections, Targets, and Measures





8-hour Ozone NAAQS Historical Trends

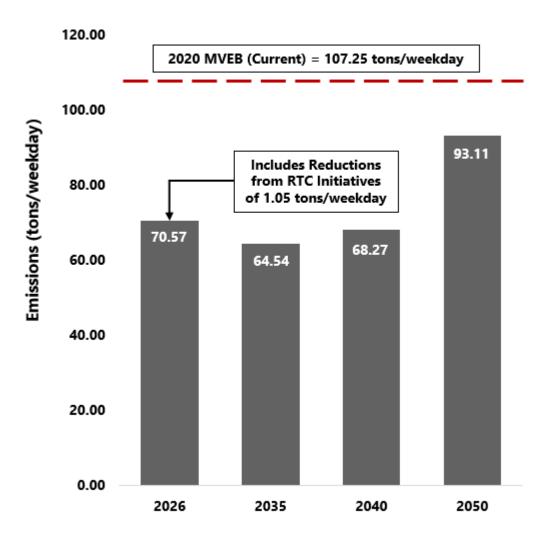


¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).





2025 Transportation Conformity Analysis Results On-road, Nitrogen Oxides (NO_x), Weekday



Nitrogen Oxides (NO_x) (tons/weekday)

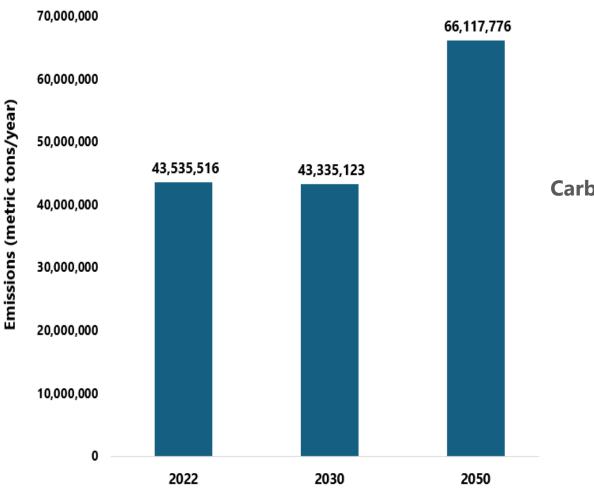
NCTCOG 10-County Ozone Nonattainment Area

MVEB = Motor Vehicle Emission Budget



Emissions Inventory Results On-road, Carbon Dioxide Equivalent (CO₂e), Annual



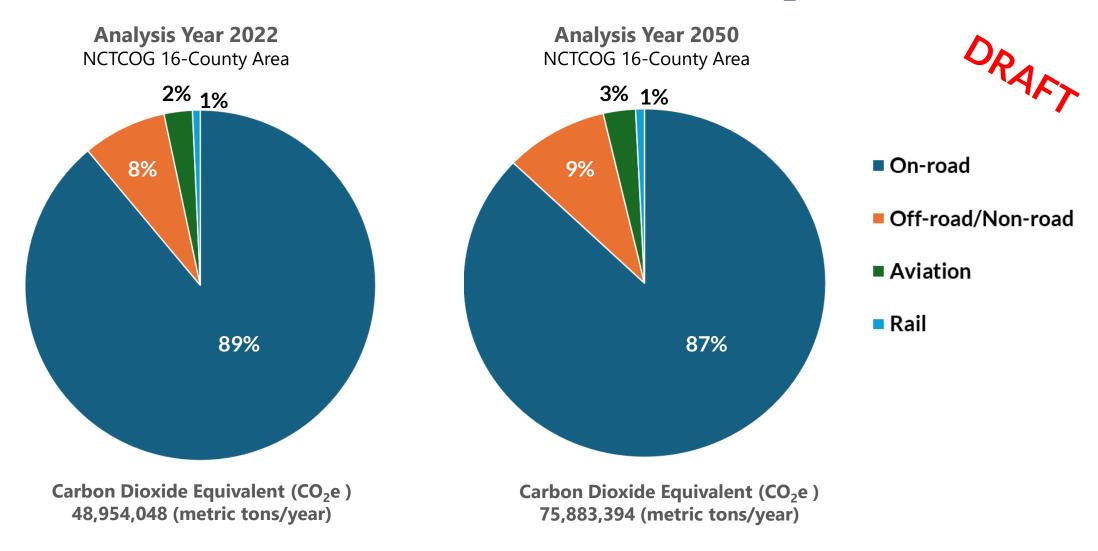


Carbon Dioxide Equivalent (CO₂e) (metric tons/year)

NCTCOG 16-County Area



Emissions Inventory Results Transportation Sector, Carbon Dioxide Equivalent (CO₂e), Annual



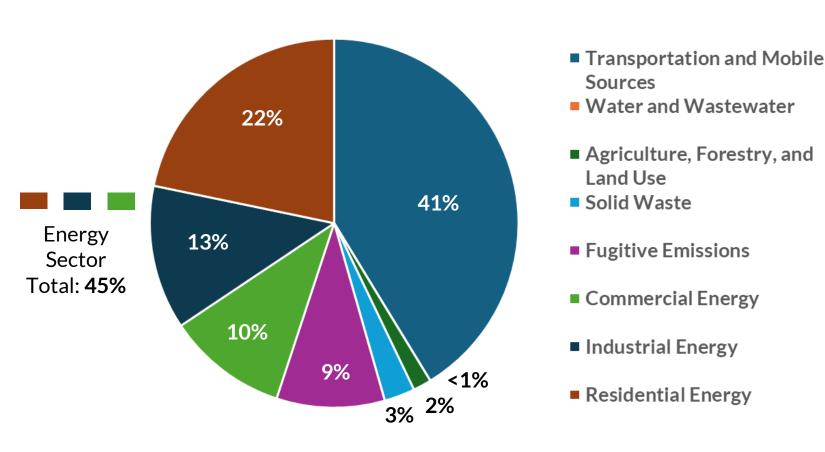


Emissions Inventory Results

All Sectors, Carbon Dioxide Equivalent (CO₂e), Annual



Analysis Year 2022 NCTCOG 16-County Area



Carbon Dioxide Equivalent (CO2e) 118,591,038 (metric tons/year)



Schedule

| Process | Proposed Milestone | Date |
|--|-------------------------------------|-----------------------------------|
| Draft Emissions Inventory and Transportation Projections | STTC Information | June 27, 2025 |
| | RTC Information | July 10, 2025 |
| | Executive Board Information | August 28, 2025 |
| Final Plan | STTC Action – Transportation Only | September 26, 2025 |
| | RTC Action – Transportation Only | October 9, 2025 |
| | Executive Board Action – Final Plan | October 23, 2025 |
| | Submit Plan to EPA | No Later Than December 1, 2025 |



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DBE Program Guidance and Thresholds

Requirement: <u>49 Code of Federal Regulations Part 26</u> (as of June 16, 2025)

Who is required to have a DBE Program: Certain Recipients of Federal Funds (FTA, FHWA, FAA)

What are the requirements:

Updated DBE goal every three years (new goal due August 1, 2025)
Current Goal of 17% active through September 30, 2025, covered FY 2023-2025

Publication of DBE Goal as Part of RFPs
Certification of DBE Eligibility (Texas Unified Certification Program,
NCTCOG does not make DBE Certifications)



Context of DBE Goal Update MID-AMERICA MILLING COMPANY VS. USDOT

(Case No. 3:23-cv-00072-GFVT)

Mid-America filed a lawsuit in the U.S. District Court in Eastern District of Kentucky in 2023 challenging the constitutionality of the DBE program.

Challenge is based on the use of race- and sex-based presumptions under the equal protection component of the Due Process Clause of the $5^{\rm th}$ Amendment.

May 28, 2025 – Joint Consent Order filed (not signed) with the Court

Defendants (USDOT) have stipulated the DBE Program's use of race- and sex-based presumptions are unconstitutional.

USDOT re-evaluated prior position based on Supreme Courts decision in Students for Fair Admissions, Inc. v. President & Fellows of Harvard College

Joint Consent Order if signed would end DBE contract goals based on race and sex presumptions.



Context of DBE Goal Update MID-AMERICA MILLING COMPANY VS. USDOT (Case No. 3:23-cv-00072-GFVT)

Various Minority Contracting Associations have been granted authority to Intervene and are opposing the Entry of the Joint Consent Order.

Appeal of Consent Order, whether entered or not, is expected.

Staff is monitoring this case for implications.

As of June 16, 2025, DBE rules and requirements are still in place.



Process to Update DBE Goal

- ✓ Project Potential Contract Awards (FY 26-28)
- DBE Goal Development
- Initiate Public Input/Stakeholder Involvement
 - Publish Goal for Public Comment/Review
 - Committee Review/Consideration
 - Implement New DBE Goal October 1, 2025



Development of DBE Goal

Step 1:

Determine Relative Availability of Ready, Willing & Able DBE Firms

- Determined by Market Area
- Dallas-Fort Worth MSA (NCTCOG)
- Individual Market Areas for Transit Subrecipients (County)
- Includes weighting by Contract Opportunities for FY2026-2028
 - NCTCOG & Transit Subrecipients
 - Divided by Funding Source

Step 2:

Consideration of Other DBE Data

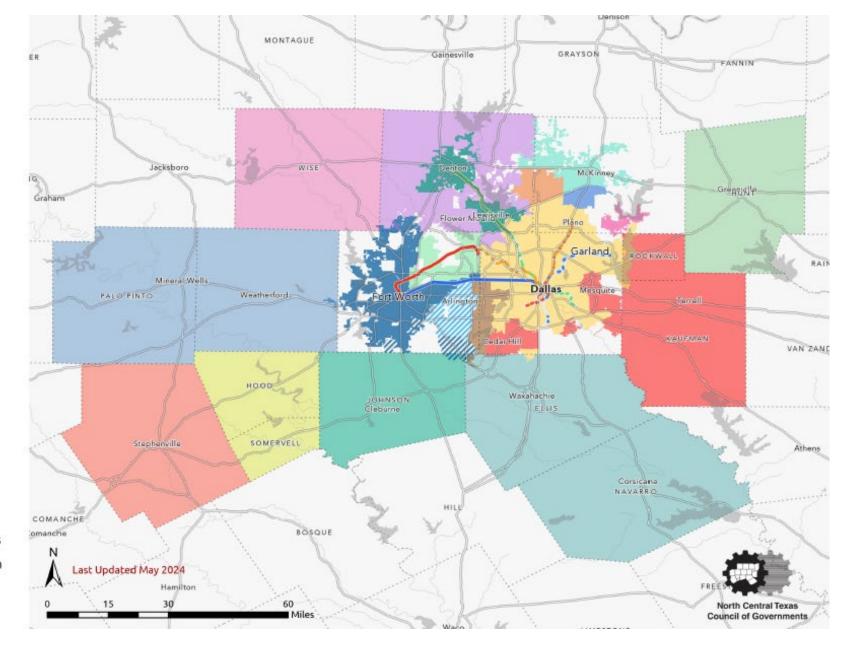
- Historical DBE expenditures
- Completed disparity studies
- DBE goals from other, similar agencies in the Dallas-Fort Worth market area





Regional Transit Providers

- Dallas Area Rapid Transit
- Trinity Metro
- DCTA
- Community Transit Services
- Collin County Rides
- Ride Awake Wylie
- Span Transit
- Collin County Transit
- Frisco Demand Response
- STAR Transit
- Texoma Area Paratransit System
- Public Transit Services
- The Connection
- The Transit System
- City/County Transportation
- City and Rural Rides
- Partial Service by Trinity Metro
- Northeast Transportation Services
- Arlington On-Demand & Handitran
- Grand Prairie Via & Grand Connection





Potential Awards NCTCOG and Subrecipients

| Procurement Type | Potential Awards (in \$1,000s) FTA | Potential Awards (in \$1,000s) FHWA | Potential Awards (in \$1,000s) Other | Potential Awards (in \$1,000s) TOTAL |
|--|---|--|---|---|
| Construction | \$1,621 | \$0 | \$957 | \$2,578 |
| Marketing, Advertising, and Public Relations | \$126 | \$390 | \$0 | \$516 |
| Office Supplies & Equipment (Rental & Purchase) | \$758 | \$0 | \$0 | \$758 |
| Operational Administrative, Communications, Support Services | \$8,101 | \$0 | \$460 | \$8,561 |
| Planning/Engineering | \$975 | \$4,618 | \$595 | \$6,188 |
| Software and Ancillary Information Technology Professional Services | \$990 | \$2,050 | \$150 | \$3,190 |
| Transportation Equipment | \$1,225 | \$19,592 | \$2,000 | \$22,817 |
| Vehicle Maintenance and Operations Support | \$7,093 | \$0 | \$0 | \$7,093 |
| TOTAL | \$20,889 | \$26,650 | \$4,162 | \$51,701 |



Preliminary DBE Availability Analysis NCTCOG and Subrecipients

| Procurement Type | Potential Awards (in \$1,000s) | DBE Firms | Total Firms | DBE Goal |
|--|--------------------------------------|-----------|-------------|----------|
| Construction | \$2,578 | 3,947 | 1,2692 | 31.1% |
| Marketing, Advertising, and Public Relations | \$516 | 351 | 1,503 | 23.4% |
| Office Supplies & Equipment (Rental & Purchase) | \$758 | 13 | 870 | 1.5% |
| Operational Administrative, Communications, Support Services | \$8,561 | 973 | 13,968 | 7.0% |
| Planning/Engineering | \$6,188 | 1,520 | 4,920 | 30.9% |
| Software and Ancillary Information Technology Professional Services | \$3,190 | 472 | 5,235 | 9.0% |
| Transportation Equipment | \$22,817 | 103 | 4,910 | 2.1% |
| Vehicle Maintenance and Operations Support | \$7,093 | 74 | 2,416 | 3.1% |
| TOTAL | \$51,701 | 7,453 | 46,514 | 16% |
| Total Weighted Summary | | | | 8.6% |



Summary of Major Changes

Overall DBE Goal Decreases: 17.0% to 8.6%

Increase in expected procurements in categories with lower DBE availability: Transportation Equipment: \$22.8m at 2.1% DBE availability

Vehicle Maintenance & Operations Support: \$7.1m at 3.1% DBE availability

Decrease in expected procurements with higher DBE availability: Construction: \$2.5m at 31.1% DBE availability
Planning/Engineering: \$6.2m at 30.9% DBE availability



Next Steps for DBE Goal Update

Complete Step 2: Consideration of Other DBE Data DBE Goals from other, similar Agencies Historical DBE Data Completed Disparity Studies

Consideration from Stakeholders/Public Comment

Consideration from Committees (STTC/RTC/Executive Board)



Schedule

| TASK | DATE | STATUS |
|--|-----------|----------|
| Consultation Meeting with DBE Stakeholders | June 20 | √ |
| STTC Meeting: Information Item on Proposed Goal | June 27 | V |
| RTC Meeting: Information Item on Proposed Goal | July 10 | |
| Public Meeting on DBE Goal Update Process & Opening of Public Comment Period | July 14 | |
| Procurement/DBE Networking Open House | July 22 | |
| Executive Board Meeting: Information on Proposed Goal | July 24 | |
| STTC Action: Approval of DBE Goal | July 25 | |
| Submit Draft Electronically to FTA | August 1 | |
| End of Public Comment Period | August 14 | |
| RTC: Action Item on DBE Goal | August 14 | |
| Executive Board: Action Item on DBE Goal | August 21 | |
| Submit Final Approved DBE Goal to FTA | August 22 | |
| DBE Program Update and Goal Effective | October 1 | |



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