Scenario Planning Outside of Transportation

- New Business Plans
- Bank Financial Solvency Test
- Professional Sports
- Military Exercises
- Approval of New Medicines
- Financial Investments
- NASA Space Exploration
- Equity and Inclusion
RECONNECTING COMMUNITIES PILOT (RCP) PROGRAM – 2022

MICHAEL MORRIS, P.E. – DIRECTOR OF TRANSPORTATION
REGIONAL TRANSPORTATION COUNCIL (RTC) – ACTION ITEM
October 13, 2022
# RECONNECTING COMMUNITIES PILOT (RCP) – OVERVIEW

## Funding Availability
- **$50 Million** Planning Grants
- **$145 Million** Capital Construction Grants

## Applicant Eligibility
1. State Government (or political subdivision)
2. Metropolitan Planning Organization (MPO)
3. Local Government (or political subdivision)
4. Tribal Government
5. Non-Profit Organization
6. Multi-Jurisdictional Group of Above Entities

*Any eligible applicant(s) may submit a Capital Construction Grant application, if Owner of eligible transportation facility is also a joint applicant with evidence of endorsing the application.*

## Cost Sharing (Federal)
- **50% of Total Cost** RCP Grant (Capital)
- **80% of Total Cost** All Federal (Planning / Capital)

## Grant Award Amounts
- **≤ $2 Million** Planning Grants
- **> $5 Million** Capital Construction Grants

## Project Cost Eligibility
- **Address the retrofit, removal, replacement, and/or related mitigation of transportation facilities creating mobility, accessibility, or economic development barriers due to various design, context, and/or operational factors.**

1. Pre-Construction Activities:
   - Environmental clearance, engineering/design, permitting, etc.
2. Construction Activities:
   - Removal, retrofit, or mitigation of an eligible facility
   - New eligible facility replacement that restores community connectivity
3. Delivering Community Benefits and/or Impact Mitigation:
   - Must be construction-related and/or have project-specific linkages
   - Workforce development, M/W/DBE, entrepreneurship, public art, etc.
## CANDIDATE PROJECT: KLYDE WARREN PARK – PHASE 2.0

<table>
<thead>
<tr>
<th>COST/ FUNDING SOURCE</th>
<th>FEDERAL</th>
<th>NON-FEDERAL</th>
<th>GRAND TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>STBG RTC</td>
<td>RCP Grant</td>
<td>SUBTOTAL</td>
</tr>
<tr>
<td>Original Estimate</td>
<td>$30,000,000</td>
<td>$30,000,000</td>
<td>$30,000,000</td>
</tr>
<tr>
<td>Cost Overrun</td>
<td>$6,800,000</td>
<td>$6,800,000</td>
<td>$6,800,000</td>
</tr>
<tr>
<td>Previous Total</td>
<td>$36,800,000</td>
<td>$36,800,000</td>
<td>$36,800,000</td>
</tr>
<tr>
<td>RCP Proposal</td>
<td>$0</td>
<td>$24,968,890</td>
<td>$24,968,890</td>
</tr>
<tr>
<td>RCP – TOTAL</td>
<td>$36,800,000</td>
<td>$24,968,890</td>
<td>$61,768,890</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th></th>
<th>City of Dallas</th>
<th>Dallas County</th>
<th>Private Sector</th>
<th>SUBTOTAL</th>
<th>COST SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Original Estimate</td>
<td>$6,199,100</td>
<td>$1,300,900</td>
<td>$0</td>
<td>$7,500,000</td>
<td></td>
</tr>
<tr>
<td>Cost Overrun</td>
<td>$1,700,000</td>
<td>$0</td>
<td>$0</td>
<td>$1,700,000</td>
<td></td>
</tr>
<tr>
<td>Previous Total</td>
<td>$7,899,100</td>
<td>$1,300,900</td>
<td>$0</td>
<td>$9,200,000</td>
<td></td>
</tr>
<tr>
<td>RCP Proposal</td>
<td>$0</td>
<td>$8,845,600</td>
<td>$8,845,600</td>
<td>$18,045,600</td>
<td>22.6%</td>
</tr>
<tr>
<td>RCP – TOTAL</td>
<td>$7,899,100</td>
<td>$1,300,900</td>
<td>$8,845,600</td>
<td>$18,045,600</td>
<td></td>
</tr>
</tbody>
</table>

1. RTC = Regional Transportation Council, STBG = Surface Transportation Block Grant
2. $10,000,000 of RTC’s contribution to be paid back over time
3. Only includes RCP-eligible transportation elements; non-transportation are not included

### Scope of Work:

- Construction of Pavilion Deck / 2nd Level Plaza between St. Paul Street and Akard Street
- Construction of West Lawn Deck west of Akard Street
$2,000,000 to expedite design / engineering for future decks near Dallas Farmers Market / Heritage Village
Facilitates IH 30 “Canyon” integration without let date delay
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 30, 2022</td>
<td>RCP Notice of Funding Opportunity (NOFO) Released</td>
</tr>
<tr>
<td>July 22, 2022</td>
<td>STTC Information – IIJA USDOT Grant Matrix (Director of Transportation Report on Selected Items)</td>
</tr>
<tr>
<td>September 23, 2022</td>
<td>STTC Action – RCP Grant</td>
</tr>
<tr>
<td><strong>October 13, 2022</strong></td>
<td><strong>RTC Action – RCP Grant</strong></td>
</tr>
<tr>
<td>October 13, 2022</td>
<td>RCP Grant Application Submittal Deadline (Grants.gov)</td>
</tr>
<tr>
<td>October 27, 2022</td>
<td>Executive Board Endorsement – RCP Grant</td>
</tr>
</tbody>
</table>
Request RTC approval of:

Submittal of Klyde Warren Park – Phase 2.0 for funding consideration through the FY 22 Reconnecting Communities Pilot (RCP) Program ($33,814,490)

Administratively amend NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY 22 RCP Grant award

Allocate $2,000,000 of existing Surface Transportation Block Grant (STBG) funds to expedite TxDOT engineering for planned Dallas Farmers Market / Heritage Village freeway decks enabling IH 30 “Canyon” Project integration (pending construction funds)
CONTACT INFORMATION

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Project Engineer  
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PRohmer@nctcog.org

RTC Action Item –  
Reconnecting Communities Pilot (RCP) Program

USDOT Bipartisan Infrastructure Law (BIL):  
https://www.transportation.gov/bipartisan-infrastructure-law

USDOT Reconnecting Communities Pilot (RCP) Program:  
https://www.transportation.gov/grants/reconnecting-communities

Source:  
https://gensler.com/projects/klyde-warren-park-2-0
Access North Texas
2022 Update

Regional Transportation Council
October 13, 2022

Shannon Stevenson, Senior Program Manager
Transit Management and Planning
Background

Regional public transit-human services transportation plan to:

- Identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges
- Specify strategies to:
  - Address needs and current challenges
  - Eliminate gaps in service
  - Avoid duplication of transit services

Meet Federal and State requirements for transit coordination in the 16 counties
Access North Texas 2022

- Regional Transportation Council adopted the last update in 2018; Updates are required every four years for our region
- May be used to guide funding and project implementation decisions
- Differences from the 2018 Access North Texas Plan
  - Created regional Get-A-Ride Guide, identifying existing transportation resources
  - Developed new regional goals and prioritized county strategies
  - Utilized various outreach methods to connect with the public, transit agencies, and stakeholders

Virtual Meetings  |  Survey  |  Map Your Experience
Proposed 2022 Regional Goals

Each chapter includes prioritized strategies for those counties. To review county-specific strategies visit document at [www.AccessNorthTexas.org](http://www.AccessNorthTexas.org)
Public Comment Process

- Draft document posted online August 5, 2022
- Opportunities to share comments via email or meeting with staff
- Included as part of NCTCOG August and September Public Meetings
- Shared with partners and promoted on social media
- Revisions to Tarrant County’s existing transportation section to reflect Trinity Metro service changes
Next Steps

- Request Executive Board endorsement of Access North Texas
- Transmit document to the Texas Department of Transportation
- Staff and regional partners to implement strategies identified in the plan
- Monitor progress and if needed, propose amendments to plan
- Projects seeking funding under Transit Strategic Partnerships Program should address Access North Texas 2022 Update
## Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Deliverable</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 19, 2021</td>
<td>Kick-Off Meeting</td>
</tr>
<tr>
<td>April 2021 – September 2021</td>
<td>Public Outreach &amp; Stakeholder Meetings</td>
</tr>
<tr>
<td>October 2021 – June 2022</td>
<td>Data Analysis and Plan Development</td>
</tr>
<tr>
<td>July 22, 2022</td>
<td>STTC Information</td>
</tr>
<tr>
<td>August &amp; September 2022</td>
<td>Public Input &amp; Comments</td>
</tr>
<tr>
<td>September 8, 2022</td>
<td>RTC Information</td>
</tr>
<tr>
<td>September 23, 2022</td>
<td>STTC Action</td>
</tr>
<tr>
<td>October 13, 2022</td>
<td>RTC Action</td>
</tr>
<tr>
<td>October 27, 2022</td>
<td>Executive Board Endorsement</td>
</tr>
<tr>
<td>October 31, 2022</td>
<td>Transmit Document to TxDOT</td>
</tr>
</tbody>
</table>

Plan is available at [www.AccessNorthTexas.org](http://www.AccessNorthTexas.org)
Requested Action

Approve Access North Texas, the region’s locally developed, coordinated public transit-human services transportation plan
CONTACT US

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Rachel Jenkins
Senior Transportation Planner
rjenkins@nctcog.org

www.AccessNorthTexas.org
FY 2024-2026 MANAGEMENT, OPERATIONS, AIR QUALITY, AND SAFETY PROGRAM

Regional Transportation Council
October 13, 2022


BACKGROUND

• The Regional Transportation Council (RTC) typically considers extending existing and funding new Management and Operations (M&O) projects/programs every few years.

• Includes many legacy projects that the RTC has funded for several years such as the Vanpool Program, Mobility Assistance Patrol, etc.

• The last full review occurred in 2018-2019 and projects were funded through Fiscal Year (FY) 2022.

• In January 2022, the RTC approved funding for projects/programs that did not have sufficient existing revenues to continue without interruption through FY 2023.

• Now, staff is requesting funding for FY 2024-2026 projects and programs.
PURPOSE OF THE PROGRAM

• Provides funding in addition to Transportation Planning Funds (TPF) to conduct operations, planning, and implementation activities
• Assigns resources for RTC priorities and air quality initiatives
• Ensures existing programs and projects can be continued without interruption in FY 2024-2026
• Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and regional funds are proposed for the FY 2024-2026 program
• Ensures CMAQ and STBG funding is obligated in a timely manner
REGIONAL SAFETY PROGRAM

• Supports the RTC’s policy that not even a single death on the transportation system is acceptable
• $50M of RTC-selected funds are proposed to be set aside for a regional safety program
• Funding will cover FY 2024-2026
• The following safety categories are proposed:
  • Roadway Operations Engineering and Intercity Connections ($25M)
  • Bicycle/Pedestrian Engineering ($10M)
  • Bicycle/Pedestrian Education ($2M)
  • Speed Enforcement ($7M)
  • Speed Education ($2M)
  • Other ($4M)
• To further support the RTC’s policy, safety projects are proposed with 100% federal funds and regional Transportation Development Credits (TDCs) are proposed in lieu of a local match
<table>
<thead>
<tr>
<th>Top Ten Contributing Factors</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Speeding</td>
<td>32.21%</td>
</tr>
<tr>
<td>2 Driver Related (Distracted and/or Aggressive Driving/Driving Without Headlights)</td>
<td>13.96%</td>
</tr>
<tr>
<td>3 Impaired Driving</td>
<td>12.10%</td>
</tr>
<tr>
<td>4 Failed to Drive in Single Lane</td>
<td>10.45%</td>
</tr>
<tr>
<td>5 Changed Lane When Unsafe</td>
<td>8.00%</td>
</tr>
<tr>
<td>6 Faulty Evasive Action</td>
<td>7.54%</td>
</tr>
<tr>
<td>7 Disabled/Parked in Traffic Lane</td>
<td>4.43%</td>
</tr>
<tr>
<td>8 Pedestrian Failed to Yield Right of Way to Vehicle</td>
<td>3.37%</td>
</tr>
<tr>
<td>9 Wrong Way Driving</td>
<td>2.05%</td>
</tr>
<tr>
<td>10 Turned When Unsafe</td>
<td>1.19%</td>
</tr>
</tbody>
</table>

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

• Management & Operations
  • Mobility Assistance Patrol, Transit Operations, etc.
• NCTCOG-Implemented
  • Project Tracking, Planning Efforts, Data Collection, etc.
• Regional/Air Quality Projects and Programs
  • Aviation, Employer Trip Reduction, Regional Traffic Signal Retiming, etc.
Regional ozone design values have previously plateaued and are now increasing.

This three-year funding initiative correlates to ozone data (years 2024, 2025, and 2026) used to show attainment.

Emissions reduction benefits for M&O projects will be quantified in support of the State Implementation Plan to demonstrate activities being undertaken to improve air quality in the region.
# M&O SUMMARY

<table>
<thead>
<tr>
<th>Category</th>
<th>RTC Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Activities, Data Collection, and Engineering Activities</td>
<td>$25.24M</td>
</tr>
<tr>
<td>Air Quality Initiatives</td>
<td>$11.65M</td>
</tr>
<tr>
<td>Implementation/Operations Activities (e.g., Auto Occupancy, Special</td>
<td>$51.74M</td>
</tr>
<tr>
<td>Events, Mobility Assistance Patrol)</td>
<td></td>
</tr>
<tr>
<td>Travel Demand Management/Transit</td>
<td>$6.75M</td>
</tr>
<tr>
<td>Innovative Technologies</td>
<td>$10.40M</td>
</tr>
<tr>
<td><strong>Total Additional Funds Being Requested</strong></td>
<td><strong>$105.78M</strong></td>
</tr>
</tbody>
</table>
DETAILS ON PROPOSED FUNDING

• A portion of the requested funding is to be used by NCTCOG staff to implement regional projects and programs.
• The balance will be passed through to other agencies in the region (for projects like the Vanpool Program, Mobility Assistance Patrol, etc.).
• ~66% of funding will be pass-through to transportation entities

<table>
<thead>
<tr>
<th>Category of Expenditure</th>
<th>M&amp;O Funding Amount</th>
<th>Safety Funding Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCTCOG-Implemented (staff time)</td>
<td>$48.06M</td>
<td>$4.67M</td>
</tr>
<tr>
<td>Pass-Through to Local Transportation Agencies</td>
<td>$57.72M</td>
<td>$45.33M</td>
</tr>
<tr>
<td>Total</td>
<td>$105.78M</td>
<td>$50.00M</td>
</tr>
</tbody>
</table>
PROPOSED FUNDING DISTRIBUTION

- M&O funding has historically fluctuated between the West and the East
- The program split is currently over in the West
- Most projects in this program will be funded in the East in order to bring the M&O program in closer alignment with the RTC approved East/West funding split of 69% East and 31% West.

<table>
<thead>
<tr>
<th>Subregion</th>
<th>Current Funding Split for M&amp;O Program</th>
<th>Resulting Funding Split for M&amp;O Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>East</td>
<td>54%</td>
<td>61%</td>
</tr>
<tr>
<td>West</td>
<td>46%</td>
<td>39%</td>
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</tbody>
</table>
# APPROVAL TIMELINE

<table>
<thead>
<tr>
<th>Meeting/Task</th>
<th>Date</th>
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<tbody>
<tr>
<td>STTC Director’s Report</td>
<td>August 26, 2022</td>
</tr>
<tr>
<td>RTC Information</td>
<td>September 8, 2022</td>
</tr>
<tr>
<td>Public Meeting</td>
<td>September 12, 2022</td>
</tr>
<tr>
<td>STTC Action</td>
<td>September 23, 2022</td>
</tr>
<tr>
<td>RTC Action</td>
<td>October 13, 2022</td>
</tr>
</tbody>
</table>
REQUESTED ACTION

- RTC approval of:
  - The FY 2024-2026 Management, Operations, Air Quality, and Safety program
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.
CONTACT INFORMATION

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Cody Derrick
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FIRST READING OF THE DRAFT RTC BYLAWS AND OPERATING PROCEDURES

Andy Eads, Chair, RTC Bylaws Revision Subcommittee
Ken Kirkpatrick, NCTCOG

Regional Transportation Council
October 13, 2022
RTC Bylaws Revision Subcommittee Members

Andy Eads, Chair
County Judge, Denton County

Rick Grady, Vice Chair
Councilmember, City of Plano

Gyna Bivens
Mayor Pro Tem, City of Fort Worth

Dianne Costa
Board Member, Denton County Transportation Authority

George Fuller
Mayor, City of McKinney

Mike Leyman
Councilmember, City of Mansfield

Adam McGough
Councilmember, City of Dallas

Phillip Ritter
Citizen Representative, City of Dallas

Oscar Trevino
Mayor, City of North Richland Hills

Glen Whitley
County Judge, Tarrant County
Subcommittee Meeting Dates

June 9, 2022
August 18, 2022
October 5, 2022
Summary of Significant Proposed Revisions

Membership
- Add 13 new cities over 5,000 in population (Appendix A) (pgs. 7-8)
- Maintain number of Dallas seats (includes Dallas Love Field) (pg. 7)
- Add a seat for City of Fort Worth (pg. 8)
- Increase membership from 44 to 45 members (pgs. 7, 9)

Appointees
- In county/city groups, require mandatory rotation of primary seat (pg. 10)
- In county/city groups, permit cities over 30,000 population to hold primary or alternate seat if appointed by county (pg.10)
Bylaws Subcommittee Recommendations for Perimeter County/City Cluster Seats

- Mandatory rotation of the seat between the Counties
  - Roughly proportional to population
  - Measured over a 10-year Period
  - Two Categories:
    - Rotate on a 70/30 Basis
      - Johnson/Hood (Eligible Cities: Burleson, Cleburne)
      - Parker/Wise (Eligible Cities: Weatherford)
    - Rotate on a 50/50 Basis
      - Ellis/Kaufman (Eligible Cities: Midlothian, Waxahachie)
      - Rockwall/Hunt (Eligible Cities: Greenville, Rockwall)
- If City is appointed, location of City is used to determine whether rotation requirement is met
Summary of Significant Proposed Revisions (continued)

Voting Structure
- Clarify teleconferencing, in person and videoconferencing (pgs. 11-12)

Officers
- Clarify that members of the Nominating Subcommittee are eligible to be nominated as an RTC officer (pg. 14)

Council Functions
- RTC maintain a set of public involvement procedures, including public comment rules and decorum requirements, as part of the Public Participation Plan (pg. 18)
Proposed RTC Action for November Meeting (Second Reading):

Approval of Bylaws and Operating Procedures and direction for staff to work with the Cities of Dallas and Fort Worth over the next two years to determine if Regional Transportation Council membership could be reduced to 40 members. Action also includes direction for staff to develop a summary of best practices regarding the selection of group members and communication between RTC members representing groups of entities and all the entities within the group.
## Rotation of County/City Cluster Seats
### 2022 Population

<table>
<thead>
<tr>
<th>County/City Cluster</th>
<th>Population</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rockwall</td>
<td>119,900</td>
<td>53%</td>
</tr>
<tr>
<td>Hunt</td>
<td>104,900</td>
<td>47%</td>
</tr>
<tr>
<td></td>
<td><strong>224,800</strong></td>
<td></td>
</tr>
<tr>
<td>Ellis</td>
<td>207,620</td>
<td>58%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>153,130</td>
<td>42%</td>
</tr>
<tr>
<td></td>
<td><strong>360,750</strong></td>
<td></td>
</tr>
<tr>
<td>Johnson</td>
<td>193,500</td>
<td>75%</td>
</tr>
<tr>
<td>Hood</td>
<td>62,120</td>
<td>25%</td>
</tr>
<tr>
<td></td>
<td><strong>255,620</strong></td>
<td></td>
</tr>
<tr>
<td>Parker</td>
<td>152,930</td>
<td>68%</td>
</tr>
<tr>
<td>Wise</td>
<td>69,740</td>
<td>32%</td>
</tr>
<tr>
<td></td>
<td><strong>222,670</strong></td>
<td></td>
</tr>
</tbody>
</table>

- **50/50 Rotation**
- **70/30 Rotation**
**October 2021**
Revised RTC Resolution to encourage adoption on an idling ordinance

**March 2021**
Relaunched of Engine Off North Texas

**March 2022**
Increased interest in regional participation in idle reduction to material requests and ordinance implementation

**May 2022**
Invited to participate in a Heavy-Duty Vehicle Idling Working Group with the City of Austin due to the work done with EONT

**Future**
Continue to work with local governments to minimize idling
Cities with Idling Ordinances

Arlington
Benbrook
Cedar Hill
Celina
Dallas
Duncanville
Euless
Fort Worth
Granbury
Hurst
Keene
Lake Worth
Lancaster
McKinney
Mesquite
North Richland Hills
Pecan Hill
Plano
Richardson
Rowlett
Town of Little Elm
Town of Westlake
University Park
Venus
Wylie

Status Report on Engine Off North Texas
Engine Off North Texas Value

Policy
Provide guidance on idling ordinance implementation and enforcement strategies

Education & Materials
Local government guide, brochures, posters, toolkit and webpage offer information about heavy-duty vehicle idle reduction

Support
Metal regulatory signs and complaint hotline available to deter unnecessary idling
## Engine Off North Texas Toolkit

<table>
<thead>
<tr>
<th>Resource</th>
<th>Audience</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulatory Signs</td>
<td>Truck Drivers</td>
<td>Deter truck drivers from idling in high idling areas</td>
</tr>
<tr>
<td>Brochures</td>
<td>Truck Drivers</td>
<td>Inform truck drivers of anti-idling ordinances, idling negative effects, and anti-idling strategies</td>
</tr>
<tr>
<td>Posters</td>
<td>General Public</td>
<td>Provide information about idling complaint hotline, can be posted at truck stops and public buildings</td>
</tr>
<tr>
<td>Local Government Guide</td>
<td>Local Government</td>
<td>Provide guidance regarding implementation of an idling policy in local jurisdiction</td>
</tr>
<tr>
<td>Infographic</td>
<td>Truck Drivers, General Public, Local Government</td>
<td>Use in presentations or website to provide information for truck drivers, general public, law enforcement, and local government</td>
</tr>
<tr>
<td>Complaint Hotline 877-689-4353</td>
<td>General Public</td>
<td>Submit idling complaint to NCTCOG</td>
</tr>
<tr>
<td>Engine Off North Texas Website</td>
<td>Everyone</td>
<td>Access to all resource and provides information to all audiences</td>
</tr>
</tbody>
</table>
Requesting Materials

Request Forms
Request Forms can be found at www.engineoffnorthtexas.org

Email forms to engineoffnorthtexas@nctcog.org

Coordinate
NCTCOG staff will coordinate with contact person to pick up/deliver items that cannot be mailed.
CONTACT US

Huong Duong
Air Quality Planner
hduong@nctcog.org | 817-704-5678

Jason Brown
Principal Air Quality Planner
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Chris Klaus
Senior Program Manager
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Relevance to Regional Planning

**Air Quality Emphasis Areas:**
- High-Emitting Vehicles/Equipment
- Idling
- Hard Accelerations
- Low Speeds
- Cold Starts
- Vehicle Miles of Travel
- Energy and Fuel Use

**Performance Measure:**

**Mobility 2045:**
Air Quality Policy AQ3-006:
Adopt and implement an idling restriction ordinance, or any other idling restriction measure, to reduce idling within local government jurisdictions as consistent with Regional Transportation Council Resolution R21-06.

**Mobility 2045 Chapter 4 – Environmental Considerations**

**Appendix C – Environmental Considerations**
Program and Purpose

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

**Purpose:** Demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. Using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector.

**USDOT Website:** [Strengthening Mobility and Revolutionizing Transportation Grants Program | US Department of Transportation](https://www.fhwa.dot.gov/transportation_mobility/smart_grants/)

2
Funding and Schedule

**Funding:** $500M over five years ($100M/yr.)

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

**Local match:** None for planning grants

**Later years:** Implementation grants up to $15M; limited to planning grant recipients

**NOFO Issued:** 9/19/22

**Application Deadline:** 11/18/22
Eligibility and Funding Splits

Eligible Applicants: State; Political subdivision of State; Tribe; Transit agency; Public toll authority; MPO; Groups of eligible entities

Funding splits
- Large Communities (>400k): 40%
- Midsized Communities: 30%
- Rural/Regional Partnerships: 30%
Eligible Projects

Coordinated Automation
Connected Vehicles
Intelligent Sensor-Based Infrastructure
Smart Technology Traffic Signals
ITS Systems Integration
Commerce Delivery and Logistics
Innovative Aviation Technology
Smart Grid for EVs
Project Benefits Sought by USDOT

Safety & Reliability
Resiliency
Equity & Access
Climate
Partnerships/Workforce
Systems Integration
Stage 1 Planning Projects

Stage 1 recipients should build **internal buy-in** and **partnerships with stakeholders** to refine and **prototype their concepts**, and report on results.

At the conclusion of Stage 1, recipients should have the information to either create a fully realized implementation plan with robust performance metrics; or to make an informed decision not to proceed with the concept.

Source: SMART Grant NOFO
SMART: Staff Outreach Efforts

6/21/22: NCTCOG staff briefing
6/28/22: Briefing for STTC members and other regional partners
8/2/22: Distributed notice of USDOT webinar on SMART program
9/20/22: Distributed NOFO and schedule
Continuing: Multiple brainstorming sessions and staff support

NCTCOG letters of support requests due: 11/4/22
Contact: Nicholas Allen
Advanced Transportation Technology and Innovation (ATTAIN) Program

Continuation of ATCMTD program
$60M/yr.
5-10 awards up to $12M apiece
20% local match required
NOFO issued 9/19/22
Applications due: 11/18/22
ATTAIN Model Deployments

- Reduced fatalities and injuries
- Reduced traffic congestion/improved travel time reliability
- Reduced emissions
- Optimized multimodal system performance
- Improved access to transportation alternatives
- Integration of payment systems
- Integrated multimodal transportation information
- Transportation-related cost savings
USDOT ATTAIN Priorities

Climate
Resiliency
Environmental justice
Equity
Removing barriers to opportunity
Job creation
Contacts

**Thomas Bamonte [SMART Program]**
Senior Program Manager  
Transportation Technology & Innovation Program  
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**Natalie Bettger [ATTAIN Program]**
Senior Program Manager  
Congestion Management, Innovative Project Delivery and Outreach Program  
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LEGISLATIVE UPDATE AND DRAFT RTC LEGISLATIVE PROGRAM

REBEKAH GONGORA
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Regional Transportation Council Meeting
October 13, 2022
FEDERAL UPDATE

U.S. CONGRESS

Appropriations

• Expired September 30, Continuing Resolution through December 16 to Keep the Federal Government Open

Recent House And Senate Committee Hearings

Topics of Discussion:

• Infrastructure Investment and Jobs Act (IIJA) Implementation
• Roadway Safety
• State and Local Perspectives on IIJA
STATE LEGISLATIVE UPDATE

HOUSE AND SENATE TRANSPORTATION COMMITTEES

Interim Committee Hearings Being Held Throughout the State

Topics of Discussion:

• Safety, Fatalities on Roadways
• Alternatively Fueled Vehicles
• Policies Impacting Truck Transportation
• Federal IIJA Funds
TOPICS FOR THE 2023 RTC LEGISLATIVE PROGRAM

Adequately Fund Transportation and Utilize Tools
Expand Transportation Options in Mega-Metropolitan Regions
Pursue Innovation and Technology
Improve Air Quality
Enhance Safety
RTC LEGISLATIVE PROGRAM

ADEQUATELY FUND TRANSPORTATION AND UTILIZE TOOLS

- Identify additional revenue for all modes of transportation
- **Support innovative funding methods to expand rail and transit options within the region**
- **Allocate funds to the existing Texas Rail Relocation and Improvement Fund**
- **Return approximately $80 million in air quality user fees to counties for Local Initiatives Projects**
- Ensure fair-share allocation of funds **for roadway capacity improvements** to metropolitan regions
- Support full appropriation of current funding initiatives previously approved by the Legislature, including Proposition 1 and Proposition 7
RTC LEGISLATIVE PROGRAM

EXPAND TRANSPORTATION OPTIONS IN MEGA-METROPOLITAN REGIONS

- **Support use of Public-Private Partnerships**: allow for the ability to create data corridors (i.e., digital twins) and tolled managed lanes for roadway and transit projects through an MPO/local decision-making process
- **Authorize the use of a Comprehensive Development Agreement for specific needed projects**
- **Retain eminent domain authority** to allow planning and development of new and/or expanded transportation corridors, including high-speed rail, commuter rail, freight rail, roadways, and trails
- **Support the use of a balanced liability insurance program** that would allow North Texas transit agencies to operate on additional rail corridors as part of the regional transportation system
- **Provide counties with expanded tools for land use control to preserve future transportation corridors**
RTC LEGISLATIVE PROGRAM

PURSUE INNOVATION AND TECHNOLOGY

- Utilize innovation in high-speed transportation, transit, autonomous vehicles, and freight
- Support the collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use and the safe operations of unmanned aircraft
- Plan for shared mobility solutions and technology-based transportation solutions; enable transportation data sharing and accessibility with appropriate privacy protection
- Establish and support programs to improve cybersecurity
- Support broadband expansion as a mode of transportation
RTC LEGISLATIVE PROGRAM

IMPROVE AIR QUALITY

- Modernize and increase flexibility in the Local Initiative Projects (LIP) through a limited program focused on transportation and air quality improvements
- **Strengthen emissions enforcement through fraudulent vehicle temporary paper tag enforcement**
- Protect the TERP Trust fund and revenue balance to ensure funds are used for TERP purposes; modernize the program and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure
- Support system reliability, congestion relief, and encourage trip reduction strategies
- Support legislation that improves air quality
RTC LEGISLATIVE PROGRAM

ENHANCE SAFETY

• Improve the safety of the statewide transportation system for all users, including controlling texting while driving, eliminating driving under the influence, lowering excessive speed limits, reducing aggressive driving, and improving bicycle and pedestrian safety

• Reduce distracted driving through measures such as technology to disable the use of a driver’s cell phone for purposes other than emergency or navigation uses

• Oppose legislation to increase freight truck weight limits above 80,000 pounds

• Support legislation allowing sponsorships to support roadside assistance programs

• Eliminate deferred adjudication for safety related traffic violations (e.g., traffic violations in construction zones are not eligible for deferred adjudication)
October 13, 2022
RTC Legislative Program presented as an Information Item; Comments requested

November 8, 2022
General Election for Federal, State, and County Offices

November 10, 2022
RTC Legislative Program Presented as an Action Item

November 14, 2022
Bill Filing Begins for the 88th Texas Legislature

January 10, 2023
88th Legislature Convenes

The Regional Transportation Council will be presented with a list of proposed topics to support in advance of the 88th Legislature. Action will be sought in November, after the General Election.
CONTACT US

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