

Status Report and Discussion on Air Quality

Executive Board • January 26, 2023

Mike Eastland, Executive Director
Chris Klaus, Senior Program Manager
Michael Morris, Director of Transportation, PE



Emission Monitoring

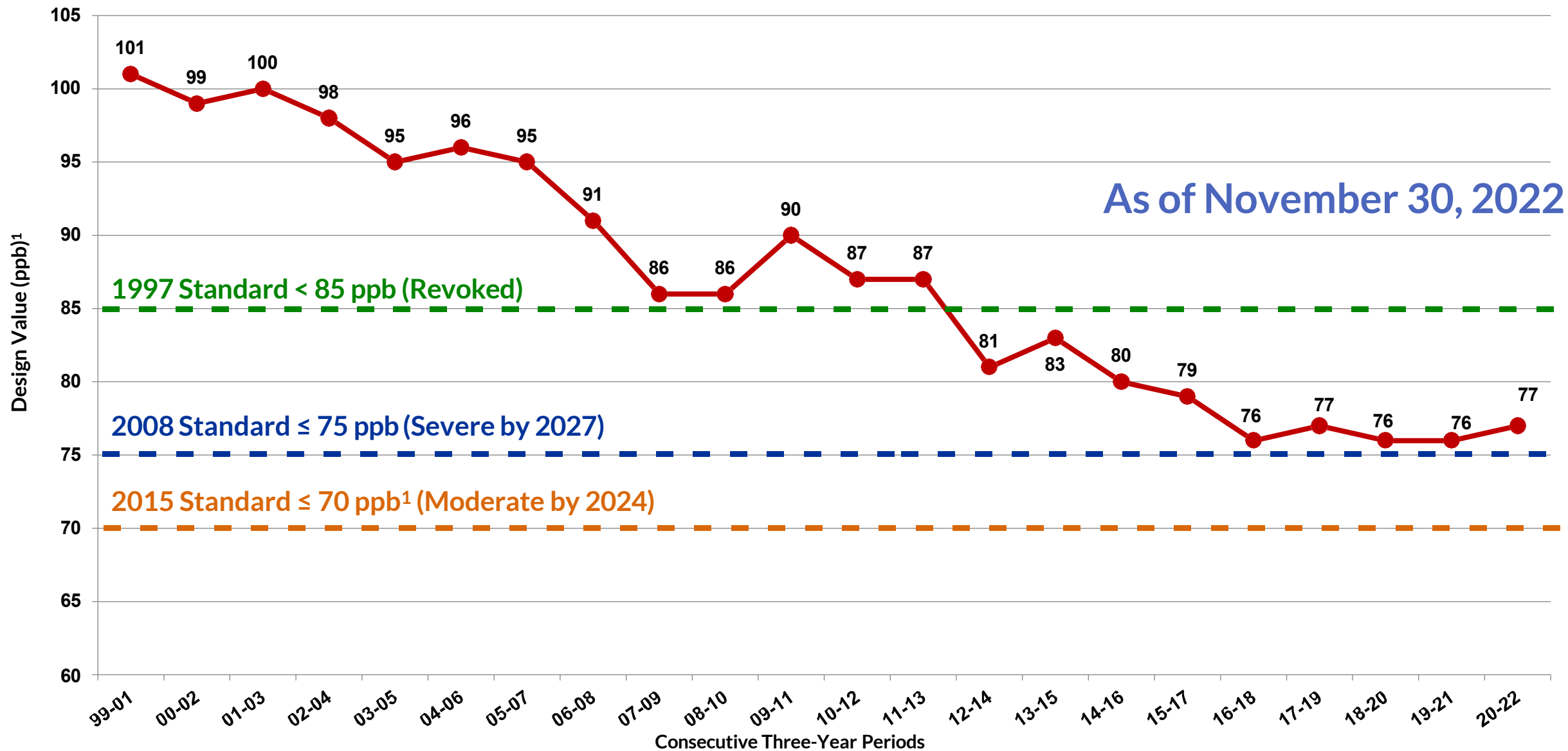
National Ambient Air Quality Standards (Criteria Pollutants)

	<u>Attainment</u>	<u>Nonattainment</u>
Ozone		
Lead		
Carbon Monoxide		
Nitrogen Dioxide		
Particulate Matter		
Sulfur Dioxide		Partial Nonattainment In Navarro County Due to Aggregate Plant

Monitoring and Increased Regulations

Greenhouse Gas Emissions (i.e., Carbon Dioxide)

Ozone Design Value Trends



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

Monitor Locations with Associated Fourth Highest Value

As of November 30, 2022

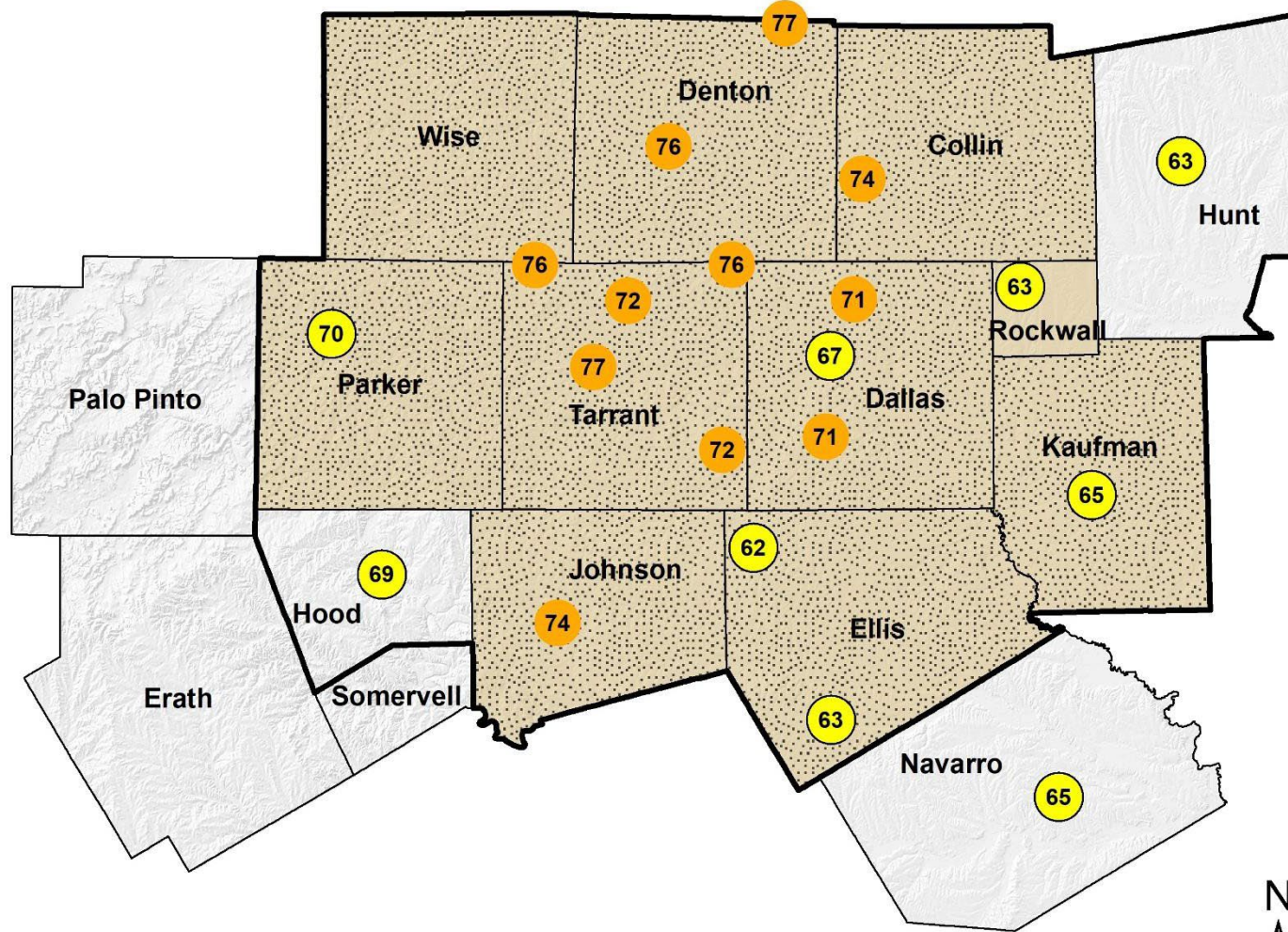
Legend

- Counties Designated Nonattainment Under 2015 8-Hour Ozone NAAQS
- Metropolitan Planning Area
- Counties Designated Nonattainment Under 2008 8-Hour Ozone NAAQS

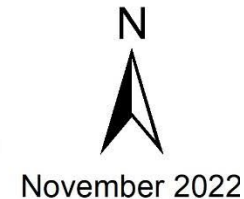
2018 - 2020 Design Value (ppb)

- Ozone Monitoring Sites: 56-70 ppb
- Ozone Monitoring Sites: 71-85 ppb

Colors represent Air Quality Index Breakpoints



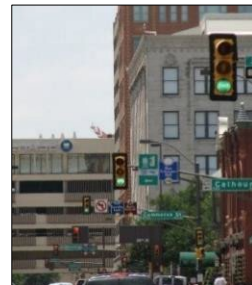
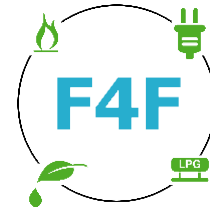
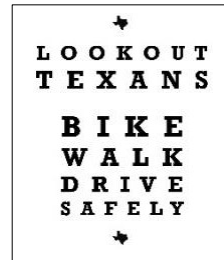
Prevailing Wind Direction During Summer Ozone Season



Sample of Mobile Source Air Quality Initiatives



Rideshare. Record. Reward.



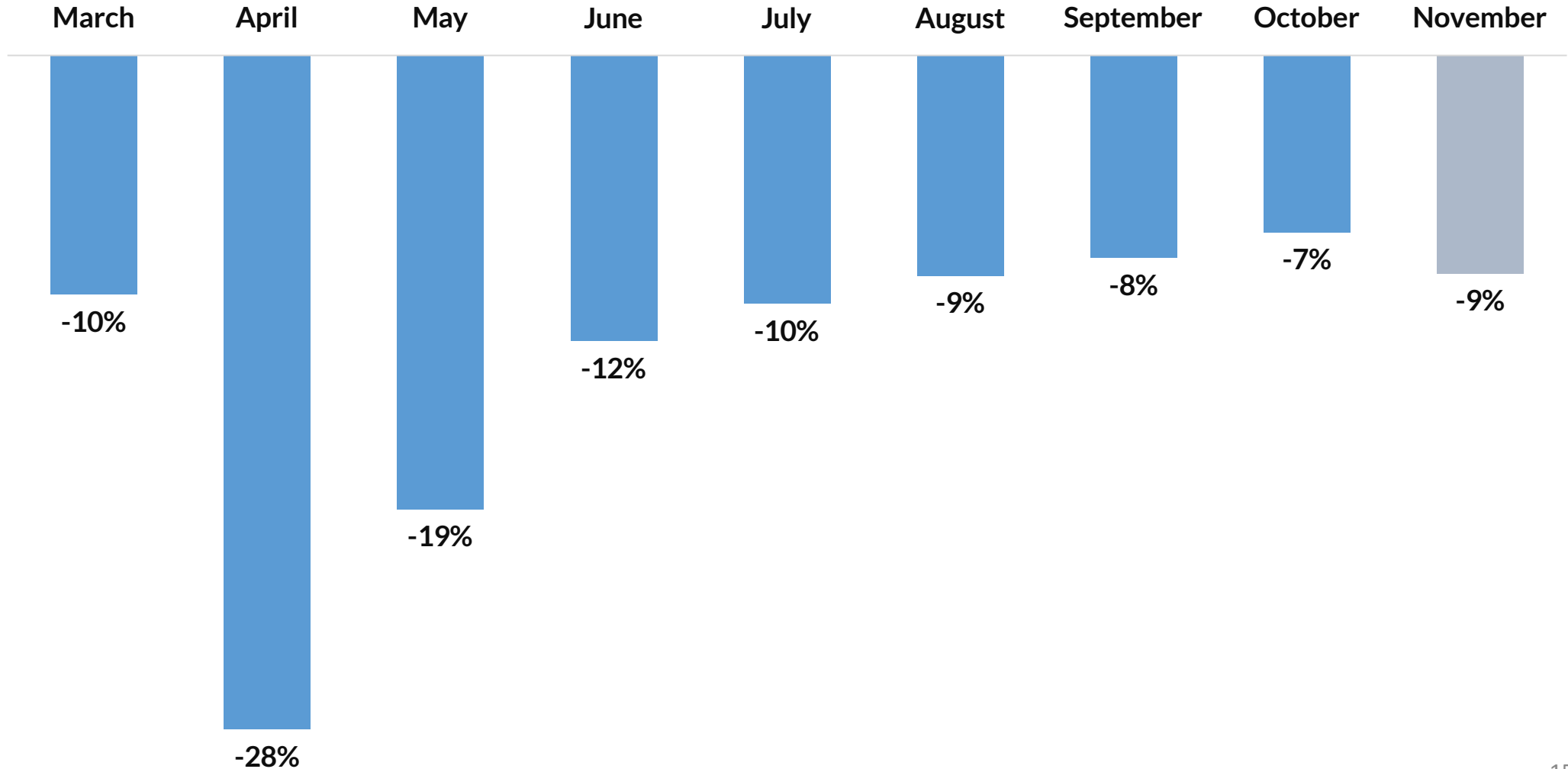
Management and Operations, Air Quality, and Regional Safety Program

Category	RTC Share
Planning Activities, Data Collection, and Engineering Activities	\$25.24M
Air Quality Initiatives	\$11.65M
Implementation/Operations Activities (e.g., Auto Occupancy, Special Events, Mobility Assistance Patrol)	\$51.74M
Travel Demand Management/Transit	\$6.75M
Innovative Technologies	\$10.40M
2023-2026 Funding	\$105.78M

An additional funding of \$50M of RTC-selected funds were approved to be set aside for a regional safety program to support RTC policy to assist in fatality prevention on the transportation system

Average Weekday Freeway Volumes In 2020

Traffic Decrease vs. 2019

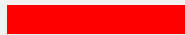


Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020, growth calculations are based on Fort Worth locations.

COVID-19 Impacts vs. Air Quality



0



Ozone Exceedance	May		August	
	2019	2020	2019	2020
Frequency	5	4	5	10
Severity	Orange	1 Red/3 Orange	Orange	2 Red/8 Orange

Freeway Volumes	-19%,	-9%
Airport Passengers	-80%,	-57%
Transit Ridership	-55%,	-57%

FOR MORE INFORMATION

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

CHANGING MOBILITY

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

**Regional Transportation Council
February 2023**

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

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+4%, Nov)

Toll Road (+4%, Oct)

Airport Passengers (+2%, Nov)

Freeway Volumes (+1%, Dec)



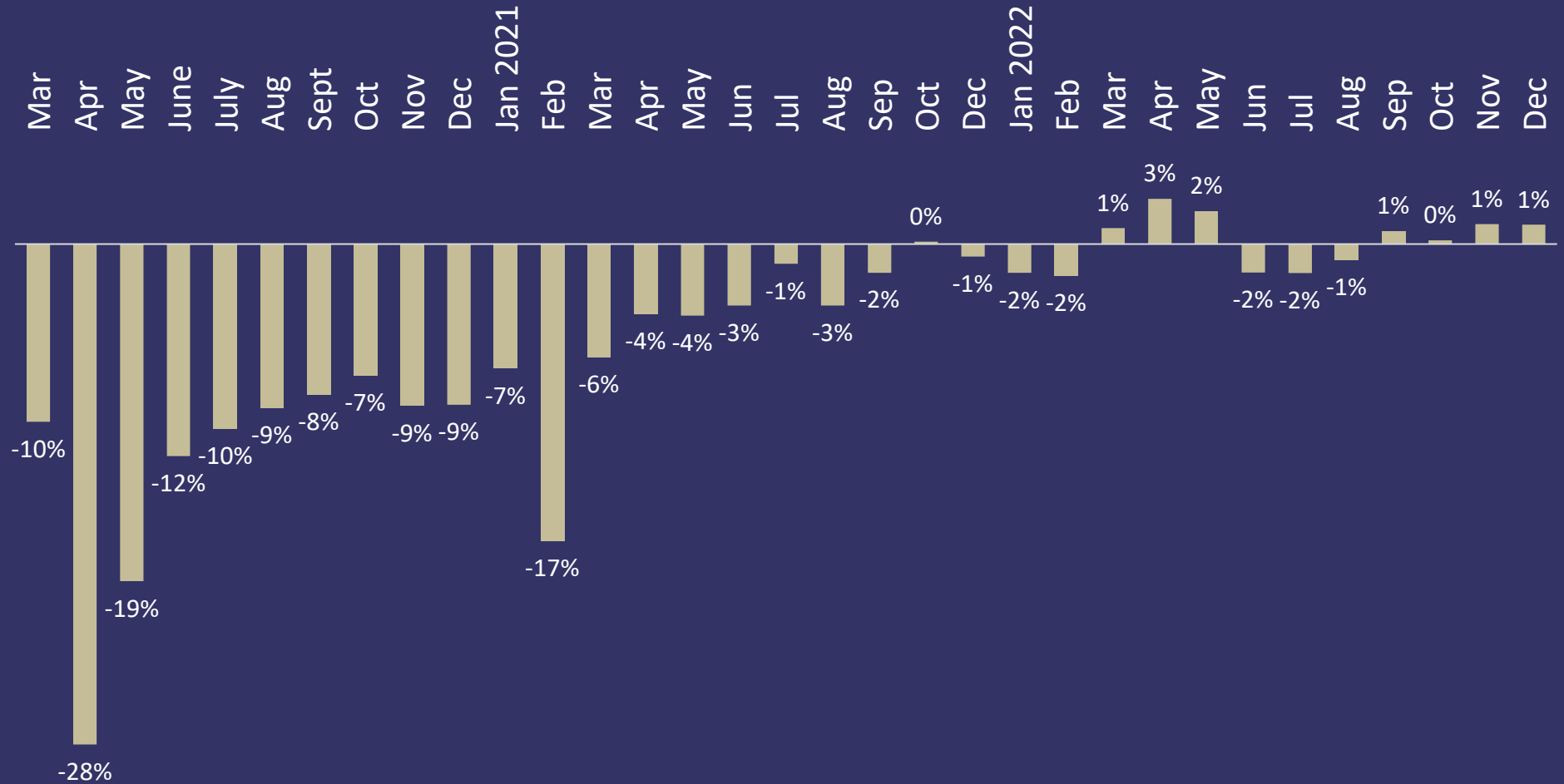
Transit Ridership (-36%, Dec)



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.

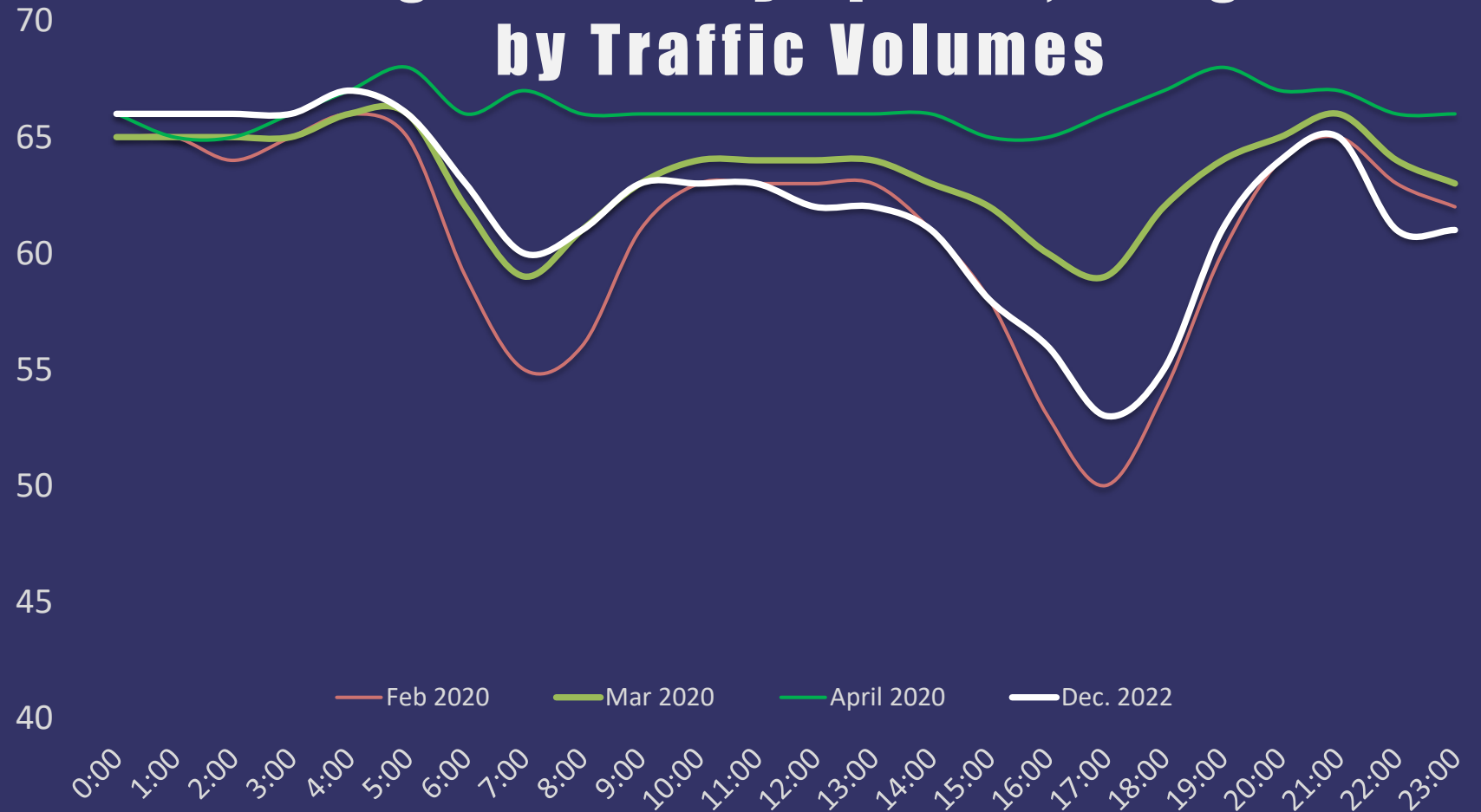
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

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

ROADWAY TRENDS

Regional Average
Freeway Speeds

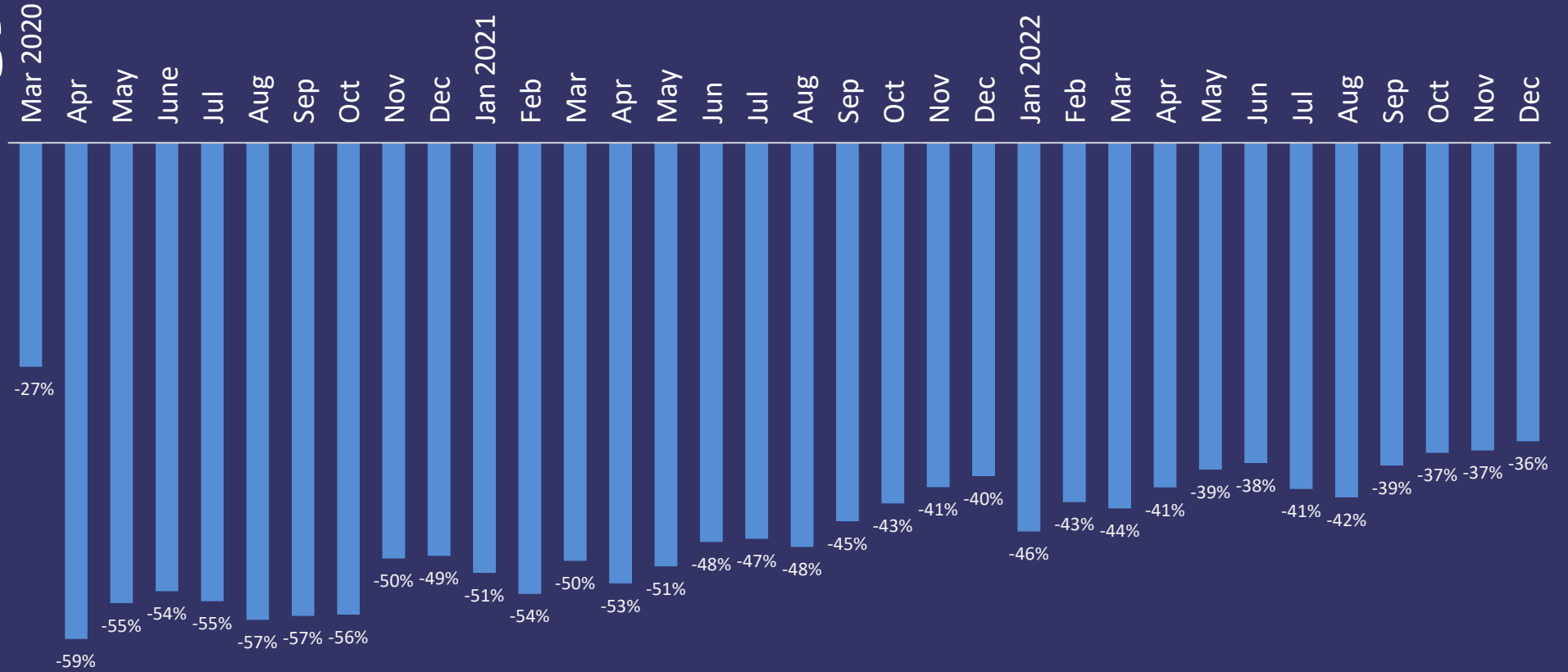
Average Weekday Speeds, Weighted by Traffic Volumes



TRANSIT IMPACTS

Passenger Decrease vs Baseline

Weekday Ridership



Source: DART, DCTA, and Trinity Metro

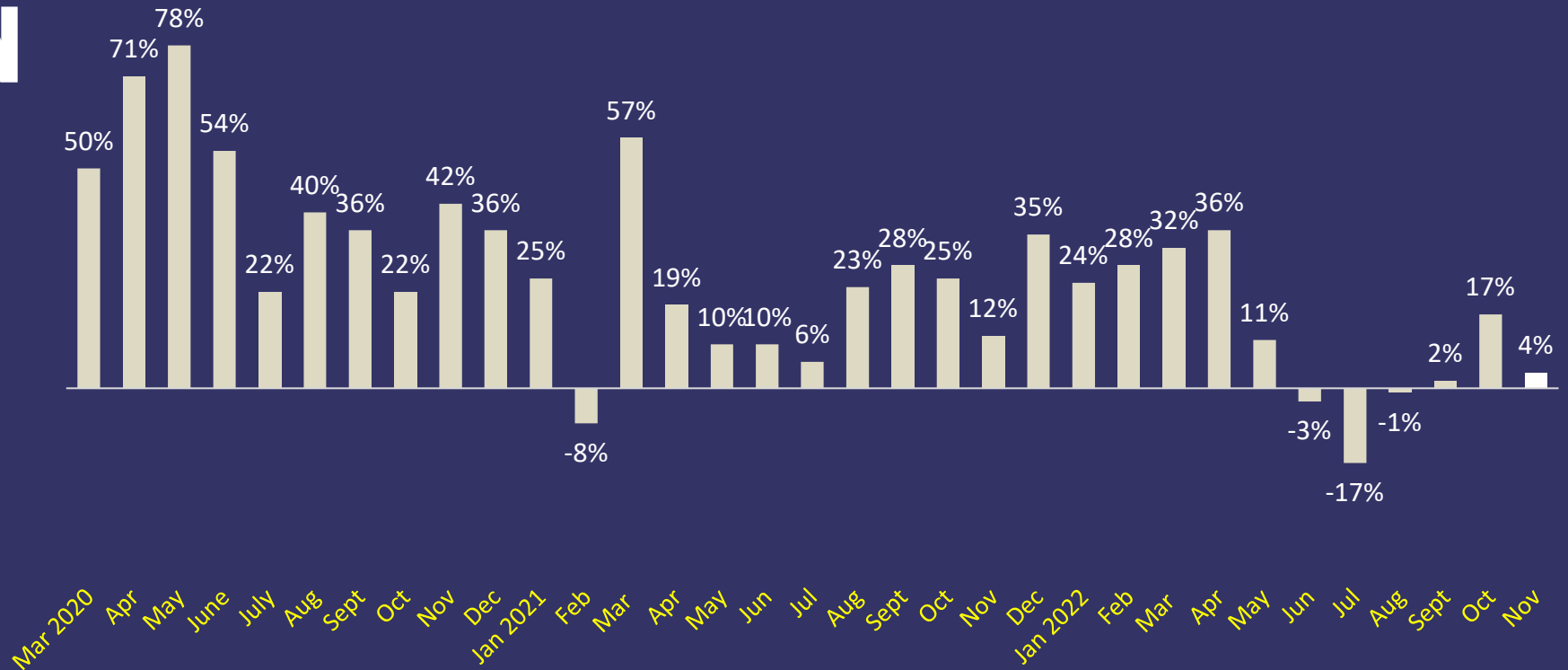
Note: Baseline is March 2019-February 2020.

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.

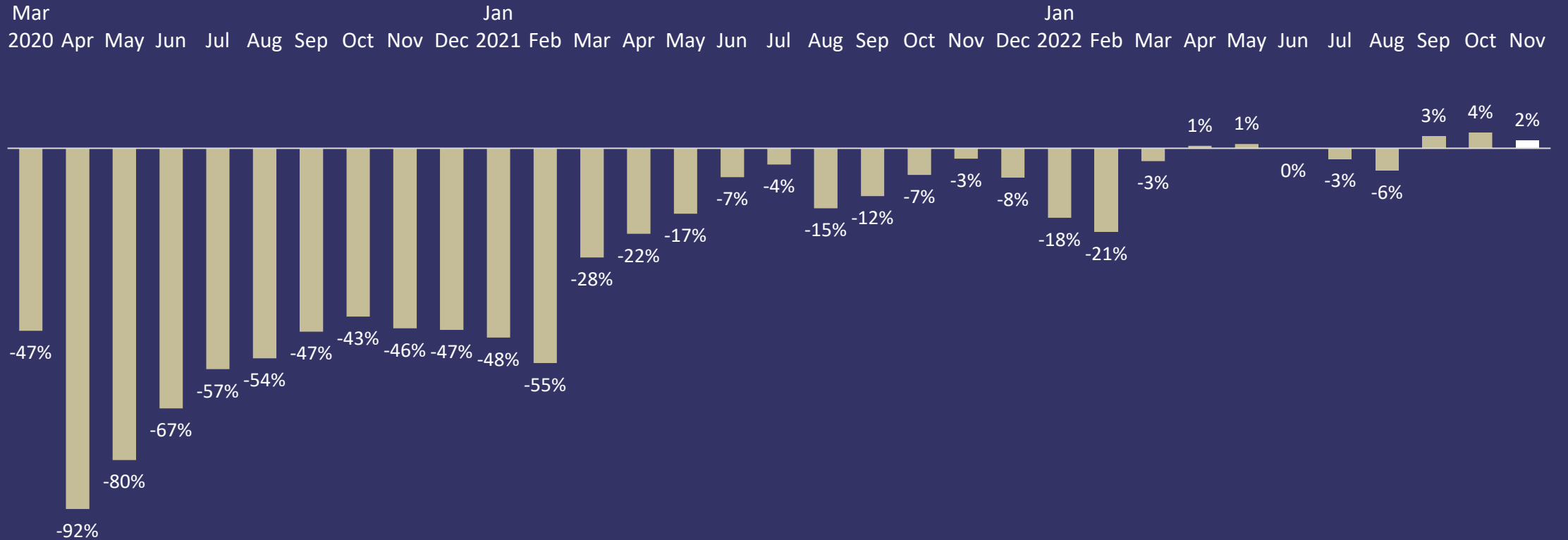
Note: Trail usage impacted in Feb 2021 by week-long winter storm.

Note: Trail usage impacted in July 2022 by extreme hot weather.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA websites

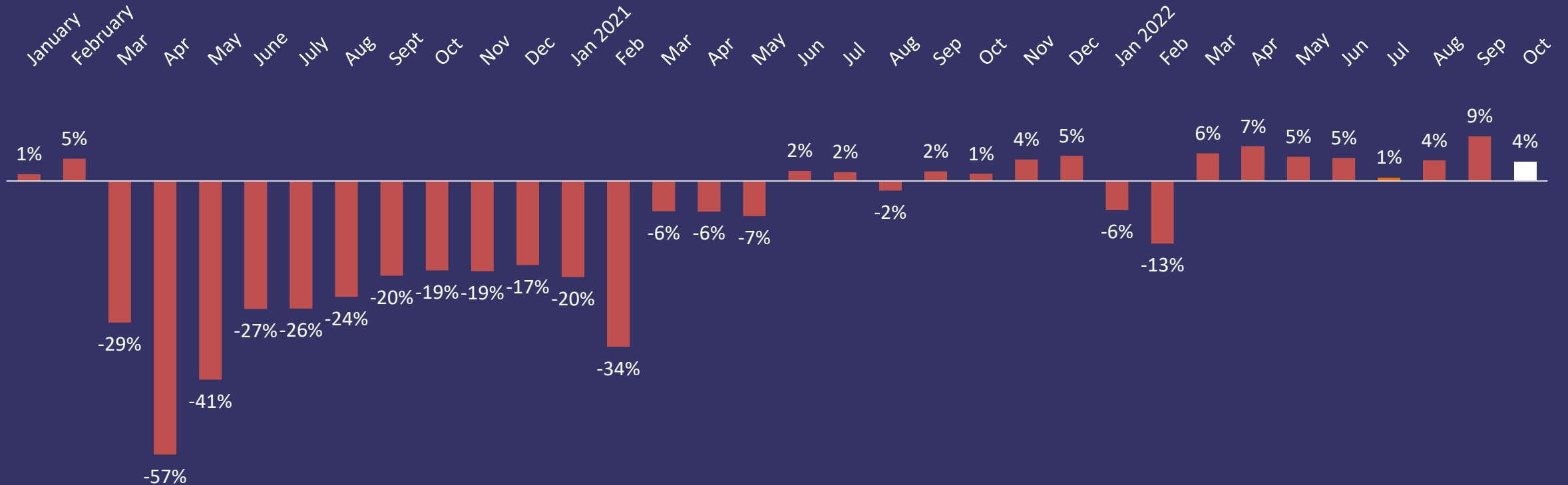
Note: Baseline is March 2019-February 2020.

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

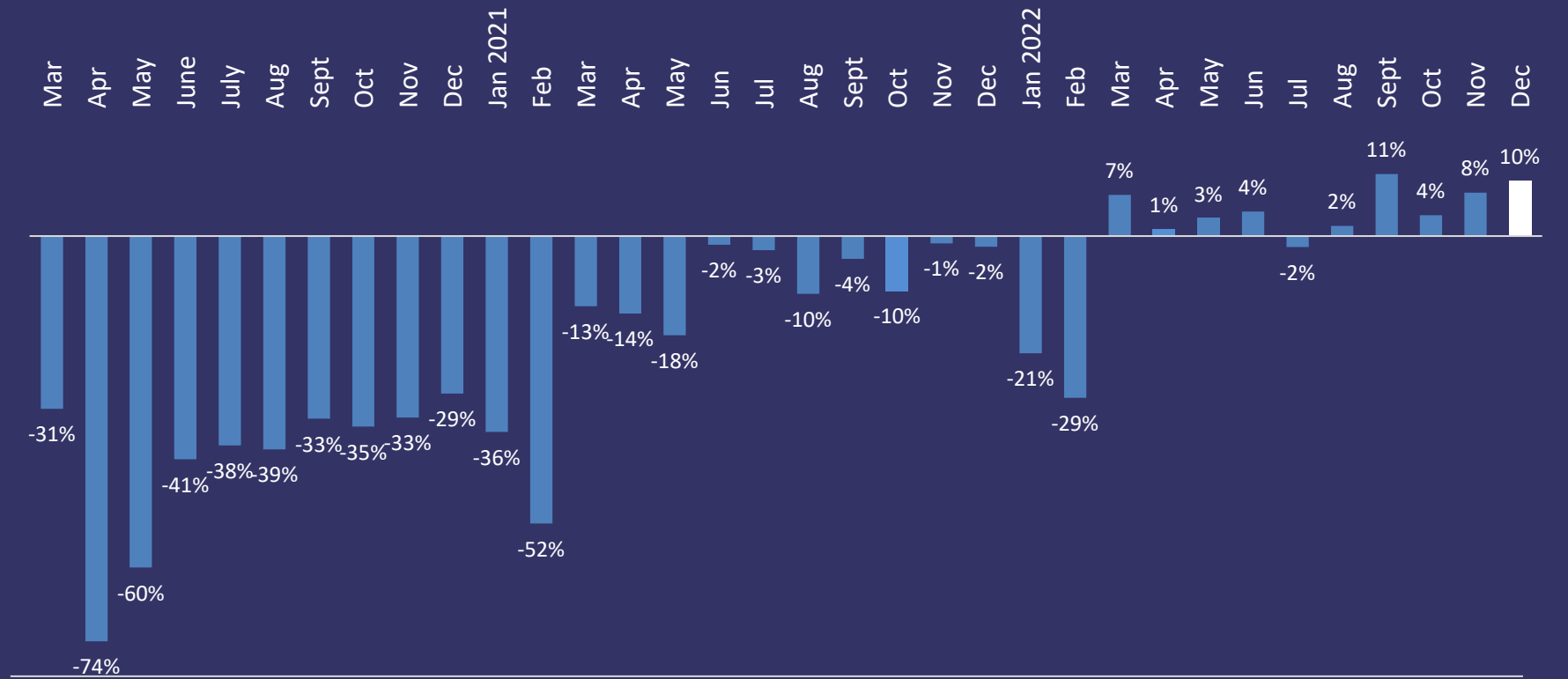
Notes: Baseline is March 2019-February 2020.

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.

Cotton Belt Trail Phase 1 and Phase 2 Partnership



Karla Windsor

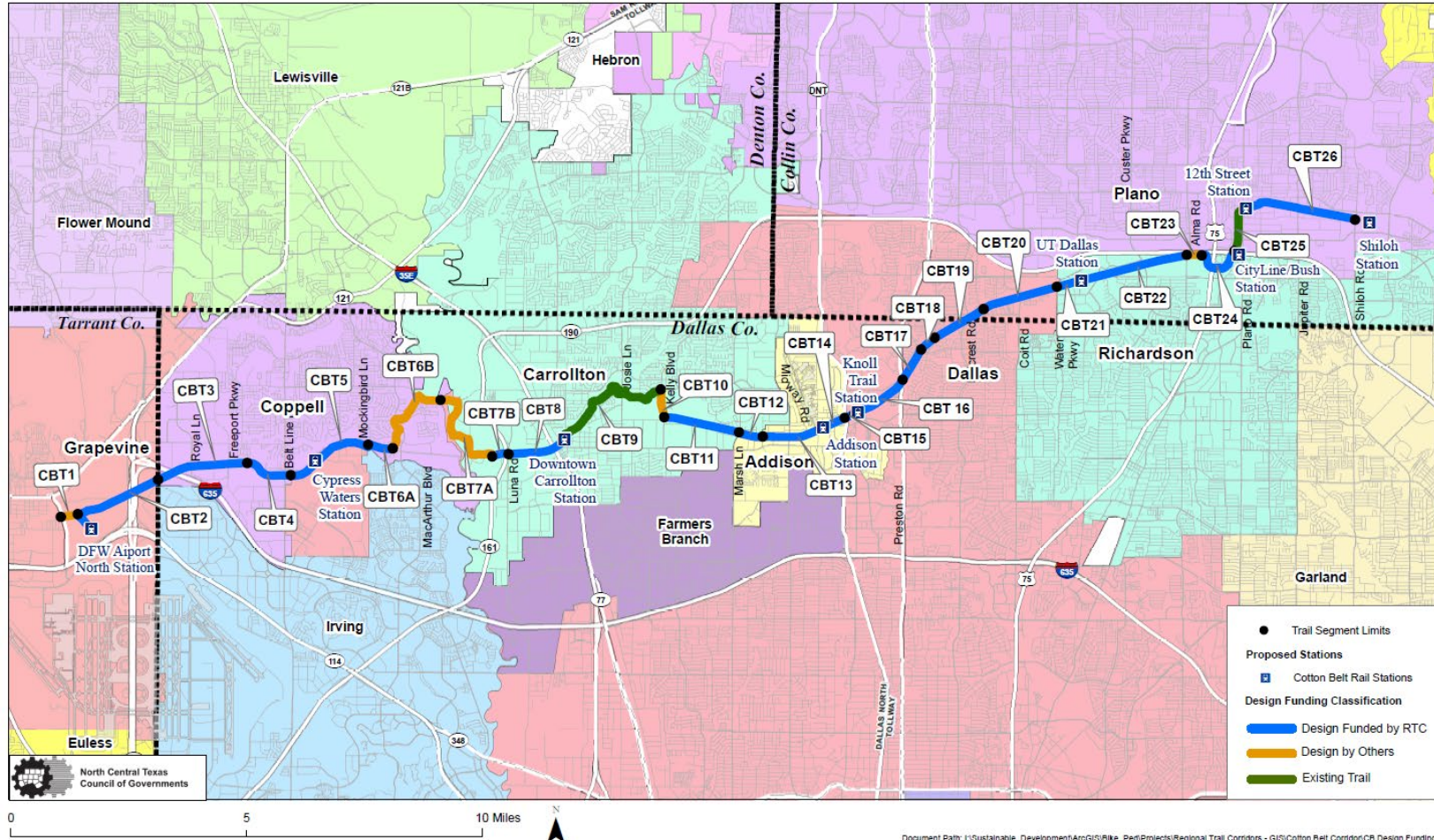
Regional Transportation Council

February 9, 2023



History

Cotton Belt Regional Veloweb Trail: DFW Airport to Plano
Trail Design Funding



- Regional priority
- Seven cities in three counties
- 24+ miles of trail
- DART partnership to implement with the Silver Line Rail
- Engineering design currently underway
- Increasing construction costs

Background/Timeline

Date	
2018 (Oct)	RTC approved funding for design (\$8.2M) and construction of the Cotton Belt Trail “critical” sections (\$19.46M federal and \$1.81M local)
2018 (Sept)	Dallas Co. approved funding for other trail sections (\$5.2M)
2019 (June)	RTC approved Transportation Alternatives funding for other trail sections (\$8.5M federal and \$1.9M local)
2020 (Sept)	RTC approved additional funding for design (\$8.2M to \$14.9M)
2020 (Nov)	Notice to Proceed Trail engineering design
2022 (Dec)	RTC approved Transportation Alternatives funding for trail bridges at Midway Rd and Jupiter Rd

Phase 1: Priority Projects for Construction

Phase 1 Design/Build Contractor (AWH)	Funding Needed
Critical Bridges (Dallas): DNT, White Rock Creek, Preston Green Park, Hillcrest Rd	\$13.25M
Trail Intersection Crossings of Silver Line Rail line and Engineering Services	\$4.5M
Total	\$17.75M

Phase 2: Priority Projects for Construction

DART Partnership Focus:

Construction, utility relocation, and project support of the remaining trail bridges and the associated trail sections in the eastern portion of the corridor (prior to Silver Line Rail Revenue Service)

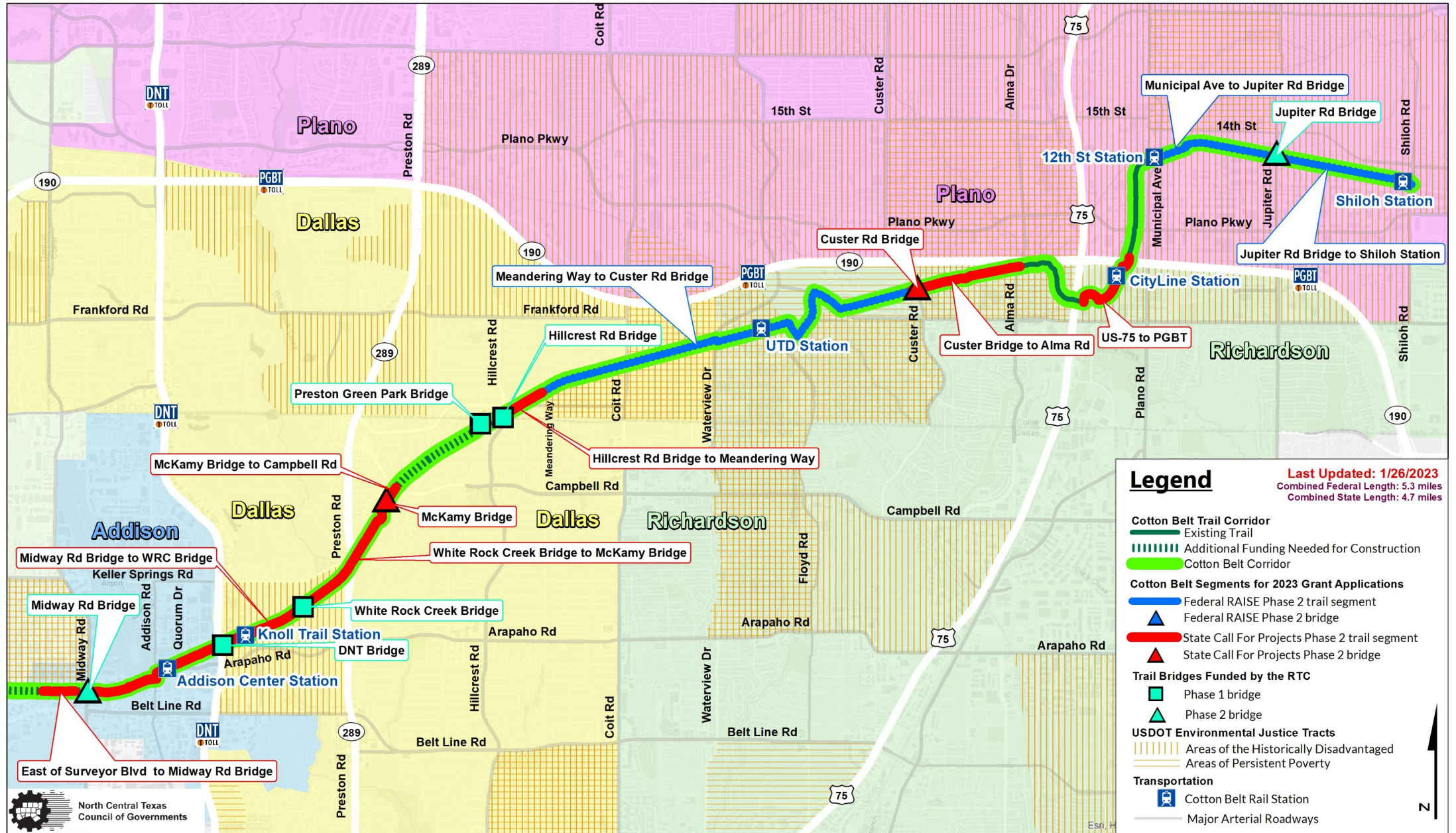
Phase 2 Contractor:	Funding Approach
Trail Bridges (FUNDED): <ul style="list-style-type: none">• Midway Rd (Addison)• Jupiter Rd (Plano)	2022 NCTCOG Urbanized Area TA Call for Projects <u>RTC Awarded funding on Dec. 8, 2022</u>
Trail Bridges and Approaches (PENDING): <ul style="list-style-type: none">• McKamy (Dallas)• Custer Rd (Richardson)• Various connecting trail segments between bridges, crossings, and signals	<ul style="list-style-type: none">• <u>Application:</u> 2023 USDOT RAISE Grant*• <u>Application:</u> 2023 TxDOT Statewide Transportation Alternatives Program Call for Projects*

*If federal funding is not awarded; will return to RTC for support

DRAFT

Cotton Belt Regional Veloweb Trail

Highlighted Segments for Funding: Addison to Plano



Legend

Last Updated: 1/26/2023
Combined Federal Length: 5.3 miles
Combined State Length: 4.7 miles

- Cotton Belt Trail Corridor**
 - Existing Trail
 - Additional Funding Needed for Construction
 - Cotton Belt Corridor
- Cotton Belt Segments for 2023 Grant Applications**
 - Federal RAISE Phase 2 trail segment
 - Federal RAISE Phase 2 bridge
 - State Call For Projects Phase 2 trail segment
 - State Call For Projects Phase 2 bridge
- Trail Bridges Funded by the RTC**
 - Phase 1 bridge
 - Phase 2 bridge
- USDOT Environmental Justice Tracts**
 - Areas of the Historically Disadvantaged
 - Areas of Persistent Poverty
- Transportation**
 - Cotton Belt Rail Station
 - Major Arterial Roadways

Phase 2: Grant Applications

PROJECT		SUBMITTAL (Agency)	COST/FUNDING STATUS				
TITLE	DESCRIPTION/LIMITS		TOTAL COST	GRANT FUNDS	LOCAL FUNDS	NEW RTC FEDERAL FUNDS TO FLEX WITH DART LOCAL FUNDS	LEVERAGED / AVAILABLE FUNDS
2023 RAISE Discretionary Grant Program	Construct trail segments, bridges, signals, and crossings in Dallas, Richardson and Plano	DART	\$40.2 M	\$25.0 M	\$1.1 M	\$7.5 M	\$6.6 M
2023 TxDOT Statewide Transportation Alternatives Program Call for Projects	Construct trail segments, bridges, signals, and crossings in Addison, Dallas, Richardson, and Plano	DART	\$52.7 M	\$30.0 M	\$3.6 M	\$3.9 M	\$15.2M
Total			\$92.9 M	\$55.0 M	\$4.7 M	\$11.4 M	\$21.8 M

Schedule

Date	Task
Jan 27	STTC Action
Jan 27	Preliminary Application deadline (TxDOT TA Call for Projects)
Feb 9	RTC Action
Feb 28	Application deadline (USDOT RAISE grant)
March 27	TxDOT notifies project sponsors of eligibility and provides detailed application
June 5	Detailed Application deadline (TxDOT TA Call for Projects)
June 28	Anticipated USDOT RAISE Grant Award Notice
Oct 26	Anticipated Texas Transportation Commission (TTC) Award Notice
Oct 27	TIP Modifications deadline
March/April 2024	FHWA TIP approval (anticipated)

Long Term Strategy and Phase 3 Partnership



- **DART to lead trail construction**
 - Contractor procurement
 - Manage contractor, flagging, inspections, etc. during construction phases
 - Funding transfer from FHWA to FTA and DART
- **Local obligation**
 - Partner with DART to expedite the project quickly
 - No unnecessary delays in permit approvals
 - No required additional improvements to other unrelated infrastructure beyond the scope of the trail project
- Continue to prioritize the Regional Cotton Belt Trail for other funding opportunities, focusing on an East to West implementation approach (constructability, meets environmental justice criteria for federal grant, etc.)
- Continue to partner with cities to advance additional segments until fully funded for construction

Silver Line Rail Support

- \$500,000 in construction funding is needed by DART to ensure continuation of the betterment walls in the rail corridor adjacent to the Plano ISD property in Dallas (North of Sugar Cane Wy generally between Pinyon Ln and Sage Ln).
- The Silver Line Rail design/build contractor will construct the walls with the rail project.

Requested Action

Regional Transportation Council Approval:

- \$17.75 Million with 3.55 Million Regional Transportation Development Credits for Phase 1 Cotton Belt Trail Priority Projects
- \$500,000 with 100,000 Regional Transportation Development Credits for Silver Line Rail betterment wall extension at the Plano ISD property
- To administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes
- Support the DART partnership submittal of the TxDOT Statewide TA Call for Projects application and funding contribution of \$3.9M federal for Phase 2 Projects
- Support the DART partnership submittal of the USDOT 2023 RAISE grant application and funding contribution of \$7.5M federal for Phase 2 Projects

Contact Us



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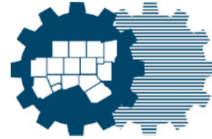


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Regional Transportation Council

Regional Safety Performance Targets Update - 2023-2027

Sonya J. Landrum | Program Manager
February 9, 2023

Recent and Upcoming Federal Performance Measure Action

Rulemaking	Upcoming RTC Target-Setting Action		Next Anticipated RTC Target-Setting Action	Target-Setting Schedule
Transit Safety (PTASP)	May 2021	✓	Early 2025	Every 4 Years
Transit Asset Management (TAM)	September 2022	✓	Late 2026	Every 4 Years
PM3 – System Performance, Freight, and CMAQ	September 2022	✓	Late 2024	Biennial
PM1 – Roadway Safety	February 2023		Early 2024 (Information/Update)	Targets established as reductions over 5-year period
PM2 – Pavement and Bridge	Spring 2023		Late 2024	Biennial

Safety Performance Targets

- Regional Transportation Council (RTC) approval of current performance targets established through 2022
- Need to seek approval of new five-year targets
- MPOs have the option to support State targets or adopt our own targets
- Identified to monitor through the Statewide Safety Task Force

Number of Fatalities

Rate of Fatalities*

Number of Serious Injuries

Rate of Serious Injuries*

Bicyclist and Pedestrian Fatalities and Serious Injuries

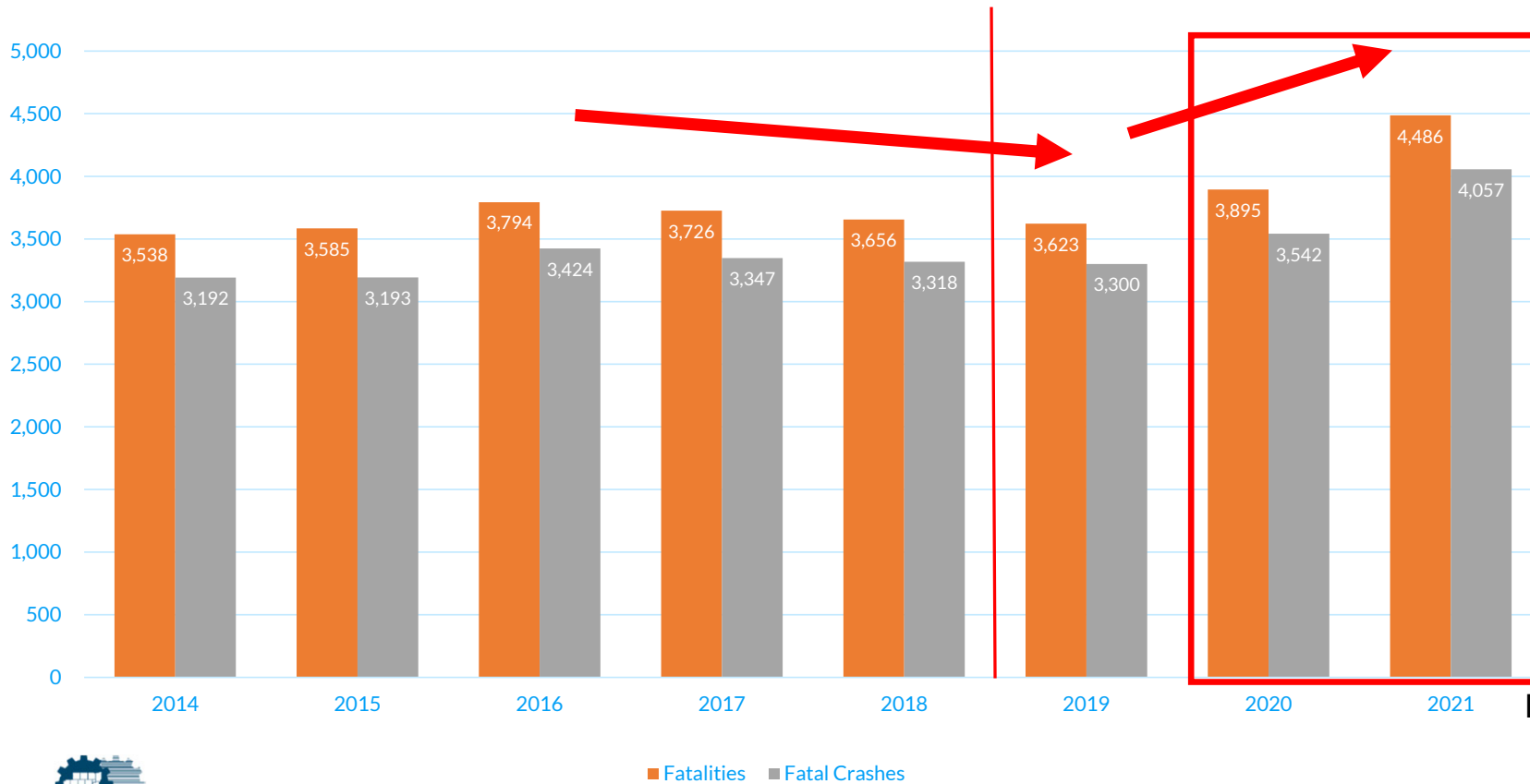
*Rates calculated per 100 million vehicle miles traveled



Texas Fatalities and Fatal Crashes 2014 - 2021



Road to Zero
May 2019



In 2021, traffic-related fatalities were at 4,486 compared with 3,895 lives lost on Texas roadways in 2020. (15% increase)

Data as of 03/28/2022



Fatalities Fatal Crashes

Preliminary NCTCOG Safety Performance Update for 2021

Safety Performance Measures	Original 2021 Target	PY2021 Actual Performance	PY2015-2019 Baseline Performance	Met Target?	Better than the Baseline?	Met or Made Significant Progress?
Number of Fatalities	572.4	614.2	557.2	No	No	No
Rate of Fatalities	0.762	0.814	0.781	No	No	
Number of Serious Injuries	3,375.3	3,647.6	3,663.1	No	Yes	
Rate of Serious Injuries	4.485	4.843	5.200	No	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	592.3	617.0	569.8	No	No	

Original 2021 Target was calculated in early 2021 and included observed data for 2017-2019 and projected data for 2020-2021. PY2021 actual performance includes 2017-2021 observed data.



Safety Performance Targets Past and Future

Past

TxDOT

Two percent reduction across each of the five performance targets by target year 2022

In 2021, TxDOT updated fatalities, fatality rates, and bike and pedestrian fatalities to 50 percent reduction by 2035 and zero by 2050

NCTCOG

Two percent reduction across each of the five performance targets by target year 2022

Future

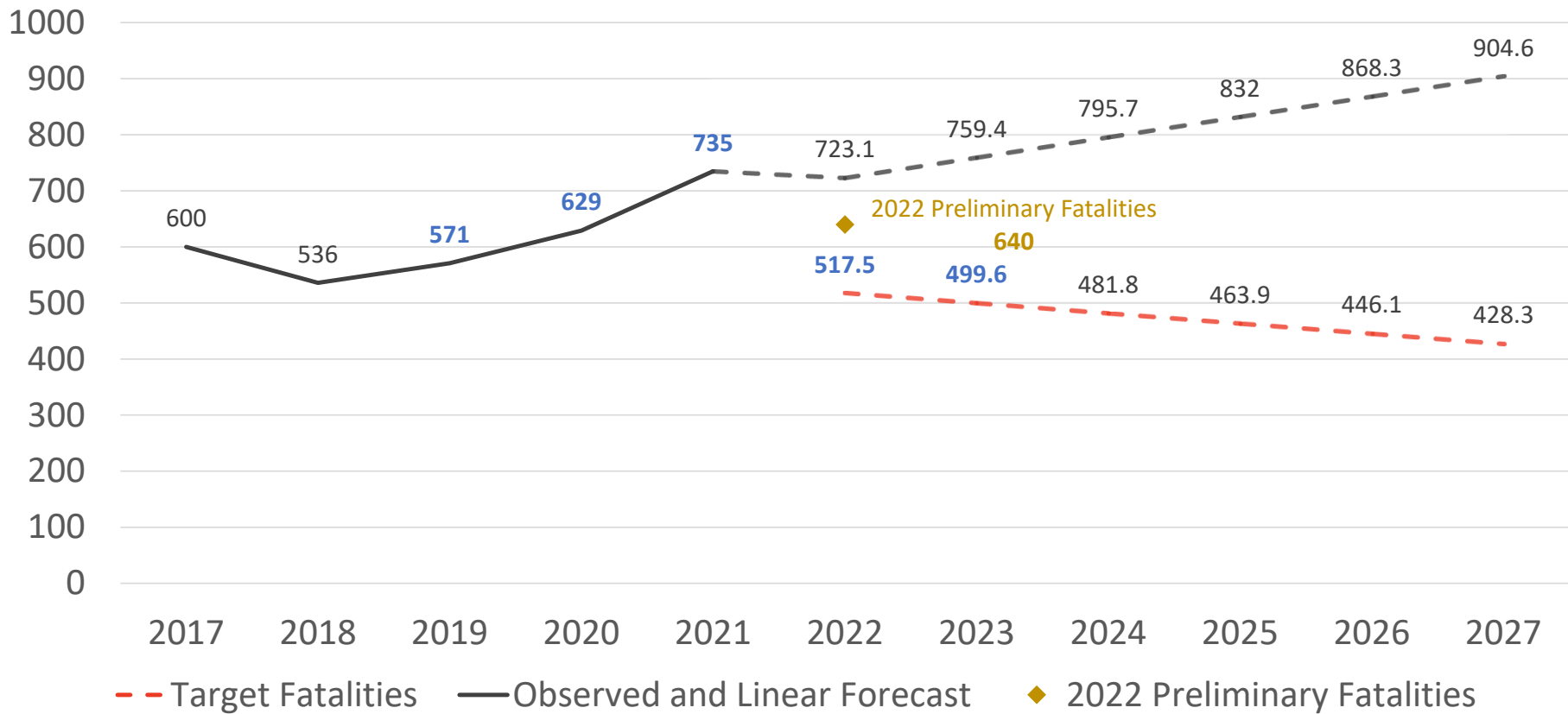
TxDOT

Fatalities, fatality rates, and bike and pedestrian fatalities to 50 percent by 2035 and zero by 2050

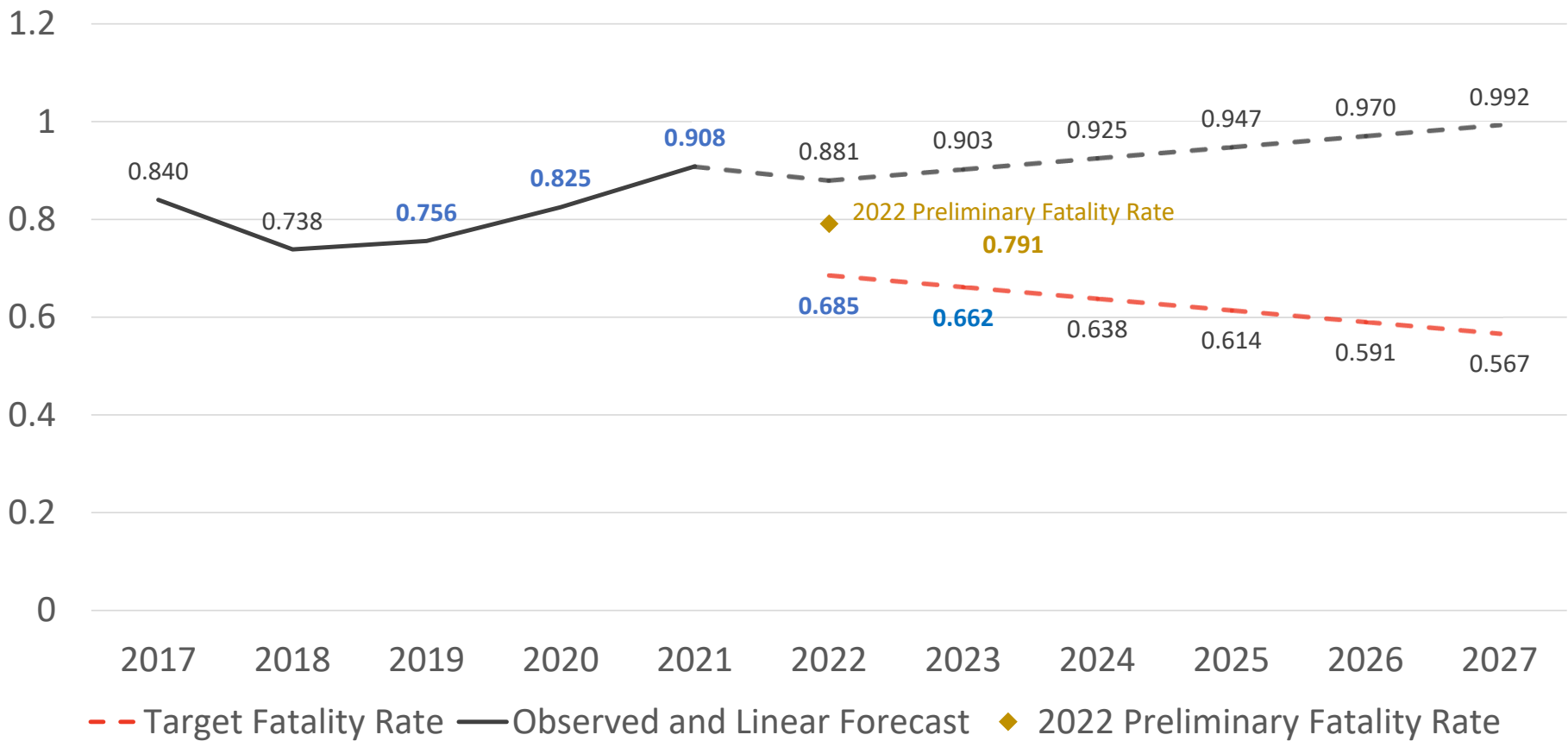
Serious injuries, serious injury rates, and bike and pedestrian serious injuries two percent reduction every year



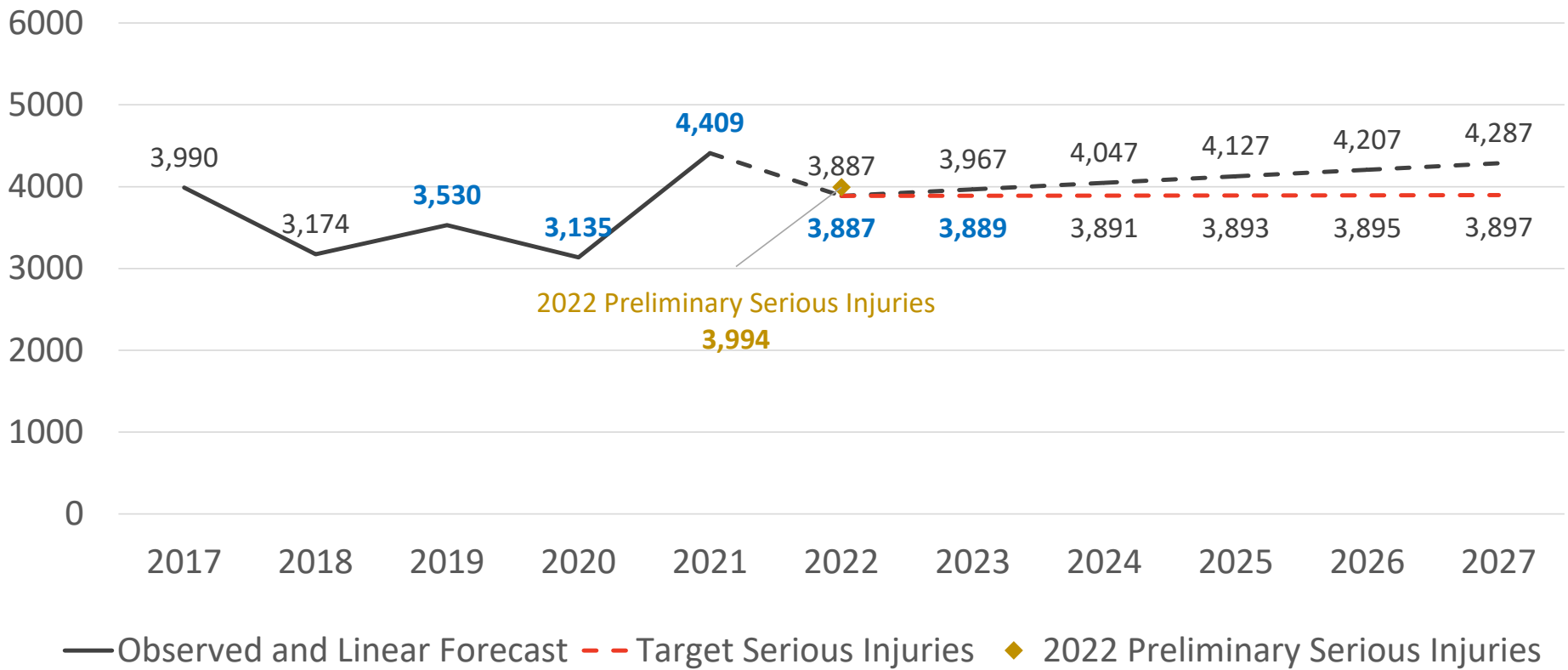
Observed, Projected and Proposed Target Fatalities (2017-2027)



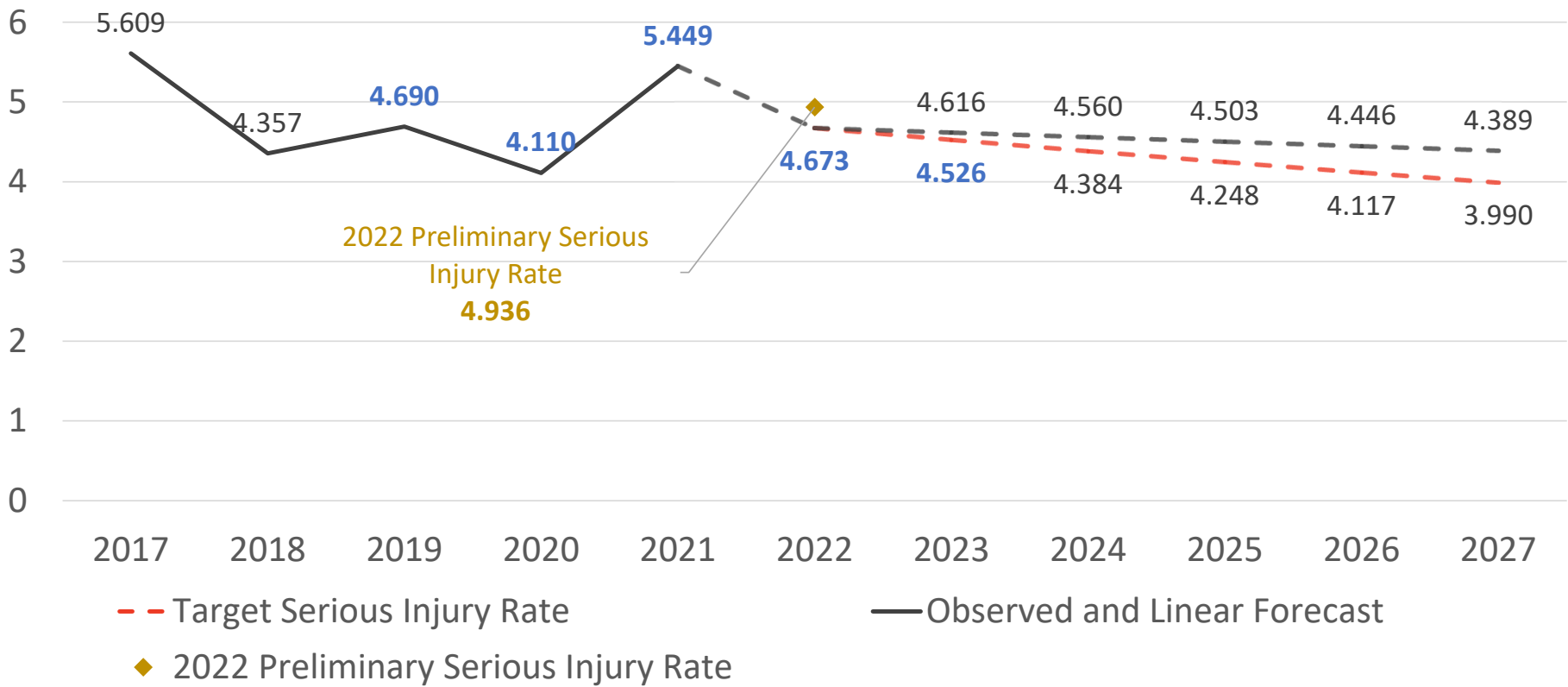
Observed, Projected and Proposed Fatality Rates (2017-2027)



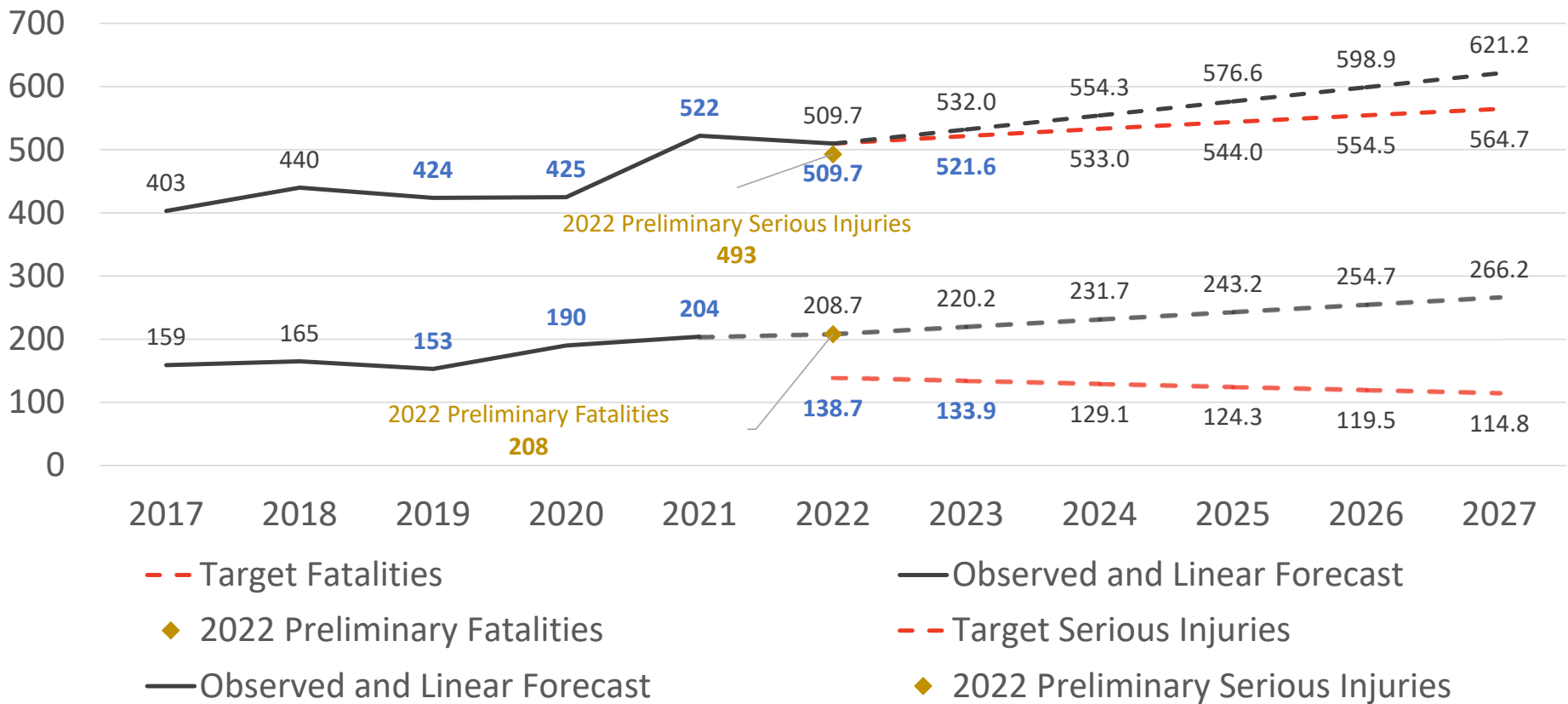
Observed, Projected and Proposed Serious Injuries (2017-2027)



Observed, Projected and Proposed Serious Injury Rates (2017-2027)



Observed, Projected and Proposed Bike/Ped Fatalities and Serious Injuries (2017-2027)



Proposed NCTCOG Safety Performance Target Setting for 2023-2027

Targets: Number of Fatalities and Fatality Rate	
Year	Percentage Reduction*
2023	3.4%
2024	3.6%
2025	3.7%
2026	3.8%
2027	4.0%

Targets: Number of Serious Injuries and Serious Injury Rate	
Year	Percentage Reduction
2023	2%
2024	2%
2025	2%
2026	2%
2027	2%

The number of non-motorized fatalities and serious injuries target will use both reduction percentages to calculate the combined measures.

*Based on linear trendline of 50 percent reduction by 2035 and zero by 2050.



NCTCOG Safety Performance Targets 2023

Safety Performance Targets	2022 Adopted Targets	Proposed 2023 Targets	Target Reduction
No. of Fatalities	579.5	590.4	50% by 2035
Fatality Rate	0.755	0.767	50% by 2035
No. of Serious Injuries	3,032.9	3,711.5	2% per year
Serious Injury Rate	3.939	4.615	2% per year
No. of Non-motorized Fatalities and Serious Injuries	594.7	637.3	50% by 2035 for fatalities, 2% per year for serious injuries



Requested Action

Approve 2023 safety performance targets and the target reduction schedule for 2023 – 2027.



Roadway Safety Team



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Certification of Emerging and Reliable Transportation Technology

Swyft

BRENDON WHEELER, P.E.
REGIONAL TRANSPORTATION COUNCIL
FEBRUARY 9, 2023



RTC Policy P22-02

Purpose

Provide transparent process for RTC coordination with providers

Periodic solicitation/opportunity for new technology applications

Ensure level playing field for providers and local governments

Guiding Principles

Must serve long-range transportation need (MTP)

Technology provider responsible for certification process

NCTCOG will facilitate mutual cooperation

Local governments to consider contingency needs, implementation timeframe, and public use goals and expectations



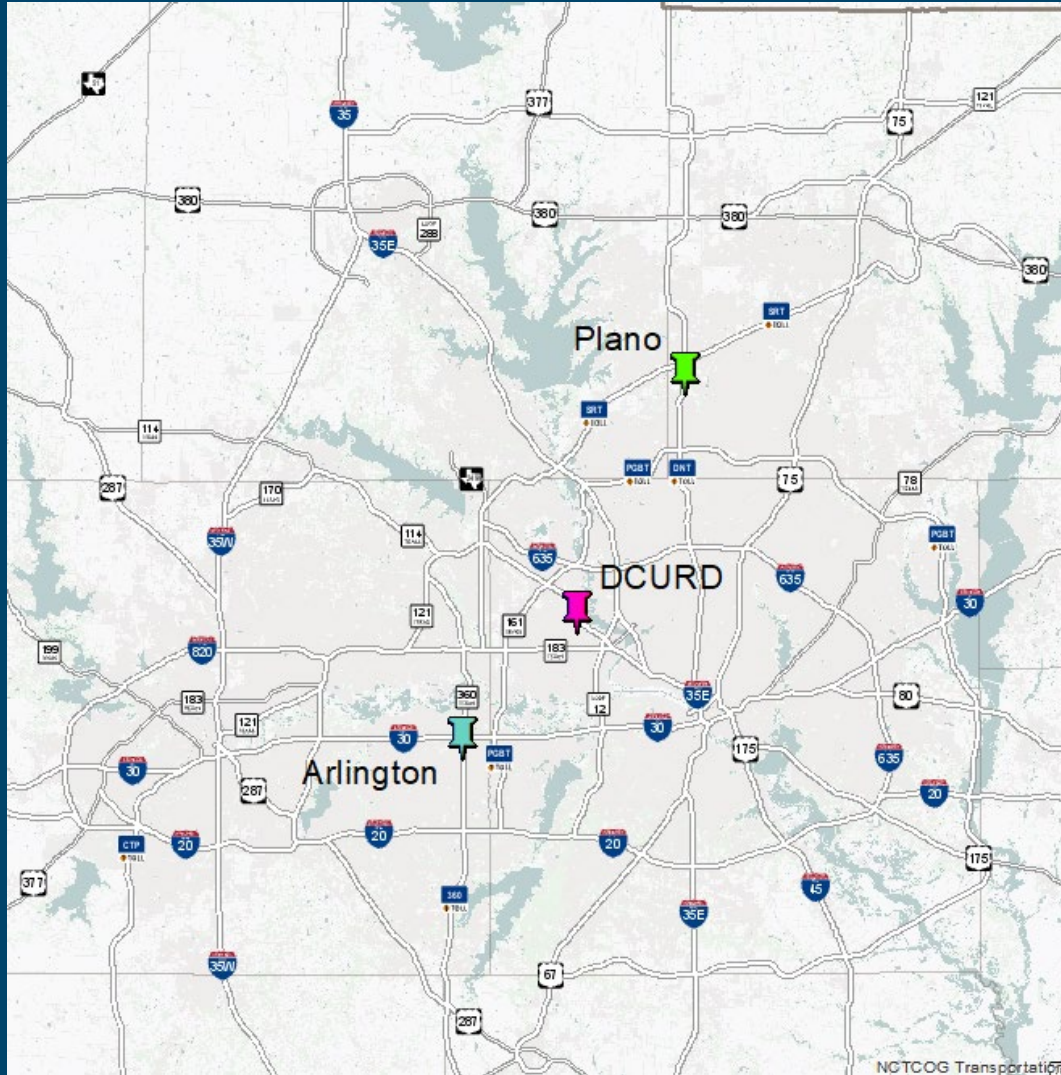
RTC Policy P22-02

Process:

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



CERTT Round 1 Results



TransPod:
Arlington

JPods:
Arlington
Dallas County Utility & Reclamation
District (DCURD)
Plano



CERTT

Round 2 Applicant Status

Applicant/ Technology Provider	Technology/Mode	Market Solution	Purpose/Benefit	Application Status
The Boring Company	Tunnel Solutions (subgrade transportation)/ Personal Rapid Transit	Regional/Local	People, Goods, Utility/Air Quality, and Congestion Reduction	Application rescinded by provider
Swyft	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People/Air Quality and Congestion Reduction	Proposal submitted; staff review complete



Swyft

Personal rapid transit (PRT) system using overhead fixed-cable gondola-like pods (6 passengers/pod)

Low-speed network that runs along/within existing public ROW

Proofs of concept in Mountain View, CA and Christchurch, NZ

Using private financing and can support planning of special districts, P3s, etc.



Swyft: Route Considerations

Supports first/last-mile transit connections,
can function as a fixed-guideway ATS

Phased deployment beginning with 1 to 2
miles and 2 to 5 stations, connecting to
mass transit and activity centers

Contingency incorporates funds for
removal of structures into project budget;
open to investigating other means of
solving first/last-mile needs



Next Steps

Pending RTC action:

- Staff to develop Submittal Package for interested local governments
- Staff will arrange for pre-submittal meeting with NCTCOG, cities, and technology provider to address detailed questions
- Staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions



Schedule

Date	Action
January 27, 2023	STTC Action
February 9, 2023	RTC Action
February 13, 2023	Info Packet Mailout
March 20, 2023	Pre-Submittal Conference
April 10, 2023	Deadline for Submittals



Requested RTC Action

Staff requests RTC initiate Step 3 of RTC Policy P22-02 to allow local governments to submit potential locations of interest for Swyft to consider.



CONTACT US



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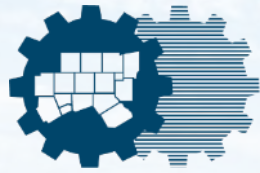


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NCTCOG PRESENTATION

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) – FY 23

**JEFFREY C. NEAL – SENIOR PROGRAM MANAGER
REGIONAL TRANSPORTATION COUNCIL (RTC) – ACTION ITEM
February 9, 2023**

FY 23 RAISE GRANT PROGRAM – OVERVIEW

Funding Availability

\$115 Million
Planning Grants

\$2.16 Billion
Capital Grants

50% / 50%
Urban / Rural Areas

Cost Sharing (Federal)

Up to 80%
Urban Areas

Up to 100%

- a. Rural Areas
- b. Areas of Persistent Poverty
- c. Historically Disadvantaged

Maximum Award

\$25 Million
– per Project (All)

\$45 Million
– per Project (FY 23 only)

\$345 Million
– per State (≤ 15%)

Minimum Award

\$5 Million
Urban Areas (Capital)

\$1 Million
Rural Areas (Capital)

No Minimum
Planning Grants

Applicant Eligibility

1. State / Territorial Government (or political subdivision)
2. Metropolitan Planning Organization (MPO)
3. Local / Tribal Government (or political subdivision)
4. Public Agency / Chartered Authority
5. Public Special Purpose District (including Port)
6. Multi-Jurisdictional Group of Above Entities

Application Limit – Three per Agency

Project Eligibility

1. Highway, Bridge, or Road (Title 23)
2. Public Transportation (Chapter 53 of Title 49)
3. Passenger / Freight Rail / Intermodal
4. Port Infrastructure (incl. inland / land ports of entry)
5. Airport Surface Transportation (pt. B, subtitle VII, Title 49)
6. Stormwater Runoff Improvement (aquatic species habitat)
7. Tribal Surface Facility (vested Federal title / maintenance)
8. TOD / Non-Motorized / Mobility On-Demand

Other Details

FY 22 RCP “Reconnecting Extra” projects with “recommended” overall merit rating & at least one “high” merit criteria score will automatically advance to FY 23 RAISE 2nd tier analysis.

Application Deadline – February 28, 2023

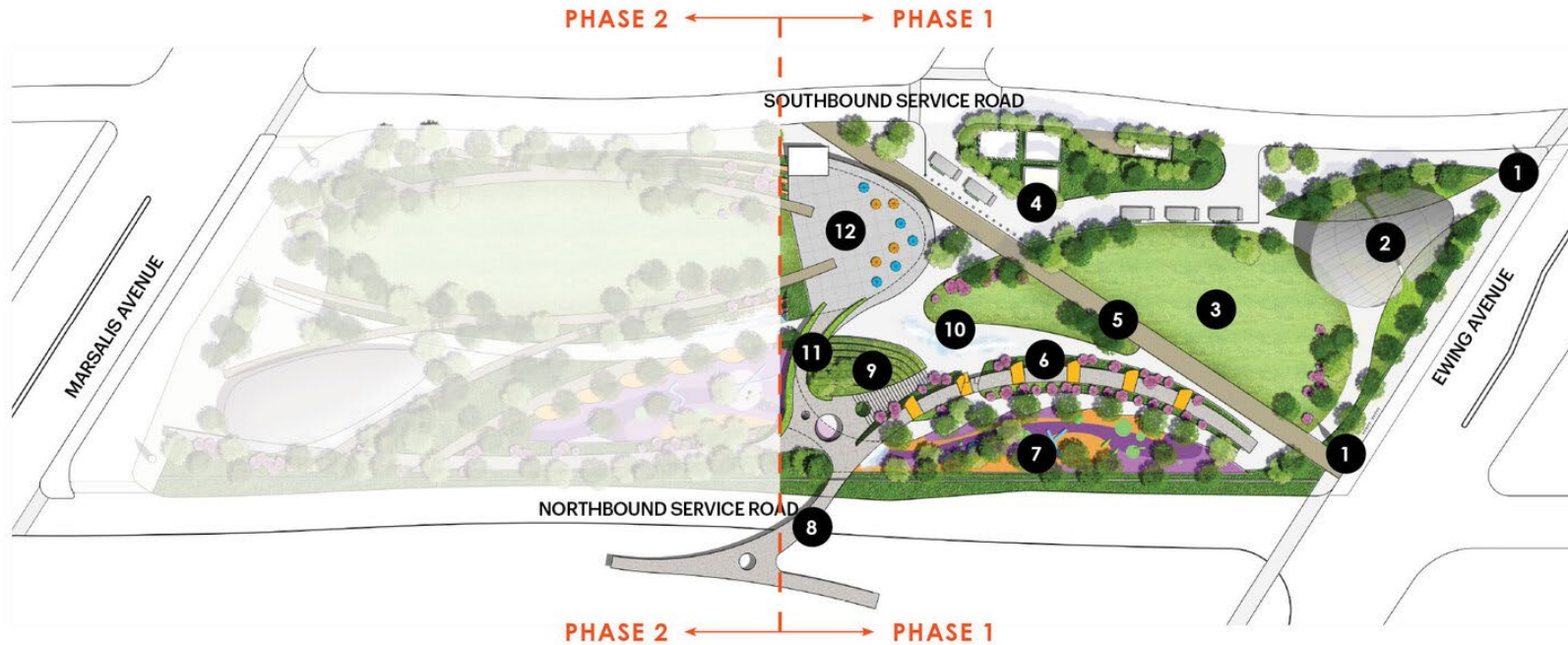
Award Announcement – June 28, 2023

Obligation Deadline – September 30, 2027

Expenditure Deadline – September 30, 2032



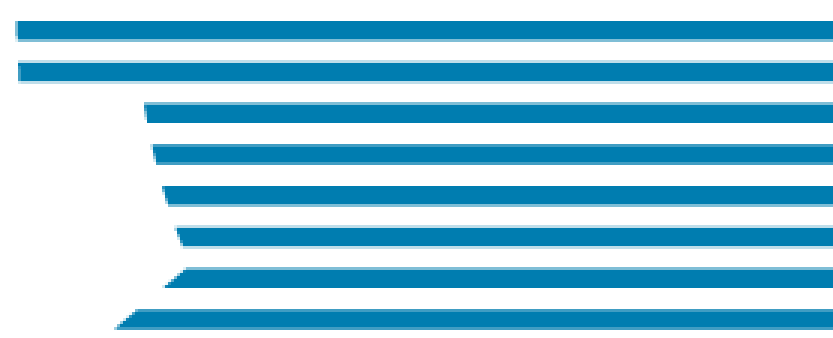
FY 23 RAISE CANDIDATE #1- SOUTHERN GATEWAY DECK PARK- PHASE 2.0



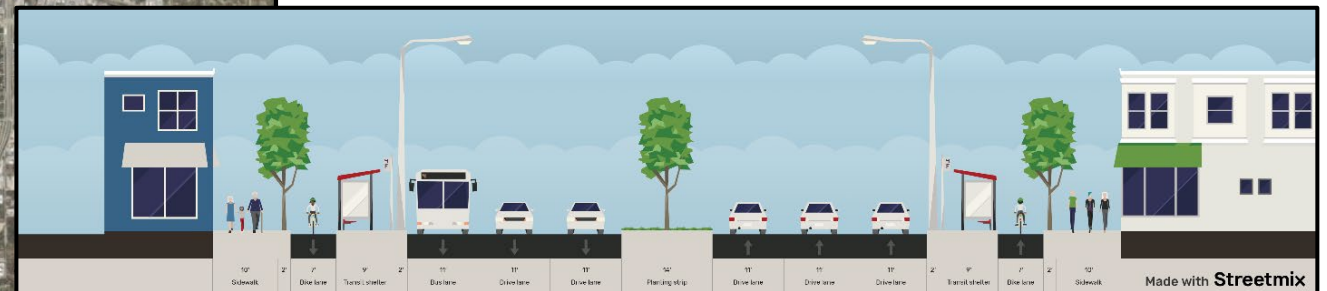
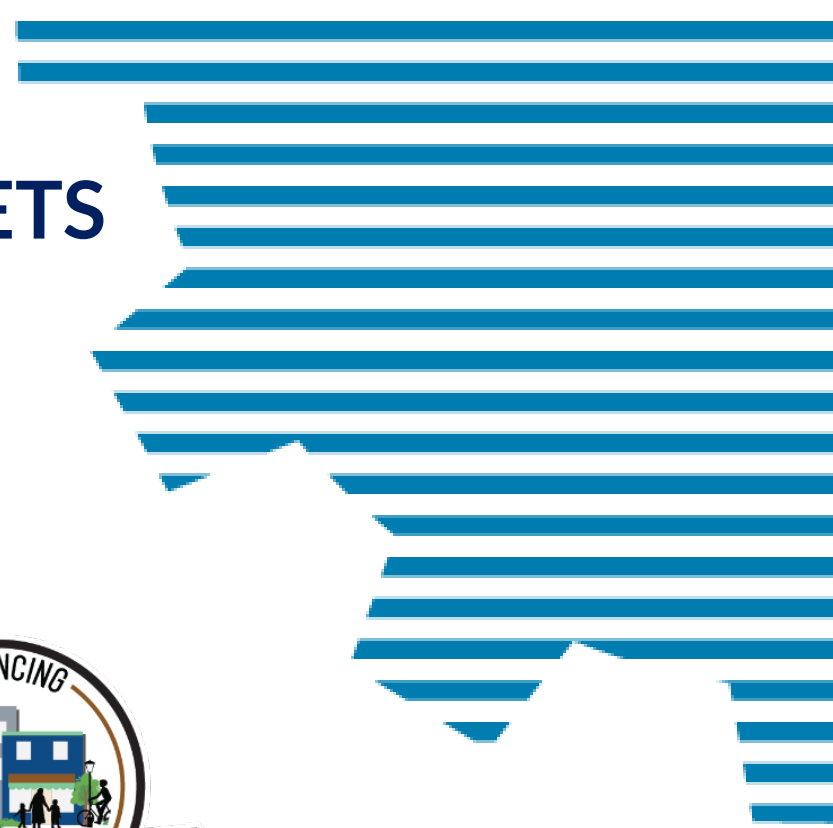
- | | | | |
|------------------|----------------------------|------------------|------------------|
| 1 Iconic Element | 4 Park Drive (Food Trucks) | 7 Play | 10 Water Feature |
| 2 Stage Pavilion | 5 12th Street Entrance | 8 Zoo Bridge | 11 Restrooms |
| 3 Lawn | 6 Escarpment Feature | 9 History Stairs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



FY 23 RAISE CANDIDATE #2- KLYDE WARREN PARK - PHASE 2.0



FY 23 RAISE CANDIDATE #3- EAST LANCASTER AVENUE COMPLETE STREETS & TRANSIT TECHNOLOGY PROJECT



FY 23 RAISE GRANT PROGRAM – CANDIDATE PROJECTS & FUNDING REQUESTS

PROJECT			COST / FUNDING STATUS						
TITLE	DESCRIPTION / LIMITS	E / W	NON-FEDERAL			FEDERAL			TOTAL COST
			NCTCOG / TxDOT	Local / Private	%	NCTCOG / TxDOT	RAISE Grant	%	
FY 23 RAISE CANDIDATE PROJECTS – NCTCOG									
Southern Gateway Deck Park – Phase 2	Construct foundational structural, safety, multimodal transportation, & hardscape elements to expand deck park over to Marsalis Avenue bridge.	EAST	N/A	\$20,000,000 ¹	30%	\$7,000,000 ²	\$40,000,000	70%	\$67,000,000
Klyde Warren Park – Phase 2	Construct foundational structural, safety, multimodal transportation, & hardscape elements for Pavilion Deck / 2 nd Level Plaza & West Lawn Deck.	EAST	N/A	\$18,045,600 ³	23%	\$36,800,000 ⁴	\$24,968,890	77%	\$79,814,490
East Lancaster Avenue Complete Streets & Transit Technology Project	Reconstruct aging East Lancaster Avenue (Pine Street – IH 820) into a context-sensitive multimodal corridor, with accommodations for an integrated high-capacity bus transit service, to revitalize a critical economic and socially significant asset for East Fort Worth.	WEST	\$44,713,968 ⁵	\$18,430,160 ⁶	35%	\$93,855,872 ⁷	\$25,000,000	65%	\$182,000,000
FY 23 RAISE CANDIDATE PROJECT – LOCAL/REGIONAL PARTNERS (with NCTCOG funding requests)									
Cotton Belt Trail – DART / NCTCOG Partnership ⁸	DART / NCTCOG partnership to construct Cotton Belt Trail segments in Richardson & Plano connecting to / from multiple DART Silver Line Rail stations.	EAST	N/A	\$10,480,000	26%	\$4,720,000	\$25,000,000	74%	\$40,200,000

- Construction:** Combined funds from City of Dallas, Dallas County, & Southern Gateway Public Green Foundation
- Engineering:** Surface Transportation Block Grant (STBG) + Transportation Development Credits (TDC) for match
- Construction:** \$7,899,100 – City of Dallas; \$1,300,900 – Dallas County; \$8,845,600 – Woodall Rodgers Park Foundation
- Construction:** \$36,800,000 STBG (includes \$10,000,000 of RTC’s contribution to be paid back over time)

- Engineering (PE), Right-of-Way (ROW), & Federal Match:** \$14,475,000 Existing TxDOT funds (\$3,225,000 PE + \$1,250,000 ROW + \$10,000,000 Match) + \$30,238,968 New TxDOT funds (\$6,775,000 PE + \$3,750,000 ROW + \$19,713,968 Match)
- Utilities:** \$2,000,000 (Franchise); **Construction:** \$16,430,160 City of Fort Worth (2022 Bond Program / other City sources per Resolution 5568-05-2022)
- Construction:** \$40,000,000 Existing TxDOT Federal (Cat 2) + \$53,855,872 New TxDOT Federal (Cat 2) to be requested in Unified Transportation Program (UTP)/10-Year Plan
- Per RTC Action – Item #5 (February 2023):
Cotton Belt: \$10,480,000 = \$1,950,000 local match + \$1,030,000 betterments + \$7,500,000 DART (exchanged for RTC Federal)
NCTCOG: \$4,720,000 = previously awarded Transportation Alternative (TA) Set-Aside funds



FY 22 FEDERAL GRANT OUTCOMES – STATUS OF SUBMITTED NCTCOG PROJECTS

- **International Parkway Advanced Mobility Program (NCTCOG / DFW Airport)**
 - Not selected for FY 22 RAISE
 - Additional local funds identified to expedite project with local design-build procurement
- **South Dallas County Inland Port (SDCIP) Multimodal Connectivity**
 - Not selected for FY 22 Multimodal Discretionary Grant Program (MPDG) INFRA / RURAL
 - Plan to resubmit for FY 23 MPDG INFRA / RURAL (Spring 2023)
- **IH 30 Downtown Dallas “Canyon” (NCTCOG / TxDOT)**
 - Not selected for FY 22 MPDG INFRA / MEGA
 - Will coordinate with TxDOT on plan to resubmit for FY 23 MPDG INFRA / MEGA (Spring 2023)
- **Martin Luther King, Jr. / Cedar Crest Boulevard**
 - Not selected for FY 22 Safe Streets and Roads for All (SS4A)
 - Will coordinate with partners on plan to resubmit for FY 23 SS4A (Spring 2023)
- **Ultimate IH 35W / SH 121 Interchange Phase One – Sylvania Avenue Bridge**
 - USDOT review ongoing for FY 22 Bridge Investment Program (BIP) – Small Bridge Projects (< \$100M)
- **Prairie Creek Road / Union Pacific Rail (UPRR) Grade Separation**
 - USDOT review ongoing for FY 22 Railroad Crossing Elimination Program (RCEP)



FY 23 RAISE GRANT PROGRAM – SCHEDULE

November 30, 2022	FY 23 RAISE Notice of Funding Opportunity (NOFO) Released
January 12, 2023	RTC Information – Director’s Report (Item #7)
January 27, 2023	STTC Action – FY 23 RAISE Projects
February 9, 2023	RTC Action – FY 23 RAISE Projects
February 10, 2023	RTC Letter of Support Deadline <i>(for projects submitted by partnering agencies, send requests to Nicholas Allen – nallen@nctcog.org)</i>
February 23, 2023	Executive Board Action
February 28, 2023	FY 23 RAISE Application Deadline – Grants.gov
June 28, 2023	FY 23 RAISE Award Announcement Deadline (USDOT)



FY 23 RAISE GRANT PROGRAM – REQUESTED RTC ACTION

- Recommend approval of:

Submittal of proposed projects for funding consideration through FY 23 RAISE Discretionary Grant Program, as defined on slide #6 (green)

Allocation of new NCTCOG / TxDOT funds for East Lancaster RAISE project to be approved through Unified Transportation Program (UTP) process:

- \$30,238,968 State funds for engineering, right-of-way (ROW), & Federal match
- \$53,855,872 Federal (Cat 2) funds for construction

Administratively amend NCTCOG / State Transportation Improvement Programs (TIP / STIP) and other planning / administrative documents to include proposed projects, if selected for FY 23 RAISE Grant awards



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USDOT Bipartisan Infrastructure Law (BIL): <https://www.transportation.gov/bipartisan-infrastructure-law>
USDOT RAISE Grant Program: <https://www.transportation.gov/RAISEgrants>





NCTCOG PRESENTATION

FEDERAL RAILROAD ADMINISTRATION GRANT PROGRAMS

Brendon Wheeler | Regional Transportation Council | 2.9.2023



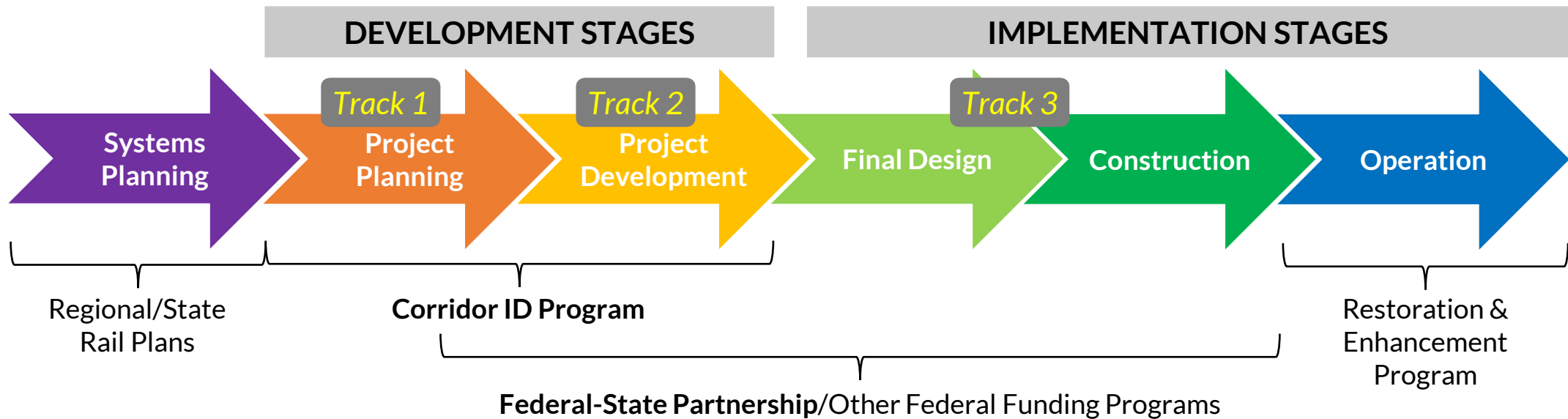
Federal Railroad Administration Grant Programs

Corridor Identification and Development (ID) Program creates foundational framework for identifying and developing new or improved intercity passenger rail services, setting up a **PIPELINE** of projects.

- *Step 1: Corridor Development Initiation*
- *Step 2: Service Development Planning*
- *Step 3: Project Planning/Development*

Federal-State Partnership (FSP) Intercity Passenger Rail Program advances project development and **FUNDS** capital rail projects for new, expanded, or improved intercity passenger rail service, with preference for capital projects progressed from Corridor ID Program.

- *Track 1: Project Planning*
- *Track 2: Project Development*
- *Track 3: Final Design/Construction*



Corridor Identification and Development (ID) Program

Funding Availability

\$1.8 Billion

FY2022-2026 Overall

Corridor ID Steps:

1. Service Development Plan (SDP) Initiation/Scoping
2. SDP Preparation/Approval
3. Project Development

Cost Sharing (Federal)

100%

- Step #1

Up to 90%

- Step #2

Up to 80%

- Step #3

Maximum Award

\$500,000

- Step #1

No Maximum

- Step #2 (TBD)

No Maximum

- Step #3 (TBD)

Other Details

Letters of Interest:

Previously requested by Federal Railroad Administration (FRA) when Corridor ID was established & published in the Federal Register on May 13, 2022.

Applicant Eligibility

1. Amtrak
2. State/Territorial Government (or political subdivision)
3. Groups of States
4. Tribal Government (or political subdivision)
5. Regional Passenger Rail Authorities
6. Interstate Compact Entities

No application limit per agency

Project Eligibility

Eligible

1. Short-distance (≤ 750 miles) intercity passenger services
2. Restoring route service formerly operated by Amtrak
3. Increasing frequencies of long-distance service

Ineligible

1. Commuter rail
2. Intercity passenger rail segment not functional as stand-alone intercity corridor
3. Technology under development, but not yet proven



Federal-State Partnership (FSP) Intercity Passenger Rail Program



Funding Availability

\$4.6 Billion

FY22 & FY23 FSP Program

\$12 Billion

(at least for National program)

FY2022-2026 FSP
Program – Bipartisan
Infrastructure Law (BIL)

Cost Sharing (Federal)

80%

– All FSP “Tracks”

FSP “Tracks”:

1. Project Planning
2. Project Development
3. Final Design/Construction

Min/Max Award & Type

No Min/Max

– All

Single/Multiple Year Awards

1. Letters of Intent
2. Phased Funding Agreement

Applicant Eligibility

1. Amtrak
2. State/Territorial Government (or political subdivision)
3. Groups of States
4. Tribal Government (or political subdivision)
5. Regional Passenger Rail Authorities
6. Interstate Compact Entities

Project Eligibility

1. Replace, rehabilitate, or repair intercity passenger rail infrastructure, equipment, or facilities
2. Improve intercity passenger rail performance (reduced trip time/congestion; increased service/speed/reliability; electrification)
3. Expand or establish new intercity passenger rail (including high-speed rail and other applicable intercity passenger rail options)
4. Group of related projects listed above
5. Planning, environmental studies, and final design for project(s)/group(s) listed above

*No application limit per agency; projects preferred where Amtrak is **NOT** sole applicant*



FRA's Corridor ID Program

Intercity Passenger Rail Corridor (Amtrak)

Heartland Flyer

RTC Letters of Support in 2008
and 2021

Dallas-Fort Worth to Atlanta

RTC Resolution (R22-01)
reaffirmed corridor support in
March 2022

Expressions of Interest submitted for both corridors to FRA
by others (including TxDOT)



Amtrak Connects Us Map (April 2, 2021)



FRA's Corridor ID Program

Fort Worth to Houston High-Speed Rail Corridor



High-Speed Rail

(Fort Worth to Dallas + Dallas to Houston)

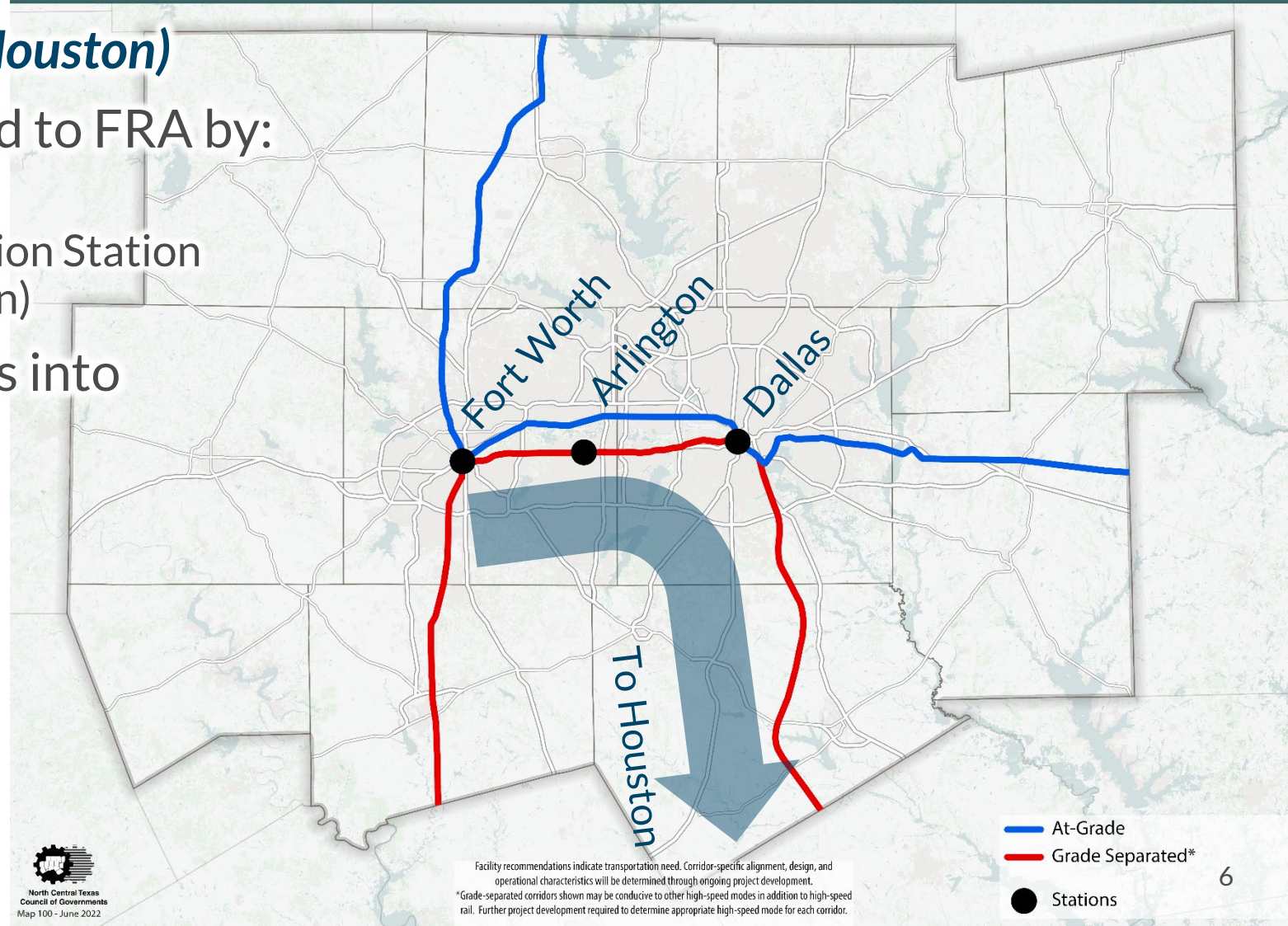
Expressions of Interest submitted to FRA by:

- NCTCOG (Dallas to Fort Worth)
- TxDOT (Eddie Bernice Johnson Union Station in Dallas to Houston Amtrak Station)

Desire to combine both segments into one corridor

Primary Applicant:

- Amtrak? (if interested)
- NCTCOG?



FRA Grant Programs

FRA's FSP Intercity Passenger Rail Program

Fort Worth to Houston High-Speed Rail



Integrated corridor through FRA's Corridor ID Program registers Fort Worth to Dallas and Dallas to Houston as one high-speed rail corridor

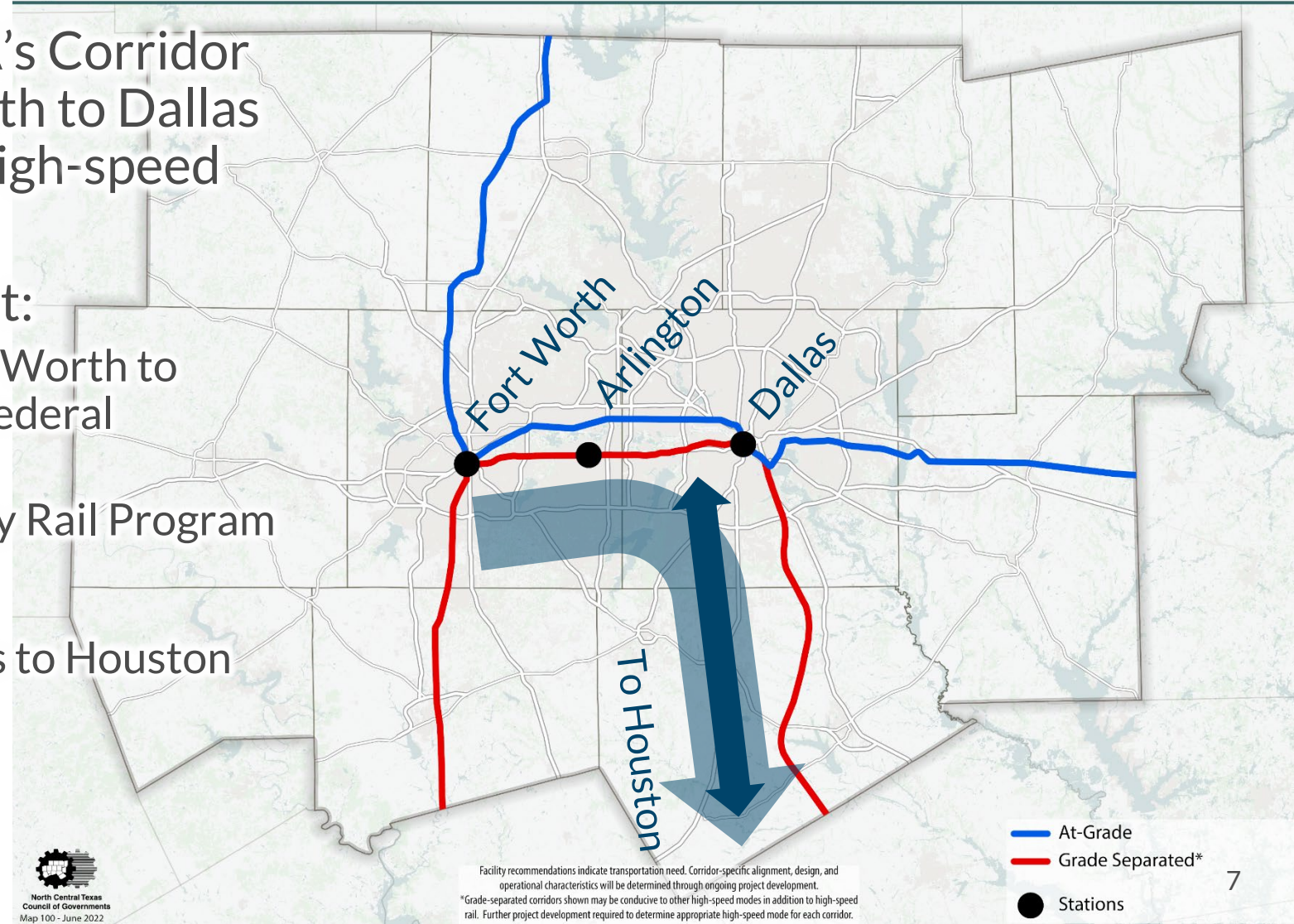
Fort Worth to Dallas HSR Segment:

NCTCOG supports advancing Fort Worth to Dallas High-Speed Rail through federal environmental process

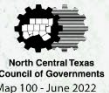
Segment not ready for FSP Intercity Rail Program

Dallas to Houston HSR Segment:

Amtrak (if desired) to submit Dallas to Houston High-Speed Rail segment



FRA Grant Programs



North Central Texas Council of Governments
Map 100 - June 2022

Requested RTC Action

Corridor ID Program:

(Application Deadline: **March 27, 2023**)

Fort Worth to Dallas High-Speed Rail

- Coordinate with Amtrak and TxDOT on integrated corridor application
- Primary Applicant: Amtrak (preferred) or NCTCOG

Dallas-Fort Worth to Atlanta (Amtrak)

- Support primary application by others
- Provide letter of support

Heartland Flyer (Amtrak)

- Support primary application by others
- Provide letter of support

Federal-State Partnership Intercity Passenger Rail Program:

(Application Deadline: **April 21, 2023**)

Dallas to Houston High-Speed Rail

- Support application by others (Amtrak?)
- Provide letter of support



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Communications Manager

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FEDERAL AND STATE LEGISLATIVE UPDATE

REBEKAH GONGORA

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Regional Transportation Council

February 9, 2023

FEDERAL UPDATE

COMMITTEE ASSIGNMENTS AND HEARINGS

House Transportation and Infrastructure

- Organizational Meeting held February 1
- Congressman Sam Graves (R-MO) selected as Chair
- Congressman Lance Gooden (R-TX) is a new member
- Congressman Collin Allred (D-TX) returns

House Appropriations

- Organizational hearing held February 8
- Congresswoman Kay Granger (R-TX) selected as Chair



FEDERAL UPDATE

COMMITTEE ASSIGNMENTS AND HEARINGS

Senate Commerce, Science, and Transportation

- Organizational Hearing scheduled for February 9
- Senator Ted Cruz (R-TX) is a member

Senate Environment and Public Works

- Organizational Hearing held February 1
- Senator Tom Carper (D-DE) selected as Chair



STATE BUDGET

SENATE BILL 1 & HOUSE BILL 1

Statewide Total for FY24-25:
\$288.1 billion in All Funds

- \$130.1 billion in General Revenue Funds
- \$6.3 billion in General Revenue - Dedicated Funds
- \$93.7 billion in Federal Funds
- \$58.5 billion in Other Funds

ARTICLE VII – TRANSPORTATION

TxDOT Total for FY24-25:
\$35.6 billion in All Funds

- \$30.5 billion for Highway Planning and Design, ROW Acquisition, Construction, Maintenance
 - Prop 1: \$6.2 billion
 - Prop 7: \$5.4 billion



TEXAS LEGISLATURE

SENATE TRANSPORTATION COMMITTEE

Robert Nichols, Chair

Royce West, Vice Chair

Carol Alvarado

Sarah Eckhardt

Kelly Hancock

Phil King

Boris Miles

Tan Parker

Charles Perry



***Bolded** names represent North Texas members
Federal and State Legislative Update

HOUSE TRANSPORTATION COMMITTEE

Terry Canales, Chair

John Raney, Vice Chair

Trent Ashby

Yvonne Davis

J.M. Lozano

Ramon Romero, Jr.

Erin Gámez

Caroline Harris

Brooks Landgraf

John Lujan

Claudia Ordaz

Jared Patterson

Mary Ann Perez

BILLS OF INTEREST

TRANSPORTATION FUNDING

- **SB 505** proposes an additional \$400/\$200 registration fee on EVs to State Highway Fund.
- **SJR 37/HJR 77** Constitutional amendment would add public transportation, bicycle paths, and sidewalks to the uses of Proposition 1 funds.
- **SB 225** would eliminate the expiration date for Proposition 1 in statute, making the funding stream permanent.
- **SCR 2** would extend the expiration dates for Proposition 7 to 2042 for the \$5B/biennium from general sales tax, and to 2039 for the portion of Proposition 7 from motor vehicle sales tax.



BILLS OF INTEREST

MISCELLANEOUS TRANSPORTATION

- **HB 1259** Would require TxDOT to submit funding reports to the Legislature on UTP, funding categories, public private partnerships, and feasibility study on alternative delivery methods.
- **HB 1638** Would require TxDOT to conduct a study on the state's projected transportation needs and costs for 2045, appoints a committee for guidance.



BILLS OF INTEREST

SAFETY

HB 1639/HB 1885 Would allow the Texas Transportation Commission to establish variable speed limits to address certain conditions that affects the safe movement of traffic.

HB 1855 Would designate highway safety corridors for roadways with a high number of crashes, doubling fines.

LIRAP/LIP FUNDS

Would Redistribute LIRAP Funds to Counties for Transportation/Air Quality Purposes (**HB 1175; HB 1351; SB 607**)



TEXAS SUPPORTED GHOST CRIMINAL 2021 ACTIVITY

North Texas Impacts

Activity	Count	Cost/Value
No Inspections	31,828	\$8.25 (State) + \$25.50 (Local Business)
No Registrations (Statewide)	1,279,481	\$56.50 (State) + \$10 (County)
Lost Motor Vehicle Sales Tax	TBD	TBD
NTTA Toll System	TBD	TBD
Serious/Fatal Crashes		Up to 39% in North Texas
Previously Vetoed Funds		\$80 Million
Criminals – Counterfeiting revised tag format; reusing created tags; nonrepairable/junk cars		
Law Enforcement Safety – At least one police officer fatality resulted from fraud		
No Insurance – Impacts of uninsured motorist; Motor Vehicle Crime Prevention Authority		

Estimated Revenue Lost \$166 Million +++ (State, County, Local)



Sources: NCTCOG Emissions Database, Texas Department of Motor Vehicles (TXDMV), Travis County Constable Precinct 3 Clean Air Task Force, North Texas Tollway Authority (NTTA)

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NCTCOG Legislative Updates: www.nctcog.org/legislative

Texas Legislature Online: <https://capitol.texas.gov/>



**DRIVE
AWARE**
north texas

NCTCOG Roadway Safety Plan

Regional Transportation Council

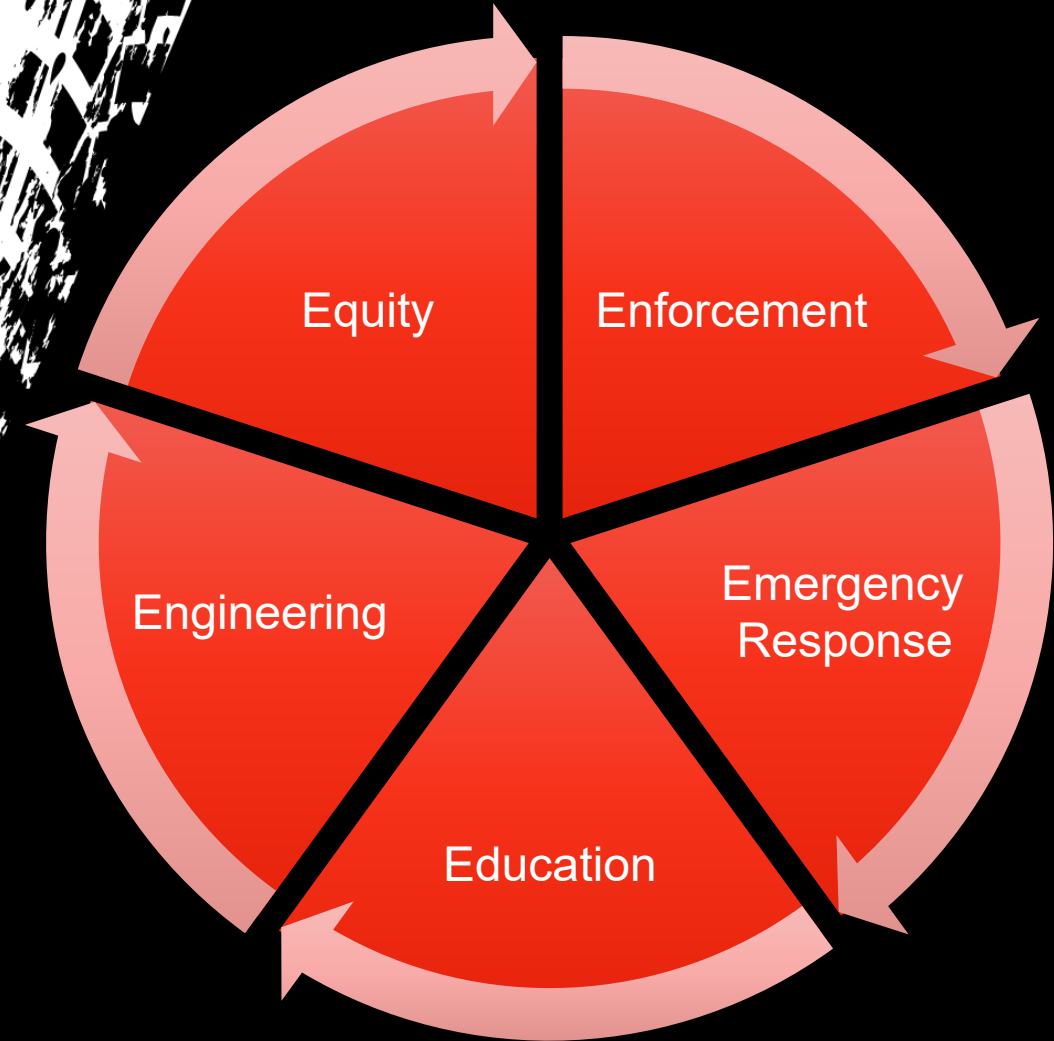
February 9, 2023

Sonya J. Landrum, Program Manager

Roadway Safety Program Area

What is a Roadway Safety Plan?

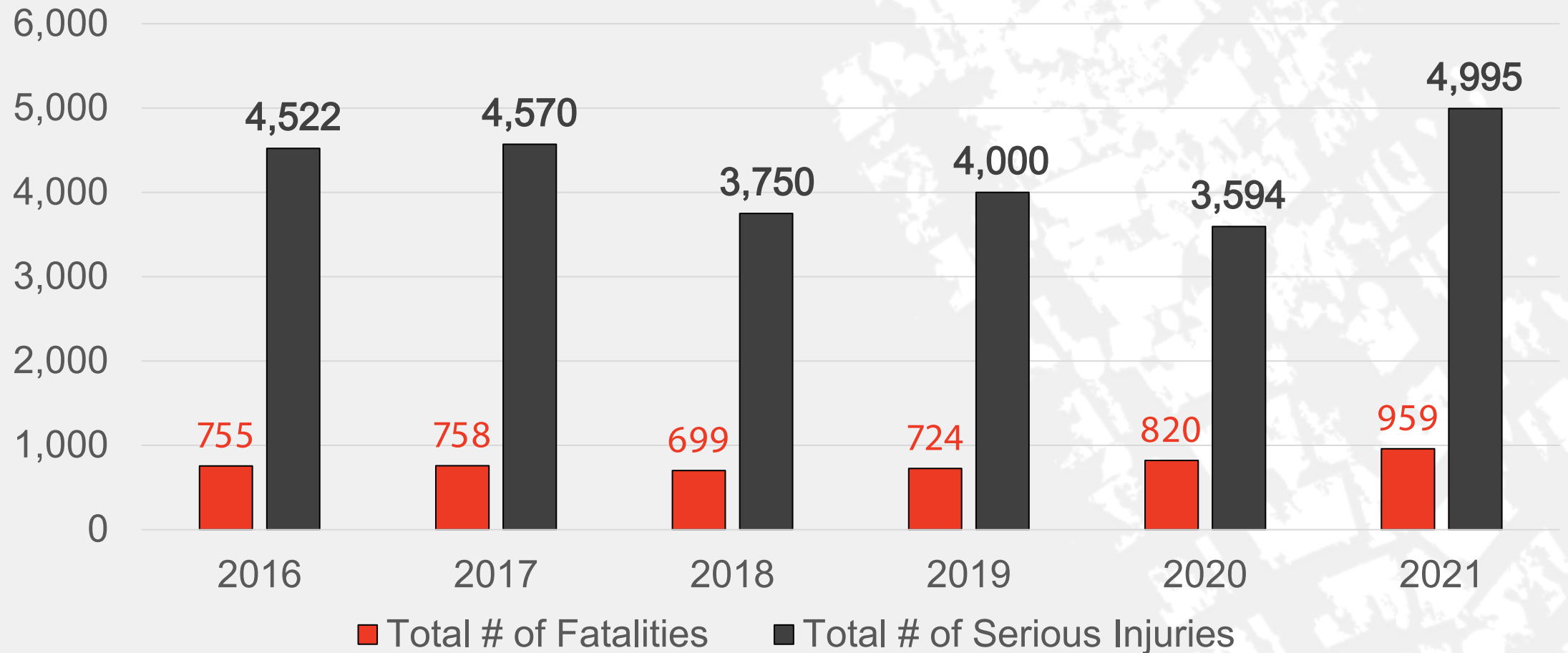
- A Roadway Safety Plan provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads.
- It serves as a guide to identify crash factors which contribute to a high number of fatal and serious injuries
- Appropriate safety projects and countermeasures are then selected
- The overall goal is to eliminate fatal crashes by 2050.



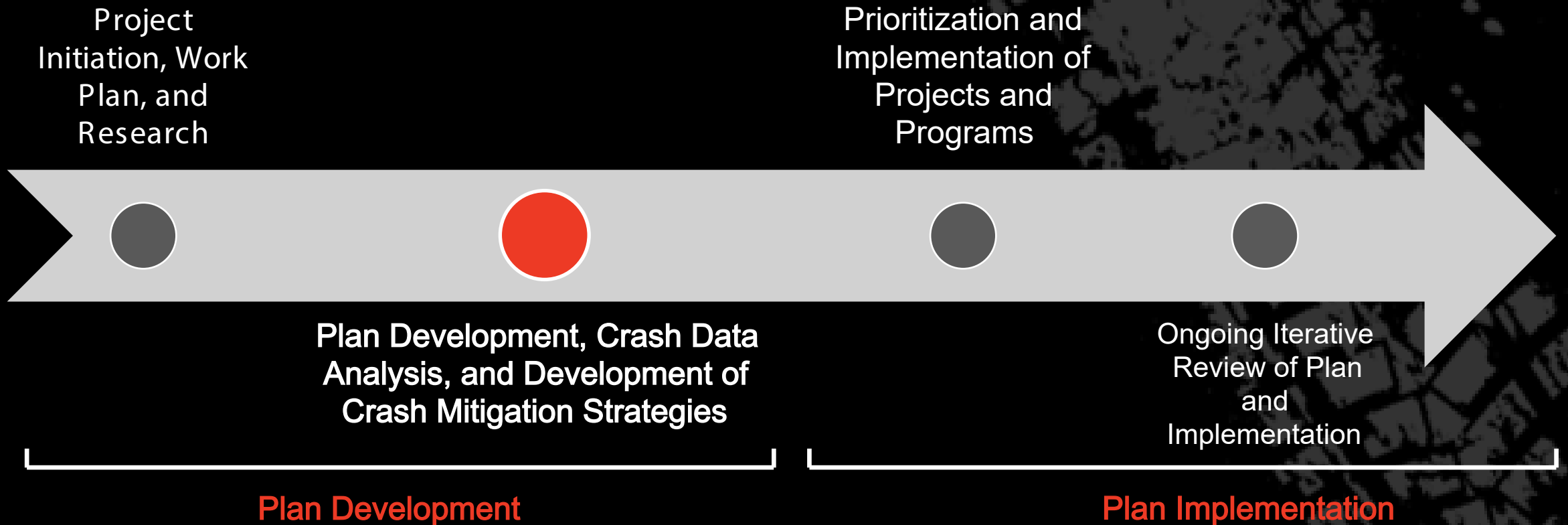
Need for a Roadway Safety Plan

- Metropolitan Planning Organizations (MPOs) like the North Central Texas Council of Governments (NCTCOG) are required to monitor and set targets for a specific set of performance measures
- Initial safety performance targets for 2018 were approved by Regional Transportation Council (RTC) in December 2017
- RTC Established Regional Safety Position:
“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel”
- Texas Transportation Commission adoption of Minute Order 115481
“The Texas Transportation Commission directs the Texas Department of Transportation to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The commission acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities.”

Fatal and Serious Injuries Within the 12-County Area (2016-2021)



NCTCOG Roadway Safety Plan Development Process



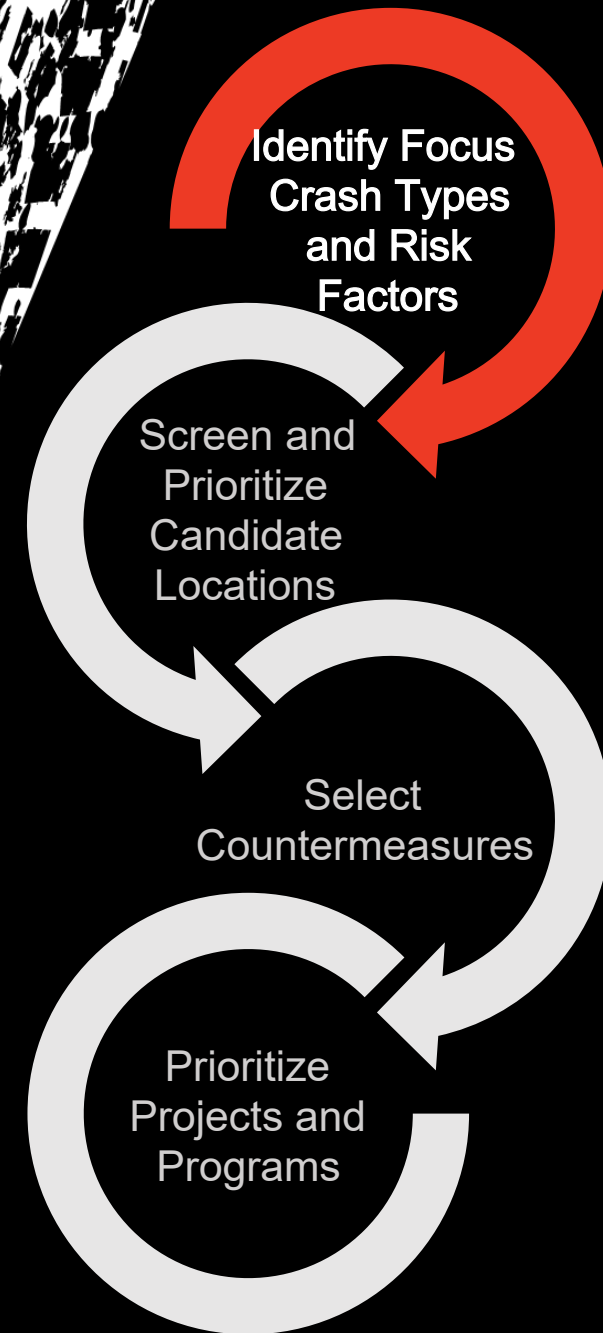
Systemic Safety Approach

The Systemic Safety Analysis approach evaluates crash risk across an entire roadway system instead of managing risk at specific locations

This method helps identify what types of roadways and roadway characteristics produce fatal and serious injuries in the future.

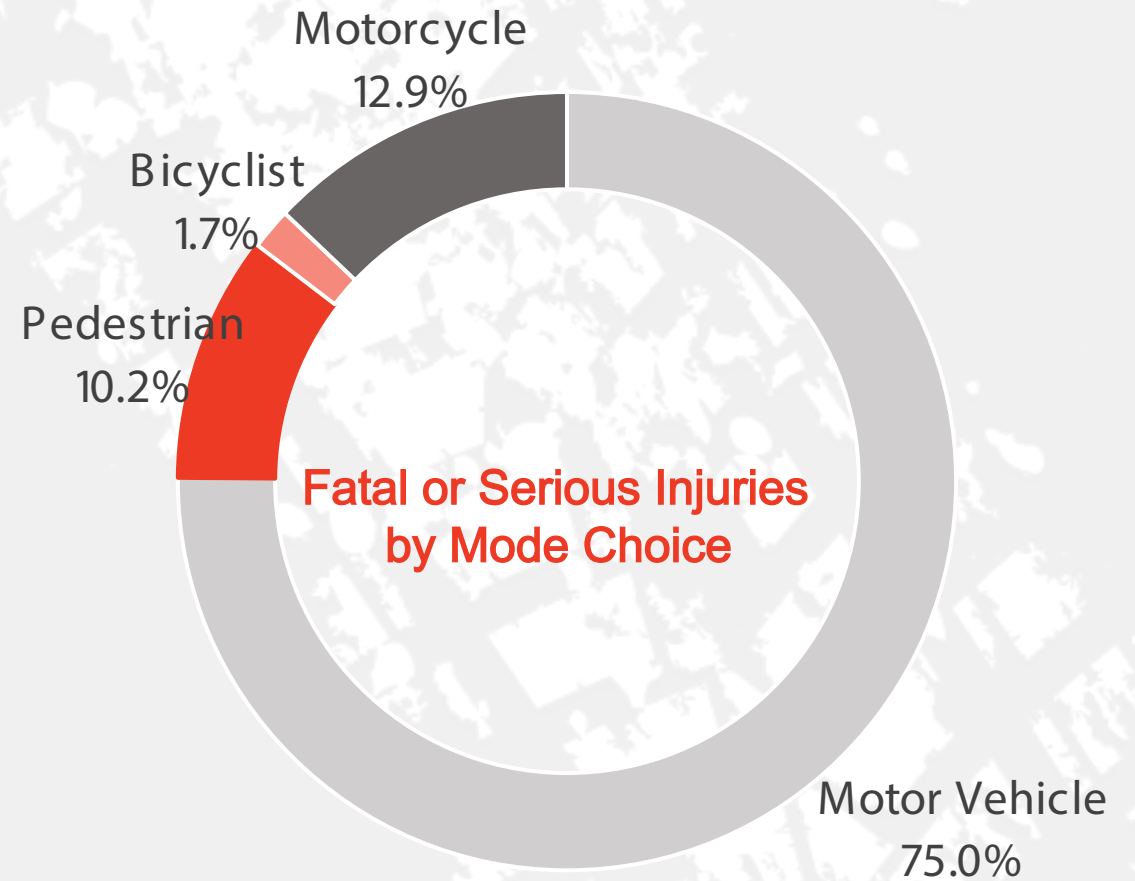
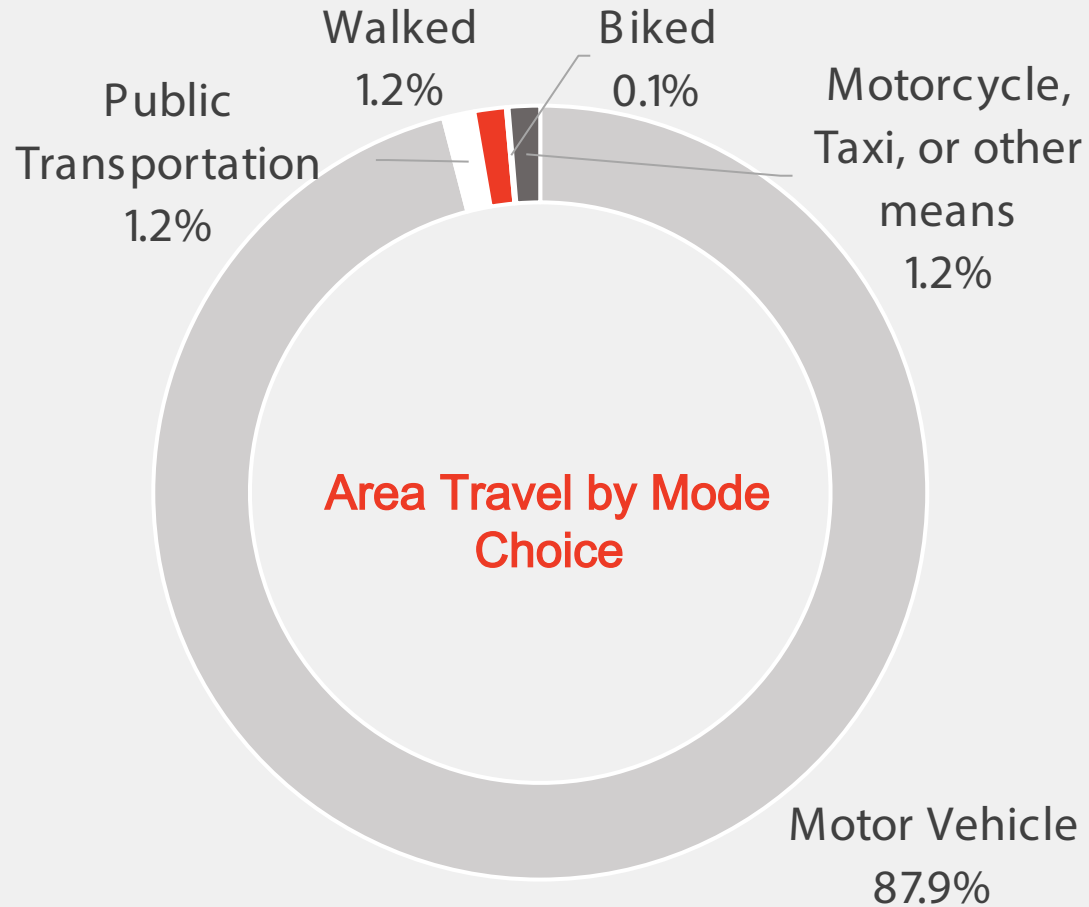
Guiding Principles:

- Deaths and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial



Region-wide Analysis

Percentage Fatal and Serious Injuries by Travel Mode (2016-2020)



Regional Safety Plan Emphasis Areas Based on Overrepresentation Analysis

Regional Emphasis Areas

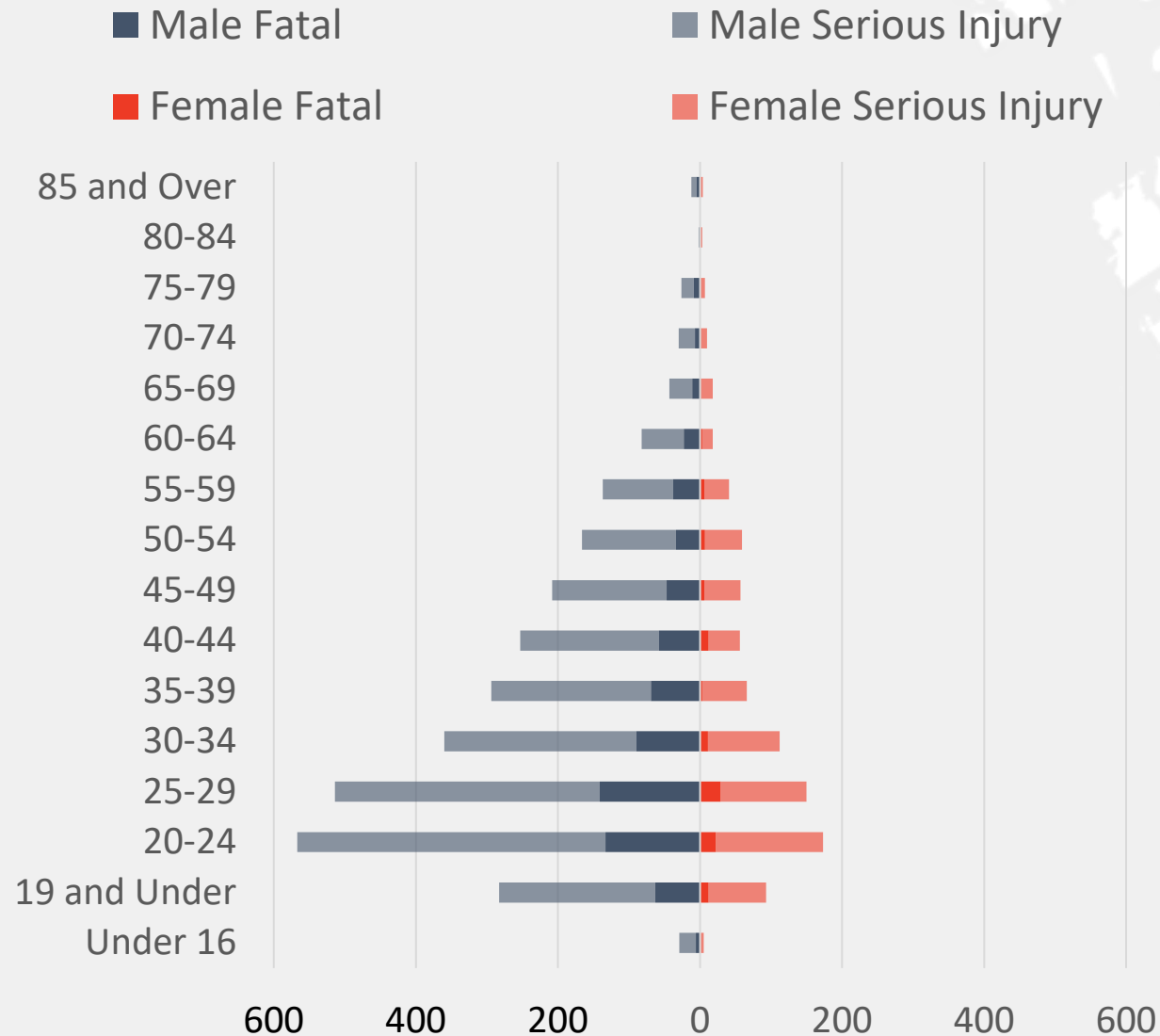
- Speeding
- Distracted driving
- Impaired driving
- Intersection safety
- Bicyclist and pedestrian safety
- Roadway and lane departures
- Occupant protection
- Motorcycles

Additional “Areas of Concern”

- Wrong way driving
- Crashes occurring at night*
- Younger drivers*
- Older road users (65+)*

*Represented within multiple emphasis areas

Example: Speeding Related Fatal and Serious Injuries



24%

Of SPEEDING related fatal and serious injuries were cited as **NOT** having worn a seatbelt

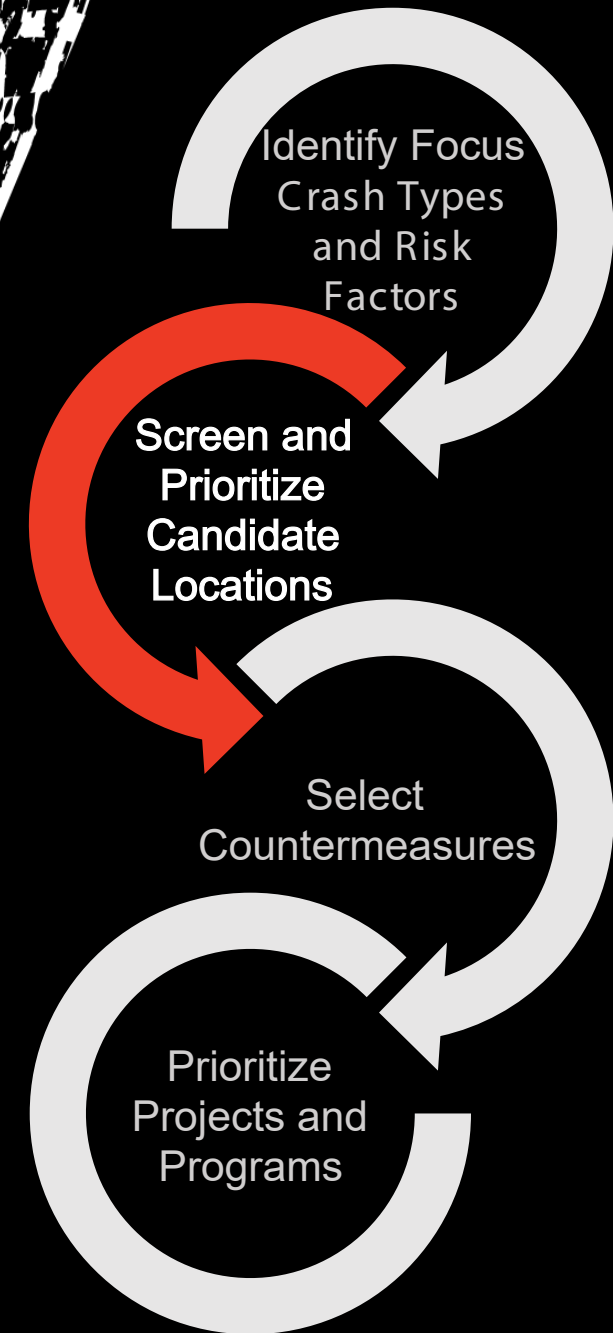


High Injury Network

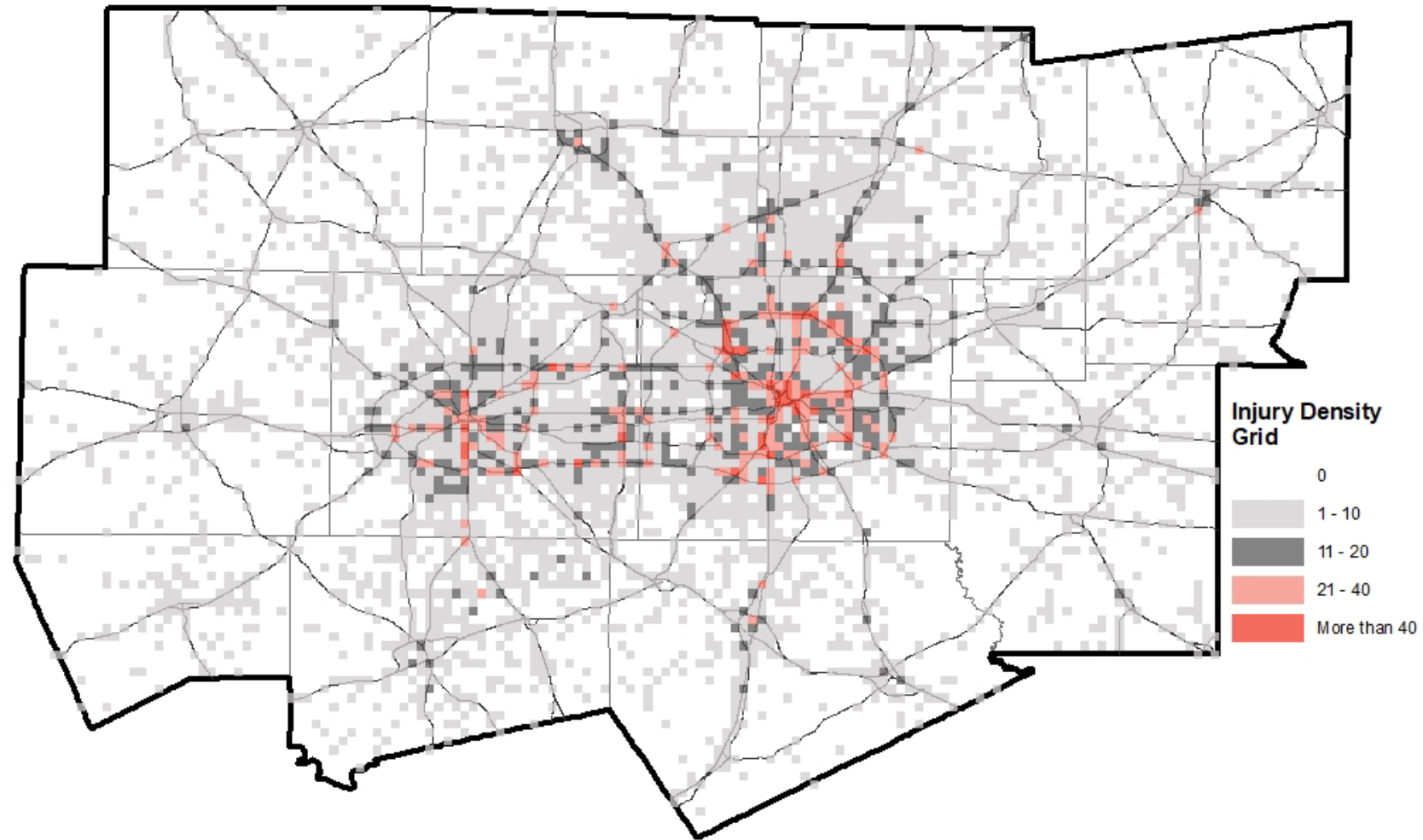
The Systemic Safety Analysis approach evaluates risk across an entire roadway system versus managing risk at specific locations.

However, it is also helpful to identify roadways that have a history of a high number of fatal and serious injuries.

- Network of designated road segments where the highest concentrations of fatal and serious injury crashes occur
- Five-year range of crash data from 2016-2020
- Can be used to help prioritize safety improvements in the region and be used in tandem with the findings of our systemic analysis



High Injury Network: Fatal and Serious Injuries by Location (2016-2020)



Each Square represents a 4sq mile area.

Countermeasure Selection

The third step in the Systemic Safety Analysis approach identifies potential countermeasures for each of the 8 emphasis areas.

What are safety countermeasures?

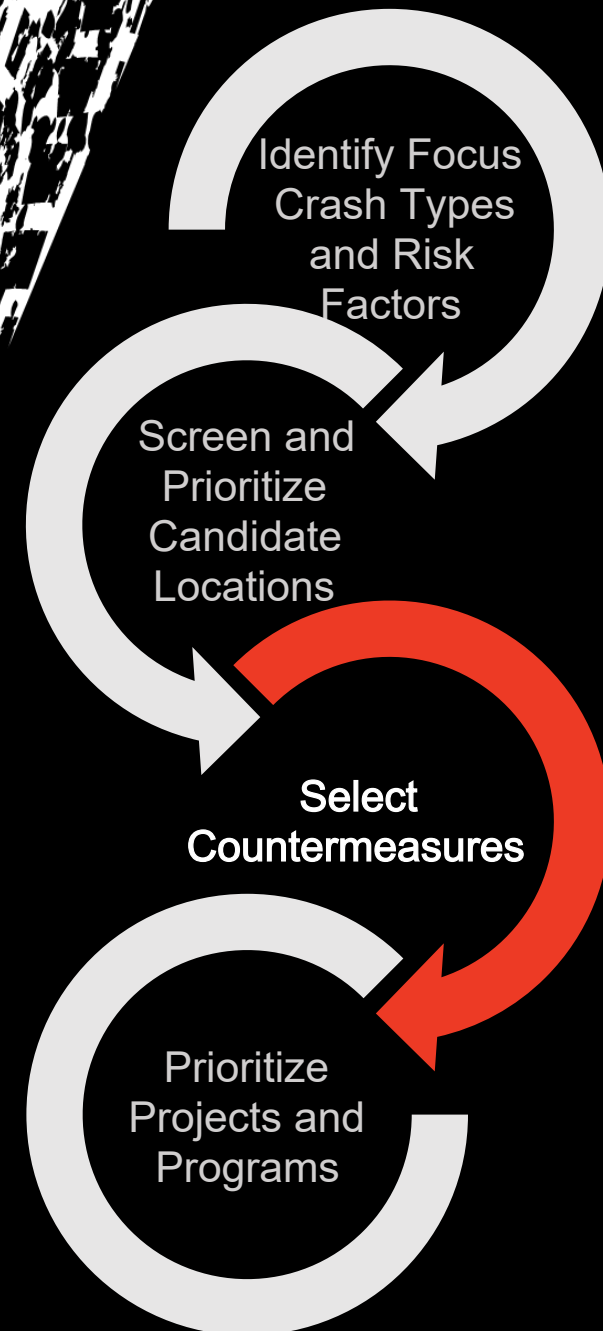
Safety countermeasures can be any action undertaken to decrease the risk of a crash occurring or to reduce the severity of a crash.

Countermeasures may involve engineering upgrades, behavioral education campaigns, traffic enforcement programs, or emergency response.

Countermeasure selection should be data driven and risk-based.

Things to consider:

1. Cost
2. Location(s)
3. Proven effectiveness
4. Time to implement



Example Countermeasures: Speeding

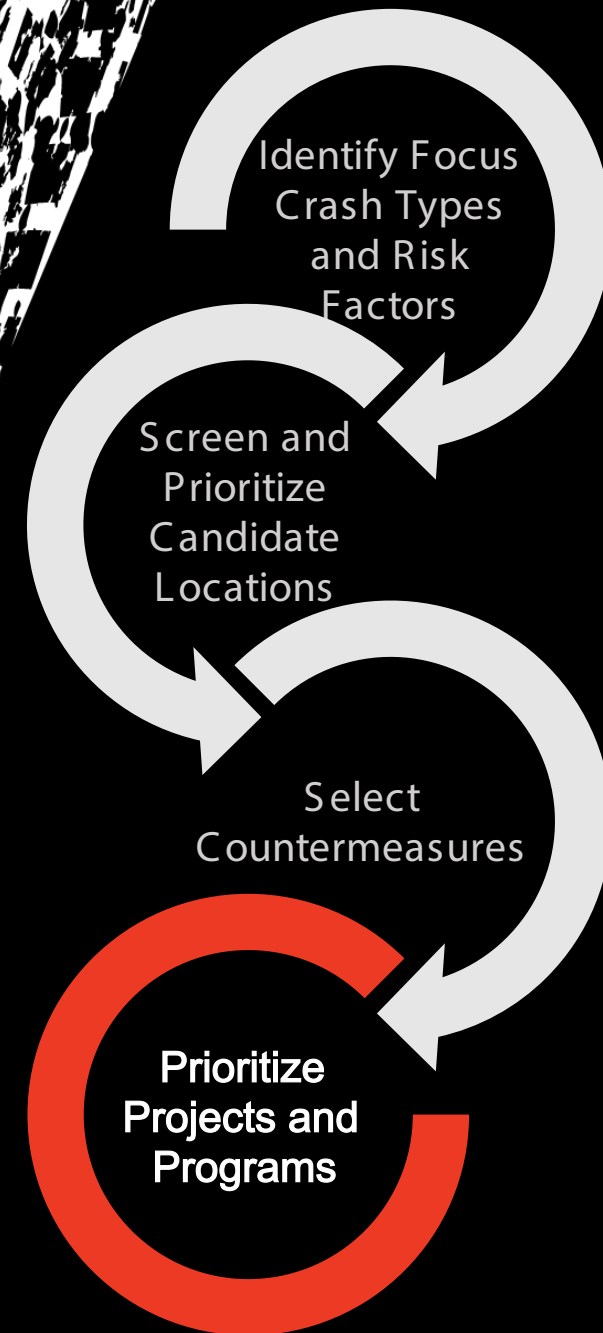
Countermeasure	Category	Estimated Reduction in Fatal and Serious Injuries	Cost to Benefit Ratio
Improve the effectiveness of educational techniques, tools, and strategies for speeding- younger male drivers	Education	9%	9 to 1
Increase and sustain high-visibility speeding enforcement	Enforcement		
Appropriate Speed Limits for All Road Users	Engineering	26%	
Variable Speed Limits	Engineering	51%	9 to 1- 40 to 1
Pull Out / Enforcement Zones	Engineering		
Speed Safety Cameras	Engineering, Enforcement	20-47%	
Build or redesign roadways with traffic calming countermeasures and "selfenforcing" speed	Engineering		

Next Step- **Prioritize Safety Projects, Programs, and Policies**

Develop a list of high-priority safety improvement projects scheduled for implementation. This considers both high-crash locations and system-wide analysis. Note that this step will occur after the Roadway Safety Plan itself is completed.

Main Tasks within the final step of the Systemic Safety Analysis

1. Create decision process for selecting countermeasures
2. Develop safety projects, programs, and policies
3. Prioritize project implementation



NCTCOG Safety Coordination and Efforts

Emphasis Areas	NCTCOG Roadway Safety Plan	NCTCOG Regional Ped Safety Action Plan	Statewide TxDOT/MPO Safety Task Force	RTC M&O Safety Funding	RTC Legislative Program
Speeding	X	X	X	X	X
Distracted Driving	X	X		X	X
Impaired (DUI)	X	X	X	X	X
Intersections	X	X		X	
Bicycle/Pedestrian	X	X	X	X	X
Roadway Lane Departure	X				
Occupant Protection (Seatbelts)	X		X	X	
Motorcycles	X		X	X	
Workzones			X		X
Wrong Way Driving	X			X	
Crashes Occurring at Night	X	X		X	
Roadway Illumination		X		X	
Younger Drivers	X			X	
Older Road Users (65+)	X				
Freight				X	X

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