

CHANGING MOBILITY

**DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY**

**Regional Transportation Council
May 2022**

**Michael Morris, P.E.
Director of Transportation**

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+28%, February)



Freeway Volumes (-2%, February)

Toll Road (-13%, February)

Airport Passengers (-21%, February)

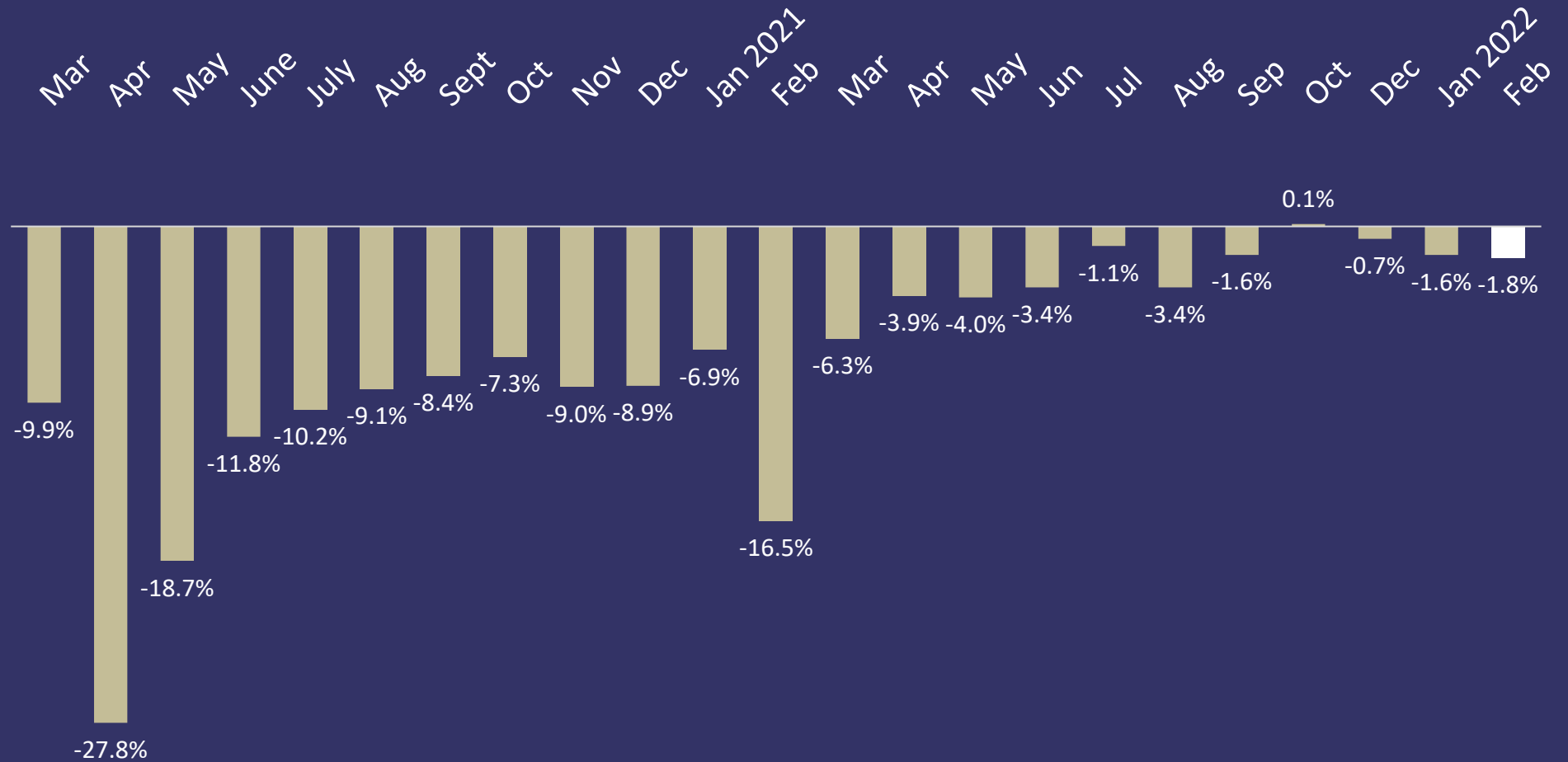
Transit Ridership (-43%, February)



ROADWAY TRENDS

Traffic Decrease vs Baseline

Average
Weekday
Freeway
Volumes



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020, growth was calculated based on Fort Worth.

Note: Baseline is March 2019-February 2020.

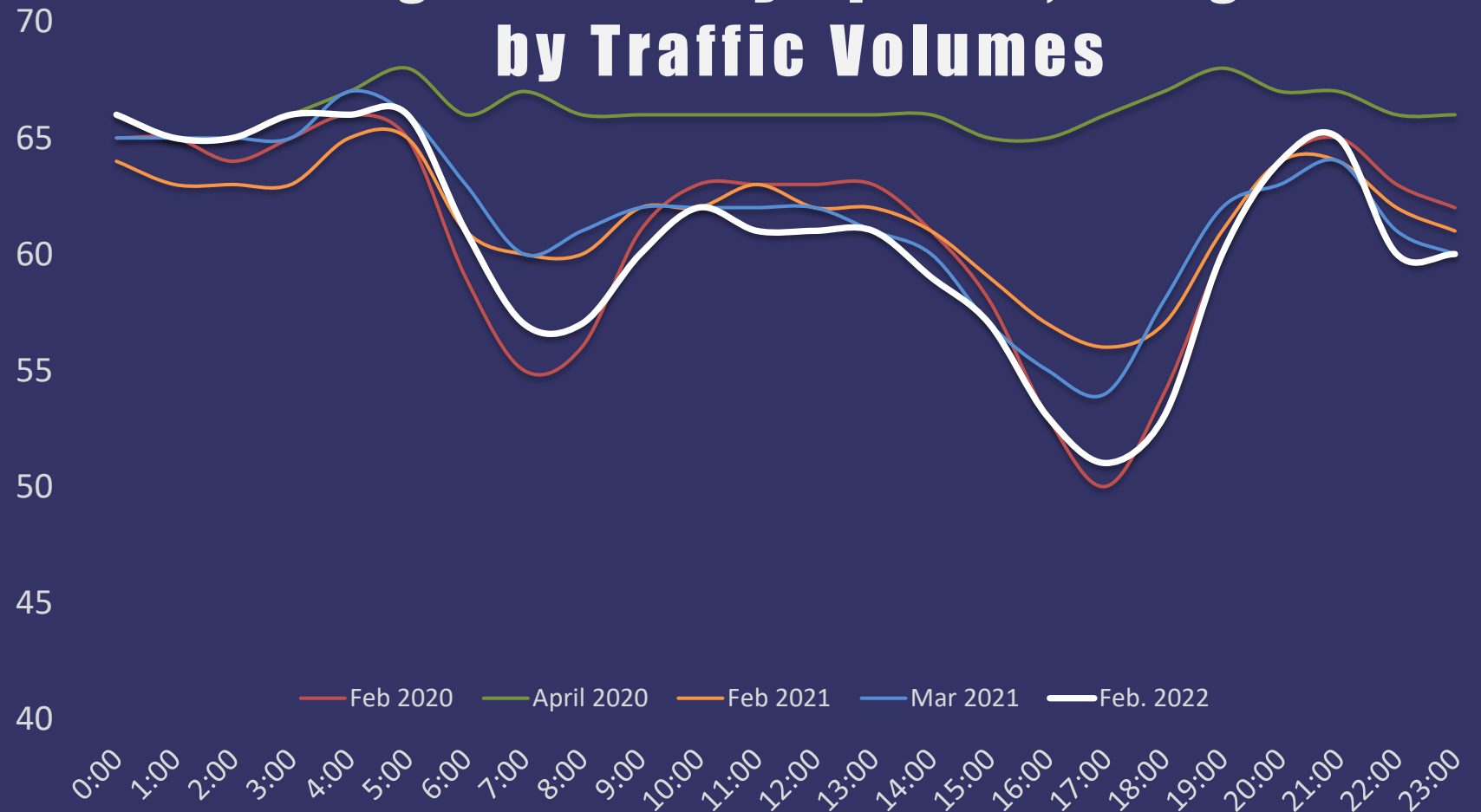
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

Note: Data for November 2021 was not collected for the majority of the locations.

ROADWAY TRENDS

Regional Average
Freeway Speeds

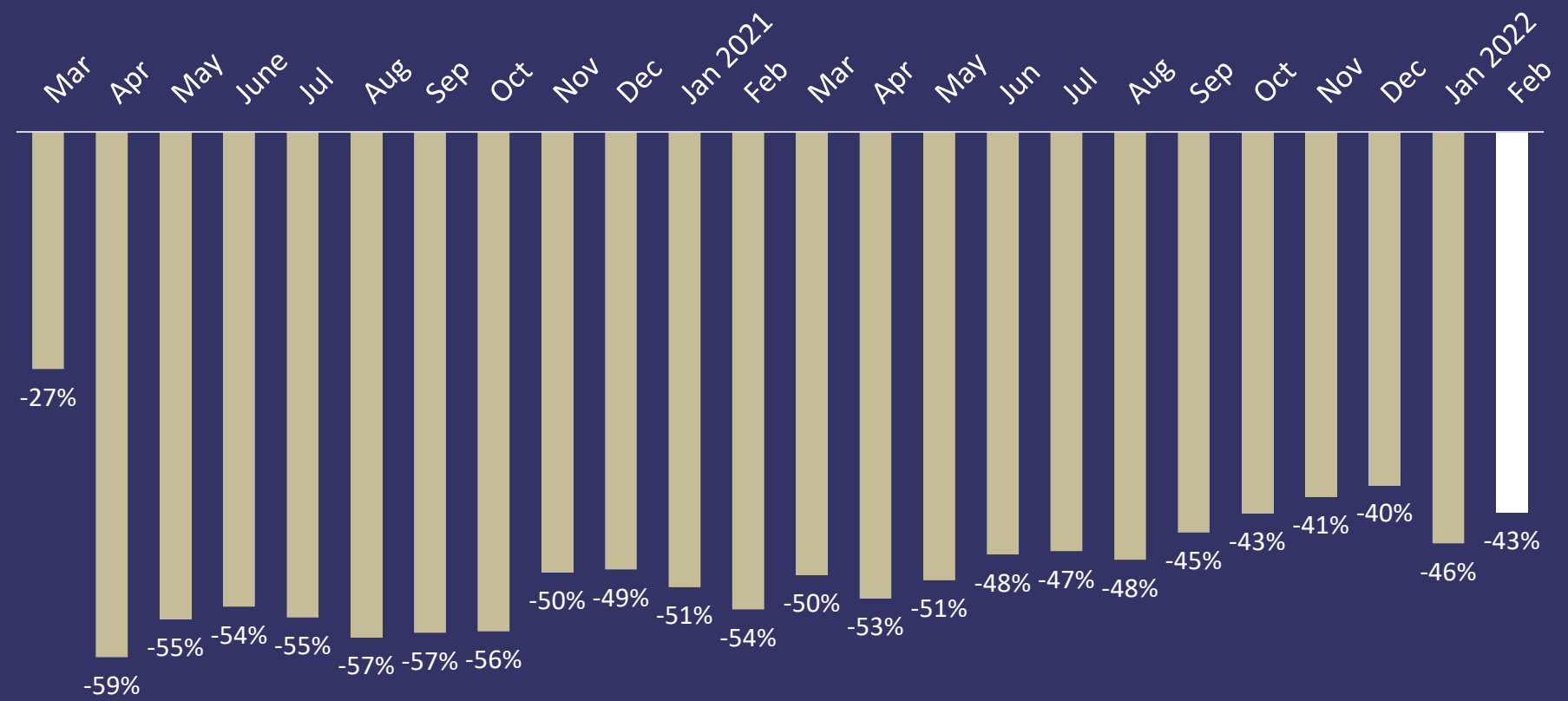
Average Weekday Speeds, Weighted by Traffic Volumes



TRANSIT IMPACTS

Passenger Decrease vs Baseline

Weekday Ridership

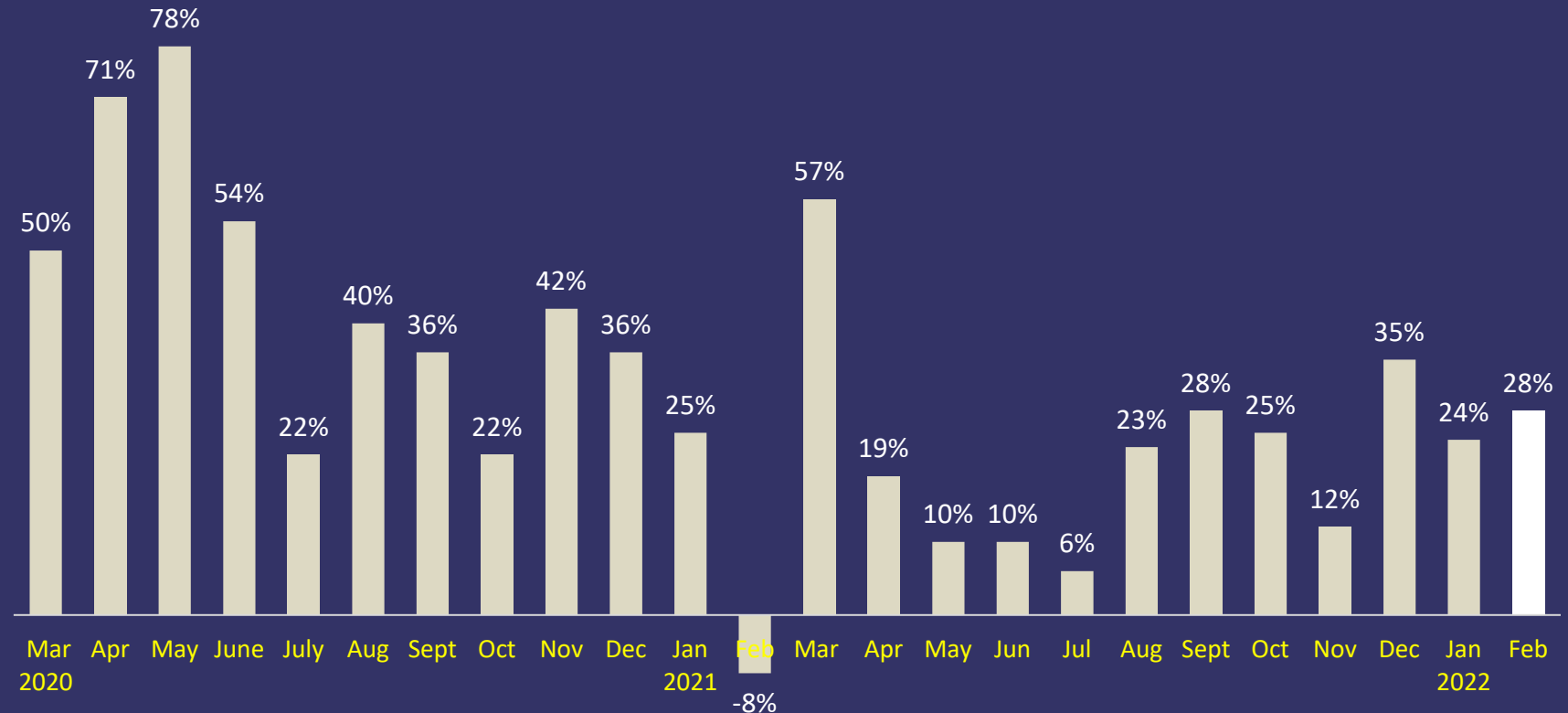


Source: DART, DCTA, and Trinity Metro
Note: Baseline is March 2019-February 2020.
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage vs Baseline



Source: NCTCOG - collected at sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen

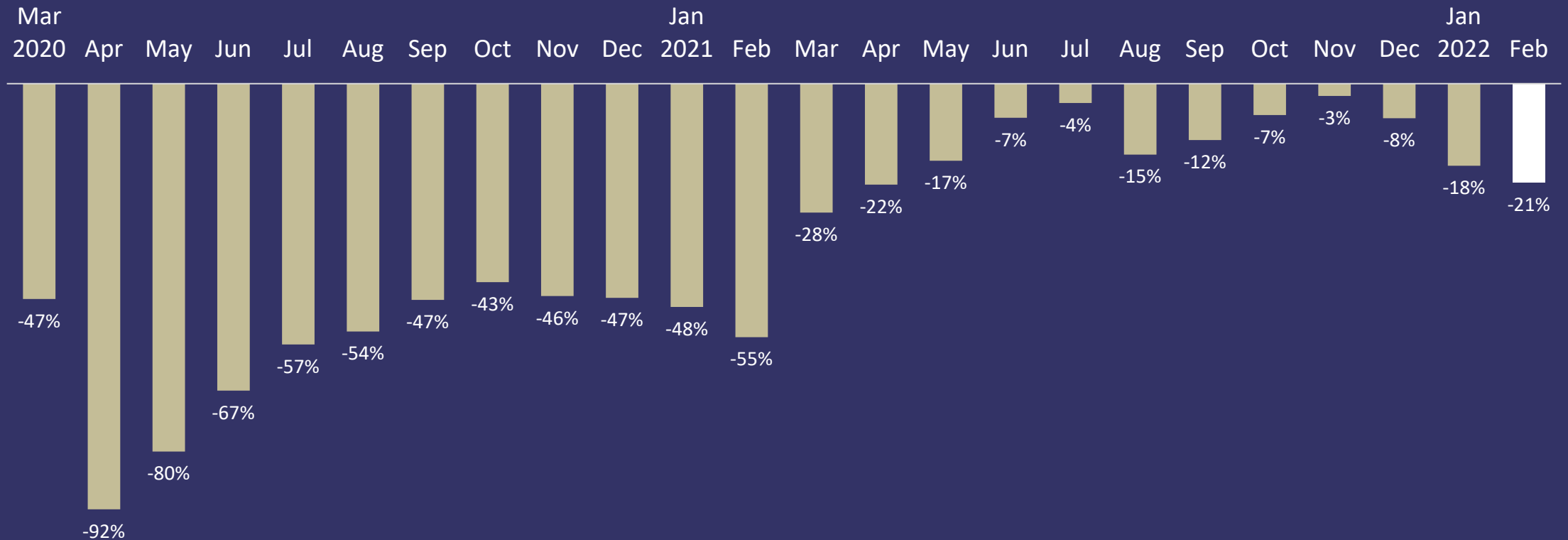
Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

Note: Trail usage impacted in Feb 2021 by week-long winter storm.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

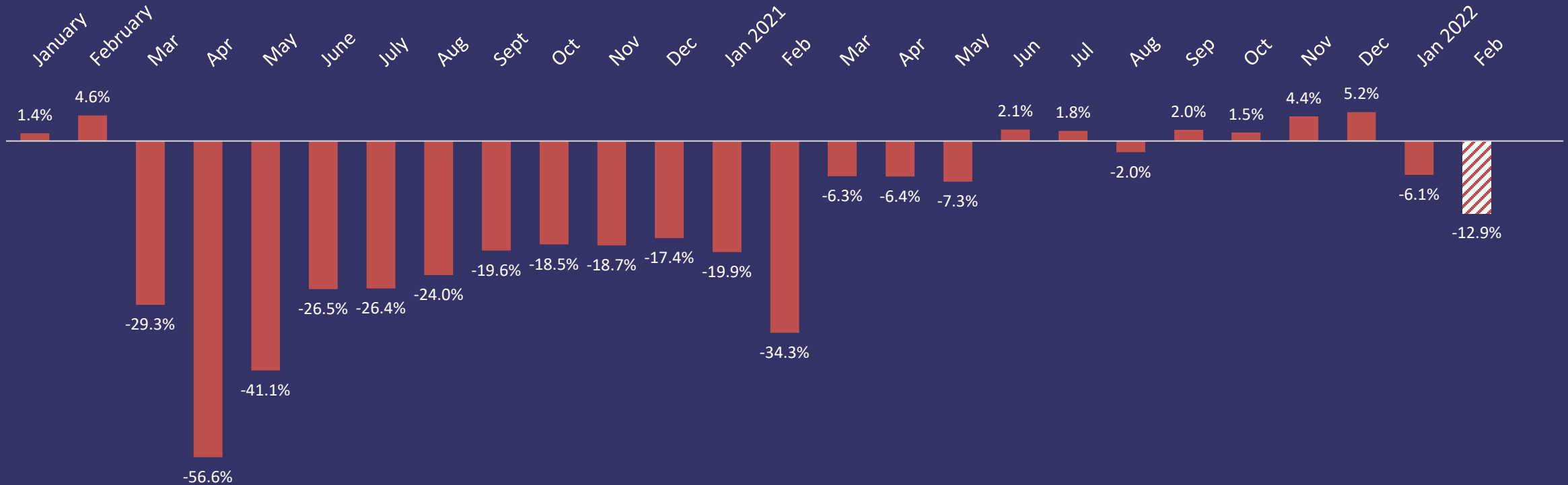
Note: Baseline is March 2019-February 2020.

Note: Airlines experienced many flight cancellations in Dec. 2021 due to omicron variant affecting staff.

FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline



Source: NTTA

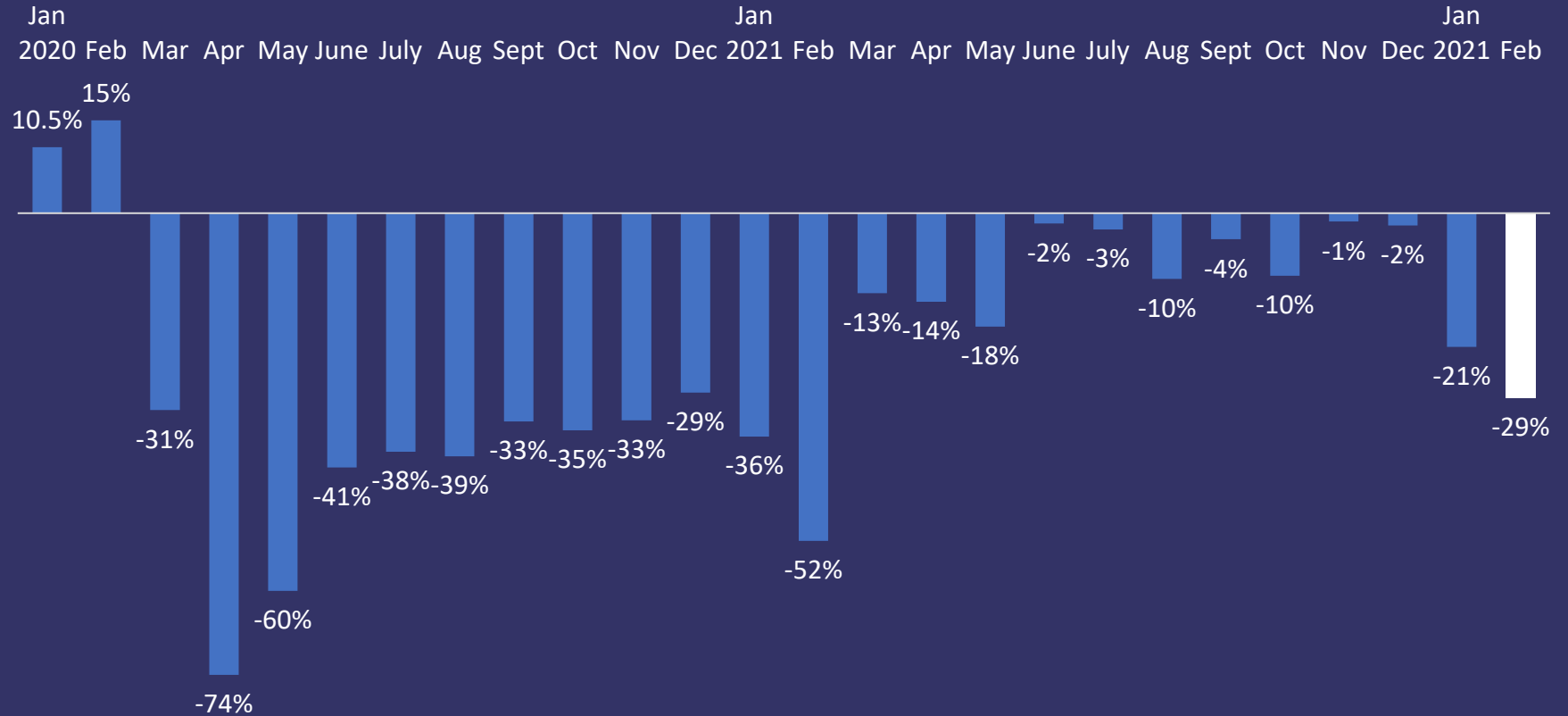
Notes: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions vs Baseline



Source: TxDOT

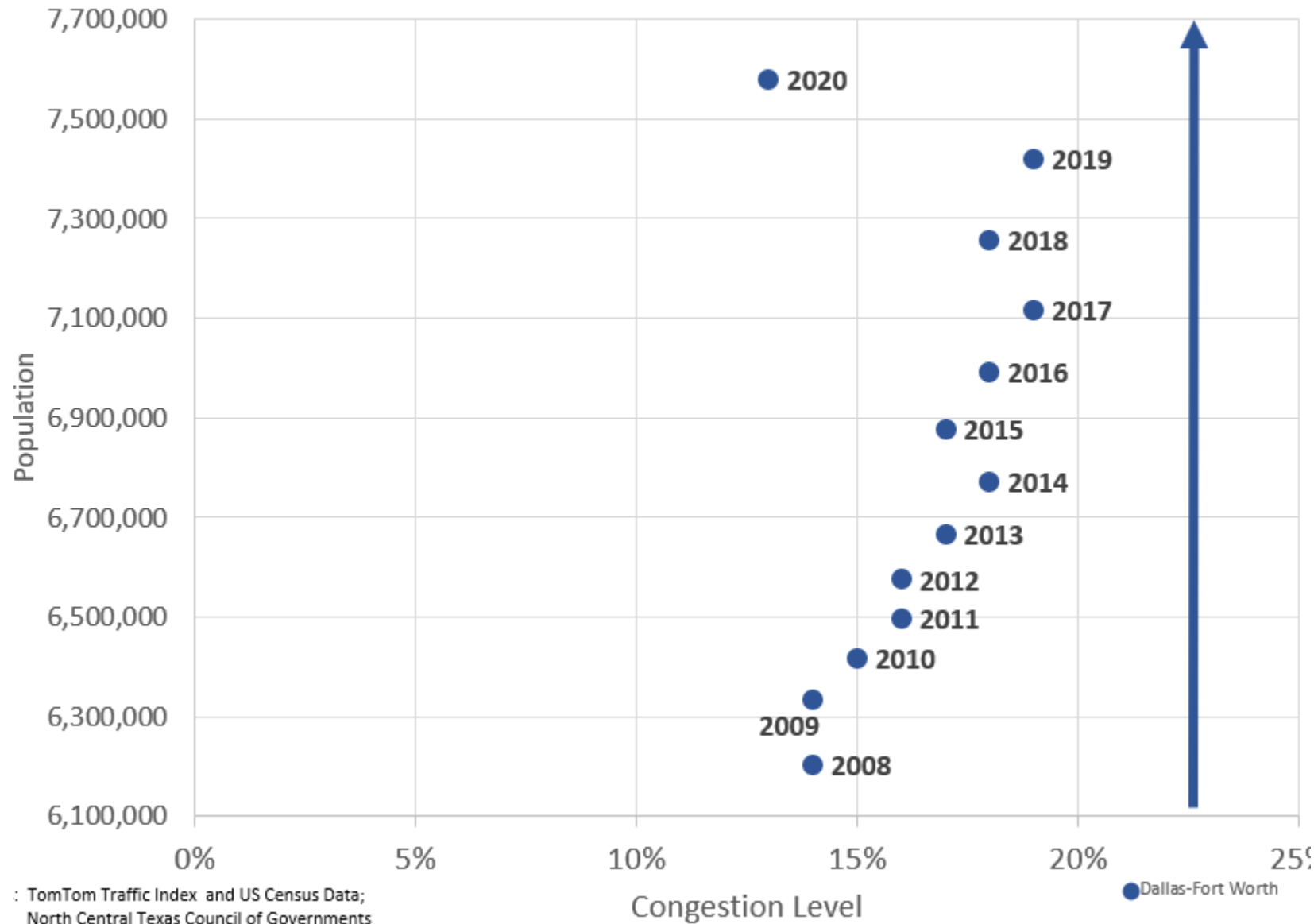
Note: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.



These parcels are in both the 80-84 dB and 75-79 dB DNL Noise Contours

Dallas-Fort Worth Congestion Levels and Population



LONG TERM TRANSPORTATION NEEDS FROM POPULATION GROWTH AND COVID-19 TRAVEL BEHAVIOR RESPONSE con't.

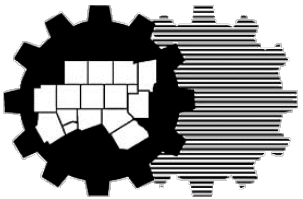
ITEMS TO CONSIDER:

- 1) Mega-Regions (3) in Texas and Inter-City Needs (optimize capacity/safety)
 - Long Trips: Airplanes and Class 1 Railroads
 - Middle Length: High Speed Rail, Amtrak to Atlanta, Autonomous Trucks
 - Short Length: Cars and Trucks
- 2) Review Mobility Trends in Existing Texas Regions (see Figures)
 - Why are they different, learn from recent past
- 3) Legislative Interest to Drive Technology: Degree of Risk
 - Equal Access to the Internet: Broadband (Urban/Rural Win)
 - Autonomous Vehicle Geometric Design
 - Electric Charging on the Fly
- 4) Fund Areas Producing Your Growth
 - Reduce Externalities
 - Reduce Premium on Property Tax
 - Maintain Texas Legacy



STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Regional Transportation Council
May 12, 2022**



**North Central Texas
Council of Governments**

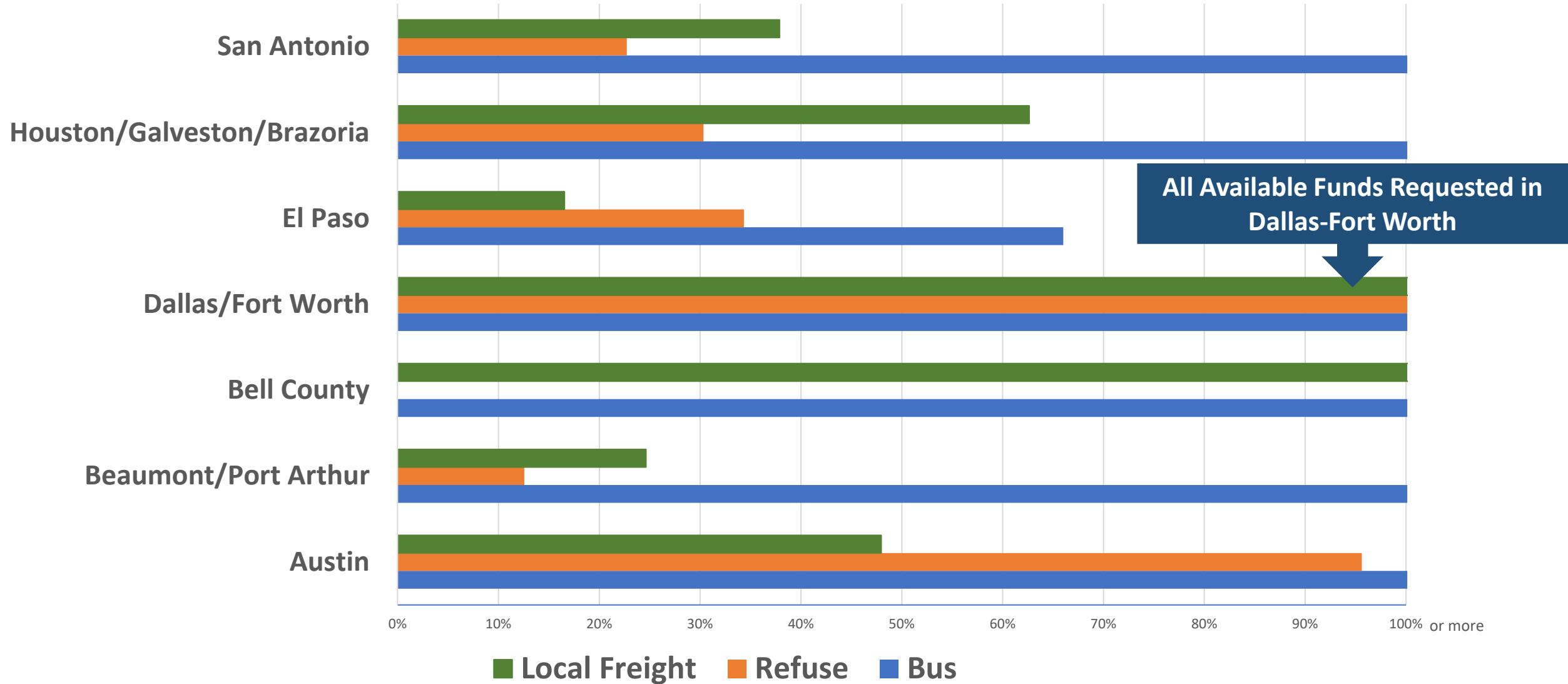
OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed; Awards Final	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed; Awards Final	\$9,448,544 Requested \$5,863,995 Awarded
	Freight and Port Drayage Vehicles	\$6,677,032	Closed; Awards Final	\$8,961,832 Requested \$7,929,979 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$31.3 Million	ZEV Infrastructure – Level 2 Rebate	\$10,465,958 (Statewide)	Closed; Awards Still in Progress	\$11,005,500 Requested \$10,400,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	\$20.9 Million (Statewide)	Closed; Awards Final	\$89,852,581 Requested All Available Funds Awarded

*Data reflects information posted at www.texasvwfund.org as of April 26, 2022

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



REMAINING FUNDS BY FUNDING ROUND

	Balance from Previously Completed Funding Rounds, Based on Awards Issued			
Priority Area	Bus	Refuse	Local Freight	Total
Austin	\$0	\$2,399,888	\$2,011,645	\$4,411,533
Beaumont/Port Author	\$0	\$1,595,063	\$1,085,198	\$2,680,261
Bell County	\$0	\$520,766	\$271,056	\$791,822
Dallas/Fort Worth	\$0	\$2,482,295	-\$1,252,947*	\$1,229,348
El Paso	\$1,690,461	\$2,199,386	\$3,165,166	\$7,055,013
Houston/Galveston/Brazoria	\$0	\$6,518,440	\$3,393,859	\$9,912,299
San Antonio	\$0	\$12,944,273	\$8,715,344	\$21,659,617
Total	\$1,690,461	\$28,660,111	\$18,642,268	\$48,992,840**

*TCEQ shifted unused funds from the Dallas-Fort Worth allocation for the Refuse funding round to provide additional awards for Dallas-Fort Worth area projects under the Local Freight round. An additional \$1.2 million awards were made.

**The total row reflects the balance leftover from previous funding rounds and does not account for the additional funds shifted to the Dallas-Fort Worth Local Freight Round allocation

AWARDS TO DFW AREA PUBLIC SECTOR ENTITIES

Bus Replacements:

Aledo ISD
Argyle ISD
Arlington ISD
Birdville ISD
Chico ISD
Cleburne ISD
Community ISD
Denton ISD
Everman ISD
Godley ISD
Grapevine-Colleyville ISD
Hurst-Euless-Bedford ISD
Maypearl ISD
Sanger ISD
Venus ISD
Waxahachie ISD

Refuse Vehicle Replacements:

City of Cleburne
City of Dallas
City of Hurst
City of Midlothian
City of Plano
City of Princeton
City of River Oaks
City of Watauga
City of Weatherford
Denton County
Tarrant County
Town of Hickory Creek

*Funds still being awarded

Data reflects information posted at www.texasvfund.org as of April 26, 2022

Freight Vehicle Replacements:

City of Cleburne
City of Weatherford
Dallas County
Ellis County
Kaufman ISD
Mansfield ISD
Tarrant County

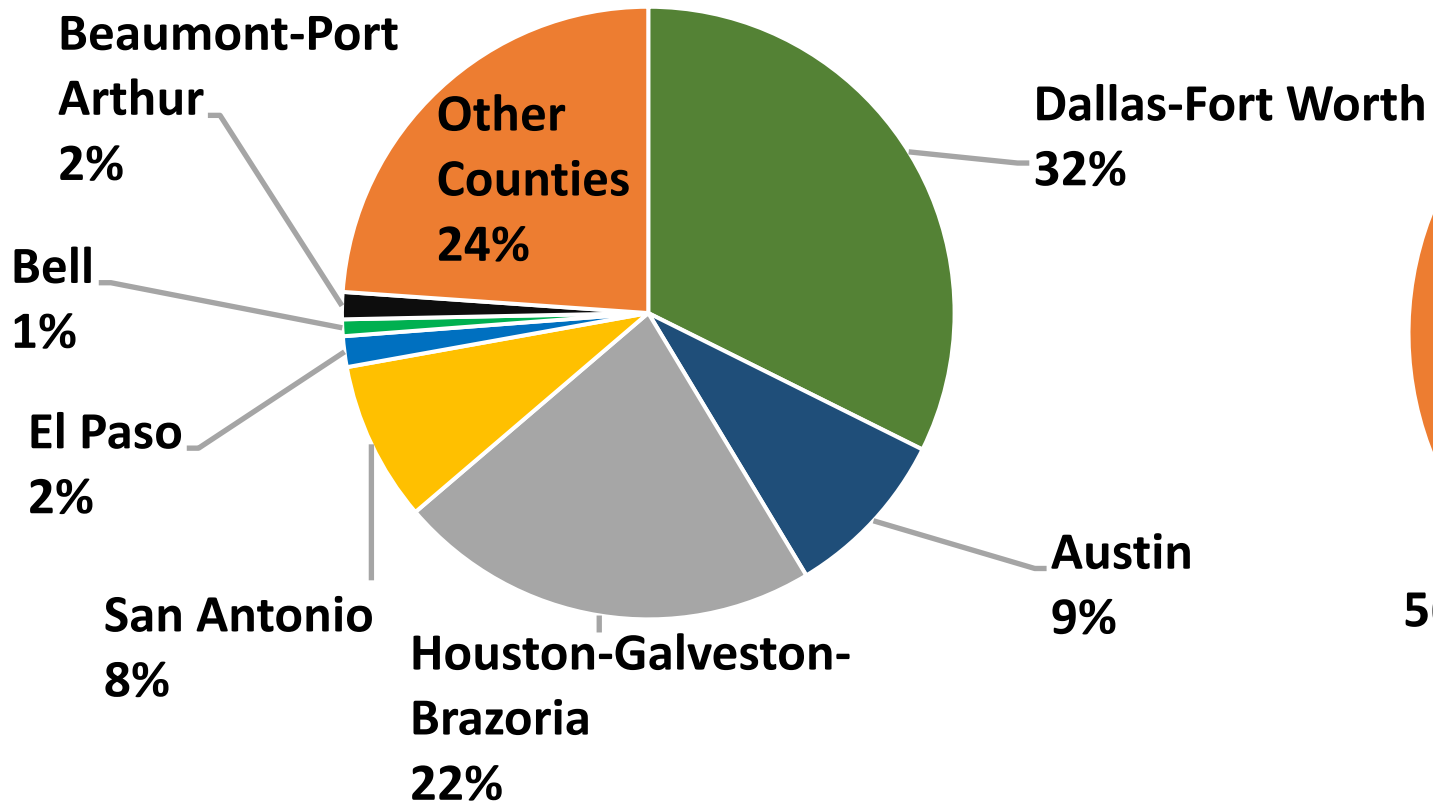
Level 2 Charging Stations:*

City of Arlington
City of Corinth
City of Dallas
City of Duncanville
City of Farmers Branch
City of Southlake
City of Weatherford
Dallas County MHMR
Texas Parks and Wildlife
The University of Texas at Dallas

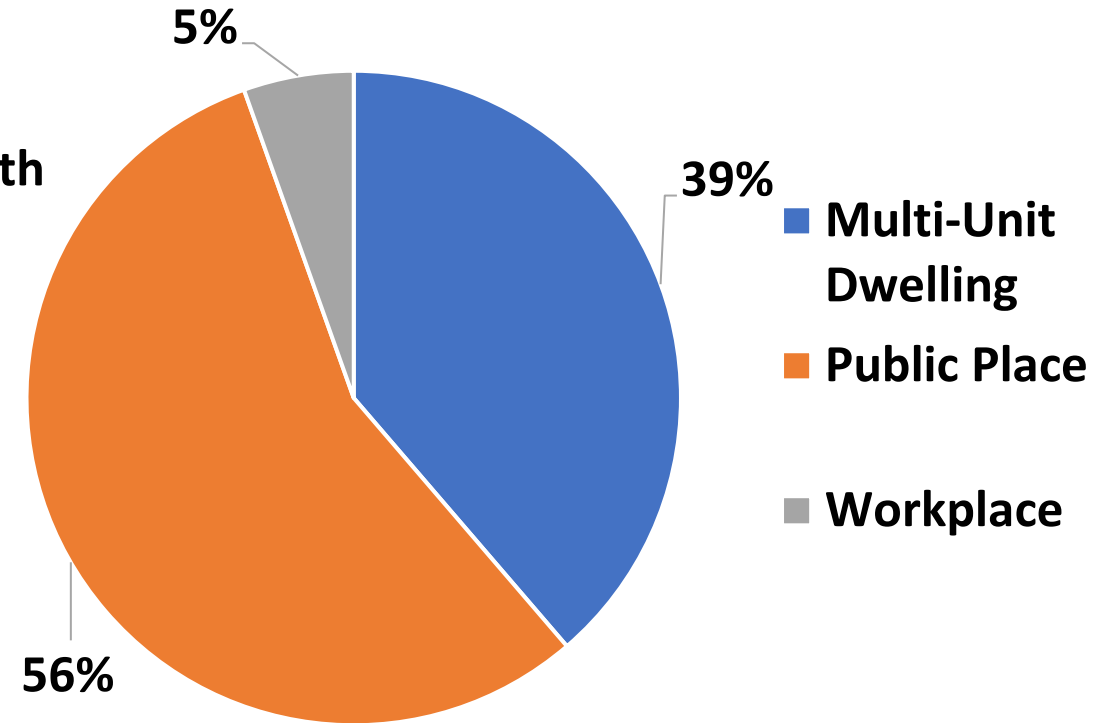
TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

Total Awarded = \$10,400,000 to 4,160 Sites

Geographic Distribution of Awards (7 Priority Areas + Rest of State)



Type of Sites Awarded Regionwide



GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING AWARDED

Applications Awarded in 169 of 254 Counties, Increasing Charger Access Statewide

Priority Areas

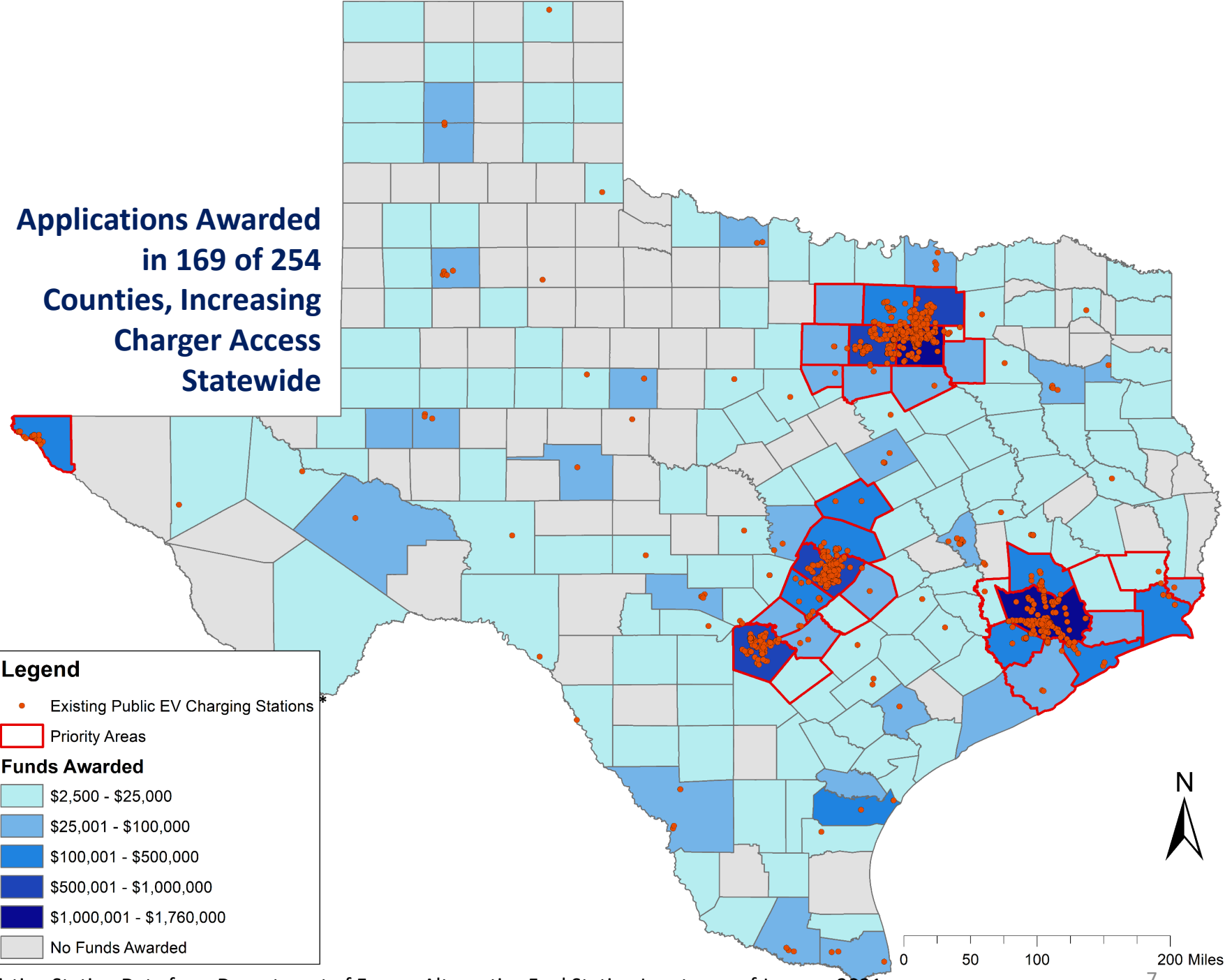
Area	Counties
Dallas-Fort Worth Area	Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller
San Antonio Area	Bexar, Comal, Guadalupe, Wilson
Austin Area	Bastrop, Caldwell, Hays, Travis, Williamson
El Paso County	El Paso
Bell County	Bell
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange

Legend

- Existing Public EV Charging Stations*
- Priority Areas

Funds Awarded

- \$2,500 - \$25,000
- \$25,001 - \$100,000
- \$100,001 - \$500,000
- \$500,001 - \$1,000,000
- \$1,000,001 - \$1,760,000
- No Funds Awarded

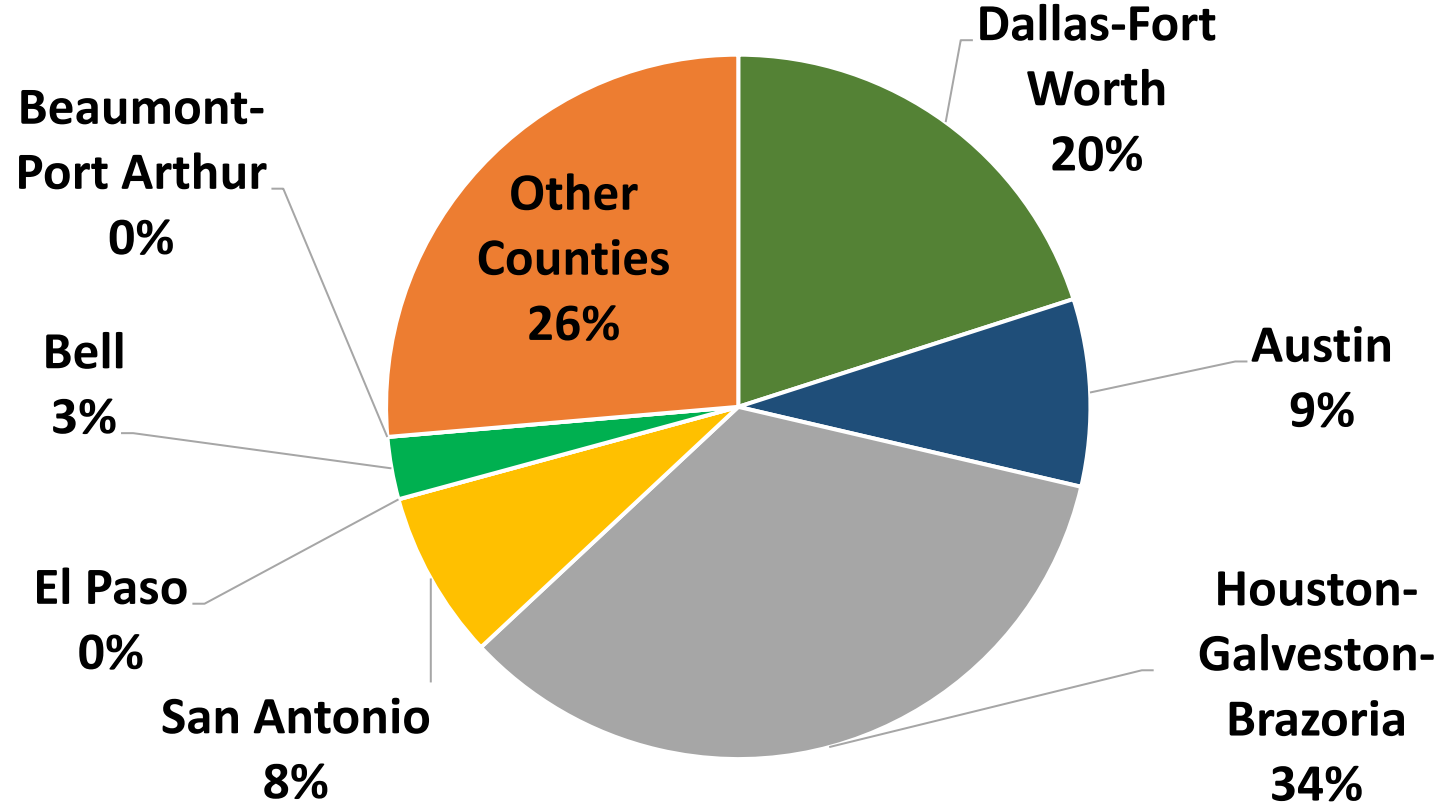


*Existing Station Data from Department of Energy Alternative Fuel Station Locator as of January 2021

TXVEMP ZEV INFRASTRUCTURE DC FAST CHARGE REBATE

Total Awarded = \$ 20,934,042 to 170 Sites

Geographic Distribution of Sites Awarded
(7 Priority Areas + Rest of State)



Over 96% of DC Fast Charge rebates have been awarded to convenience store locations.

Other locations include grocers, auto dealers, and warehouses.

GEOGRAPHIC DISTRIBUTION OF DCFC FUNDING AWARDED

Applications Awarded in 26 of 254 Counties, Increasing Charger Access on Interstates

Priority Areas

Area	Counties
Dallas-Fort Worth Area	Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller
San Antonio Area	Bexar, Comal, Guadalupe, Wilson
Austin Area	Bastrop, Caldwell, Hays, Travis, Williamson
El Paso County	El Paso
Bell County	Bell
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange

Legend

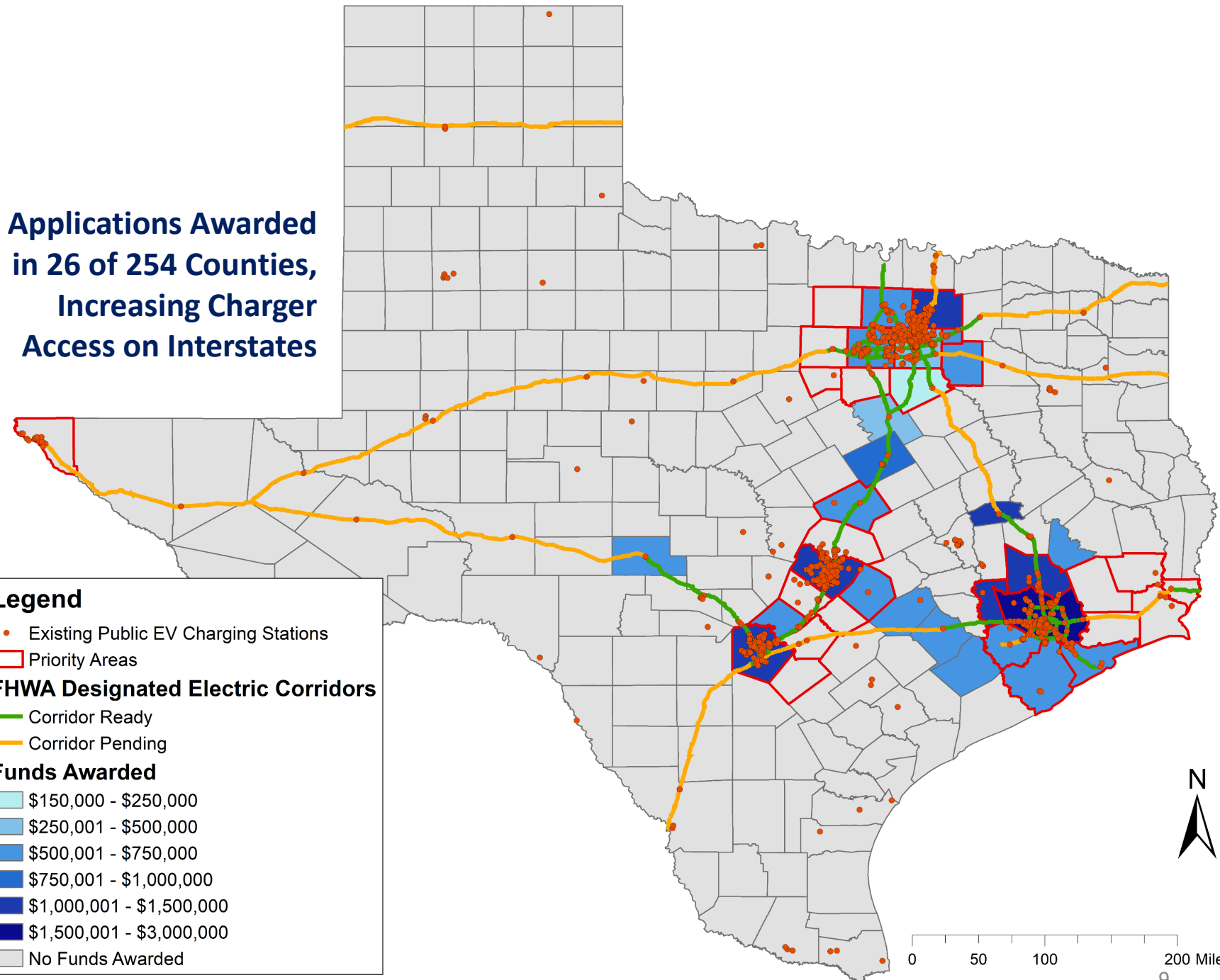
- Existing Public EV Charging Stations
- Priority Areas

FHWA Designated Electric Corridors

- Corridor Ready
- Corridor Pending

Funds Awarded

- Light Blue: \$150,000 - \$250,000
- Medium Blue: \$250,001 - \$500,000
- Dark Blue: \$500,001 - \$750,000
- Very Dark Blue: \$750,001 - \$1,000,000
- Darkest Blue: \$1,000,001 - \$1,500,000
- Black: \$1,500,001 - \$3,000,000
- Grey: No Funds Awarded



*Existing Station Data from Department of Energy Alternative Fuel Station Locator as of January 2021



FOR MORE INFORMATION

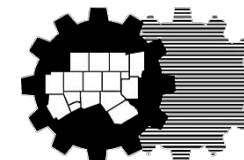
Amy Hodges
Principal Air Quality Planner
817-704-2508
ahodges@nctcog.org

Soria Adibi
Senior Air Quality Planner
817-704-5667
sadibi@nctcog.org

Jared Wright
Air Quality Planner II
817-608-2374
jwright@nctcog.org

Bailey Muller
Senior Air Quality Planner
817-695-9299
bmuller@nctcog.org

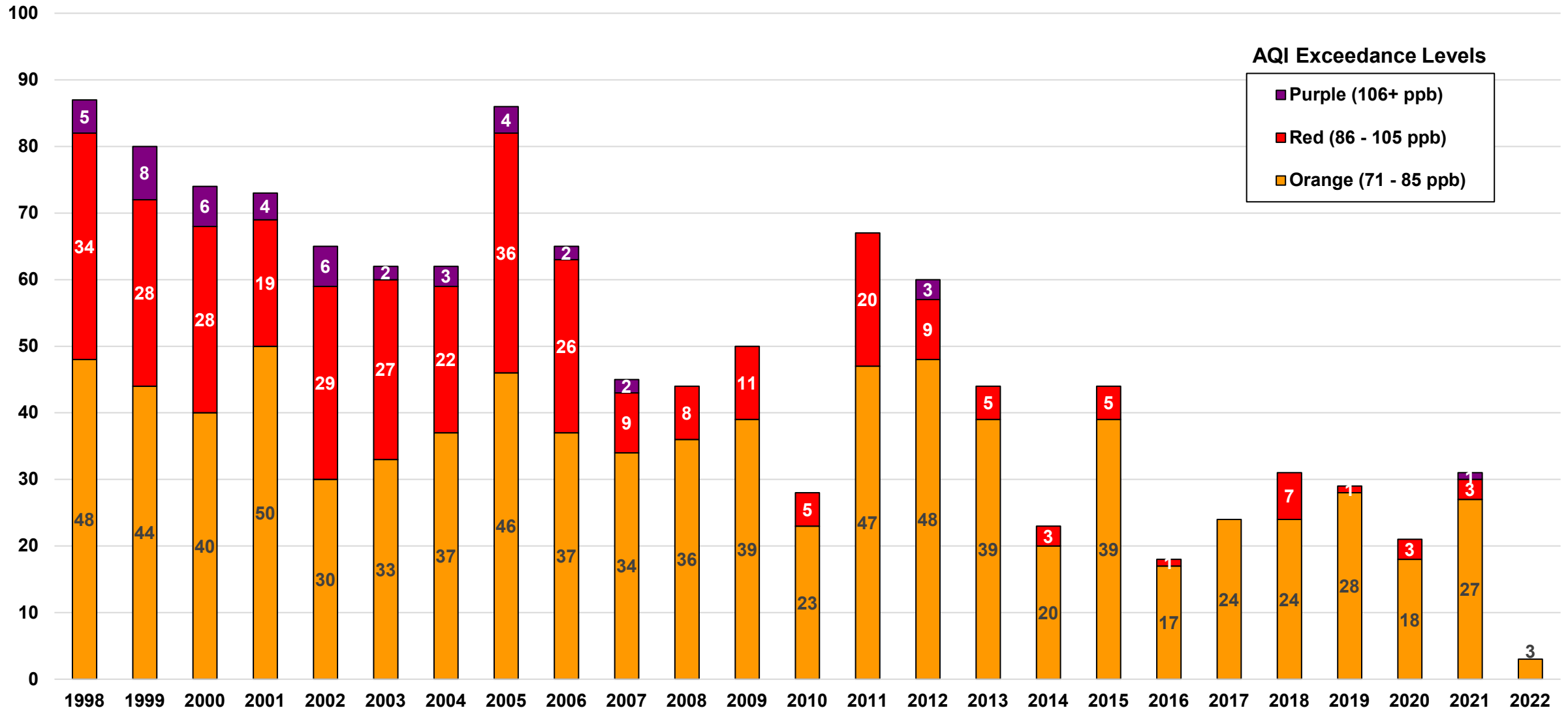
Also see “Hot Topics” at www.nctcog.org/aqfunding



**North Central Texas
Council of Governments**

8-HOUR OZONE NAAQS HISTORICAL TRENDS

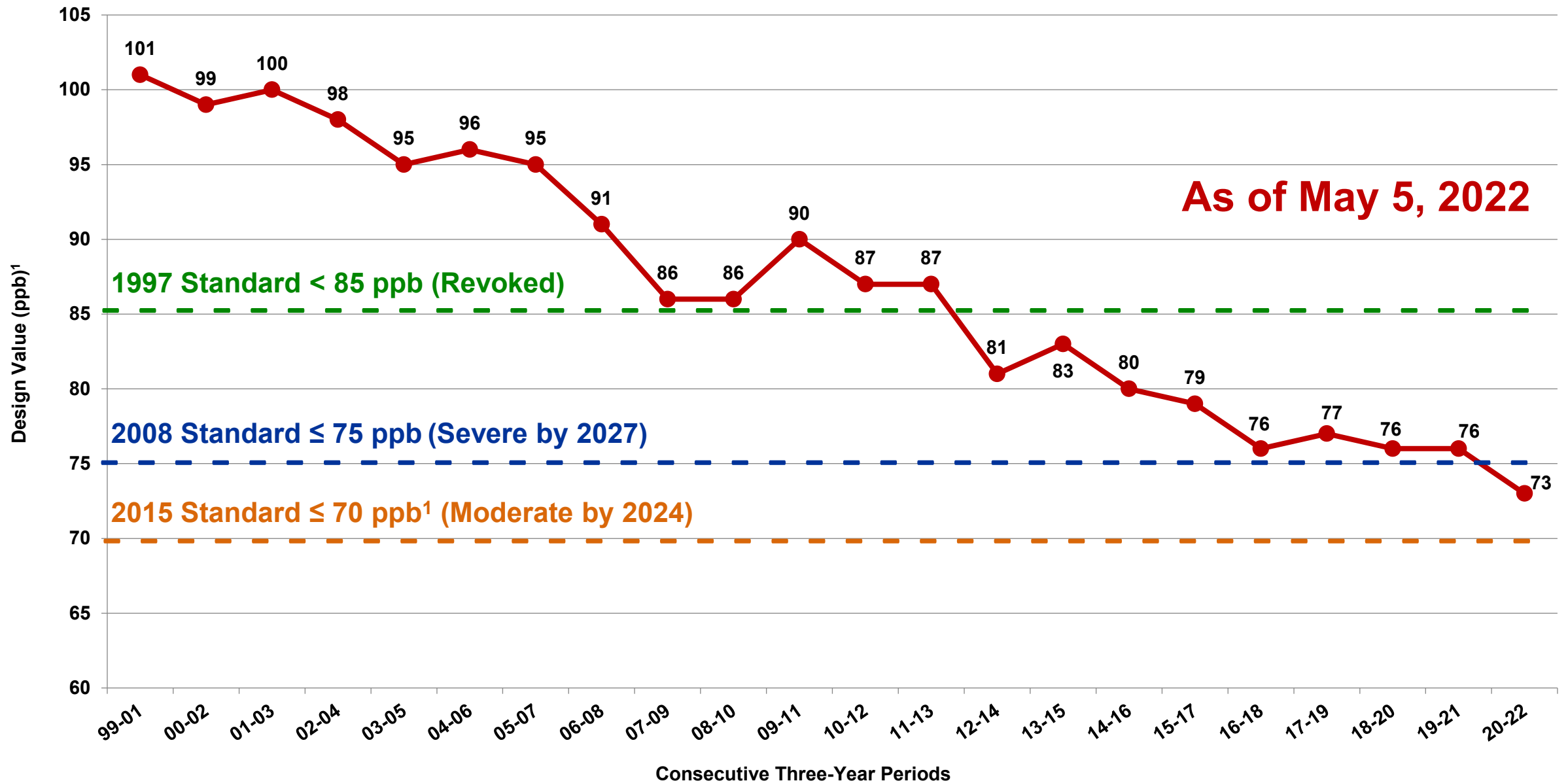
Based on ≤ 70 ppb (As of May 5, 2022)



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.

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

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).

CHRIS KLAUS
Senior Program Manager
cklaus@nctcog.org
817-695-9286

VIVEK THIMMAVAJJHALA
Transportation System Modeler II
vthimmavajjhala@nctcog.org
817-704-2504

JENNY NARVAEZ
Program Manager
jnarvaez@nctcog.org
817-608-2342

NICHOLAS VAN HAASEN
Air Quality Planner III
nvanhaasen@nctcog.org
817-608-2335

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

STATUS OF OZONE RECLASSIFICATION

March 28, 2022, EPA published proposed determinations of attainment/extensions of the attainment date/reclassifications of areas for the 2008 & 2015 ozone NAAQS

2008 Ozone Standard:

EPA proposing to determine the Dallas-Fort Worth area failed to attain the 2008 ozone NAAQS by July 20, 2021, and will be reclassified as Severe and have a new attainment date of July 20, 2027 (*Regional Value was 76 ppb as compared to 75 ppb Standard*)

2015 Ozone Standard:

EPA proposing to determine the Dallas-Fort Worth area failed to attain the 2015 ozone NAAQS by August 3, 2021, and will be reclassified as Moderate and have a new attainment date of August 3, 2024 (*Regional Value was 76 ppb as compared to 70 ppb Standard*)

A virtual public hearing will be held for each proposed action on May 9, 2022

The 60-day comment period for each proposal closes on June 13, 2022

EPA must respond to comments for both standards and will then issue a final rulemaking

**REGIONAL TRANSPORTATION COUNCIL
May 2022**

Bylaws Revision Subcommittee

Andy Eads (Chair)
County Judge
Denton County

Mike Leyman
Councilmember
City of Mansfield

Rick Grady (Vice Chair)
Councilmember
City of Plano

Adam McGough
Councilmember
City of Dallas

Gyna Bivens
Mayor Pro Tem
City of Fort Worth

Phillip Ritter
Citizen Representative
City of Dallas

Dianne Costa
Board Member
Denton County Transportation Authority

Oscar Trevino
Mayor
City of North Richland Hills

George Fuller
Mayor
City of McKinney

Glen Whitley
County Judge
Tarrant County

Nominating Subcommittee

Ron Jensen (Chair)
Mayor
City of Grand Prairie

Alison Maguire
Councilmember
City of Denton

Rich Aubin (Vice Chair)
Councilmember
City of Garland

William Meadows
Chair
Dallas Fort Worth International Airport

Gary Fickes
Commissioner
Tarrant County

Omar Narvaez
Councilmember
City of Dallas

Lane Grayson
Commissioner
Ellis County

Jim R. Ross
Mayor
City of Arlington

FUNDING PARTNERSHIP WITH FORT WORTH AND TRINITY METRO \$ IN MILLIONS

Equates to \$62.06M
in New RTC Funding

	Existing RTC Federal	New RTC Federal	FTA Federal	TxDOT	Trinity Metro (Local)	Fort Worth (Local)	Private Sector	INFRA	TDCs ¹ (Regional)	Total Funding
TEXRail Extension to Hospital District	20.00 ²	51.36 ³	38.90		38.04 +6.46 +3.50	7.17	1.57 ⁴		21.10	167.00
Katy Lofts	-11.36						11.36 ⁵			11.36
E. Lancaster Corridor	40.00 ⁶			10.00 30.00		10.00 ⁷	2.00 ⁸	100.00		160.00 182.00
Trinity Lakes Station	6.69 ⁹	20.05 ²			-6.46				5.35	26.74
Guaranteed Transit (IH 35W)	14.00 ²	2.01 ²			-3.50				3.20	16.01

1. Transportation Development Credits
2. Congestion Mitigation Air Quality Improvement Program (CMAQ) federal funding
3. Includes \$11.362M removed from Katy Lofts, plus \$40M in CMAQ federal funding
4. Baylor, Scott, and White Hospital
5. Private Sector Developer of Katy Lofts Site

6. Category 2 funds
7. \$10M from Bond Program, \$6.43M potentially later
8. Franchise Utilities & Water/Sewer
9. \$4.5M CMAQ and \$2.19M Surface Transportation Block Grant funds



MULTIMODAL PROJECTS DISCRETIONARY GRANT (MPDG) PROGRAM



May 12, 2022

Regional Transportation Council (RTC) – Action Item
FY 22 MPDG Program Overview (MEGA, INFRA, & RURAL) & Proposed NCTCOG Projects

FY 22 Multimodal Projects Discretionary Grant (MPDG) Program

Overview of Combined Solicitation – INFRA, RURAL, & MEGA Programs

2

INFRA – Nationally Significant Multimodal Freight/Highway Projects

Available Funds (Project Type)

\$1.55 Billion

– All Projects (FY 22)

85% – Large

– Costs > \$100M

15% – Small

– Costs < \$100M

Federal Cost Share/Match

Up to 60%

– INFRA Grant Request
(no award minimum)

Up to 80%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25 Million

– Minimum (Large)

\$5 Million

– Minimum (Small)

- **Obligation Deadline: 9/30/2025**
- **Construction Start Deadline: 3/30/2027**

RURAL – Rural Surface Transportation Grant Program

Available Funds (Project Type)

\$300 Million

– All Projects (FY 22)

Lane Departures

– 15% (not Texas)

Appalachians

– 25% (not Texas)

Federal Cost Share/Match

Up to 80%

– RURAL Grant Request
(no award minimum)

Up to 100%

– Federal (overall)

Award Size

No Maximum

– All Projects

\$25M Minimum

– 90% of Projects

No Minimum

– 10% of Projects

- **Obligation Deadline: 9/30/2025**
- **Construction Start Deadline: 3/30/2027**

Uniform Selection Criteria:

- Safety
- Economic Impacts, Freight Movement, & Job Creation
- State of Good Repair
- Climate Change, Resiliency, & the Environment
- Innovation
- Equity, Multimodal Options, & Quality of Life

Economic Analysis (Benefit-Cost Ratio)

Project Readiness Analysis:

- Technical Assessment
- Environmental Review/Risk Assessment
- Financial Completeness

Application Deadline: 5/23/2022

MEGA – National Infrastructure Project Assistance Program

Available Funds (Project Type)

\$1 Billion

– All Projects (FY 22)

Cost > \$500M

– 50% Available Funds

Cost \$100-500M

– 50% Available Funds

Federal Cost Share/Match

Up to 60%

– MEGA Grant Request
(no award min./max.)

Up to 80%

– Federal (overall)

- **USDOT “seeks projects that will begin construction before 9/30/2025”**

FY 22 Multimodal Projects Discretionary Grant (MPDG) Program

Statutory Requirements – INFRA, RURAL, & MEGA Programs

3

- **Generates national or regional economic, mobility, and/or safety benefits – ALL**
- **Cost effectiveness – ALL**
- **Contributes to MAP-21 (23 U.S.C. 150) program goals – INFRA/RURAL**
- **Based on the results of preliminary engineering – INFRA/RURAL**
- **Availability of one or more stable/dependable funding or financing sources – MEGA/INFRA**
- **Significant need of or inability to complete easily/efficiently w/o Federal funds – MEGA/INFRA**
- **Reasonable expectation for construction within 18 months of obligation – INFRA/RURAL**
- **Applicant(s) have/will have sufficient legal, financial, & technical project capacity – ALL**

Proposed NCTCOG MPDG Grant Projects – EAST

South Dallas County Inland Port (SDCIP) Multimodal Connectivity Project

4

■ Safety:

- New roadways with curb-separated shared-use paths and improved design/capacity to reduce conflicts

■ State of Good Repair:

- Replace aging, deficient assets with new, durable facilities with reduced annual maintenance needs

■ Innovation:

- Pilot for Headlight construction management software to expand D/M/WBE capabilities/benefits beyond project area

■ Economic Impacts, Freight Movement, & Job Creation:

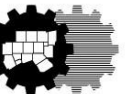
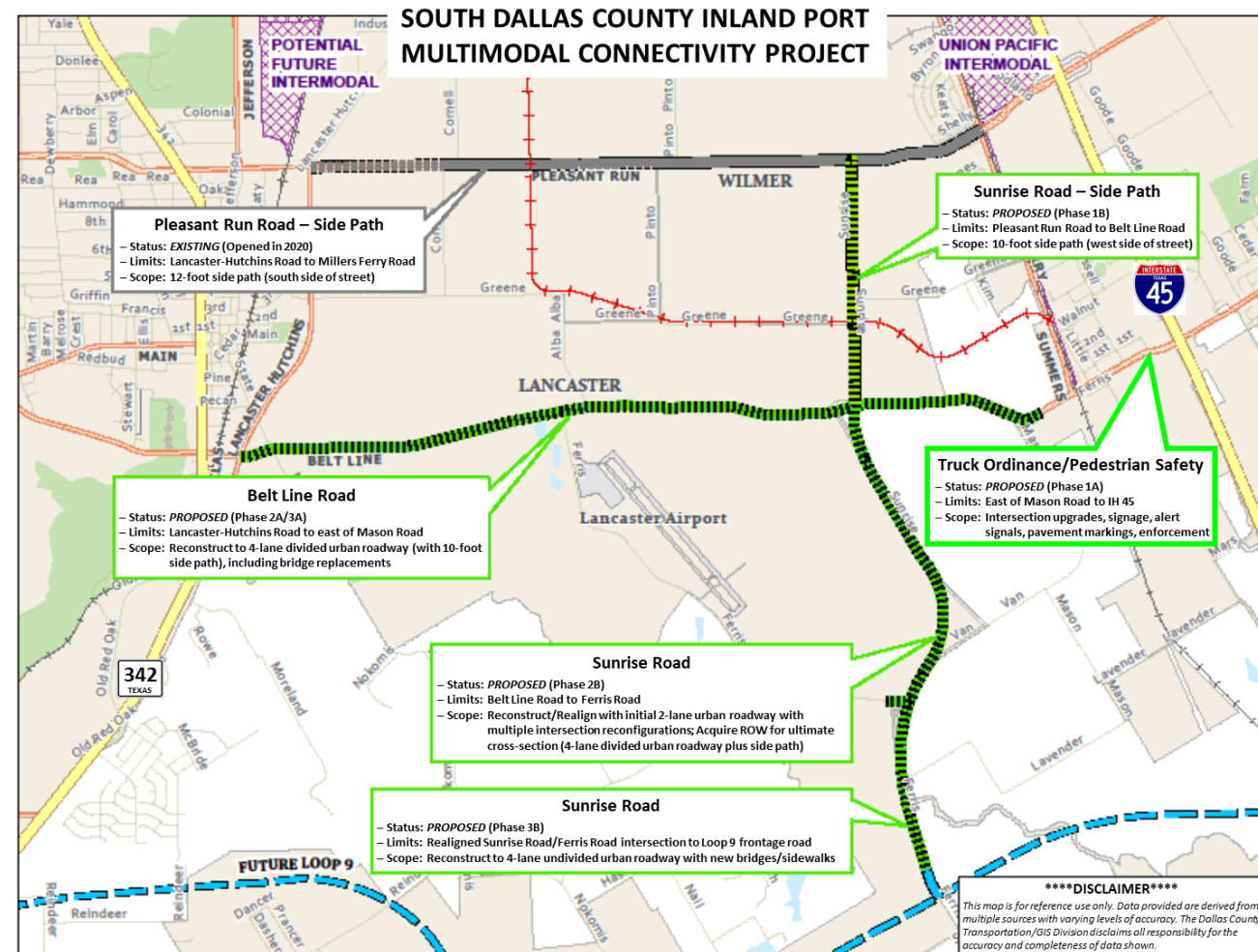
- Optimize SDCIP growth, convenience, and diversification

■ Climate Change, Resiliency, & the Environment:

- Minimize freight-oriented development impacts, improve air quality, and responsibly accommodate new drainage demands

■ Equity, Multimodal Options, & Quality of Life:

- Lower transport costs via new accessibility choices (bicycle/pedestrian, GoLink destinations)



Proposed NCTCOG MPDG Grant Projects – WEST

East Lancaster Avenue Complete Streets & Transit Technology Project

5

■ Safety:

- New roadways with dedicated bike lanes and sidewalks, along with improved intersections and access management

■ State of Good Repair:

- Replace aging, obsolete roadway with a context-sensitive multimodal facility compatible with adjacent land uses

■ Innovation:

- Incorporate technology-based bus transit service, passive operations monitoring, & dedicated broadband fiber/conduits

■ Economic Impacts, Freight Movement, & Job Creation:

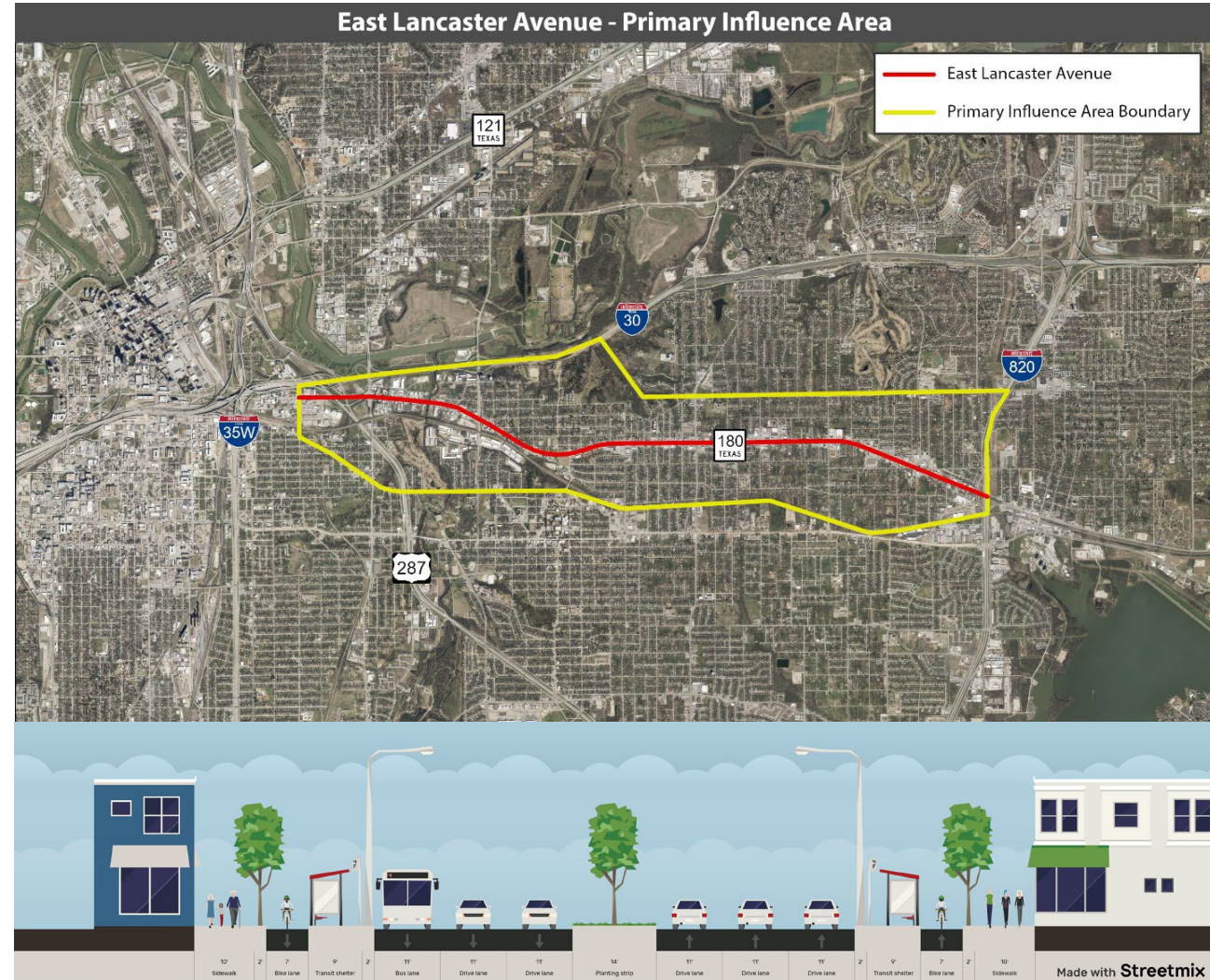
- Increased multimodal accessibility to jobs and compatibility with both existing activities and planned revitalization efforts

■ Climate Change, Resiliency, & the Environment:

- New multimodal corridor improves sustainability (air quality, energy efficiency, etc.) for environmental justice populations

■ Equity, Multimodal Options, & Quality of Life:

- Enhance choice/affordability of local transportation options to alleviate opportunity barriers & improve jobs/housing balance



FY 22 Multimodal Projects Discretionary Grant (MPDG) Program

Proposed NCTCOG Projects – Complete List & Attributes

6

PROJECT		SUBMITTAL			COST / FUNDING STATUS (in \$ millions)					
TITLE	DESCRIPTION/LIMITS	EAST/ WEST	BEFORE (Agency)	NOW (Agency)	TOTAL COST	FEDERAL			NON-FEDERAL	
						MPDG GRANT	EXISTING ¹	NEW (RTC) ²	STATE ³	LOCAL ⁴
IH 30 Downtown Dallas Canyon	Reconstruct IH 30 corridor from IH 35E to IH 45 with a narrowed cross-section, modern design standards, and increased capacity to facilitate improved multimodal connectivity, restitch long-severed Downtown communities, and spur economic growth in an Opportunity Zone	EAST	INFRA 2021 (TxDOT w/ NCTCOG as co-sponsor)	INFRA/MEGA (TxDOT w/ NCTCOG as co-sponsor)	542.0	90.5	234.7		216.8	
South Dallas County Inland Port Multimodal Connectivity	Reconstruct Belt Line Road and Sunrise Road for improved Inland Port multimodal capacity & access to/from IH 35E, IH 45, & Loop 9; Add 5.1 miles of new shared-use path to link with existing Pleasant Run Road path; Implementation pilot for <i>Headlight</i> construction management software	EAST	RAISE 2022 (NCTCOG)	INFRA/RURAL (NCTCOG)	82.525	45.0	8.0 ^A	12.53 ^A		16.995 ^A
East Lancaster Avenue Complete Streets & Transit Technology	Reconstruct aging East Lancaster Avenue between Pine Street and IH 820 into a context-sensitive multimodal corridor, including accommodations for an integrated high-capacity bus transit service, to revitalize a critical economic and socially significant asset for east Fort Worth	WEST	INFRA 2021 (NCTCOG)	INFRA/MEGA (NCTCOG)	182.0	100.0	40.0 ^B		30.0 ^A	12.0 ^B

1. **A.** – \$8.0M STBG (Cat 7); **B.** – \$40.0M TxDOT Federal Funds (Cat 2)

2. **A.** – \$12.53M STBG (includes 4.27M TDCs)

3. **A.** – \$30.0M TxDOT State Funds (NEPA/Design, ROW, Non-Franchise Utilities, & Engineering/Inspection)

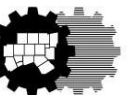
4. **A.** – \$5.1M Dallas County, \$2.645M City of Wilmer, \$7.65M City of Lancaster, \$1.6M Franchise Utilities; **B.** – \$10.0M City of Fort Worth (2022 Bond), \$2.0M Franchise Utilities/Water/Sewer

FY 22 Multimodal Projects Discretionary Grant (MPDG) Program

Timeline for Development, Approval, and Submittal

7

March 22, 2022	FY 22 MPDG Grant Notice of Funding Opportunity (NOFO) Announced
April 14, 2022	RTC Information
April 22, 2022	STTC Information
May 6, 2022	RTC Agenda “Mail Out” <i>(Scope, cost, & funding source/share details finalized for proposed NCTCOG project selections)</i>
May 12, 2022	RTC Action
May 12, 2022	RTC Letter of Support Request Deadline <i>(for projects submitted by partnering agencies, submit to Kyle Roy – kroy@nctcog.org)</i>
May 23, 2022	FY 22 MPDG Grant Application Submittal Deadline – www.grants.gov
May 26, 2022	Executive Board Endorsement
May 27, 2022	STTC Endorsement



FY 22 Multimodal Projects Discretionary Grant (MPDG) Program

Requested RTC Action

8

- **Based on previous action for the Western Subregion Transit Partnership (Item 5a), request Regional Transportation Council (RTC) approval of:**
 - **Allocation of new RTC funds (same as RAISE – April 2022):**
 - *South Dallas County Inland Port Multimodal Connectivity*
– \$12,530,000 STBG funds (including 4,270,000 TDCs)
 - **Proposed projects to submit for funding consideration through the FY 22 MPDG Discretionary Grant Program**
 - **Administratively amending NCTCOG and State Transportation Improvement Programs (TIP/STIP), as well as other planning/administrative documents, to include proposed projects if selected for an FY 22 MPDG Grant award**

Contact Information

Thomas Bamonte

Senior Program Manager
(817) 704-5604
tbamonte@nctcog.org

Natalie Bettger

Senior Program Manager
(817) 695-9280
nbettger@nctcog.org

Christie Gotti

Senior Program Manager
(817) 608-2338
cgotti@nctcog.org

Ken Kirkpatrick

Counsel for Transportation
(817) 695-9278
kkirkpatrick@nctcog.org

Chris Klaus

Senior Program Manager
(817) 695-9286
cklaus@nctcog.org

Dan Lamers

Senior Program Manager
(817) 695-9263
dlamers@nctcog.org

Arash Mirzaei

Senior Program Manager
(817) 695-9261
amirzaei@nctcog.org

Jeffrey C. Neal

Senior Program Manager
(817) 608-2345
jneal@nctcog.org

Shannon Stevenson

Senior Program Manager
(817) 608-2304
sstevenson@nctcog.org

Karla Windsor

Senior Program Manager
(817) 608-2376
kwindsor@nctcog.org

USDOT BIL: <https://www.transportation.gov/bipartisan-infrastructure-law>

USDOT Grant Portal: <https://www.transportation.gov/grants>

USDOT (Upcoming Grant Opportunities): <https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>

Multimodal Projects Discretionary Grant (MPDG) Program: <https://www.transportation.gov/grants/mpdg-announcement>

May 12, 2022

Regional Transportation Council (RTC) – Action Item

FY 22 MPDG Program Overview (MEGA, INFRA, & RURAL) & Proposed NCTCOG Projects

FOLLOW UP ACTION ON GARLAND/IH 635 EAST PARTNERSHIP

REGIONAL TRANSPORTATION COUNCIL

May 12, 2022



NCTCOG PRESENTATION

BACKGROUND

- In September 2019, the Regional Transportation Council (RTC) approved a partnership with the City of Garland to aid in the implementation of the IH 635 East project.
- That action included approval of \$15 million, but required that the specific project to be funded be brought back for RTC approval.
- Garland has identified a project of interest, which is land banking and redevelopment activities near the South Garland Transit Center.



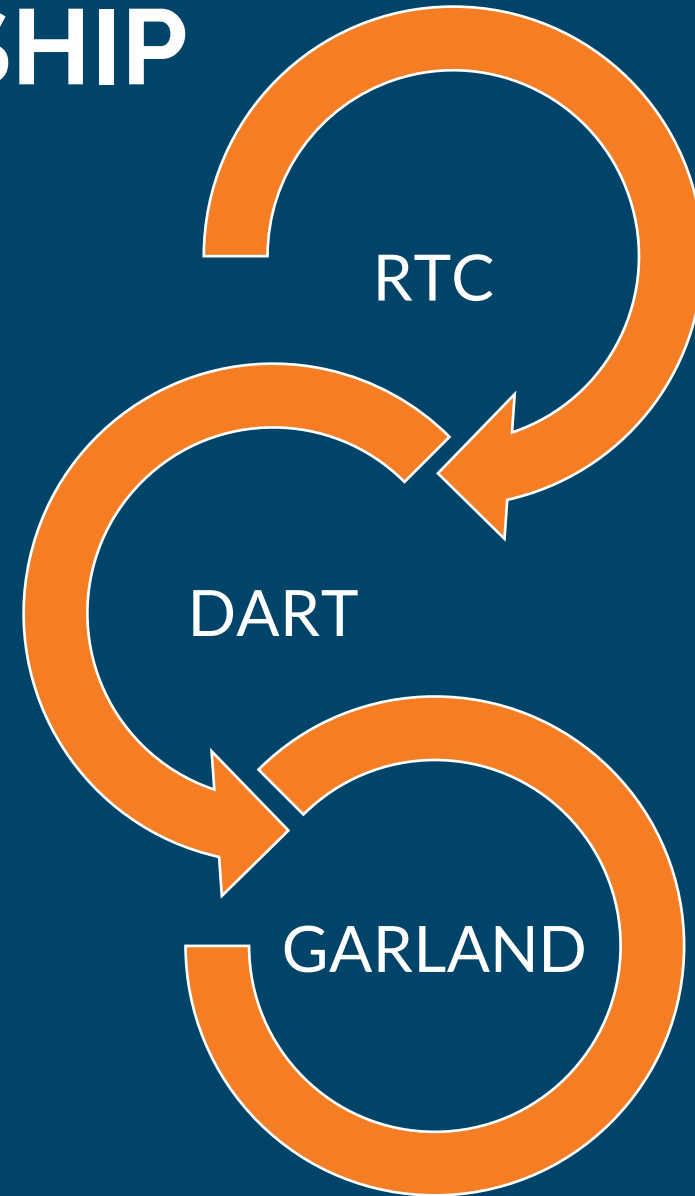
PREVIOUS RTC ACTION ON CITY OF GARLAND \$15 MILLION PARTNERSHIP:

- Thank City of Garland for Approval
- Mediate City of Garland Concerns with a New RTC Partnership Program Using New Funds
- Pursue a Solution for Approximately \$15M
- Bring Back for RTC Approval Specific Projects for Implementation



THREE PARTY PARTNERSHIP

- The City prefers to use local funding for their redevelopment efforts at the South Garland Transit Center.
- Dallas Area Rapid Transit (DART) has agreed to aid in the partnership by providing local funds to the City if the RTC makes DART whole by providing the same amount of federal funds.
- DART proposes that the RTC funds be placed on the Silver Line Rail Project that is currently under construction.



PROPOSED ACTION

- RTC approval of:
 - \$15 million in federal CMAQ funds for the Silver Line Rail Project (from DFW Airport Station to Shiloh Station); DART will match the federal funds with \$3.75M of local funds on the Silver Line project.
 - DART sending \$15 million in local funds to Garland in several installments
 - Garland using the funding for land banking and related redevelopment activities in the area surrounding the South Garland Transit Center
 - Administratively amending the TIP and other planning/administrative documents with this information/action



QUESTIONS/CONTACTS

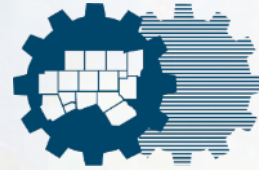


Christie Gotti

Senior Program Manager

cgotti@nctcog.org | 817-608-2338





NCTCOG

DEVELOPING THE INNOVATIVE TRANSPORTATION TECHNOLOGY INFRASTRUCTURE CERTIFICATION PROGRAM

BRENDON WHEELER
REGIONAL TRANSPORTATION COUNCIL
5/12/2022



A futuristic, curved tunnel with blue and white walls and a glowing floor. The tunnel is illuminated by a series of lights along the top and sides, creating a sense of depth and movement. The word "BACKGROUND" is centered in the middle of the image in a bold, blue, sans-serif font.

BACKGROUND

Policy 22-01: Advancing High-Speed Rail

Advance only high-speed rail into NEPA process

Purpose:

- To environmentally clear IH 30 corridor
- To not hold up NEPA process with developing technology

Monitor hyperloop technology advancement

Purpose:

- To advance hyperloop along technology certification and demonstration path
- To advance these two technologies in different corridors



Interest in DFW Region

Virgin Hyperloop's request for proposals for certification center site in 2020

DFW High-Speed Transportation Connections Study

Technology Forum outreach

Interest received to date

- Hyperloop developers
- Advanced gondola-like systems/suspended pods

Many new transportation infrastructure technologies require certification prior to widespread application

Technologies face difficulties in advancing through traditional planning processes



History of Innovation in DFW Region

Telecom Corridor

The Superconducting Super Collider project

Managed lanes network

First all-electronic tolltag facility

Vehicle occupancy verification technology

Mobility Innovation Zone – Alliance

Autonomous vehicle testing and deployment

Drone technology





POLICY
for Transportation Technology
Infrastructure Certification Program

Innovative Transportation Technology Infrastructure Certification Program

Purpose of RTC policy to:

- Outline RTC's guiding principles
- Define transparent process by which RTC may coordinate with technology provider for certification facility or pilot applications
- Provide structure for periodic solicitation or acceptance of new technology infrastructure solutions
- Ensure level playing field for transportation infrastructure technology providers wishing to move to region and local governments wishing to propose their site for consideration



Innovative Transportation Technology Infrastructure Certification Program

Guiding Principles:

- Must serve long-range transportation need (MTP)
- Technology developer responsible for navigating certification process
- NCTCOG will facilitate mutual cooperation
- Local government considerations:
 - Contingency should technology fail to perform as intended
 - Expected timeframe for infrastructure to be operational
 - Public use goals and performance expectations



Innovative Transportation Technology Infrastructure Certification Program

Process:

- 1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP).
- 2) NCTCOG staff to brief RTC and RTC to take action on initiating process.
- 3) Upon RTC action, local governments to submit potential locations of interest.
- 4) Technology provider to determine preferred location to pursue.
- 5) RTC to initiate development activities; NCTCOG staff to provide support.



Requested RTC Action

Staff requests RTC adopt this policy to develop a process for the Innovative Transportation Infrastructure Certification Program:

- Advances hyperloop and other innovative infrastructure technologies through the certification process to commercial application
- Outlines guiding principles and transparent process by which RTC may coordinate with technology providers needing certification
- Ensures a long-range transportation need is met
- Allows for periodic solicitation or acceptance of developing technology solutions for region
- Creates level playing field for transportation infrastructure providers and local governments



Schedule

- ✓ January 28, 2022 – STTC Action
HSR Policy (P22-01)
- ✓ February 10, 2022 – RTC Action
HSR Policy (P22-01)
- ✓ April 21, 2022 – STTC Action
Certification Policy (P22-02)
- ➔ May 12, 2022 – RTC Action
Certification Policy (P22-02)

CONTACT US



Brendon Wheeler, PE
Program Manager

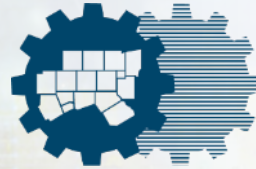
bwheeler@nctcog.org | 682-433-0478



Dan Lamers, PE
Senior Program Manager

dlamers@nctcog.org | 817-695-9263





NCTCOG

2022 TITLE VI PROGRAM AND LANGUAGE ASSISTANCE PLAN UPDATES

REGIONAL TRANSPORTATION COUNCIL
5.12.2022



TITLE VI OF THE CIVIL RIGHTS ACT OF 1964



WHO IS PROTECTED

Prohibits discrimination on the basis of race, color, or national origin



WHO MUST COMPLY

Any program or activity that receives federal funds or other federal assistance



TITLE VI PROGRAM: METROPOLITAN PLANNING ORGANIZATION



FREQUENCY

Update every three years



CONTENTS

Describe how NCTCOG MPO implements Title VI nondiscrimination efforts and monitors subrecipients



REVIEW

Submit to Federal Transit Administration for review



TITLE VI/NONDISCRIMINATION POLICY STATEMENT

The North Central Texas Council of Governments (NCTCOG), as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Agency programs or activities.



TITLE VI PROGRAM UPDATES OF NOTE

List of transit-related Title VI investigations, complaints, and lawsuits (none)

Summary of outreach efforts made since the last Title VI Program submission

Schedule of subrecipient Title VI Program submissions

Impacts of the distribution of state and federal funds in the aggregate for public transportation projects

Forty-five-day public comment period



Image Provided By Getty



LANGUAGE ASSISTANCE PLAN UPDATES OF NOTE

Limited English proficiency population
for the 12-county Dallas-Fort Worth
Metropolitan Planning Area

Literacy rates for the 12-county area

Four-factor analysis to evaluate the
extent to which language assistance
measures are required

Forty-five-day public comment period



Image Provided By Getty



TIMELINE

Meeting/Task	Date
Public Meeting, Launch of 45-Day Public Comment Period	February 7, 2022
Close of Public Comment Period	March 23, 2022
STTC Information	March 25, 2022
RTC Information	April 14, 2022
STTC Action – Title VI/Nondiscrimination Policy Statement, Title VI Program, Language Assistance Plan	April 22, 2022
RTC Action – Title VI/Nondiscrimination Policy Statement, Title VI Program, Language Assistance Plan	May 12, 2022
Executive Board	May 26, 2022
Submittal Deadline	May 31, 2022



REQUESTED ACTION

Regional Transportation Council approval of:
Title VI/Nondiscrimination Policy Statement
Updates to MPO Title VI Program
Updates to MPO Language Assistance Plan



CONTACT US



Ken Kirkpatrick
General Counsel

kkirkpatrick@nctcog.org | 817-695-9278



Kate Zielke
Principal Transportation Planner
Title VI Coordinator

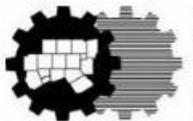
kzielke@nctcog.org | 817-608-2395



2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DRAFT LISTINGS

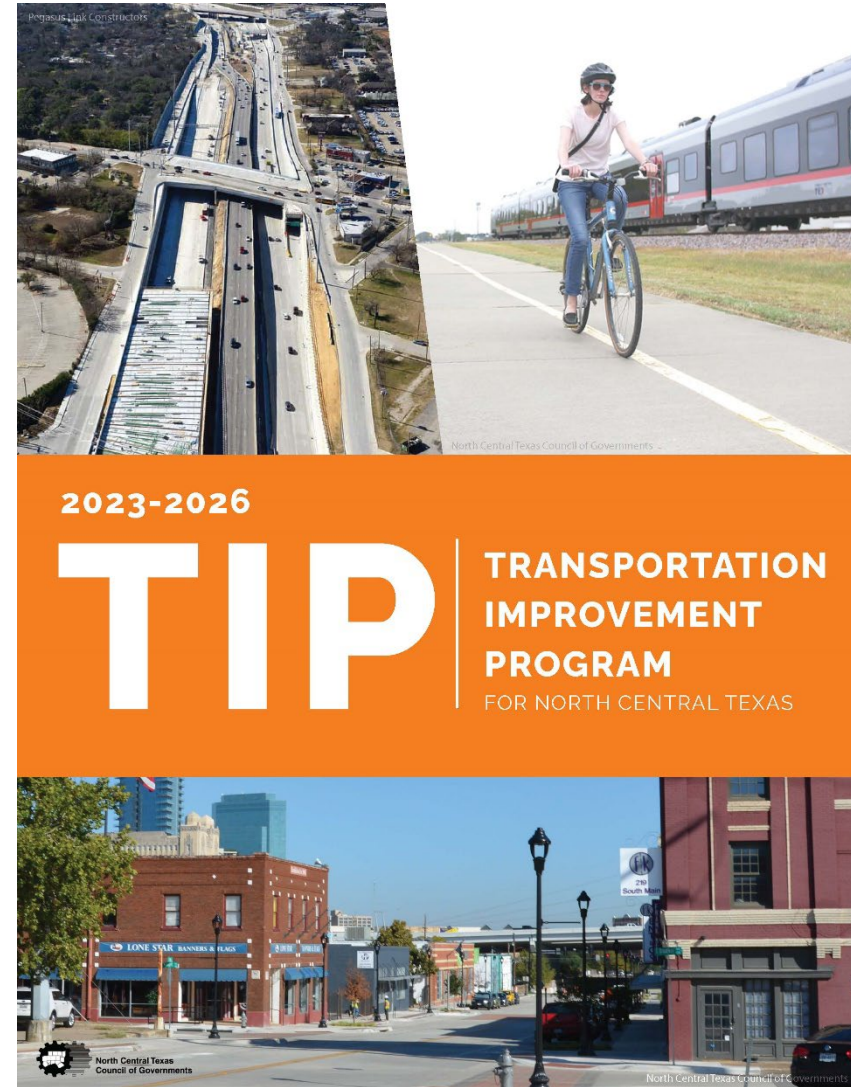
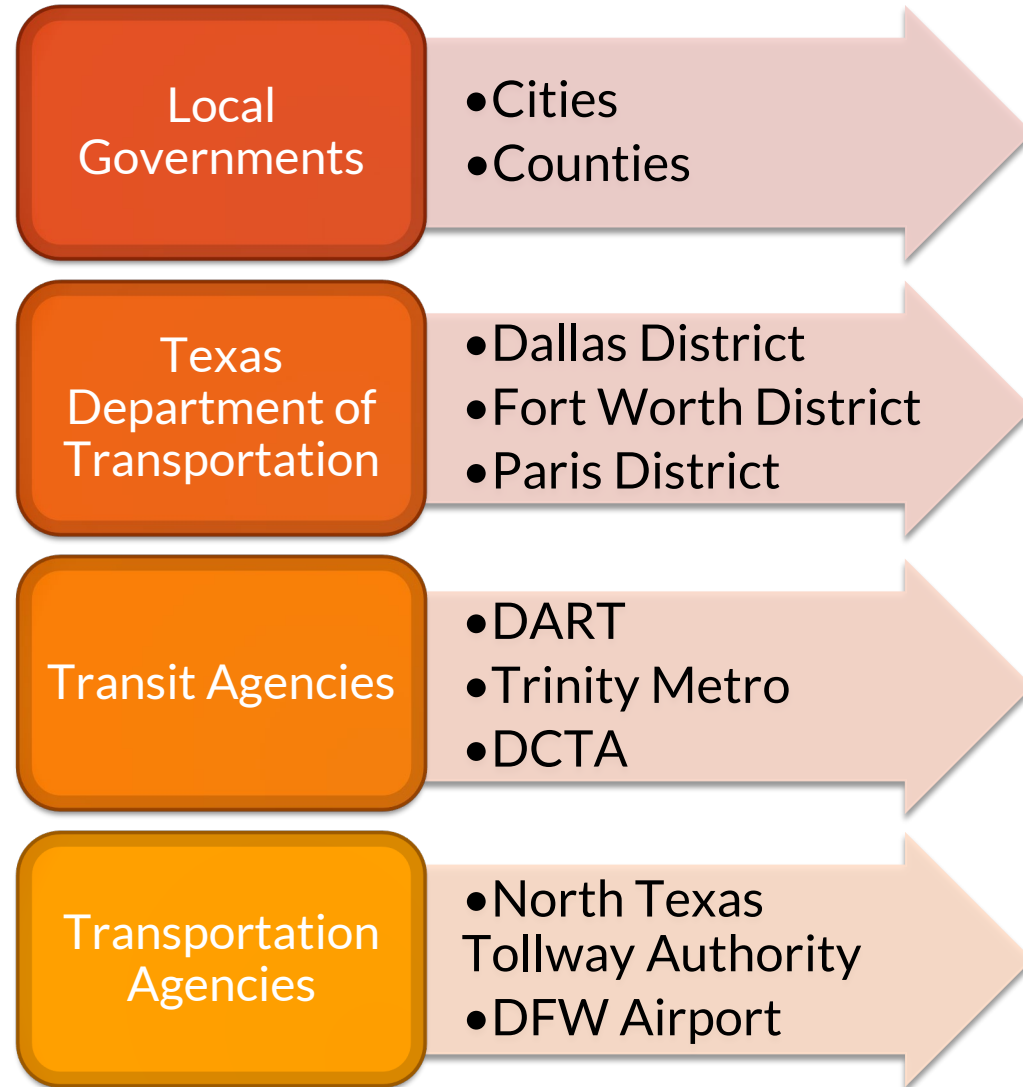
Regional Transportation Council

May 12, 2022



North Central Texas
Council of Governments
Transportation Department

A COOPERATIVE EFFORT



DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects
- Make needed revisions to existing project schedules, funding, and/or scope
- Develop revised project listings
- Financially constrain project programming based on estimated future revenues
- Conduct Mobility Plan and Air Quality conformity review
- **Solicit public and Committee/Council input**
- **Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)**

SCOPE OF PROGRAMMING

- \$9.16 Billion in the 2023-2026 TIP (Roadway and Transit)
 - \$5.34 Billion in Federal Commitments
 - \$1.46 Billion in State Commitments
 - \$0.15 Billion in Regional Commitments
 - \$1.27 Billion in Local Commitments
 - \$0.94 Billion in Transit Formula Commitments
- 1,018 Active Projects (Roadway and Transit)
 - 609 Active Projects in 2023-2045
- 71 Implementing Agencies (Roadway and Transit)

CHANGES TO TIP DEVELOPMENT PROCESS

- Typically, the RTC, STTC, and public are provided with a “Double Entry” report that contains all active projects in which to review and comment. This report provides a more comprehensive picture of a project than the Statewide TIP (STIP) format that is required by TxDOT.
- Once approval of these listings is received, staff converts the data into the required STIP report format and submits it as part of the TIP document to TxDOT for inclusion in the STIP.
- FHWA recently informed staff that this process does not satisfy their requirements for review and comment on the TIP.
- To comply with these requirements, staff will be bringing back the approved project listings in STIP report format, along with the full TIP Document.
 - The STIP report will only contain the project phases funded in FY2023-2026
 - Given that the same information is slated for approval this month, we propose to ask for approval via consent agenda next month.

TIMELINE/ACTION

Meeting/Task	Date
Meeting with Implementing Agencies	May-September 2021
Data Input, Financial Constraint, and Analysis	June 2021-February 2022
Draft Listings - STTC Information	February 2022
Draft Listings - RTC Information	March 2022
Draft Listings - Public Involvement	March 2022
Deadline for Providing Comments on Draft Listings	March 31, 2022
Draft Project Listings - STTC Action	April 2022
TIP Document and Final STIP Listing – Public Involvement	May 2022
Draft Project Listings – RTC Action	May 2022
TIP Document and Final STIP Listing – STTC Consent Agenda	May 2022
TIP Document and Final STIP Listing – RTC Consent Agenda	June 2022
Submit Final Document to TxDOT	June 2022
Anticipated TxDOT Commission Approval (for STIP)	August 2022
Anticipated Federal/State Approval (STIP)	October/November 2022

REQUESTED ACTION

- RTC approval of:
 - The projects and project changes shown in the 2023-2026 TIP roadway Double Entry report and transit TIP listings
 - Amending the Unified Planning Working Program (UPWP) and other planning/administrative documents as needed
- Only projects in FY2023-2026 will be included in the new TIP
 - Projects in FY2022 and earlier are provided, but will not be included in the new TIP
 - Projects in FY2027+ will be included in Appendix D to allow project development activities to continue

QUESTIONS/COMMENTS

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Brian Dell
Principal Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org

Cody Derrick
Transportation Planner III
Ph: (817) 608-2391
cderrick@nctcog.org

MOBILITY 2045 UPDATE

SCHEDULE AND DRAFT PLAN PROGRESS

Regional Transportation Council
May 12, 2022

MAJOR MOBILITY PLAN COMPONENTS

PLAN CONTENT

PROGRAMS

POLICIES

PROJECTS

Information

Results and Recommendations
Available for Public Review
(60 Days)

FINANCIAL PLAN

FINANCIAL
CONSTRAINT

Information

Results and Recommendations
Available for Public Review
(60 Days)

NONDISCRIMINATION ANALYSIS

NO DISPARATE
IMPACTS

Information

Results and Recommendations
Available for Public Review
(60 Days)

AIR QUALITY CONFORMITY

CONSISTENCY
WITH
FEDERAL/STATE
AIR QUALITY
GOALS

Information

Results and Recommendations
Available for Public Review
(30 Days)

PLAN CONTENT: RECENT REVISIONS

Mobility 2045: 2022 Update

The Mobility 2045: 2022 Update draft materials are available. Reasonable funding sources to help meet the current and growing transportation needs will be included in the draft plan. Consideration of the draft plan by the **Regional Transportation Council** is expected on June 9, 2022.

Draft Plan Materials

Draft Maps



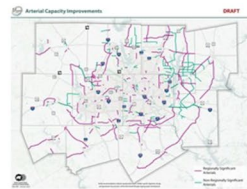
Changes to Major Roadway Recommendations



Major Roadway Recommendations



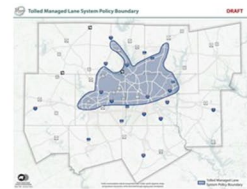
Highway Corridor Projects



Arterial Capacity Improvements



Priced Facilities



Tolled Managed Lane System Policy Boundary



www.nctcog.org/PlanInProgress

Project Maps/Listings

- Administrative refinements for consistency with TIP and MTP recommendations (Project ID's, costs, names, limits, etc.)
- Project development phases and staging adjustments for consistency
- No change to transit or roadway recommendations

Chapter Content

- Map Your Experience summaries added to Mobility Options and Social Considerations chapters
- Air Quality Conformity results added to Environmental Considerations chapter
- Financial Reality chapter updated with final figures

DRAFT FINANCIAL PLAN EXPENDITURES

MAXIMIZE EXISTING SYSTEM

Infrastructure Maintenance

Maintain and operate existing transit and roadway facilities

~~\$39 B~~

\$39.5 B

Management and Operations

Improve efficiency and remove trips from system

~~\$10 B~~

\$9.6 B

Growth, Development, and Land Use Strategies

Improve transportation and land use balance

~~\$1 B~~

\$1.5 B

STRATEGIC INFRASTRUCTURE INVESTMENT

Rail and Bus

Encourage switch to transit

~~\$42 B~~

\$44.9 B

HOV/Managed Lanes

Increase auto occupancy

~~\$56 B~~

\$52.8 B

Freeways/Tollways and Arterials

Add vehicle capacity


TOTAL

~~\$148 B~~

\$148.3 B

PUBLIC COMMENTS: MAJOR THEMES

Make sure transportation
"accessible to ALL disabilities,
like wheelchairs, vision
impairment, walkers, etc."

"I hope future projects will
include Vision Zero goals,
incorporate mass transit
and safe dedicated bicycle
infrastructure." 

Question and Comment Topics:

Support for expansion
of transit network
including rail to
alleviate congestion

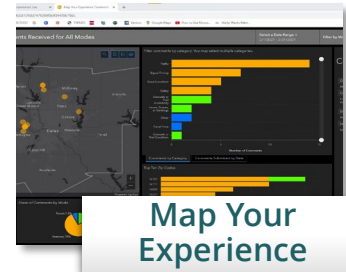
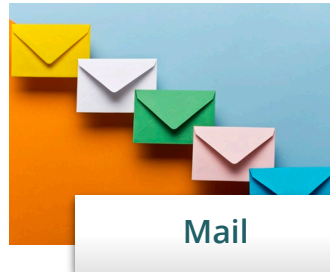
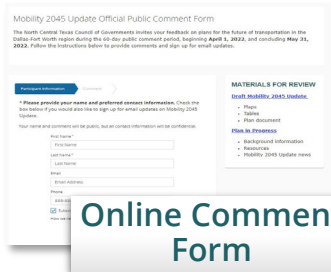
Congestion and
maintenance
relationship

Cost of congestion
methodology

Safety included as part
of Mobility Plan

Add capacity to
suburban highways to
alleviate downtown
congestion

Expanding trails and
pedestrian access



TIMELINE

DATE	ACTIVITY
April – December 2021	RTC & STTC – Mobility Plan Update Schedule, Project Selection, and Demographic Assumptions
January 2022	RTC – Mobility Plan Update Progress
January 2022	STTC – Mobility Plan Update Progress
February 2022	RTC – Mobility Plan Update Progress
February 2022	STTC – Action Requested: Recommend RTC Direct Staff to Enter Public Comment Period
March 2022	RTC – Action Requested: Direct Staff to Enter Public Comment Period
March 2022	STTC – Mobility Plan Update Progress
April – May 2022	Official Public Comment Period
April 2022	RTC – Mobility Plan Update Progress
April 2022	STTC – Mobility Plan and Air Quality Conformity
May 2022	RTC – Mobility Plan and Air Quality Conformity
May 2022	STTC – Action Requested: Recommend RTC Adopt Mobility 2045 - 2022 Update
June 2022	RTC – Action Requested: Adopt Mobility 2045 - 2022 Update

TRANSPORTATION CONFORMITY



2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

PURPOSE

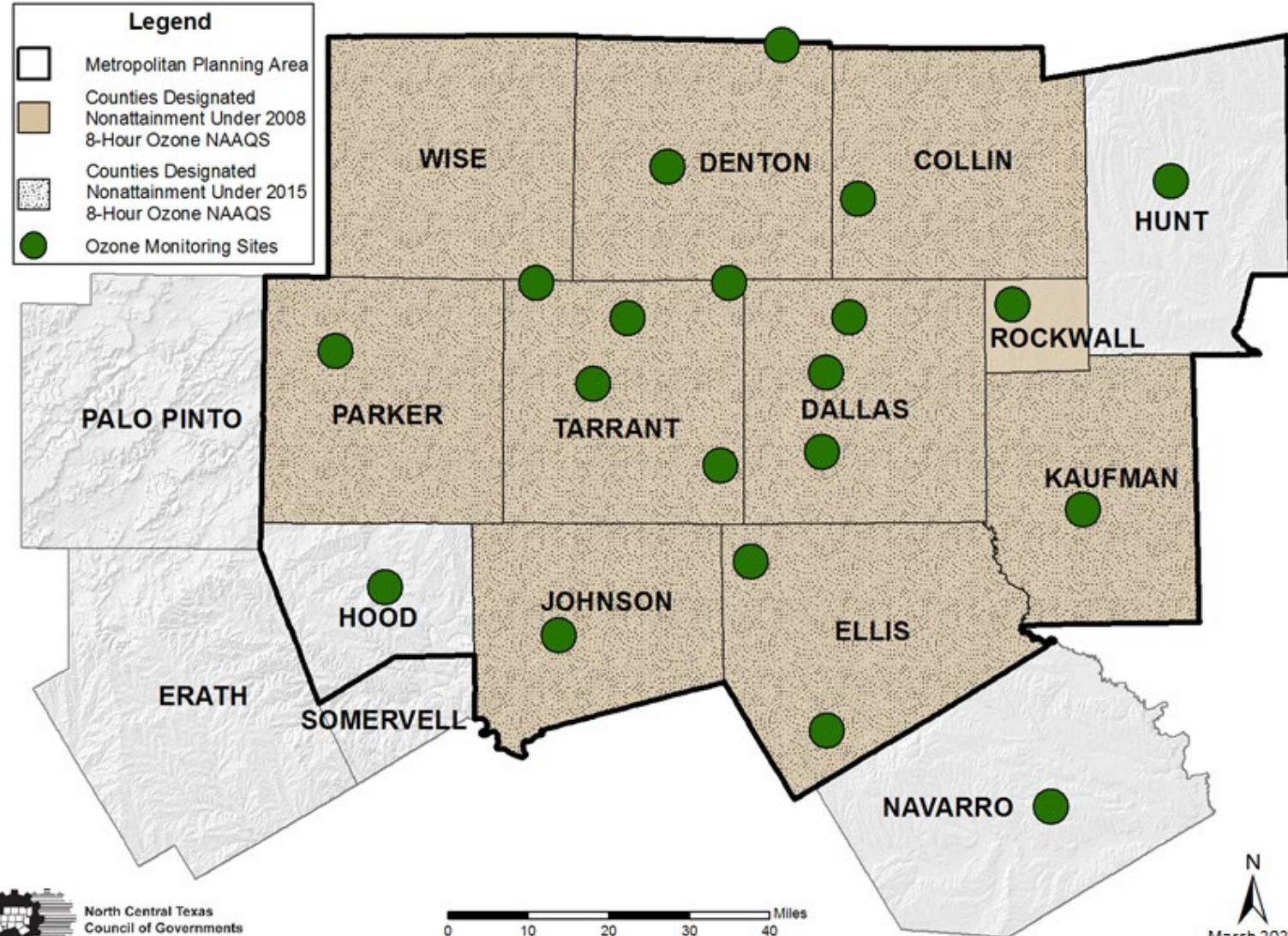
Required by Federal Legislation

Demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP)

Ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals

2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

Nonattainment Areas Under the 8-Hour Ozone Standards





2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

Reason and Highlights

Mobility 2045 (previous plan)

Adopted by RTC on June 14, 2018

Achieved USDOT Transportation Conformity Determination on November 21, 2018

Updated plan, with conformity determination, required within four years

Scenarios

Conformity Demonstration Against Current Motor Vehicle Emissions Budgets
(Analysis year 2017, Meteorological Data 2012), **OR**

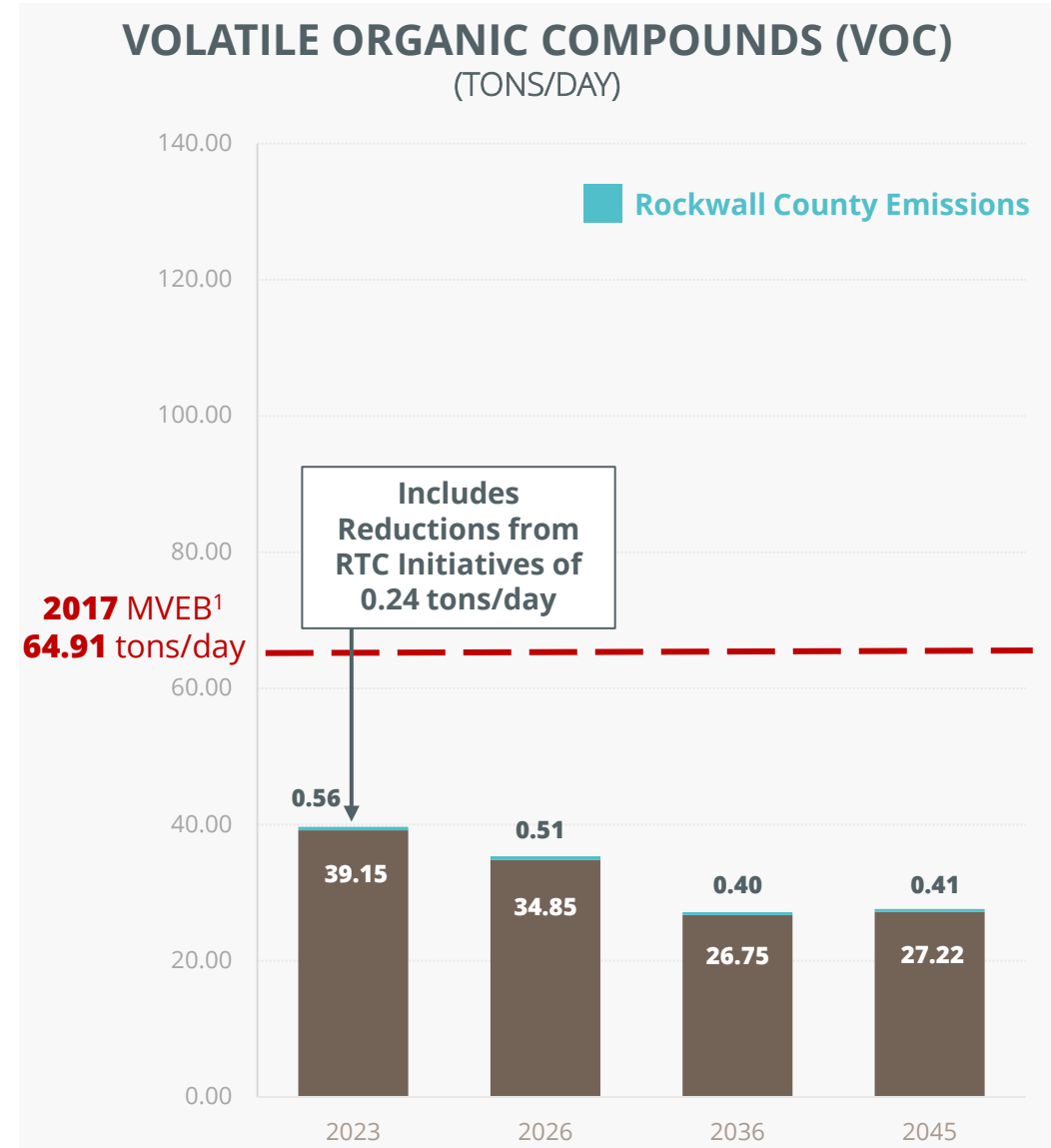
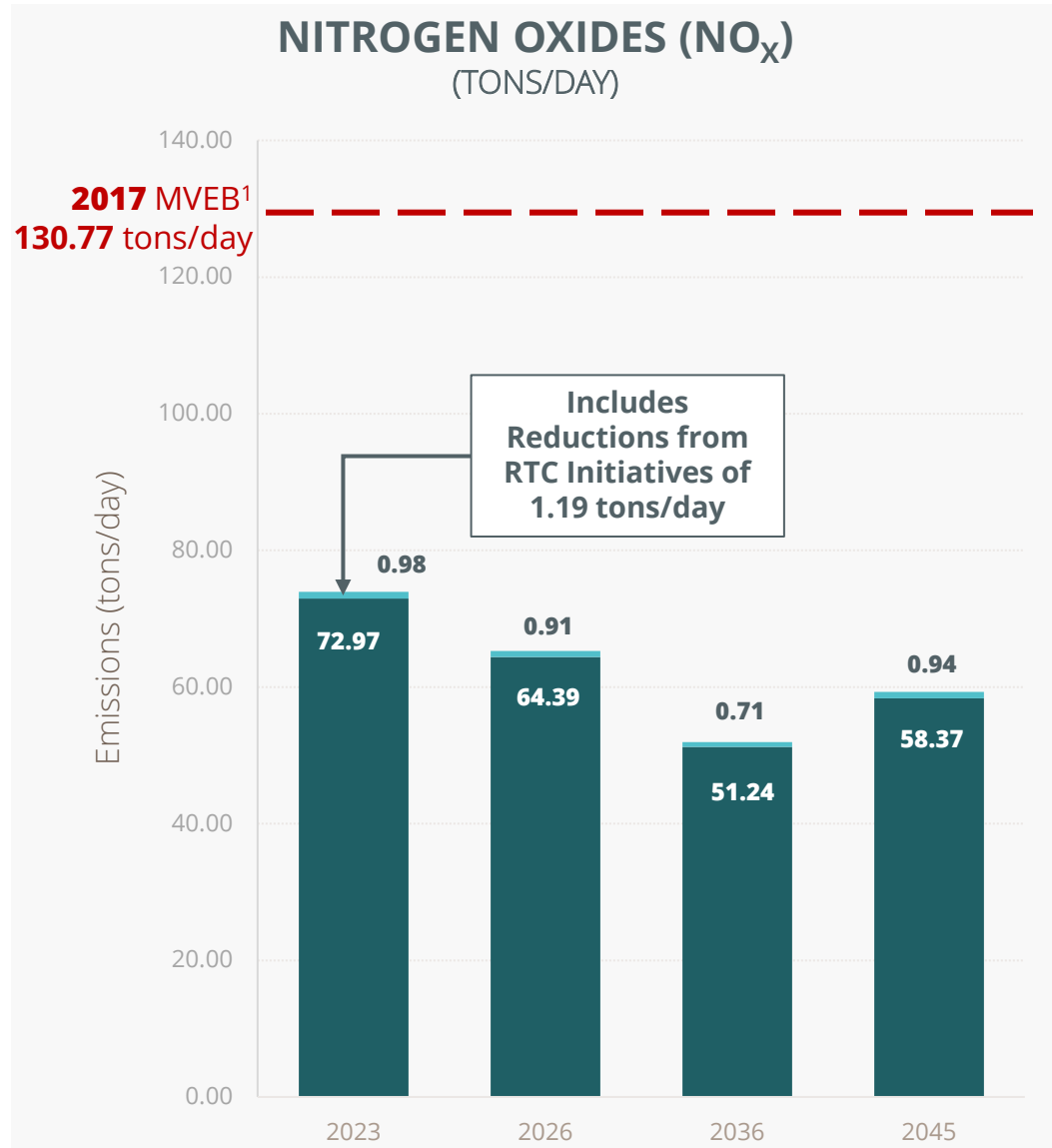
Conformity Demonstration Against Anticipated Motor Vehicle Emissions Budgets
(Analysis year 2020, Meteorological Data 2011)

Analysis Years

2023, 2026, 2036, and 2045

2022 TRANSPORTATION CONFORMITY RESULTS

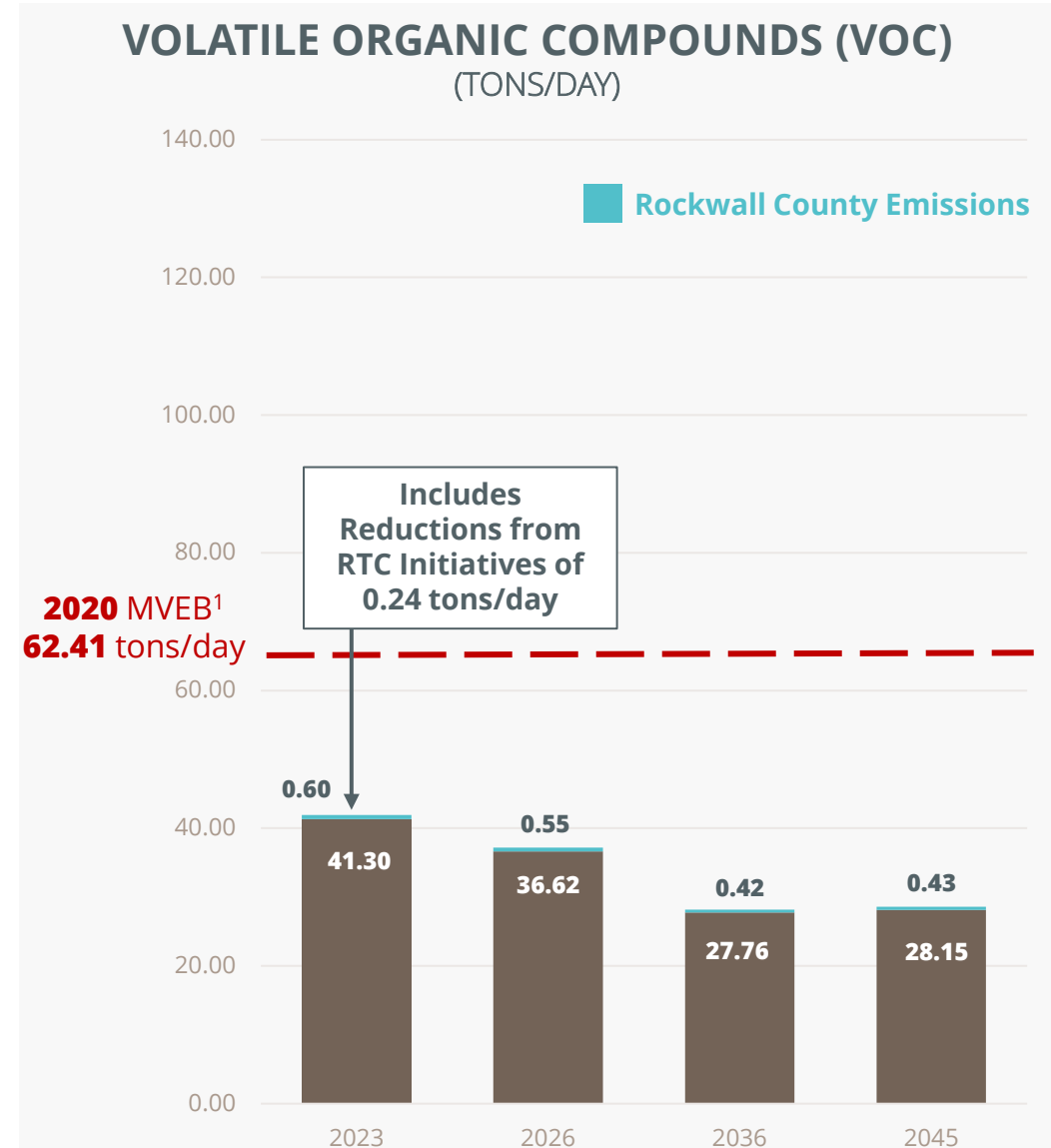
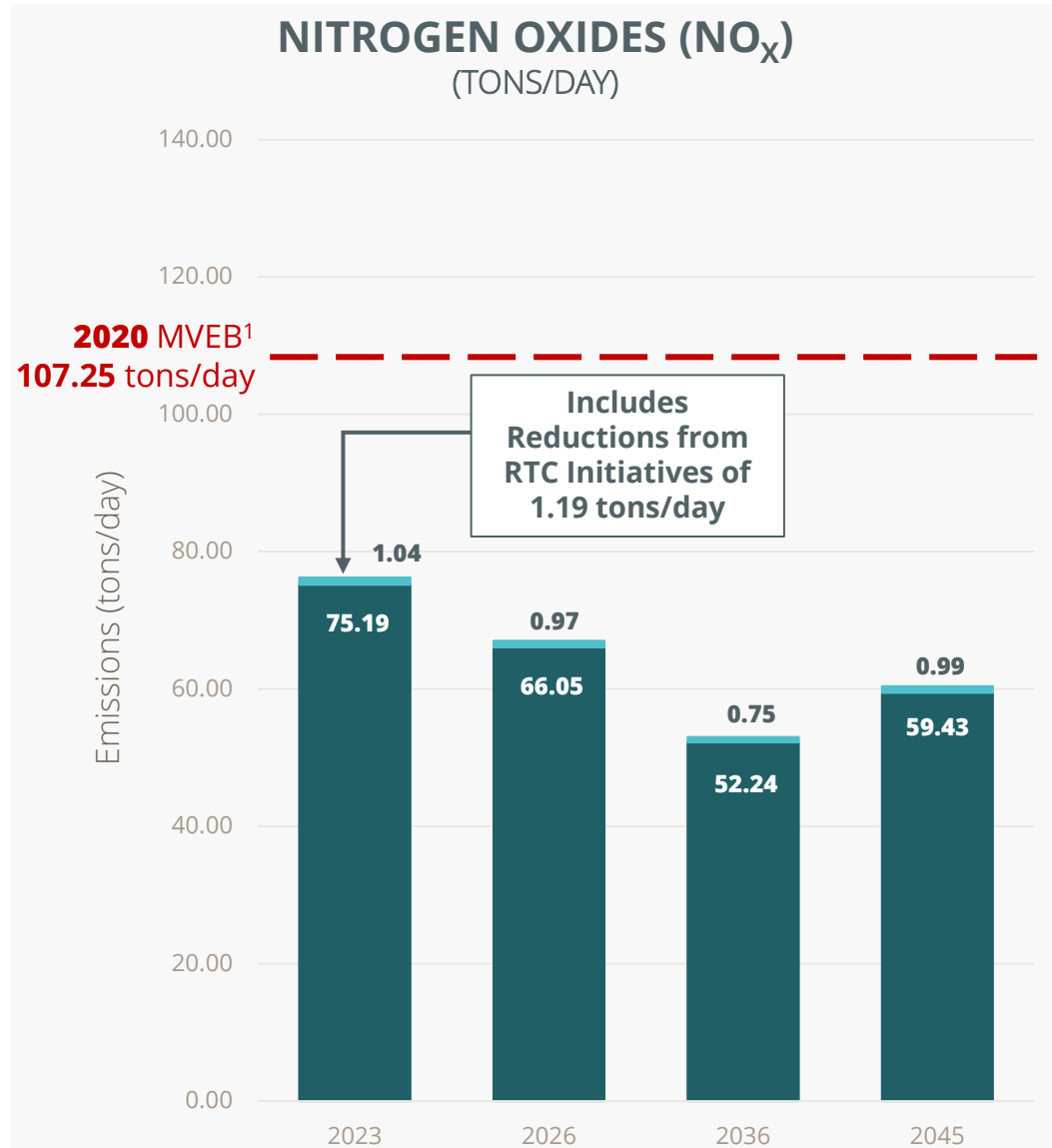
(SCENARIO 1) **DRAFT**



¹Adequacy Status of the Dallas-Fort Worth, Texas Attainment Demonstration 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, [81 FR 78591](#)

2022 TRANSPORTATION CONFORMITY RESULTS

(SCENARIO 2) **DRAFT**



¹Anticipated Dallas-Fort Worth, Texas Reasonable Further Progress 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, [85 FR 64084](#)

CONTACTS

Mobility Plan



Dan Lamers

Senior Program Manager

dlamers@nctcog.org

817-695-9263



Brendon Wheeler, PE

Program Manager

bwheeler@nctcog.org

682-433-0478

Environmental Coordination | Environmental Justice



Kate Zielke

Principal Transportation Planner

kzielke@nctcog.org

817-608-2395

Air Quality Conformity



Jenny Narvaez

Program Manager

jnarvaez@nctcog.org

817-608-2342



NCTCOG Transportation

Disadvantaged Business Enterprise Program – Fiscal Year 2023-2025 Goal Update

Ken Kirkpatrick | Regional Transportation Council

May 12, 2022

DBE Requirements & NCTCOG Policy



Requirement: 49 Code of Federal Regulations Part 26

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

NCTCOG Policy:

Award Fair Share of Contracts to Disadvantaged Business Enterprises

NCTCOG Transportation Department (US DOT-Assisted Contracting Opportunities):

- 19.4% Overall DBE Participation Goal
- Demonstration of Good-Faith Efforts
- Certification of DBE Eligibility
- Necessary to Update the Goal for Next Three Years



Process to Update DBE Goal

- ✓ Project Potential Contract Awards (FY 23-25)
- ✓ DBE Goal Development
- ✓ Initiate Public Input/Stakeholder Involvement
- ➔ Publish Goal for Public Comment/Review

Committee Review/Consideration

Implement New DBE Goal – October 1, 2022



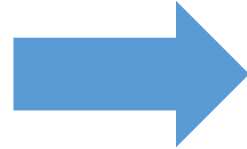
Development of DBE Goal

Step 1:

Determine Relative Availability of Ready, Willing & Able DBE Firms

- Determined by Market Area
 - DFW MSA (NCTCOG)
 - Individual Market Area Transit Subs (County)
- Includes weighting by Contract opportunities for FY23-25
 - NCTCOG & Subs
 - Funding Source

Establishes Base Figure



Step 2:

Consideration of Other DBE Data

- Historical DBE Expenditures
- DBE goals from other, similar agencies in DFW Market area
- Stakeholder comment
- Public comment

Adjustments to Base Figure



Step 1

Projection of Potential Contract Awards

NCTCOG & Subrecipients

Procurement Type	Potential Awards (in \$1,000s) FTA	Potential Awards (in \$1,000s) FHWA^	Potential Awards (in \$1,000s) TOTAL
Construction	\$4,105	\$0	\$4,105
Marketing, Advertising, and Public Outreach	\$191	\$1,800	\$1,991
Office Supplies & Equipment (Rental & Purchase)	\$429	\$573	\$1,002
Operational Administrative, Communications, Support Services	\$2,603	\$0	\$2,603
Planning/Engineering	\$0	\$10,725	\$10,725
Software and Ancillary Information Technology Professional Services	\$1,060	\$3,005	\$4,065
Transportation Equipment	\$13,721	\$0	\$13,721
Vehicle Maintenance and Operations Support	\$3,965	\$0	\$3,965
TOTAL	\$26,073	\$16,103	\$42,176



Step 1

Preliminary DBE Availability Analysis

NCTCOG & Subrecipients

Procurement Type	Potential Awards (in \$1,000s)	DBE Firms	Total Firms	DBE Goal
Construction	\$4,105	3,699	13,900	26.6%
Marketing, Advertising, and Public Outreach	\$1,991	427	1,784	23.9%
Office Supplies & Equipment (Rental & Purchase)	\$1,002	35	629	5.6%
Operational Administrative, Communications, Support Services	\$2,603	890	11,220	7.9%
Planning/Engineering	\$10,725	1,810	5,655	32.0%
Software and Ancillary Information Technology Professional Services	\$4,065	727	5,156	14.1%
Transportation Equipment	\$13,721	22	251	8.8%
Vehicle Maintenance and Operations Support	\$3,965	71	2,403	3.0%
TOTAL	\$42,176	7,681	40,998	18.7%
Total Weighted Summary				17.0%



Step 1

Preliminary DBE Availability Analysis

Subrecipients

Procurement Type	Potential Awards (in \$1,000s)	DBE Firms	Total Firms	DBE Goal
Construction	\$4,105	3,699	13,900	26.6%
Marketing, Advertising, and Public Outreach	\$191	427	1,784	23.9%
Office Supplies & Equipment (Rental & Purchase)	\$429	35	629	5.6%
Operational Administrative, Communications, Support Services	\$2,603	890	11,220	7.9%
Software and Ancillary Information Technology Professional Services	\$1,060	146	3,047	4.8%
Transportation Equipment	\$721	19	109	17.4%
Vehicle Maintenance and Operations Support	\$3,965	71	2,403	3.0%
TOTAL	\$13,074	5,287	33,092	16.0%
Total Weighted Summary				12.7%



Step 2 – Consideration of Other DBE Data Items Reviewed for Potential Adjustments

- ✓ Historical DBE Achievement/Expenditures
- ✓ Similar Entity DBE Goals
- ✓ Stakeholder Comment
- ✓ Public Comment



Step 2

Historical DBE Performance

Fiscal Years ^{^*}	Total Contract Amount	DBE Goal	DBE Contract Percent	DBE Expenditure Percent
2006-2010	\$17,028,000	13%	22.00%	24.1%
2011-2013	\$7,122,596	25%	27.40%	24.5%
2014-2016	\$20,010,463	25%	27.93%	24.63%
2017-2019	\$10,657,099	25%	31.59%	33.69%
2020-2022	\$41,807,606	19.4%	19.18%	14.78%

*expenditures through April 8, 2022

[^]2006-2019 NCTCOG activity only, 2020-2022 NCTCOG & Subrecipient activities



Step 2

Similar Entity DBE Goals/Feedback

Similar Entity DBE Goals

Agency	Goal	Program Period
Trinity Metro	13%	FY2020-2022
DART	31%	FY2020-2022
DCTA	10%	FY2022-2024

Stakeholder Feedback

DBE Consultation Workshop (April 11) – positive feedback

Public Comment Pending – Public Comment Period Begins May 13th

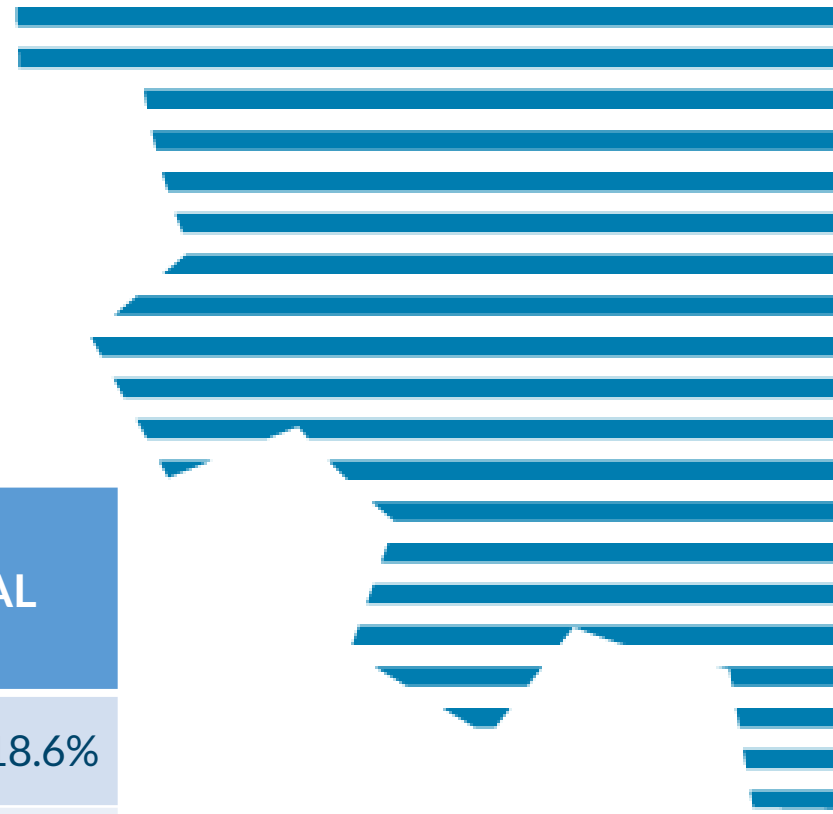
No recommended adjustments at this time, subject to public comment



FY2023-2025 DBE Goal Update

Proposed Goal

NCTCOG and Subrecipients
(FTA, FHWA Funds)



CONTRACTING ENTITY	FTA	FHWA	TOTAL
NCTCOG	8.8%	26.6%	18.6%
SUBRECIPIENTS	12.7%	N/A	12.7%
TOTAL WEIGHTED GOAL*	9.8%	32.0% 26.6%	17.0%

*Weighted by Contract Service Type, Contract Award Amount, and Market Area



Schedule

TASK	DATE	STATUS
STTC Meeting: Information Item on DBE Goal Update	March 25	✓
Consultation Meeting with Stakeholders	April 11	✓
Meeting: Information Item on DBE Goal Update	April 14	✓
STTC: Information Item on Proposed Goal	April 22	✓
RTC: Information Item on Proposed Goal	May 12	✓
Notice to Public of Proposed Goal (start 45-Day Public Comment Period)	May 13	
DBE Open House	June 6	
Public Meeting on DBE Goal Update Process	June 13	
STTC: Approval of DBE Goal	June 24	
End of 45-day Public Comment Period	July 5	
RTC: Action Item of DBE Goal	July 14	
Executive Board: Action Item	July 28	
Submit Final Electronically to FTA	August 1	
DBE Program Update and Goal Effective	October 1	



CONTACT US



Ken Kirkpatrick
General Counsel, DBE Liason Officer
kkirkpatrick@nctcog.org | 817-695-9278

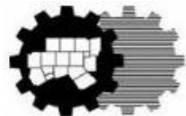


Emily Beckham
Program Manager
ebeckham@nctcog.org | 817-608-2308



DALLAS-FORT WORTH EAST/WEST FUNDING DISTRIBUTION FOR THE INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA)

Regional Transportation Council
May 12, 2022



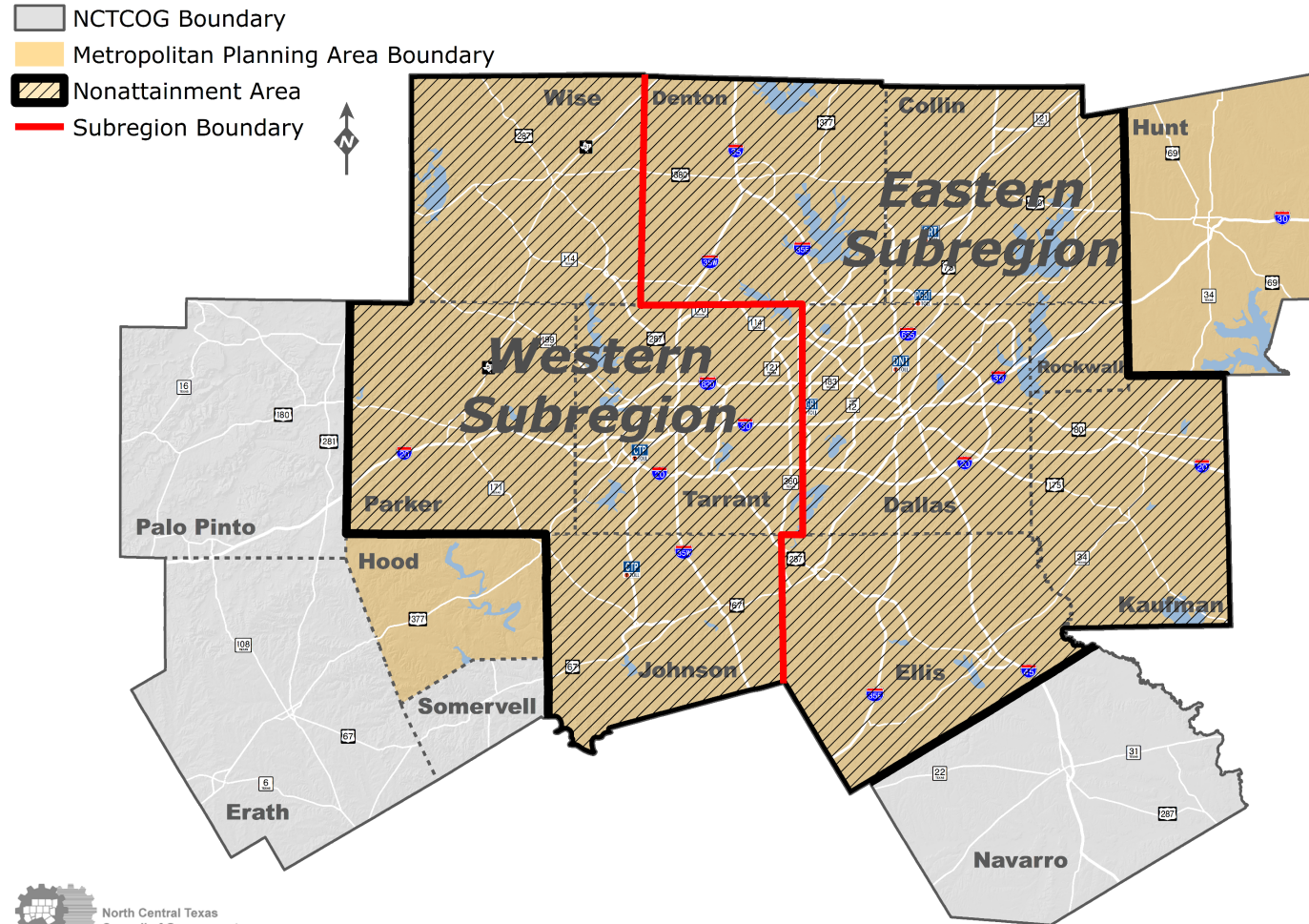
North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Federal funding comes to our region from federal transportation apportionments via the Texas Department of Transportation (TxDOT).
- Apportionments are based on several factors depending on the funding source (e.g., population, emissions).
- While funds cannot be sub-allocated to cities or counties (per federal law), we can split funds along TxDOT District lines.
- This practice has helped our region stay focused on overall priorities vs. who has received what funding when. Instead, each subregion works within their available funding.
- Regional Transportation Council (RTC) bylaws state that funding distributions are to be re-evaluated with each new transportation funding bill for air quality and mobility funds; transit funds are re-evaluated each year as federal apportionments are received.
- On November 15, 2021, the Infrastructure Investment & Jobs Act (IIJA) was signed into law, which necessitates a review of the latest East/West funding distribution.

EASTERN/WESTERN SUBREGION BOUNDARY AND NON-ATTAINMENT AREA

North Central Texas Council of Governments Region



AIR QUALITY FUNDS

- Funding intended for air quality projects that address attainment of national ambient air quality standards in nonattainment areas.
- Allocations to the region are based on population and air quality nonattainment factors.
- East/West Distribution Formula Inputs:
 - Tons per day of ozone precursors:
 - Volatile Organic Compounds (VOCs) and
 - Nitrogen Oxides (NO_x)
- Generally, applies to Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Alternatives Set-Aside funds

MOBILITY FUNDS

- Designed for mobility projects addressing transportation needs within Metropolitan Area Boundaries with populations of 200,000 or greater
- Allocations based on population of Urbanized Areas in the region
- East/West Distribution Formula Inputs:
 - Population
 - Employment
 - Activity (Population and Employment Equalized to account for communities where available jobs might exceed population or vice versa)
 - Vehicle Miles Traveled (VMT)
- Resulting percentage split applies to the RTC's mobility funding categories (e.g., Surface Transportation Block Grant (STBG) and Category 2 funding)

PREVIOUS FUNDING DISTRIBUTION PERCENTAGES

Transportation Funding Bill	STP-MM/STBG		CMAQ	
	Western Subregion	Eastern Subregion	Western Subregion	Eastern Subregion
ISTEA (1991)	33%	67%	33%	67%
TEA-21* (1998)	32%	68%	32%	68%
	31%	69%	31%	69%
SAFETEA-LU (2005)	31%	69%	31%	69%
MAP-21 (2012)	32%	68%	34%	66%
FAST ACT (2015)	32%	68%	34%	66%

* TEA-21 funding distributions were originally approved as 32% in the west and 68% in the east. In 2003, the funding distributions were re-evaluated to 31% in the west and 69% in the east.

FORMULA INPUTS FOR IIJA ANALYSIS

Mobility Funds Based on 12-County MPA Boundary	Western Subregion	Eastern Subregion
Population ¹	33.38%	66.62%
Employment ²	29.45%	70.55%
Activity (Pop+Emp Equalized)	31.42%	68.58%
Vehicle Miles of Travel (VMT) ³	30.79%	69.21%
Average	31.26%	68.74%
Rounded Average	31%	69%
Air Quality Funds Based on 10-County Non-Attainment Area	Western Subregion	Eastern Subregion
Ozone Precursors tons per day ⁴ (%)	41.50 (36.06%)	73.59 (63.94%)
Ozone Precursors Tons of VOC and NOx (Rounded Average)	36%	64%

¹Source: 2020 United States Census data

²Source: Bureau of Economic Analysis data (2019), Census for Transportation Planning Products (2016), Census Bureau Longitudinal Employer-Household Dynamics data (2019), and proprietary data collected in 2019

³Source: Estimate from 2019 Roadway network (validation year)

⁴Source: NCTCOG forecast for 2022 Transportation Conformity ten-county analysis of 2023 roadway network.

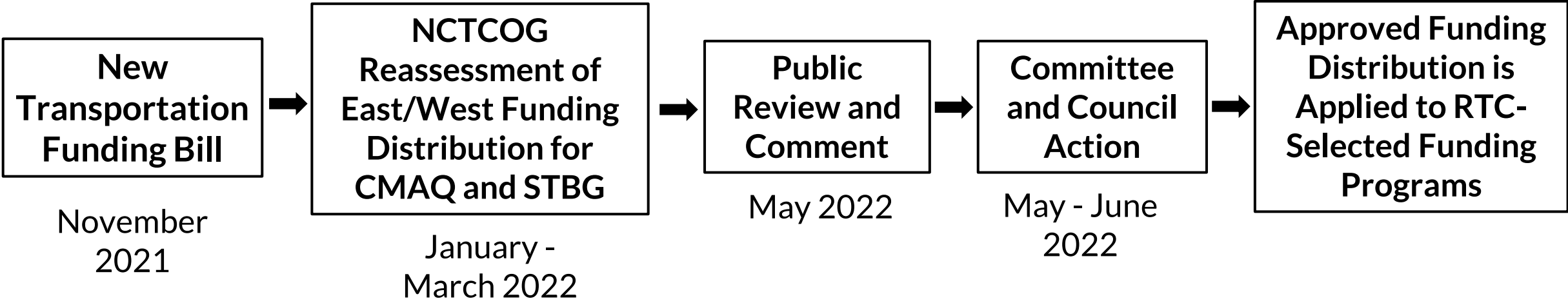
EQUITY AND ENVIRONMENTAL JUSTICE – IJA ANALYSIS

- In addition to the inputs specific to each funding category, environmental justice and equity are considered when developing funding distributions.
- These indicators show a minority, low income, and/or limited English proficiency population distribution similar to the proposed funding distribution for the western and eastern regions.

Population Type		Western Subregion	Eastern Subregion	Total
Minority	Population	1,185,662	2,774,455	3,960,117
	Percent	30%	70%	
Low Income	Population	389,691	784,965	1,174,656
	Percent	33%	67%	
Limited English Proficiency	Population	246,765	667,606	914,371
	Percent	27%	73%	

Source: 2019 American Community Survey 5-Year Estimates

FUNDING DISTRIBUTION FORMULA DEVELOPMENT PROCESS



CONTACT/QUESTIONS?

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Brian Dell
Principal Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org