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

Average Weekday Freeway Volumes

Traffic Decrease vs Baseline

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 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

Source: TxDOT Sidefire Devices
Transit Impacts

Weekday Ridership

Passenger Decrease vs Baseline

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.
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.
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
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
## OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

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

*Data reflects information posted at www.texasvwfund.org as of April 26, 2022
PERCENT FUNDING REQUESTED BY REGION

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

Percent Available Funds Requested by Funding Round

- San Antonio
- Houston/Galveston/Brazoria
- El Paso
- Dallas/Fort Worth
- Bell County
- Beaumont/Port Arthur
- Austin

Local Freight | Refuse | Bus

All Available Funds Requested in Dallas-Fort Worth
## Remaining Funds by Funding Round

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

*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.

Data reflects information posted at [www.texasvWFund.org](http://www.texasvWFund.org) as of April 26, 2022
## 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

### Freight Vehicle Replacements:
- City of Cleburne
- City of Dallas
- 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

*Funds still being awarded

Data reflects information posted at [www.texasvwfund.org](http://www.texasvwfund.org) as of April 26, 2022
Total Awarded = $10,400,000 to 4,160 Sites

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

- Dallas-Fort Worth: 32%
- Houston-Galveston-Brazoria: 22%
- Other Counties: 24%
- Austin: 9%
- El Paso: 2%
- San Antonio: 8%
- Beaumont-Port Arthur: 2%
- Bell: 1%

Type of Sites Awarded Regionwide

- Multi-Unit Dwelling: 39%
- Public Place: 56%
- Workplace: 5%
GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING AWARDED

Priority Areas

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

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

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

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

- Dallas-Fort Worth: 20%
- Houston-Galveston-Brazoria: 34%
- San Antonio: 8%
- Austin: 9%
- Beaumont-Port Arthur: 0%
- El Paso: 0%
- Bell: 3%
- Other Counties: 26%

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

#### Priority Areas

<table>
<thead>
<tr>
<th>Area</th>
<th>Counties</th>
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<td>El Paso</td>
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<td>Bell County</td>
<td>Bell</td>
</tr>
<tr>
<td>Beaumont-Port Arthur Area</td>
<td>Hardin, Jefferson, Orange</td>
</tr>
</tbody>
</table>

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

---

**Legend**

- Existing Public EV Charging Stations
- Priority Areas
- FHWA Designated Electric Corridors
  - Corridor Ready
  - Corridor Pending

**Funds Awarded**

- $150,000 - $250,000
- $250,001 - $500,000
- $500,001 - $750,000
- $750,001 - $1,000,000
- $1,000,001 - $1,500,000
- $1,500,001 - $3,000,000
- 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  
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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
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.

Based on ≤70 ppb (As of May 5, 2022)

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)
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).

1997 Standard < 85 ppb (Revoked)

2008 Standard ≤ 75 ppb (Severe by 2027)

2015 Standard ≤ 70 ppb¹ (Moderate by 2024)

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).
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

NAAQS = National Ambient Air Quality Standard,  PPB = Parts Per Billion
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 Gerland

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
<table>
<thead>
<tr>
<th>Project</th>
<th>Existing RTC Federal</th>
<th>New RTC Federal</th>
<th>FTA Federal</th>
<th>TxDOT</th>
<th>Trinity Metro (Local)</th>
<th>Fort Worth (Local)</th>
<th>Private Sector</th>
<th>INFRA</th>
<th>TDCs¹ (Regional)</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEXRail Extension to Hospital District</td>
<td>20.00²</td>
<td>51.36³</td>
<td></td>
<td></td>
<td>38.04</td>
<td>7.17</td>
<td>1.57⁴</td>
<td></td>
<td>21.10</td>
<td>167.00</td>
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<tr>
<td>Katy Lofts</td>
<td>-11.36</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>11.36⁵</td>
<td></td>
<td></td>
<td>11.36</td>
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<tr>
<td>E. Lancaster Corridor</td>
<td>40.00⁶</td>
<td></td>
<td>10.00</td>
<td>30.00</td>
<td>10.00⁷</td>
<td>2.00⁸</td>
<td>100.00</td>
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<td>160.00</td>
<td>182.00</td>
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<tr>
<td>Trinity Lakes Station</td>
<td>6.69⁹</td>
<td>20.05²</td>
<td></td>
<td>-6.46</td>
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<td></td>
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<td>5.35</td>
<td>26.74</td>
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<tr>
<td>Guaranteed Transit (IH 35W)</td>
<td>14.00²</td>
<td>2.01²</td>
<td></td>
<td>-3.50</td>
<td></td>
<td></td>
<td></td>
<td>3.20</td>
<td>16.01</td>
<td></td>
</tr>
</tbody>
</table>

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

Equates to $62.06M in New RTC Funding
MULTIMODAL PROJECTS DISCRETIONARY GRANT (MPDG) PROGRAM
**FY 22 Multimodal Projects Discretionary Grant (MPDG) Program**

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

<table>
<thead>
<tr>
<th>INFRA – Nationally Significant Multimodal Freight/Highway Projects</th>
<th>RURAL – Rural Surface Transportation Grant Program</th>
<th>MEGA – National Infrastructure Project Assistance Program</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Available Funds (Project Type)</strong></td>
<td><strong>Federal Cost Share/Match</strong></td>
<td><strong>Award Size</strong></td>
</tr>
</tbody>
</table>
| $1.55 Billion  
– All Projects (FY 22) | **Up to 60%**  
– INFRA Grant Request  
(no award minimum) | **No Maximum**  
– All Projects |
| 85% – Large  
– Costs > $100M | $25 Million  
– Minimum (Large) | **Up to 80%**  
– Federal (overall) |
| 15% – Small  
– Costs < $100M | $5 Million  
– Minimum (Small) | **Up to 100%**  
– Federal (overall) |
| **Federal Cost Share/Match** | **Available Funds (Project Type)** | **Federal Cost Share/Match** |
| **Up to 60%**  
– INFRA Grant Request  
(no award minimum) | **$300 Million**  
– All Projects (FY 22) | **Up to 60%**  
– MEGA Grant Request  
(no award min./max.) |
| **$25 Million**  
– Minimum (Large) | Lane Departures  
– 15% (not Texas) | Cost > $500M  
– 50% Available Funds |
| **$5 Million**  
– Minimum (Small) | Appalachians  
– 25% (not Texas) | Cost $100-500M  
– 50% Available Funds |

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

**Uniform Selection Criteria:**
- Safety
- State of Good Repair
- Innovation

**Economic Analysis (Benefit-Cost Ratio)**
- Economic Impacts, Freight Movement, & Job Creation
- Climate Change, Resiliency, & the Environment
- Equity, Multimodal Options, & Quality of Life

**Project Readiness Analysis:**
- Technical Assessment
- Environmental Review/Risk Assessment
- Financial Completeness

**Application Deadline:** 5/23/2022

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

- 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

- **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
<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION/LIMITS</th>
<th>PROPOSAL SUBMITTAL</th>
<th>TOTAL COST</th>
<th>FEDERAL</th>
<th>NON-FEDERAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 30 Downtown Dallas Canyon</td>
<td>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</td>
<td>EAST/ WEST INFRA 2021 (TxDOT w/ NCTCOG as co-sponsor)</td>
<td>542.0</td>
<td>90.5</td>
<td>234.7</td>
</tr>
<tr>
<td>South Dallas County Inland Port Multimodal Connectivity</td>
<td>Reconstruct Belt Line Road and Sunrise Road for improved Inland Port multimodal capacity &amp; access to/from IH 35E, IH 45, &amp; Loop 9; Add 5.1 miles of new shared-use path to link with existing Pleasant Run Road path; Implementation pilot for Headlight construction management software</td>
<td>EAST RAISE 2022 (NCTCOG)</td>
<td>82.525</td>
<td>45.0</td>
<td>8.0^A</td>
</tr>
<tr>
<td>East Lancaster Avenue Complete Streets &amp; Transit Technology</td>
<td>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</td>
<td>WEST INFRA 2021 (NCTCOG)</td>
<td>182.0</td>
<td>100.0</td>
<td>40.0^B</td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 22, 2022</td>
<td>FY 22 MPDG Grant Notice of Funding Opportunity (NOFO) Announced</td>
</tr>
<tr>
<td>April 14, 2022</td>
<td>RTC Information</td>
</tr>
<tr>
<td>April 22, 2022</td>
<td>STTC Information</td>
</tr>
<tr>
<td>May 6, 2022</td>
<td>RTC Agenda “Mail Out”</td>
</tr>
<tr>
<td></td>
<td><em>(Scope, cost, &amp; funding source/share details finalized for proposed NCTCOG project selections)</em></td>
</tr>
<tr>
<td>May 12, 2022</td>
<td>RTC Action</td>
</tr>
<tr>
<td>May 12, 2022</td>
<td>RTC Letter of Support Request Deadline</td>
</tr>
<tr>
<td></td>
<td><em>(for projects submitted by partnering agencies, submit to Kyle Roy – <a href="mailto:kroy@nctcog.org">kroy@nctcog.org</a>)</em></td>
</tr>
<tr>
<td>May 23, 2022</td>
<td>FY 22 MPDG Grant Application Submittal Deadline – <a href="https://www.grants.gov">www.grants.gov</a></td>
</tr>
<tr>
<td>May 26, 2022</td>
<td>Executive Board Endorsement</td>
</tr>
<tr>
<td>May 27, 2022</td>
<td>STTC Endorsement</td>
</tr>
</tbody>
</table>
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

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Karla Windsor  
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kwindsor@nctcog.org

USDOT BIL:  https://www.transportation.gov/bipartisan-infrastructure-law  
USDOT Grant Portal:  https://www.transportation.gov/grants  
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
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.
• 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
DEVELOPING THE INNOVATIVE TRANSPORTATION TECHNOLOGY INFRASTRUCTURE CERTIFICATION PROGRAM

BRENDON WHEELER
REGIONAL TRANSPORTATION COUNCIL
5/12/2022
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
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Dan Lamers, PE
Senior Program Manager
dlamers@nctcog.org | 817-695-9263
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
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
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
## TIMELINE

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

Local Governments
- Cities
- Counties

Texas Department of Transportation
- Dallas District
- Fort Worth District
- Paris District

Transit Agencies
- DART
- Trinity Metro
- DCTA

Transportation Agencies
- North Texas Tollway Authority
- DFW Airport
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

<table>
<thead>
<tr>
<th>Meeting/Task</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meeting with Implementing Agencies</td>
<td>May-September 2021</td>
</tr>
<tr>
<td>Data Input, Financial Constraint, and Analysis</td>
<td>June 2021-February 2022</td>
</tr>
<tr>
<td>Draft Listings - STTC Information</td>
<td>February 2022</td>
</tr>
<tr>
<td>Draft Listings - RTC Information</td>
<td>March 2022</td>
</tr>
<tr>
<td>Draft Listings - Public Involvement</td>
<td>March 2022</td>
</tr>
<tr>
<td>Deadline for Providing Comments on Draft Listings</td>
<td>March 31, 2022</td>
</tr>
<tr>
<td>Draft Project Listings - STTC Action</td>
<td>April 2022</td>
</tr>
<tr>
<td>TIP Document and Final STIP Listing – Public Involvement</td>
<td>May 2022</td>
</tr>
<tr>
<td>Draft Project Listings – RTC Action</td>
<td>May 2022</td>
</tr>
<tr>
<td>TIP Document and Final STIP Listing – STTC Consent Agenda</td>
<td>May 2022</td>
</tr>
<tr>
<td>TIP Document and Final STIP Listing – RTC Consent Agenda</td>
<td>June 2022</td>
</tr>
<tr>
<td>Submit Final Document to TxDOT</td>
<td>June 2022</td>
</tr>
<tr>
<td>Anticipated TxDOT Commission Approval (for STIP)</td>
<td>August 2022</td>
</tr>
<tr>
<td>Anticipated Federal/State Approval (STIP)</td>
<td>October/November 2022</td>
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</tbody>
</table>
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
MOBILITY 2045 UPDATE
SCHEDULE AND DRAFT PLAN PROGRESS

Regional Transportation Council
May 12, 2022
MAJOR MOBILITY PLAN COMPONENTS

**PLAN CONTENT**
- Programs
- Policies
- Projects

**FINANCIAL PLAN**
- Financial Constraint

**NONDISCRIMINATION ANALYSIS**
- No Disparate Impacts

**AIR QUALITY CONFORMITY**
- Consistency with Federal/State Air Quality Goals

Results and Recommendations available for public review:
- (60 Days)
- (60 Days)
- (60 Days)
- (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

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

www.nctcog.org/PlanInProgress
# DRAFT FINANCIAL PLAN

## EXPENDITURES

### MAXIMIZE EXISTING SYSTEM

<table>
<thead>
<tr>
<th>Description</th>
<th>Current Year</th>
<th>Future Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure Maintenance</td>
<td>$39 B</td>
<td>$39.5 B</td>
</tr>
<tr>
<td>Maintain and operate existing transit and roadway facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Management and Operations</td>
<td>$10 B</td>
<td>$9.6 B</td>
</tr>
<tr>
<td>Improve efficiency and remove trips from system</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Growth, Development, and Land Use Strategies</td>
<td>$1 B</td>
<td>$1.5 B</td>
</tr>
<tr>
<td>Improve transportation and land use balance</td>
<td></td>
<td></td>
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</tbody>
</table>

### STRATEGIC INFRASTRUCTURE INVESTMENT

<table>
<thead>
<tr>
<th>Description</th>
<th>Current Year</th>
<th>Future Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail and Bus</td>
<td>$42 B</td>
<td>$44.9 B</td>
</tr>
<tr>
<td>Encourage switch to transit</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOV/Managed Lanes</td>
<td>$56 B</td>
<td>$52.8 B</td>
</tr>
<tr>
<td>Increase auto occupancy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freeways/Tollways and Arterials</td>
<td>$42 B</td>
<td>$44.9 B</td>
</tr>
<tr>
<td>Add vehicle capacity</td>
<td></td>
<td></td>
</tr>
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</table>

**TOTAL**

<table>
<thead>
<tr>
<th>Current Year</th>
<th>Future Year</th>
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</thead>
<tbody>
<tr>
<td>$148 B</td>
<td>$148.3 B</td>
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</tbody>
</table>
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

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:

Online Comment Form

Mail

Community Events

Map Your Experience

Social Media

NCTCOG Public Meetings
Notes:
• Public meetings held during highlighted months.
• Regional Transportation Council action on Mobility 2045 Update scheduled for June 9, 2022.
<table>
<thead>
<tr>
<th>DATE</th>
<th>ACTIVITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>April – December 2021</td>
<td>RTC &amp; STTC – Mobility Plan Update Schedule, Project Selection, and Demographic Assumptions</td>
</tr>
<tr>
<td>January 2022</td>
<td>RTC – Mobility Plan Update Progress</td>
</tr>
<tr>
<td>January 2022</td>
<td>STTC – Mobility Plan Update Progress</td>
</tr>
<tr>
<td>February 2022</td>
<td>RTC – Mobility Plan Update Progress</td>
</tr>
<tr>
<td>February 2022</td>
<td>STTC – Action Requested: Recommend RTC Direct Staff to Enter Public Comment Period</td>
</tr>
<tr>
<td>March 2022</td>
<td>RTC – Action Requested: Direct Staff to Enter Public Comment Period</td>
</tr>
<tr>
<td>March 2022</td>
<td>STTC – Mobility Plan Update Progress</td>
</tr>
<tr>
<td>April – May 2022</td>
<td>Official Public Comment Period</td>
</tr>
<tr>
<td>April 2022</td>
<td>RTC – Mobility Plan Update Progress</td>
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<tr>
<td>April 2022</td>
<td>STTC – Mobility Plan and Air Quality Conformity</td>
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<tr>
<td>May 2022</td>
<td>RTC – Mobility Plan and Air Quality Conformity</td>
</tr>
<tr>
<td>May 2022</td>
<td>STTC – Action Requested: Recommend RTC Adopt Mobility 2045 - 2022 Update</td>
</tr>
<tr>
<td>June 2022</td>
<td>RTC – Action Requested: Adopt Mobility 2045 - 2022 Update</td>
</tr>
</tbody>
</table>
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
Nonattainment Areas Under the 8-Hour Ozone Standards
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

Nitrogen Oxides (NOx) (TONS/DAY)

- Includes Reductions from RTC Initiatives of 0.24 tons/day

Volatile Organic Compounds (VOC) (TONS/DAY)

- Includes Reductions from RTC Initiatives of 1.19 tons/day

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

Adapted from: Adequacy 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

NITROGEN OXIDES (NO\textsubscript{X}) (TONS/DAY)

<table>
<thead>
<tr>
<th>Year</th>
<th>Emissions (tons/day)</th>
<th>Includes Reductions from RTC Initiatives of 1.19 tons/day</th>
</tr>
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<tbody>
<tr>
<td>2023</td>
<td>75.19</td>
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<tr>
<td>2026</td>
<td>66.05</td>
<td></td>
</tr>
<tr>
<td>2036</td>
<td>0.75</td>
<td></td>
</tr>
<tr>
<td>2045</td>
<td>0.99</td>
<td></td>
</tr>
</tbody>
</table>

2020 MVEB\textsuperscript{1} 107.25 tons/day

VOLATILE ORGANIC COMPOUNDS (VOC) (TONS/DAY)

<table>
<thead>
<tr>
<th>Year</th>
<th>Emissions (tons/day)</th>
<th>Includes Reductions from RTC Initiatives of 0.24 tons/day</th>
</tr>
</thead>
<tbody>
<tr>
<td>2023</td>
<td>41.30</td>
<td></td>
</tr>
<tr>
<td>2026</td>
<td>36.62</td>
<td></td>
</tr>
<tr>
<td>2036</td>
<td>0.42</td>
<td></td>
</tr>
<tr>
<td>2045</td>
<td>0.43</td>
<td></td>
</tr>
</tbody>
</table>

2020 MVEB\textsuperscript{1} 62.41 tons/day

\textsuperscript{1}Anticipated Dallas-Fort Worth, Texas Reasonable Further Progress 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, 85 FR 64084
CONTACTS

Mobility Plan

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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**

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

^FHWA funds also include other federal and local sources.
### Step 1
Preliminary DBE Availability Analysis
**NCTCOG & Subrecipients**

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

**Total Weighted Summary**

DBE Program – Fiscal Year 2023-2025 Goal Update

17.0%
## Step 1
Preliminary DBE Availability Analysis

### Subrecipients

<table>
<thead>
<tr>
<th>Procurement Type</th>
<th>Potential Awards (in $1,000s)</th>
<th>DBE Firms</th>
<th>Total Firms</th>
<th>DBE Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>$4,105</td>
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<td>$191</td>
<td>427</td>
<td>1,784</td>
<td>23.9%</td>
</tr>
<tr>
<td>Office Supplies &amp; Equipment (Rental &amp; Purchase)</td>
<td>$429</td>
<td>35</td>
<td>629</td>
<td>5.6%</td>
</tr>
<tr>
<td>Operational Administrative, Communications, Support Services</td>
<td>$2,603</td>
<td>890</td>
<td>11,220</td>
<td>7.9%</td>
</tr>
<tr>
<td>Software and Ancillary Information Technology Professional Services</td>
<td>$1,060</td>
<td>146</td>
<td>3,047</td>
<td>4.8%</td>
</tr>
<tr>
<td>Transportation Equipment</td>
<td>$721</td>
<td>19</td>
<td>109</td>
<td>17.4%</td>
</tr>
<tr>
<td>Vehicle Maintenance and Operations Support</td>
<td>$3,965</td>
<td>71</td>
<td>2,403</td>
<td>3.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$13,074</strong></td>
<td><strong>5,287</strong></td>
<td><strong>33,092</strong></td>
<td><strong>16.0%</strong></td>
</tr>
<tr>
<td><strong>Total Weighted Summary</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>12.7%</strong></td>
</tr>
</tbody>
</table>
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

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

*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

<table>
<thead>
<tr>
<th>Agency</th>
<th>Goal</th>
<th>Program Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trinity Metro</td>
<td>13%</td>
<td>FY2020-2022</td>
</tr>
<tr>
<td>DART</td>
<td>31%</td>
<td>FY2020-2022</td>
</tr>
<tr>
<td>DCTA</td>
<td>10%</td>
<td>FY2022-2024</td>
</tr>
</tbody>
</table>

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)

<table>
<thead>
<tr>
<th>CONTRACTING ENTITY</th>
<th>FTA</th>
<th>FHWA</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCTCOG</td>
<td>8.8%</td>
<td>26.6%</td>
<td>18.6%</td>
</tr>
<tr>
<td>SUBRECIPIENTS</td>
<td>12.7%</td>
<td>N/A</td>
<td>12.7%</td>
</tr>
<tr>
<td>TOTAL WEIGHTED GOAL*</td>
<td>9.8%</td>
<td>32.0%</td>
<td>17.0%</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Task</th>
<th>Date</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Meeting: Information Item on DBE Goal Update</td>
<td>March 25</td>
<td>✔</td>
</tr>
<tr>
<td>Consultation Meeting with Stakeholders</td>
<td>April 11</td>
<td>✔</td>
</tr>
<tr>
<td>Meeting: Information Item on DBE Goal Update</td>
<td>April 14</td>
<td>✔</td>
</tr>
<tr>
<td>STTC: Information Item on Proposed Goal</td>
<td>April 22</td>
<td>✔</td>
</tr>
<tr>
<td>RTC: Information Item on Proposed Goal</td>
<td>May 12</td>
<td>✔</td>
</tr>
<tr>
<td>Notice to Public of Proposed Goal (start 45-Day Public Comment Period)</td>
<td>May 13</td>
<td>✔</td>
</tr>
<tr>
<td>DBE Open House</td>
<td>June 6</td>
<td></td>
</tr>
<tr>
<td>Public Meeting on DBE Goal Update Process</td>
<td>June 13</td>
<td></td>
</tr>
<tr>
<td>STTC: Approval of DBE Goal</td>
<td>June 24</td>
<td></td>
</tr>
<tr>
<td>End of 45-day Public Comment Period</td>
<td>July 5</td>
<td></td>
</tr>
<tr>
<td>RTC: Action Item of DBE Goal</td>
<td>July 14</td>
<td></td>
</tr>
<tr>
<td>Executive Board: Action Item</td>
<td>July 28</td>
<td></td>
</tr>
<tr>
<td>Submit Final Electronically to FTA</td>
<td>August 1</td>
<td></td>
</tr>
<tr>
<td>DBE Program Update and Goal Effective</td>
<td>October 1</td>
<td></td>
</tr>
</tbody>
</table>
CONTACT US

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

Regional Transportation Council
May 12, 2022
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

- NCTCOG Boundary
- Metropolitan Planning Area Boundary
- Nonattainment Area
- Subregion Boundary
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 (NOx)

• Generally, applies to Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Alternatives Set-Aside funds
EASTERN/WESTERN SUBREGION BOUNDARY AND MPA BOUNDARY

North Central Texas Council of Governments Region

NCTCOG Boundary
Metropolitan Planning Area Boundary
Subregion Boundary
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

<table>
<thead>
<tr>
<th>Transportation Funding Bill</th>
<th>STP-MM/STBG</th>
<th>CMAQ</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Western Subregion</td>
<td>Eastern Subregion</td>
</tr>
<tr>
<td>ISTEA (1991)</td>
<td>33%</td>
<td>67%</td>
</tr>
<tr>
<td>TEA-21* (1998)</td>
<td>32%</td>
<td>68%</td>
</tr>
<tr>
<td></td>
<td>31%</td>
<td>69%</td>
</tr>
<tr>
<td>SAFETEA-LU (2005)</td>
<td>31%</td>
<td>69%</td>
</tr>
<tr>
<td>MAP-21 (2012)</td>
<td>32%</td>
<td>68%</td>
</tr>
<tr>
<td>FAST ACT (2015)</td>
<td>32%</td>
<td>68%</td>
</tr>
</tbody>
</table>

* 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

### Air Quality Funds
Based on 10-County Non-Attainment Area

<table>
<thead>
<tr>
<th></th>
<th>Western Subregion</th>
<th>Eastern Subregion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ozone Precursors tons per day (%)</td>
<td>41.50 (36.06%)</td>
<td>73.59 (63.94%)</td>
</tr>
<tr>
<td>Ozone Precursors Tons of VOC and NOx (Rounded Average)</td>
<td>36%</td>
<td>64%</td>
</tr>
</tbody>
</table>

### Mobility Funds
Based on 12-County MPA Boundary

<table>
<thead>
<tr>
<th></th>
<th>Western Subregion</th>
<th>Eastern Subregion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population¹</td>
<td>33.38%</td>
<td>66.62%</td>
</tr>
<tr>
<td>Employment²</td>
<td>29.45%</td>
<td>70.55%</td>
</tr>
<tr>
<td>Activity (Pop+Emp Equalized)</td>
<td>31.42%</td>
<td>68.58%</td>
</tr>
<tr>
<td>Vehicle Miles of Travel (VMT)³</td>
<td>30.79%</td>
<td>69.21%</td>
</tr>
<tr>
<td>Average</td>
<td>31.26%</td>
<td>68.74%</td>
</tr>
<tr>
<td>Rounded Average</td>
<td>31%</td>
<td>69%</td>
</tr>
</tbody>
</table>

---

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.
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.

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

Source: 2019 American Community Survey 5-Year Estimates
FUNDING DISTRIBUTION FORMULA
DEVELOPMENT PROCESS

New Transportation Funding Bill

November 2021

NCTCOG Reassessment of East/West Funding Distribution for CMAQ and STBG

January - March 2022

Public Review and Comment

May 2022

Committee and Council Action

May - June 2022

Approved Funding Distribution is Applied to RTC-Selected Funding Programs
CONTACT/QUESTIONS?

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Senior Program Manager  
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cgotti@nctcog.org

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