



North Central Texas Council of Governments

Railroad Crossing Elimination Program (RCEP) – FY 2023/24

Regional Transportation Council (RTC) – Action

Jeff Neal, Senior Projects Manager – September 12, 2024

Railroad Crossing Elimination Program (RCEP) – Overview

Program Purpose:

- Fund highway-rail or pathway-rail grade crossing improvement projects to focus on enhancing the safety and mobility of people and goods
- Preference for grade separations, closure of at-grade crossings through track relocation and corridor-wide grade crossing improvements

Selection Criteria:

- Safety
- Climate Change and Sustainability
- Equity and Justice⁴⁰
- Workforce Development, Job Quality, and Wealth Creation

Application Deadline: September 23, 2024 (*application limit – 3 per applicant*)



Railroad Crossing Elimination Program (RCEP) – Overview

Project Eligibility:

1. **Grade separation (via bridge, tunnel, embankment, or combination thereof)**
2. Track relocation
3. Improvement or installation of protective devices, signals, and signs
4. Measures to improve safety related to a separation, closure, or track relocation
5. Other means to improve the safety if related to the mobility of people and goods at highway-rail grade crossings *(including technological solutions)*
6. Planning/NEPA/Design/Construction *(above projects)*

Applicant Eligibility (groups included):

1. State Department of Transportation (DOT)
2. Metropolitan Planning Organization (MPO)
3. Local Government
4. State/Local Government Political Subdivision
5. Public Port Authority
6. Tribal Government



Railroad Crossing Elimination Program (RCEP) – Overview

Funding Availability:

Total Funding (FY 2023/24):
\$1,148,809,580

Set-Asides:

- Planning – \$38.3 Million
- Rural or Tribal – \$229.3 Million
- Highway-Rail Grade Crossing Safety Information and Education Programs – \$3 Million

Minimum/Maximum Award:

Minimum:

– \$1 Million per Project (*construction*)

Maximum:

– 80% of Cost per Project (*construction*)

Maximum per State:

– 20% (*or \$229.8 Million*)



RCEP Application Submittals – Overview

NCTCOG is working with Regional Partners to submit projects.

CROSSING	LOCATION	RAILROAD(S)	DESIGN STATUS	FUNDING STATUS	SUBMITTING AGENCY	IMPLEMENTING AGENCY
Ennis Avenue <i>(Business US 287)</i>	Ennis	Union Pacific Railroad <i>(UPRR)</i>	Final Design	Partially Funded	NCTCOG	TxDOT
Bonds Ranch Road	Fort Worth / Tarrant County	Burlington Northern Santa Fe Railway <i>(BNSF)</i> / Union Pacific Railroad <i>(UPRR)</i>	Conceptual	Partially Funded	Tarrant County	Tarrant County
Prairie Creek Road	Dallas	Union Pacific Railroad <i>(UPRR)</i>	30% Design	Partially Funded	City of Dallas	City of Dallas



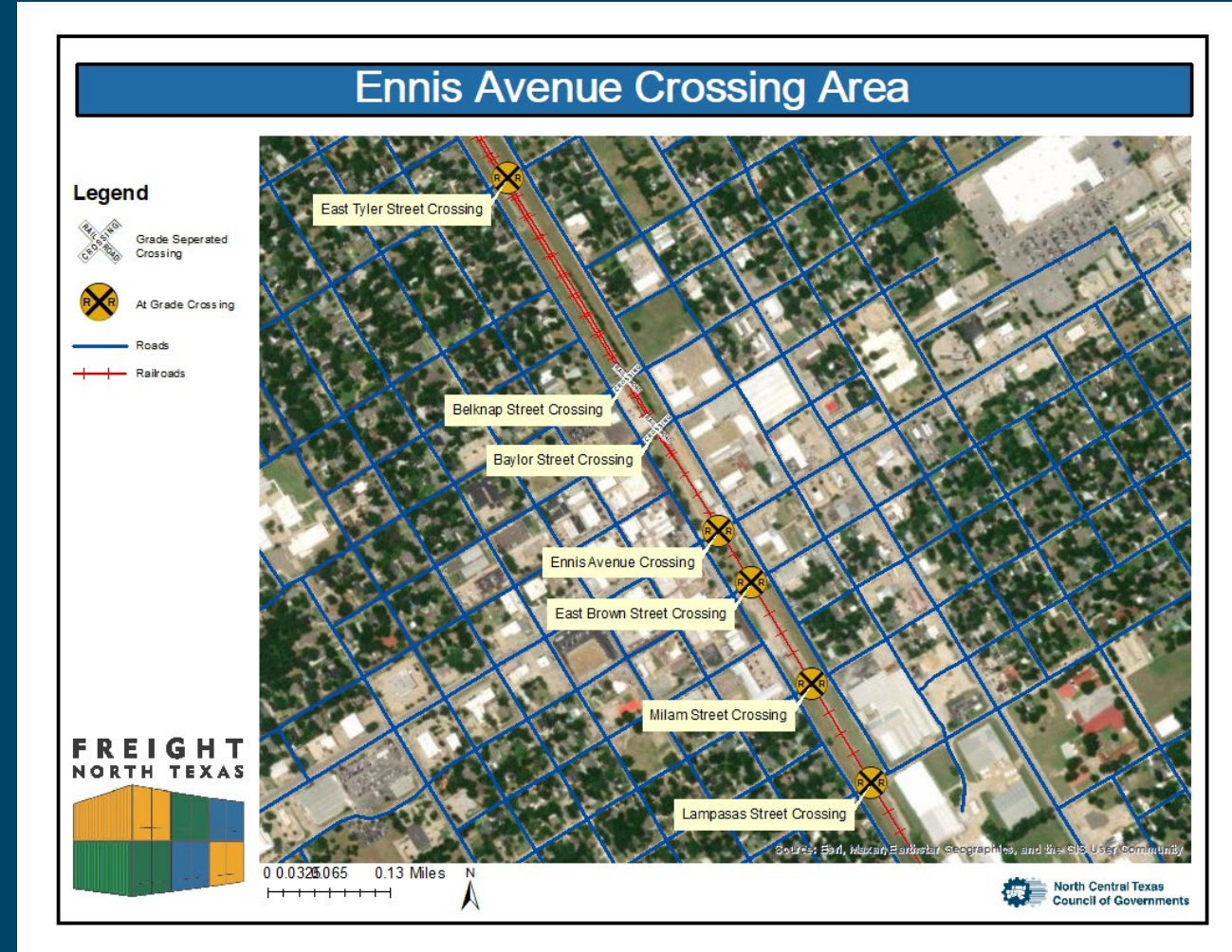
RCEP Project Details – Ennis Avenue / UPRR

Project Overview:

- Located in Ennis, Texas
- Located on Ennis Avenue (*Business US 287*) near downtown and several small businesses
- Equity and safety are the top concerns at this project location

Project Partners:

- NCTCOG is the submitting agency and TxDOT is the implementing agency for this 2024 RCEP Grant
- NCTCOG, City of Ennis, and UPRR are working with TxDOT as project partners



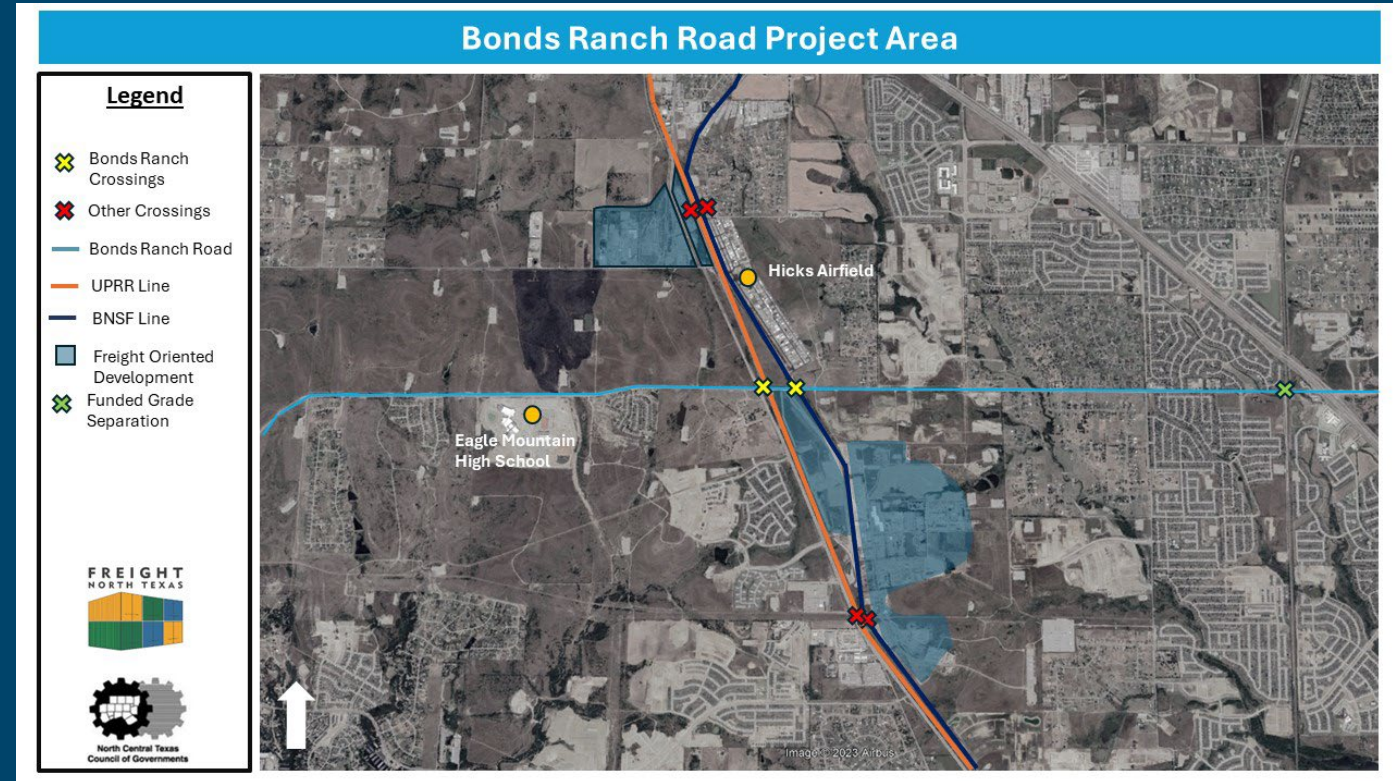
RCEP Project Details – Bonds Ranch Road / BNSF / UPRR

Project Overview:

- Located in Fort Worth, Texas
- Located on Saginaw Main Street (*US 287 Business*) and Bonds Ranch Road near Hicks Airfield
- Safety and mobility are the top concerns at this project location

Project Partners:

- **Tarrant County** is the submitting and implementing agency for this 2024 RCEP Grant
- TxDOT, NCTCOG, City of Fort Worth, BNSF, and UPRR are working with Tarrant County as project partners



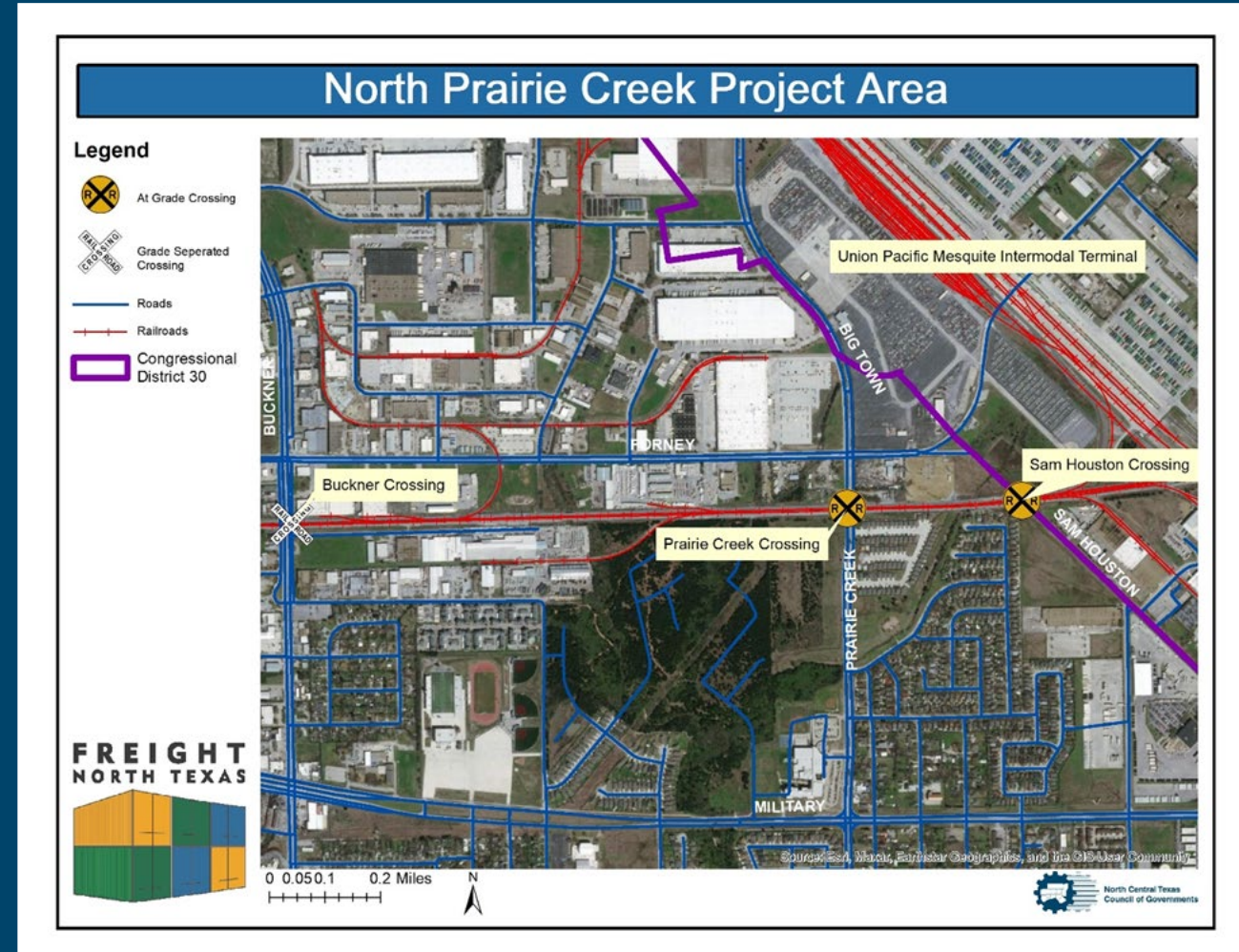
RCEP Project Details – Prairie Creek Road / UPRR

Project Overview:

- Previously submitted (NCTCOG – FY 22 RCEP)
- Located in Dallas, Texas
- Located near three schools (Ann Richards STEAM Academy, Dallas ISD middle school, & Dallas ISD high school)
- Equity and safety are the top concerns at this project location

Project Partners:

- City of Dallas is the submitting and implementing agency for this RCEP Grant
- NCTCOG, Dallas County, and UPRR are working with the City of Dallas as project partners



RCEP Project Details – Cost / Revenue Breakdown

PROJECT			COST / FUNDING STATUS						
TITLE	NEW	E / W	NON-FEDERAL			FEDERAL			TOTAL COST
			NCTCOG City / County	Other Public	Private (Rail) *	NCTCOG	Other	RCEP Grant	
SUBMITTED BY NCTCOG									
Ennis Avenue <i>(Business US 287)</i>	Yes	East	\$7,000,000 ¹	\$12,360,000 <i>(TxDOT)</i> ²	\$2,000,000 <i>(UPRR)</i>	\$21,440,000 ³	\$2,000,000 <i>(TxDOT)</i> ⁴	\$20,000,000	\$64,800,000
SUBMITTED BY OTHERS									
Bonds Ranch Road	Yes	West	\$27,000,000 ⁵	\$15,000,000 <i>(TxDOT)</i> ⁶	\$6,000,000 <i>(BNSF / UPRR)</i>	\$20,000,000 ⁷	N/A	\$38,000,000	\$56,000,000 \$106,000,000
Prairie Creek Road	No	East	\$12,691,590 ⁸	N/A	\$1,500,000 <i>(UPRR)</i>	\$5,322,653 ⁹	\$1,602,360 <i>(Earmark)</i>	\$15,138,299	\$36,254,902

* Railroad contributions to be confirmed.

- | | |
|--|---|
| <ol style="list-style-type: none"> 1. City of Ennis - \$7M (+ \$5M NCTCOG loan to be repaid by the City, not counted in total) 2. State matching funds and State right-of-way (ROW) funds 3. Category 2 & Surface Transportation Block Grant (STBG) funds 4. District Discretionary (Category 11 funds) 5. City of Fort Worth, Tarrant County, & Regional Toll Revenue (RTR) - \$9,000,000 each | <ol style="list-style-type: none"> 6. State matching funds 7. STBG funds 8. City of Dallas - \$9,450,590; Dallas County - \$3,241,000 9. Congestion Mitigation Air Quality Improvement Program (CMAQ) funds |
|--|---|



Railroad Crossing Elimination Program (RCEP) – Schedule

July 15, 2024	RCEP Notice of Funding Opportunity Released
August 23, 2024	STTC Action Item
<i>September 12, 2024</i>	<i>RTC Action Item</i>
September 23, 2024	RCEP Submittal Deadline
September 26, 2024	Executive Board Endorsement (<i>Approval</i>)



Railroad Crossing Elimination Program (RCEP) – Requested RTC Action

Request RTC approval for:

Submittal of the *Ennis Avenue/UPRR Grade Separation Project* for funding consideration through the **FY 2023/24 Railroad Crossing Elimination Program (RCEP)**.

- Includes a \$5,000,000 NCTCOG loan to be repaid by the City of Ennis

Addition of \$9,000,000 in Regional Toll Revenue (RTR) funds to support Tarrant County's RCEP submittal of the *Bonds Ranch Road/BNSF/UPRR Grade Separation Project*.

Administratively amending NCTCOG's Transportation Improvement Program (*TIP*) and the State Transportation Improvement Program (*STIP*), as well as other planning and administrative documents, to include the proposed projects if selected for **FY 2023/24 RCEP Grant** awards.



CONTACT US



Dan Lamers, P.E.

Senior Program Manager

dlamers@nctcog.org | (817) 695-9263



Christie Gotti

Senior Program Manager

cgotti@nctcog.org | (817) 608-2338



Jeff Neal, PTP

Senior Projects Manager

jneal@nctcog.org | (817) 608-2345



Jeff Hathcock

Program Manager

jhathcock@nctcog.org | 817-608-2354



Mike Johnson

Principal Transportation Planner

mjohnson@nctcog.org | 817-695-9160



Reconnecting Communities Pilot Program Grant Application

Partnership for the Cotton Belt Trail Phase 3a



Karla Windsor

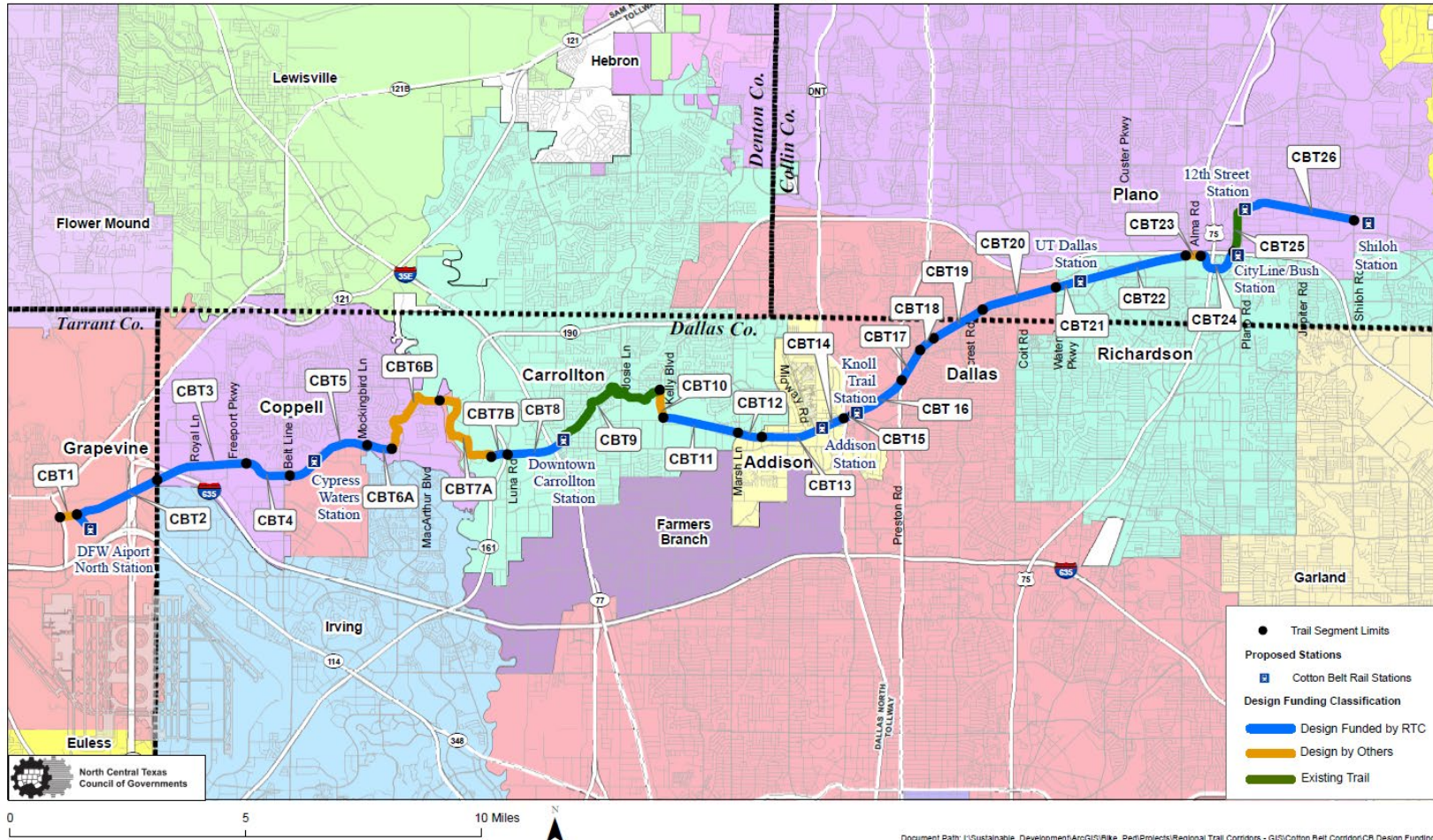
Regional Transportation Council

September 12, 2024



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

Phase 1 and Phase 2 Construction

Phase 1 Silver Line Rail Design/Build Contractor: **UNDERWAY**

Critical Bridges in Dallas and Plano

Trail Intersection Crossings of Silver Line Rail line

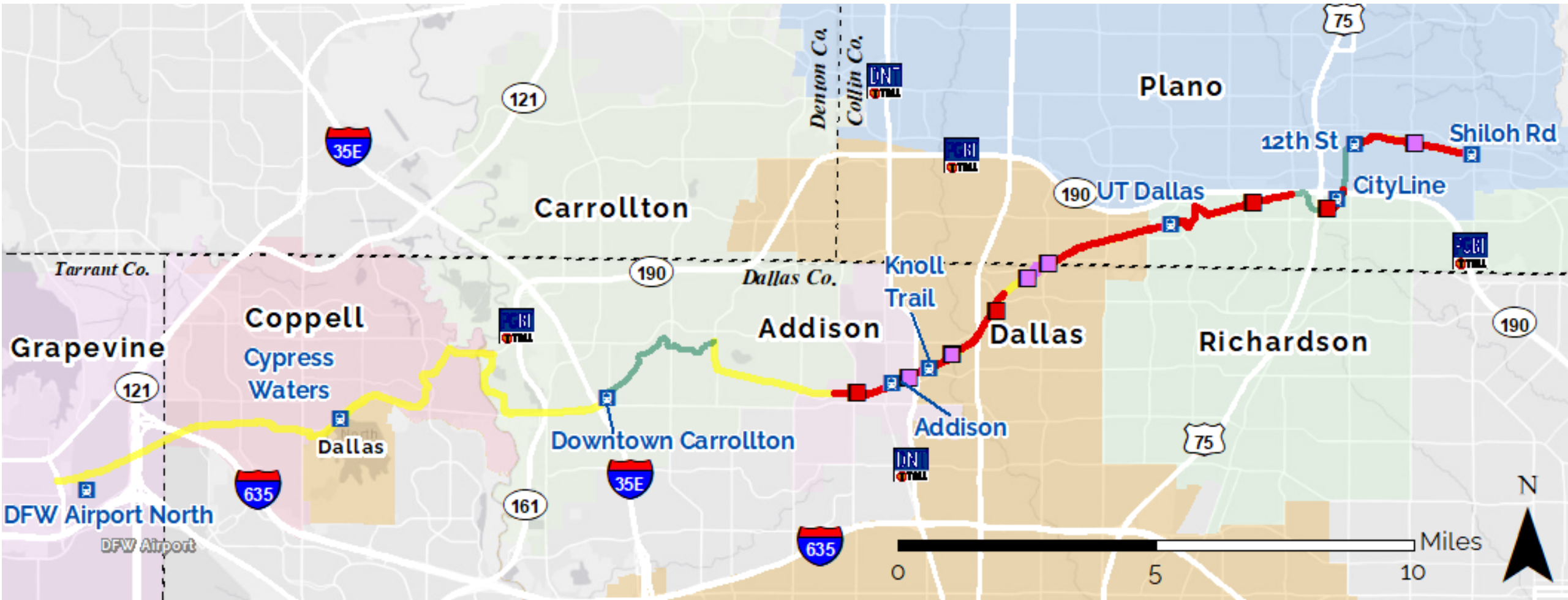
Phase 2 Trail Contractor: **BEGIN LATE 2024**

Funding Approach

Approx. 11 miles of Trail, Bridges and Approaches, and Signals (Addison to Plano)

- Various RTC funding awards 2018-2022
- 2022 NCTCOG TA Call for Projects
- 2023 USDOT RAISE Grant
- 2023 TxDOT Statewide Transportation Alternatives Program Call for Projects

Anticipated Cotton Belt Trail Construction Phasing



- Existing Trail
- Phase 1: Cotton Belt Trail and Bridges
- Phase 2: Cotton Belt Trail and Bridges
- Phase 3: Cotton Belt Trail and Bridges
- Silver Line Rail Station

Reconnecting Communities Pilot Program (RCP) Priorities

- Remove, retrofit, mitigate, or replace an existing eligible facility with a new facility to reconnect communities
- Improve connectivity and overcome barriers to mobility, access, or economic development due to high speeds, grade separations, or other design factors
- Available Construction Funding: **\$457M**
- Cost share:
Maximum of 50 percent RCP funds and 50 percent local match (30 percent of match can be federal funds)

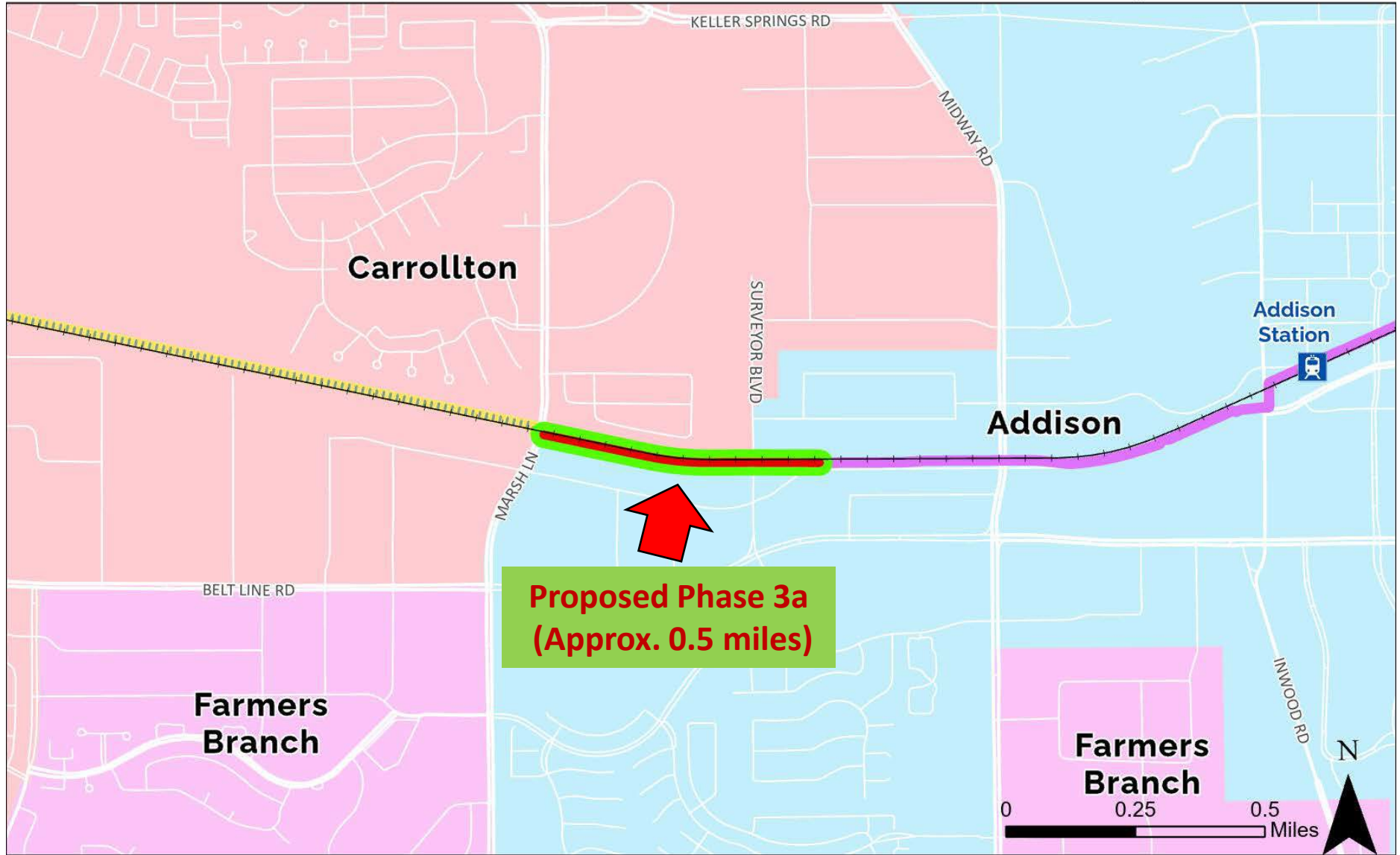





Reconnecting Communities Pilot Program (RCP) Priorities

- Staff recommends to submit for construction of the Cotton Belt Trail:
 - repackage the Active Transportation Infrastructure Investment Program (ATIIP) application (Addison, Coppell, and Dallas), and
 - include an additional trail section in Carrollton
- ATIIP application requested \$12M from the \$42M available nationwide for construction



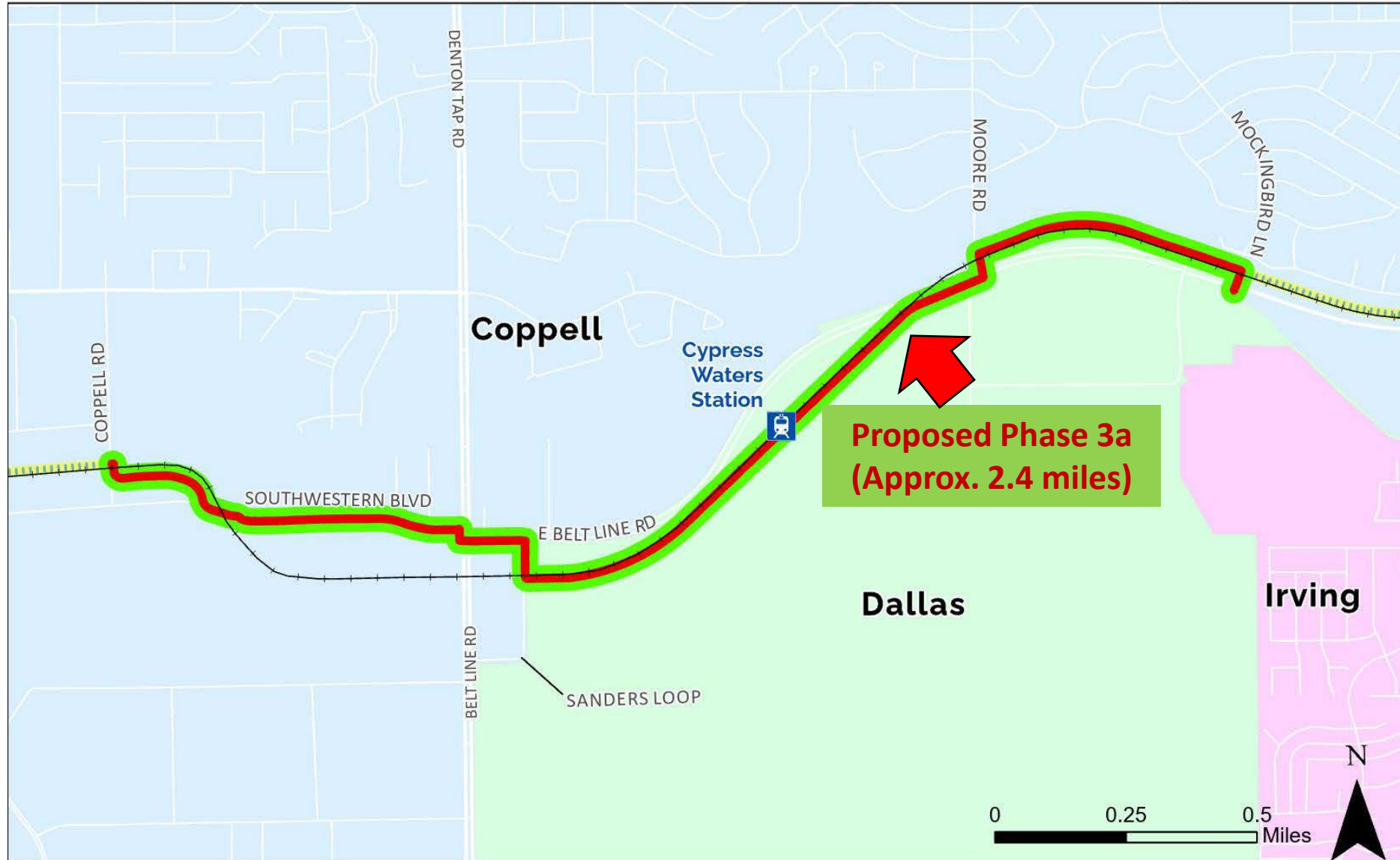
Addison Segment (Marsh Ln to East of Surveyor Blvd)





-  Proposed Phase 3a Segments
-  Phase 2 Segments
-  Trail Designed - To be funded by other sources

-  Silver Line Rail Station
-  Silver Line Rail Under Construction

Coppell/Dallas Segment (Coppell Rd to Mockingbird Ln)



-  Proposed Phase 3a Segments
-  Trail Designed - To be funded by other sources

-  Silver Line Rail Station
-  Silver Line Rail Under Construction

Carrollton Segment (McInnish Park to East of IH35E)



- Proposed Phase 3a Segments
- Phase 1 Segment
- Existing Regional Trail
- Trail to be funded by other sources
- DART Rail Station
- DART Green Line
- Silver Line Rail Under Construction

Phase 3a: ATIIIP Grant Application

Application submitted by DART in July 2024

PROJECT SCOPE	COST / FUNDING				
DESCRIPTION/LIMITS	TOTAL COST	EXISTING FEDERAL FUNDS (Programmed)	EXISTING LOCAL FUNDS (Programmed)	ATIIP FEDERAL GRANT FUNDS	LOCAL FUNDS (Regional Toll Revenue)
Construct approximately 2.9 miles of trail, bridges, signals, and intersection crossings in Addison, Coppell, and Dallas	\$22,583,558	\$5,059,461	\$1,224,097	\$12.0 M	\$4.3 M

Phase 3a: RCP Grant Application (Draft Budget with Additional Funding Request)

PROJECT SCOPE	COST / FUNDING					
DESCRIPTION/LIMITS	TOTAL COST	EXISTING FEDERAL FUNDS (Programmed)	EXISTING LOCAL FUNDS (Programmed)	REQUESTED FEDERAL GRANT FUNDS	REQUESTED ADDITIONAL FEDERAL FUNDS (STBG / CMAQ)	LOCAL FUNDS (Regional Toll Revenue)
Construct approximately 2.9 miles of trail, bridges, signals, and intersection crossings in Addison, Coppell, and Dallas	\$22,583,558	\$5,059,461	\$1,224,097	\$12.0 M	--	\$4.3 M
Construct approximately 1.17 miles of trail, bridges, and intersection crossings in Carrollton	\$23,416,442	\$811,565	\$3,485,554	\$11 M	\$6,519,323	\$1.6 M
Total	\$46,000,000	\$5,871,026	\$4,709,651	\$23 M	\$6,519,323	\$5.9 M

Schedule

Date	Milestone
July 3	NOFO Released
August 28	Surface Transportation Technical Committee Action
Sept 12	Regional Transportation Council Action
Sept 27	NCTCOG staff finalize grant application materials for DART submittal
Sept 30	Grant Application deadline (submittal by DART)

Requested Action

Regional Transportation Council Approval of:

- The partnership with DART to submit the USDOT 2024 Reconnecting Communities Pilot Program capital construction grant application for the Cotton Belt Trail Phase 3a construction requesting ~~\$24.5~~ \$23 million in federal funding.
- The additional contribution of ~~\$6,602,881~~ \$6,519,323 federal Surface Transportation Block Grant / Congestion Mitigation and Air Quality Improvement Program funds and \$1.6M Regional Toll Revenue funds for non-federal match should the project be selected for funding award.
- Direct staff to keep the previously approved match funding for the pending ATIIP application available to be used with the RCP application, if awarded funding.
- Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding.

Contact Us



Karla Windsor, AICP

Senior Program Manager

kwindsor@nctcog.org

(817) 608-2376



Kevin Kokes, AICP

Program Manager

kkokes@nctcog.org

(817) 695-9275



Catherine Richardson

Transportation Planner

crichardson@nctcog.org

(682) 433-0485



FISCAL YEAR 2024 PUBLIC TRANSPORTATION FUNDING: PROGRAMS OF PROJECTS

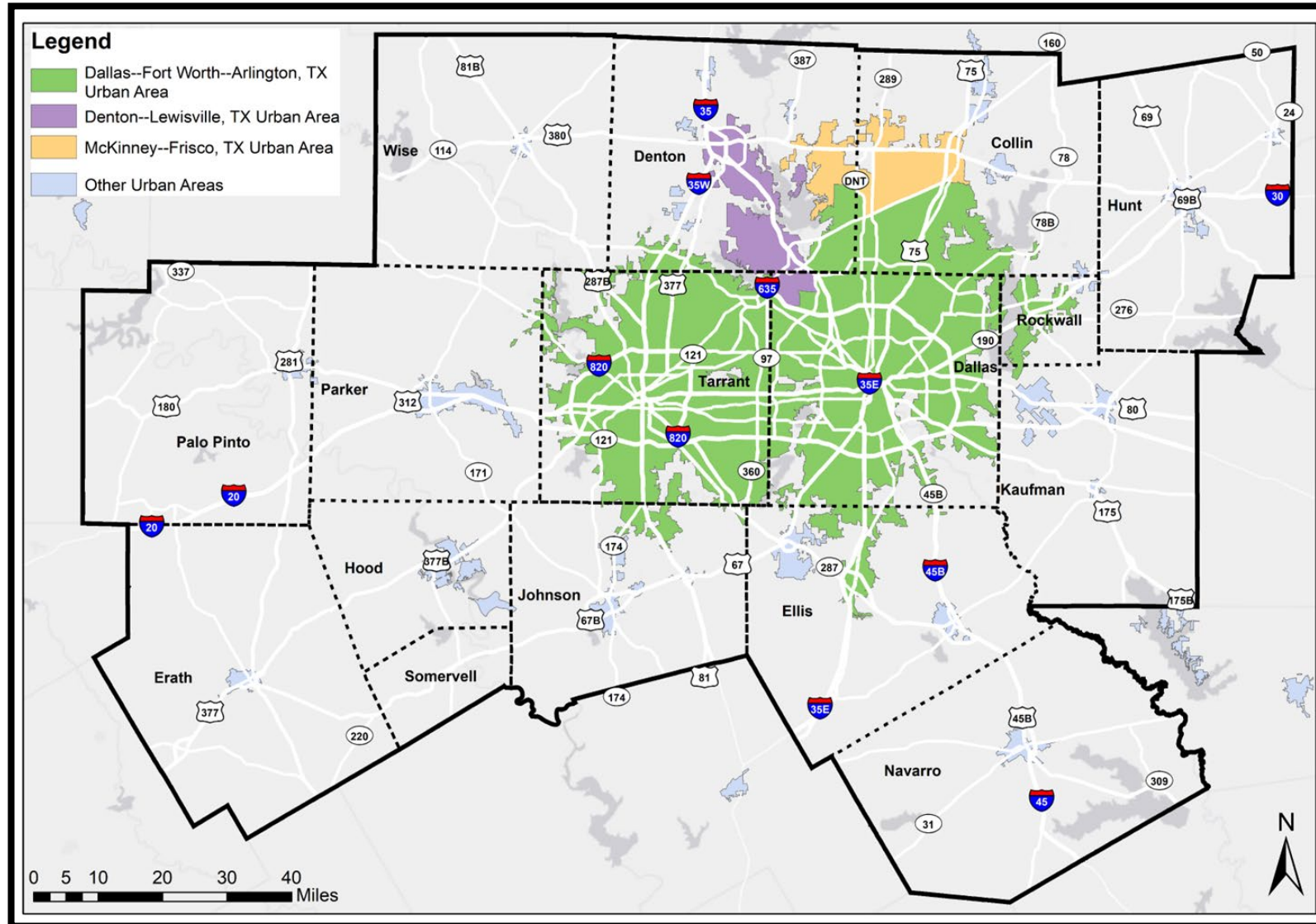
Regional Transportation Council
September 12, 2024

BACKGROUND

- The North Central Texas Council of Governments (NCTCOG) is the designated recipient for Federal Transit Administration (FTA) funding for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney-Frisco Urbanized Areas.
- Responsible for allocating federal funds to public transit providers in the region, including:
 - Transit Authorities (Dallas Area Rapid Transit, Trinity Metro, Denton County Transportation Authority)
 - Cities that are recipients of FTA funds (Arlington, McKinney, Mesquite, Grand Prairie)
 - Small transit providers (e.g., Northeast Transportation Services, Span, Inc., STAR Transit)
- Two NCTCOG processes are used to award funds:
 - Set-aside for Strategic Partnerships
 - Programs of Projects (POP) process



2020 CENSUS URBANIZED AREAS AND URBAN CLUSTERS



FEDERAL FORMULA FUNDING PROGRAMS FOR URBAN AREAS

Section	Program	Purpose	Project Types
5307	Urbanized Area Formula (includes Job Access/Reverse Commute projects)	Serve general public including low-income workers	Capital Operating Planning
5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve needs of the elderly and individuals with disabilities	Capital Operating
5337	State of Good Repair	Maintain rail services	Capital
5339	Bus and Bus Facilities	Purchase vehicles and/or maintain bus services	Capital

AWARDING FEDERAL FORMULA FUNDS IN THE REGION

- Public transportation providers in the region are proposed to receive ~\$190.2 million in Federal Transit Administration (FTA) formula funds through this Fiscal Year 2024 apportionment award cycle
- Additional ~\$17.1 million in funds will be programmed in future cycles



PROPOSED FISCAL YEAR 2024 PROGRAMS OF PROJECTS

The Programs of Projects (POP) describe how public transportation providers in the region utilize FTA funds.

FY 2024 FTA Funds by <u>Agency Type</u>	\$190.2M
Transit Authorities	\$171.2M
All Others	~\$19M

FY 2024 FTA Funds by <u>Project Type</u>	\$190.2M
Preventive Maintenance	\$150.7M
Vehicle Purchase	\$5.1M
Planning	\$125K
Operations	\$10.6M
Other Capital Items	~\$23.7M

TRANSPORTATION DEVELOPMENT CREDITS

- Transportation Development Credits (TDCs) are a non-cash financing tool (i.e., they do not increase funding for a project) that is used in lieu of the local cash match requirement for federal funds
- TDCs are “earned” by the region when toll revenues are used to fund capital projects on public highways
- Can only be applied to capital projects (e.g., vehicle or equipment purchase, preventive maintenance, etc.)
- The Regional Transportation Council (RTC) awards TDCs to small transit providers or via the Mobility Plan Bundle process
- 1,929,536 in TDCs are proposed to be awarded through this cycle

ACTION REQUESTED

- RTC approval of:
 - The proposed funding for the FY2024 Programs of Projects
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate this funding on these projects

CONTACT INFORMATION

Christie Gotti

Senior Program Manager

(817) 608-2338

cgotti@nctcog.org

Brian Dell

Program Manager

(817) 704-5694

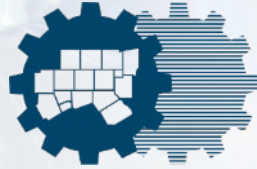
bdell@nctcog.org

Shawn Dintino

Senior Transportation Planner

(817) 704-5605

sdintino@nctcog.org



North Central Texas Council of Governments

Work Zone Data Exchange (WZDx) 2024 CALL FOR PROJECTS

REGIONAL TRANSPORTATION COUNCIL

9.12.2024



NCTCOG's TXSHARE Cooperative Purchase of WZDx Services

March 2022 Issued Procurement

Three categories of services

1. Convert raw work zone data into WZDx format
2. Establish WZDx-compliant reporting system
3. General WZDx services

Five vendors under contract:

- Blynco
- iCone
- Mixon Hill
- Navjoy
- One.Network



RTC Action – June 2023

1. Approve WZDx Project;
2. Direct staff to engage regional partners on Project scoping and execution;
3. Utilize existing funding and NCTCOG contracts to advance the Project; and
4. Authorize staff to take administrative steps necessary to implement the Project

WZDx Funding Available

\$2.5 Million Available (FY 2025)

Funding Split:

69% Eastern Sub-Region = \$1,725,000

31% Western Sub-Region = \$775,000

Local Match – Transportation Development Credits (TDCs)

Funding Schedule:

Approved in TIP

Funding Agreement and Notice to Proceed Expected in Q1 2025



WZDx Project Eligibility and Requirements

- **Eligible Entities**

- Public Sector Partner Agencies within the NCTCOG 12-County (Cities, Counties, TxDOT, Transit, Etc.)
- Metropolitan Planning Area Actively Involved in Work Zone Management

- **Eligible Activities**

- TXShares Vendors
- City-Wide Implementation or Corridor-Level Projects

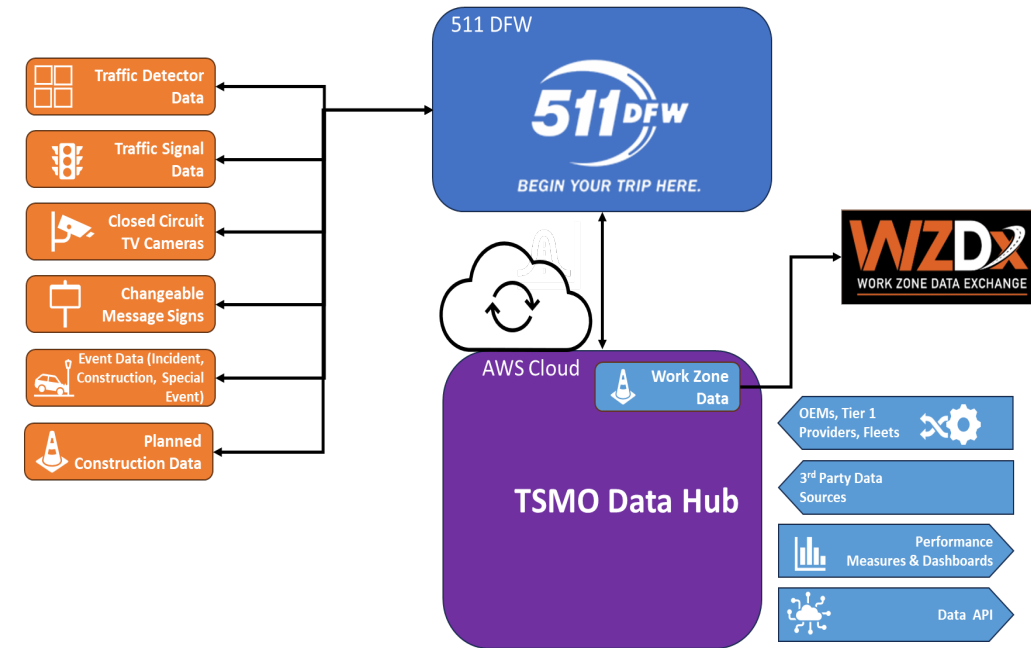
- **Ineligible Activities/Purchases**

- Personnel and Staffing Charges
- Activities Already Completed or In-Progress



Work Zone Data Exchange Regional Requirements

- The agency vendor shall provide a Federal WZDx Specification 4.x compliant feed that the TSMO Data Exchange can consume.
- Must feed data to regional 511DFW/Transportation System Management & Operation Data Exchange.
 - The agency must upgrade their feed in a timely manner if there is a version change
- Attendance at Call for Projects Vendor Workshop (Hybrid): September 17, 2024 @ 10am



Proposed Scoring/Evaluation Criteria

Scoring Component	Available Points
Describe your proposed project and how this project will help benefit current work zone activities.	25
Summarize your agency's current work zone reporting process and how this project will improve operations.	25
Outline your project implementation schedule showing estimated timeframes.	25
Describe what processes your agencies will put in place to ensure your work zone data is accurate.	25
Total	100



Project Schedule

Date	Action
August 23, 2024	STTC (Action) – Request Approval of Call for Projects Criteria
September 12, 2024	RTC (Action) – Request Approval of Call for Projects Criteria
September 16, 2024	Open Call for Projects (60 days)
September 17, 2024	Call for Projects Vendor Workshop @10:00 am (Hybrid)
November 15, 2024	Close Call for Projects
Nov. 18, 2024 – Jan. 3, 2025	Evaluate Submitted Proposals
January 2025	STTC (Action) – Approval of Selected Projects
January 2025	Public Comment Period Begins
February 2025	RTC (Action) – Approval of Selected Projects
Spring/Summer 2025	NCTCOG Agreements with Implementing Agency
Summer 2025	Cities Implement



Action Requested

Regional Transportation Council (RTC) approval of the eligibility, criteria and schedule for the Work Zone Data Exchange 2024 Call for Projects



CONTACT/QUESTIONS



Natalie Bettger

Senior Program Manager

nbettger@nctcog.org | (817) 695-9280



Vickie Morris

Project Engineer

vmorris@nctcog.org | (817) 695-9136





FEDERAL PERFORMANCE MEASURES UPDATE

SYSTEM PERFORMANCE, FREIGHT, AIR QUALITY (PM₃)

JENNY NARVAEZ AND JAMES MCLANE
REGIONAL TRANSPORTATION COUNCIL

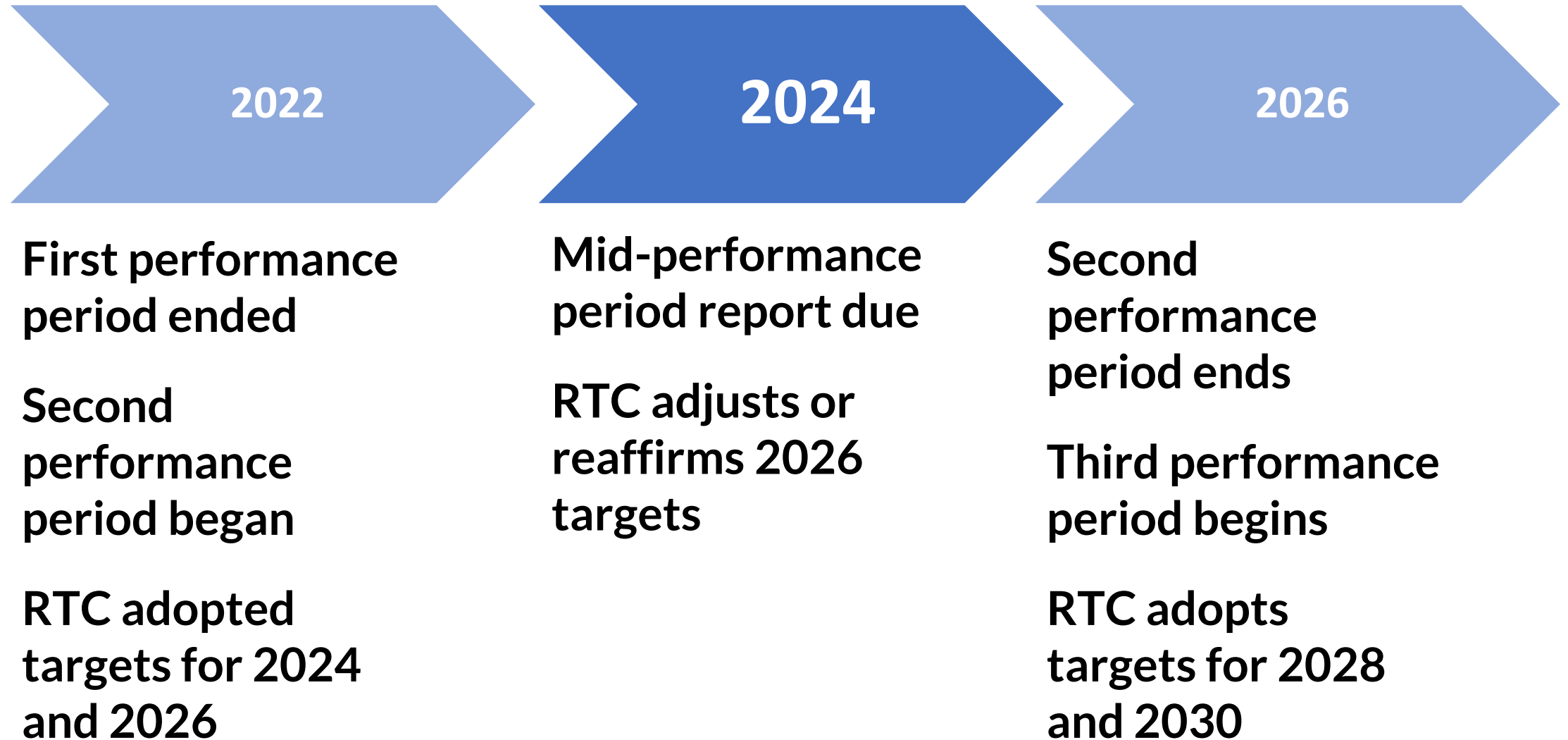
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Federal Performance Measure Schedule

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Target-Setting Schedule
PM1 – Roadway Safety	Early 2025 (Information Only)	Early 2025 (Information Only)	Targets established as reductions over 5-year period
PM2 – Pavement and Bridge	Early 2025	Early 2025	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 1)	August 23, 2024	September 12, 2024	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 2)	Early 2025	Early 2025	Biennial
PM3 - Greenhouse Gas Emissions	N/A (Implementation suspended)		
Transit Safety (PTASP)	Early 2025	Early 2025	Every 4 Years
Transit Asset Management	Late 2026	Late 2026	Every 4 Years



PM3 Schedule



PM3 Schedule

Partner schedules and reporting requirements necessitate splitting PM3 target-adjustment action

Part 1: Urban-area specific targets on which the state DOT and MPO are required to agree need to be adjusted and reported sooner (RTC action sought today)

Non-SOV Travel

Peak Hour Excessive Delay

Cumulative Emissions Reductions

Part 2: Other targets can wait until 180 days after state DOT adjusts their targets (RTC action expected in early 2025)

Reliability (Interstate/Non-Interstate)

Truck Travel Time Reliability

PM2 (Pavement and Bridge) target adjustments likely to be brought at the same time



PM₃ Measures and Targets (Part 1)

Measure		Desired Trend Indicating Improvement	Latest Observed (2022 or 2023)	Current Adopted Targets	
				2024	2026
Peak Hour Excessive Delay	Dallas-Fort Worth-Arlington	↘	14.70 hrs.	12.91 hrs.	12.51 hrs.
	Denton-Lewisville		8.20 hrs.	4.10 hrs.	3.70 hrs.
	McKinney		4.50 hrs.	1.30 hrs.	0.90 hrs.
Non-SOV Travel (ACS 5-year average)	Dallas-Fort Worth-Arlington	↗	26.7%	22.7%	23.0%
	Denton-Lewisville		28.2%	22.8%	22.9%
	McKinney		33.4%	22.8%	22.9%
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)	↗	4,929.94	2,330.64	4,195.15
	VOC (kg/day)	↗	865.80	599.90	1,035.83

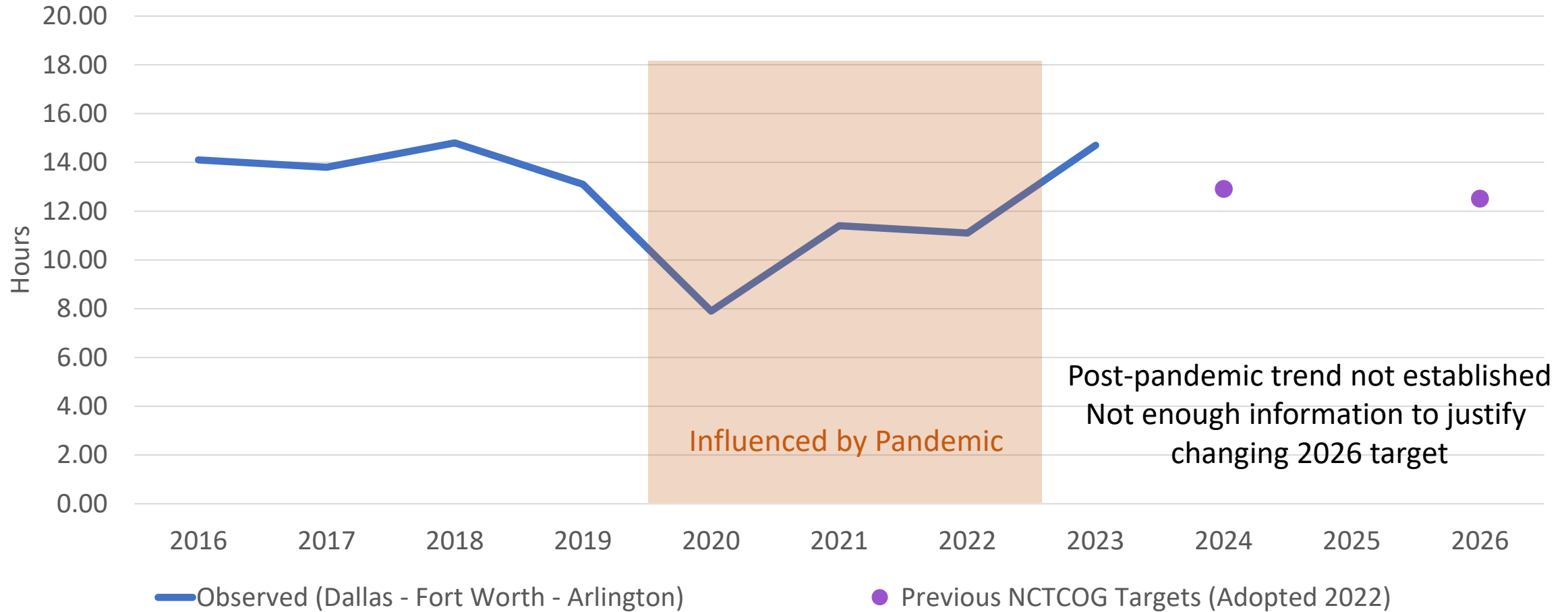
Action to reaffirm 2026 targets sought today



Peak Hour Excessive Delay Trend



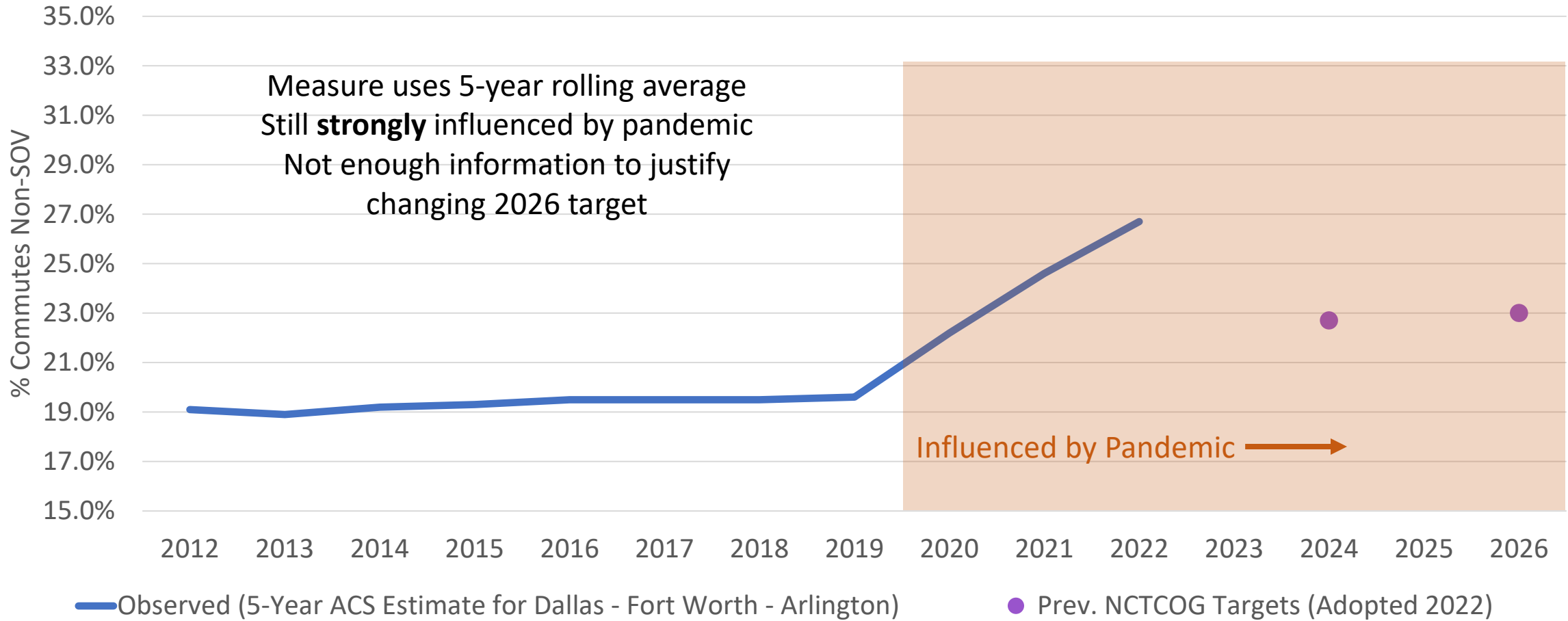
(Lower values indicate improvement)



Non-SOV Trend



(Higher values indicate improvement)



Addressing PM₃ Measures

Many measures still strongly impacted by COVID-19 pandemic

5-year averages required by the Non-SOV measure

All PM₃ stand to be improved by policy, program, and projects to be recommended by Mobility 2050

PM₃ measures and metrics integrated into project selection as appropriate

Transit 2.0

RAISE, BUILD grant awards

Additionally, PM₃ measures and similar calculations using the same source data integrated into:

Transportation Improvement Program

Congestion Management Process

Unified Transportation Program (10-Year Plan) Scoring



Proposed Action

Reaffirm existing 2026 targets for the following PM3 measures:

Non-SOV Travel for the following Urban Areas:

Dallas-Fort-Worth-Arlington

Denton-Lewisville

McKinney-Frisco

Peak-Hour Excessive Delay for the following Urban Areas:

Dallas-Fort-Worth-Arlington

Denton-Lewisville

McKinney-Frisco

On-Road Mobile Source Emissions Reductions (Cumulative) for the following pollutants:

NO_x

VOC



Contacts

Jenny Narvaez
Program Manager
817-608-2342
jnarvaez@nctcog.org

James McLane
TR Info. Systems Manager
817-704-5636
jmclane@nctcog.org

Chris Klaus
Senior Program Manager
817-695-9286
cklaus@nctcog.org

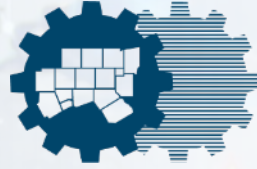
www.nctcog.org/pm/fed



Regional Transit 2.0: Policy Oversight ("Project Review Committee")

Task	Lead Local Entity	Oversight Members (RTC Members)		Lead NCTCOG Staff	Transit Authority Lead	Lead Consultant
		Primary	Secondary			
1 – Project Management	RTC Staff	N/A	N/A	Michael Morris April Leger	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies McKinsey
2 – Develop Transit Legislative Program	RTC	RTC Committee of the Whole	-	Amanda Wilson Rebekah Gongora	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
3 – Develop Strategies to Increase Transit Authority Membership	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	Cities/Counties	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
4 – Develop Collaborations Between Existing Transit Authorities	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	RTC Committee of the Whole	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
5 – Develop Strategies for Authority Board Partnerships & Teamwork	Transportation Authorities Member Cities	DART, DCTA, Trinity Metro Representatives	DART, DCTA, Trinity Metro Member Cities	Michael Morris	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	McKinsey





TRANSIT 2.0 AND RTC LEGISLATIVE PROGRAM WORKSHOP

Rebekah Gongora and Michael Morris
North Central Texas Council of Governments

Regional Transportation Council

September 12, 2024

TRANSIT 2.0: STATE LEGISLATIVE PROPOSALS

22 Legislative Concepts ➡ More Selective (7)

Include Different Approaches ➡ Best

Varying Revenue Potential ➡ Greatest

Different Lead Times for Success ➡ Earliest

Policy Ideas ➡ Saved For Later



CONSULTANT TRANSIT 2.0 LEGISLATIVE CONCEPTS

Texas Mobility Fund (Transit Eligible)

Texas Emission Reduction Plan (TERP)

Budget Rider

Create State Strategic Intermodal System Program

Create Special Transportation Corridor Entities

Sales Tax Expansion

Hotel/Rental Car Fee Redistribution

Local Option Gas Tax/Registration Fee



CONSULTANT TRANSIT 2.0 LEGISLATIVE CONCEPTS (CONTINUED)

Bring Back Texas Local Option Transportation Act

Restrict Origin of Business Relocation by 4A/4B Cities

Create Retail Delivery Fee

Develop Impact Fee/Local Business Surcharge

Create Uber/Lyft Surcharge

Protect Transportation Authority Current Revenue While Waiting for Transit 2.0 Conclusions

Authorize P3 Transit Providers

Maintain Current Number of Authorities Awaiting Transit 2.0 Conclusions



NCTCOG STAFF RECOMMENDED TRANSIT 2.0 LEGISLATIVE ITEMS

Texas Mobility Funds (\$200M/year) for Regional Rail/Class I Railroad (exchange for freeway response)

Public Sector Funding through Budget Rider (special events, safety, air quality)

Protect Existing Transportation Funding While Responding to Transit 2.0
Recommendations

Support Use of Public Private Partnerships for Transit Projects (no availability payments)

Provide Tools for Transit-Oriented Developments (e.g., P3, tax incentives)

Amend the Local Sales Tax Cap ½ Cent (i.e. Non-transit Cities – Create A Transit Option and Transit Cities – Expand Their Transit or 4A/4B Option)

Restrict Non-Transit Cities from Relocating Businesses from Transit Cities



2025 RTC LEGISLATIVE PROGRAM TOPICS

Adequately Fund Transportation

- Includes Transit 2.0 Recommendations

Utilize and Develop Tools

- Includes Transit 2.0 Recommendations

Enhance Safety

Expand Transportation Options

Pursue Innovation and Technology

Improve Air Quality



ADEQUATELY FUND TRANSPORTATION

- Identify and pursue additional revenue for all modes of transportation
- Support innovative funding methods to expand rail and transit options within the region:
 - Require expenditure of a portion of the Texas Mobility Fund for regional commuter rail and Class I railroad improvements (\$200 million per year)
 - Support dedicated funding for public transportation and rail via TxDOT budget rider
- Protect existing transportation authority dedicated funding, advance Transit 2.0 recommendations
- Allocate funds to the existing Texas Rail Relocation and Improvement Fund
- Ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions or allow the use of Public-Private Partnerships
- Return approximately \$80 million in air quality user fees to counties for Local Initiatives Projects



UTILIZE AND DEVELOP TOOLS

- Support use of Public-Private Partnerships for roadway and transit projects, and tolled managed lanes through a Metropolitan Planning Organization (MPO)/local decision-making process
- Provide tools to facilitate transit-oriented development (TOD) including tax incentives to developers locating in transportation authority member cities and TOD financing approaches such as public-private partnerships
- Amend the local sales tax cap to exempt the portion used for transit (up to a half cent)
- Within a Texas region, restrict non-transit cities from relocating businesses from transit cities
- Review with TxDOT and the Legislature options related to the creation of a new State high-speed rail authority



ENHANCE SAFETY

- Improve the safety of the statewide transportation system for all users; lower excessive speed limits, reduce aggressive driving, eliminate driving under the influence, and enforce seat belts; advance automated speed enforcement over 90 mph
- Support a budget rider for Texas MPOs to receive \$100,000 per year for the next two years to complete a safety action plan within their metropolitan region
- Encourage measures that improve bicycle and pedestrian safety and focus on areas with pedestrian movements
- Modernize messaging in construction zones through technology and electronic signage; support automated speed enforcement in construction zones
- Explore transit and its ability to enhance community safety
- Oppose legislation to increase freight truck weight limits above current law



EXPAND TRANSPORTATION OPTIONS

- Provide counties and cities with expanded tools for land use control to preserve future transportation corridors [and support land use, housing, school, and transportation connection policies that best serve growth needs](#)
- Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors, including high-speed rail, commuter rail, freight rail, roadways, and trails
- Support system reliability, congestion relief, and encourage trip reduction strategies for regular workdays and special events



PURSUE INNOVATION AND TECHNOLOGY

- [Support high-speed rail development in Texas and its superior history of safety](#)
- Utilize innovation in higher-speed transportation, transit, autonomous vehicles, and freight
- Support the continued collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use, [infrastructure](#), and the safe operations of unmanned aircraft
- Support broadband expansion as a mode of transportation



IMPROVE AIR QUALITY

- Support legislation that improves air quality, [including enhancing the emissions inspection/maintenance program, especially for heavy duty vehicle trucks, reducing heavy duty truck idling, ending vehicle emissions inspection fraud, and supporting tire disposal programs](#)
- Modernize and increase flexibility in the Local Initiative Projects (LIP) through a limited program focused on transportation and air quality improvements
- Protect the Texas Emissions Reduction Plan (TERP) Trust fund and revenue balance to ensure funds are used for TERP purposes
- Modernize TERP and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure

