



North Central Texas Council of Governments

Endorsement of Safe Streets and Roads for All Grant Submission

Surface Transportation Technical Committee
08.23.2024

Karla Windsor

Safe Streets & Roads for All (SS4A) Grant Program

- ❑ Created through the Bipartisan Infrastructure Law (BIL)
- ❑ Purpose: prevent deaths and serious injuries on our roadways
 - Focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans
- ❑ \$1.26B for FY 2024 available
- ❑ One application per agency allowed each cycle
- ❑ NCTCOG staff would like to pursue a planning project



Safe Streets & Roads for All Grant Program

Funding Availability

\$580 Million

- Planning/Demonstration
(National)

\$657 Million

- Implementation
(National)

< 15% per State

- Overall Program

Minimum Award

\$100,000

- Planning/Demonstration

\$2.5 Million

- Implementation

Maximum Award

\$10 Million

- Planning/Demonstration

\$25 Million

- Implementation

Cost Sharing

80% Federal | 20% non-Federal

Applicant/Condition Eligibility

1. MPOs
2. Political Subdivision of a State
(City, Town, County, Transit Agency, Special District, etc.)
3. Tribal Government
4. Multi-Jurisdictional Group of Above Entities



Safe Streets & Roads for All Grant Program

Three opportunities to submit planning and implementation applications

- Cycle 1: April 4, 2024 – planning and demonstration grants
- Cycle 2: May 16, 2024 – planning and demonstration grants and implementation grants
- **Cycle 3: August 29, 2024 – planning and demonstration grants**
- NCTCOG applied for Cycle 2 planning and demonstration funding



NCTCOG Regional Active Transportation Safety Grant Application

Advancing Safe Regional Active Transportation Connections to Rail Stations

Conducting in-depth planning and feasibility study to implement regional trail and on-street bikeway alignments that provide safe connections to passenger rail stations in northeast Tarrant County:

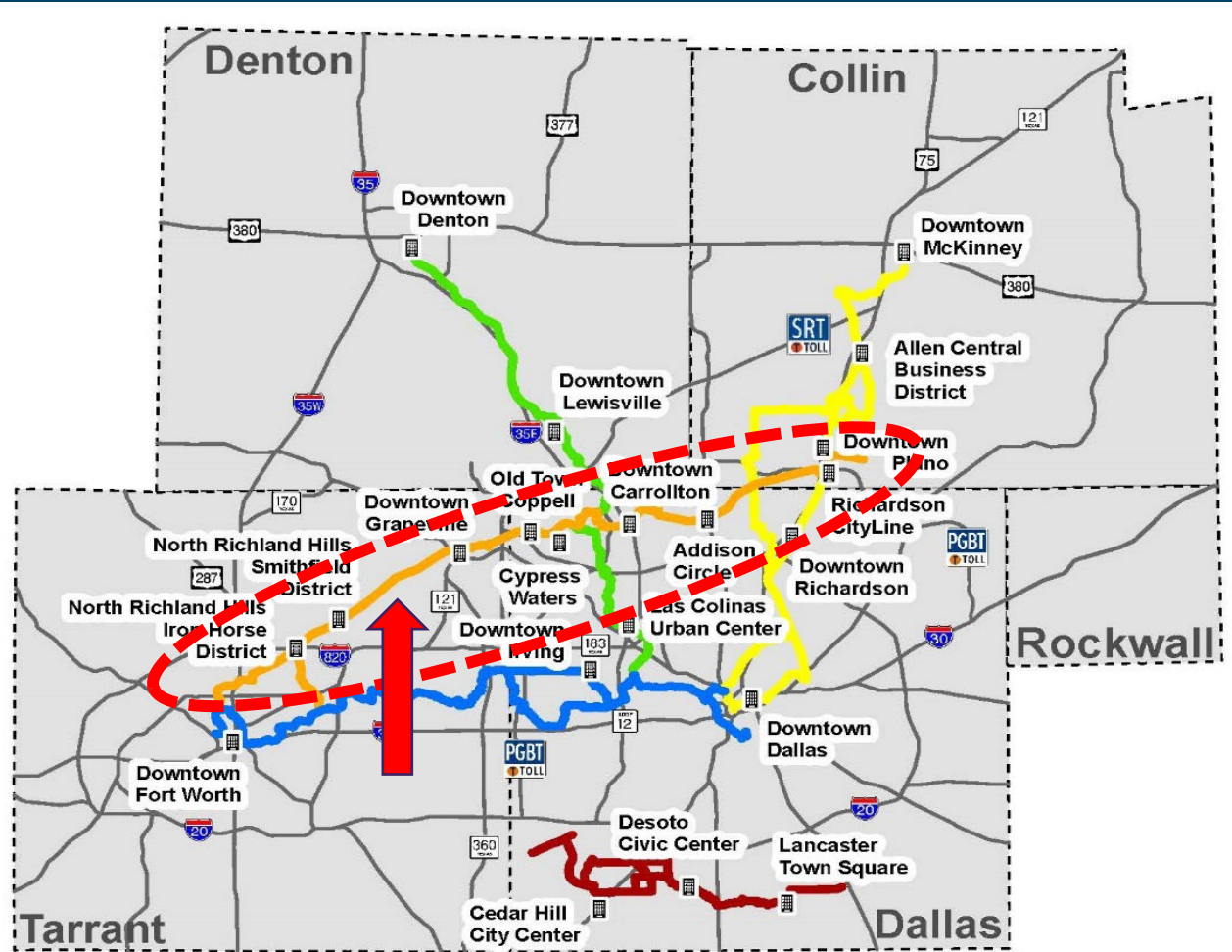
Focus of the additional study

- Finalize planned regional alignments for future construction through the cities of Fort Worth, Haltom City, North Richland Hills, and Richland Hills
- Assess safe connections to various TEXRail stations and the Trinity Lakes TRE station
- Assess safe crossings of significant barriers including major arterial roadways, highways, freight railroads, and waterways
- Develop an action plan, schematics, and opinions of construction cost for recommended alignments and safety countermeasures



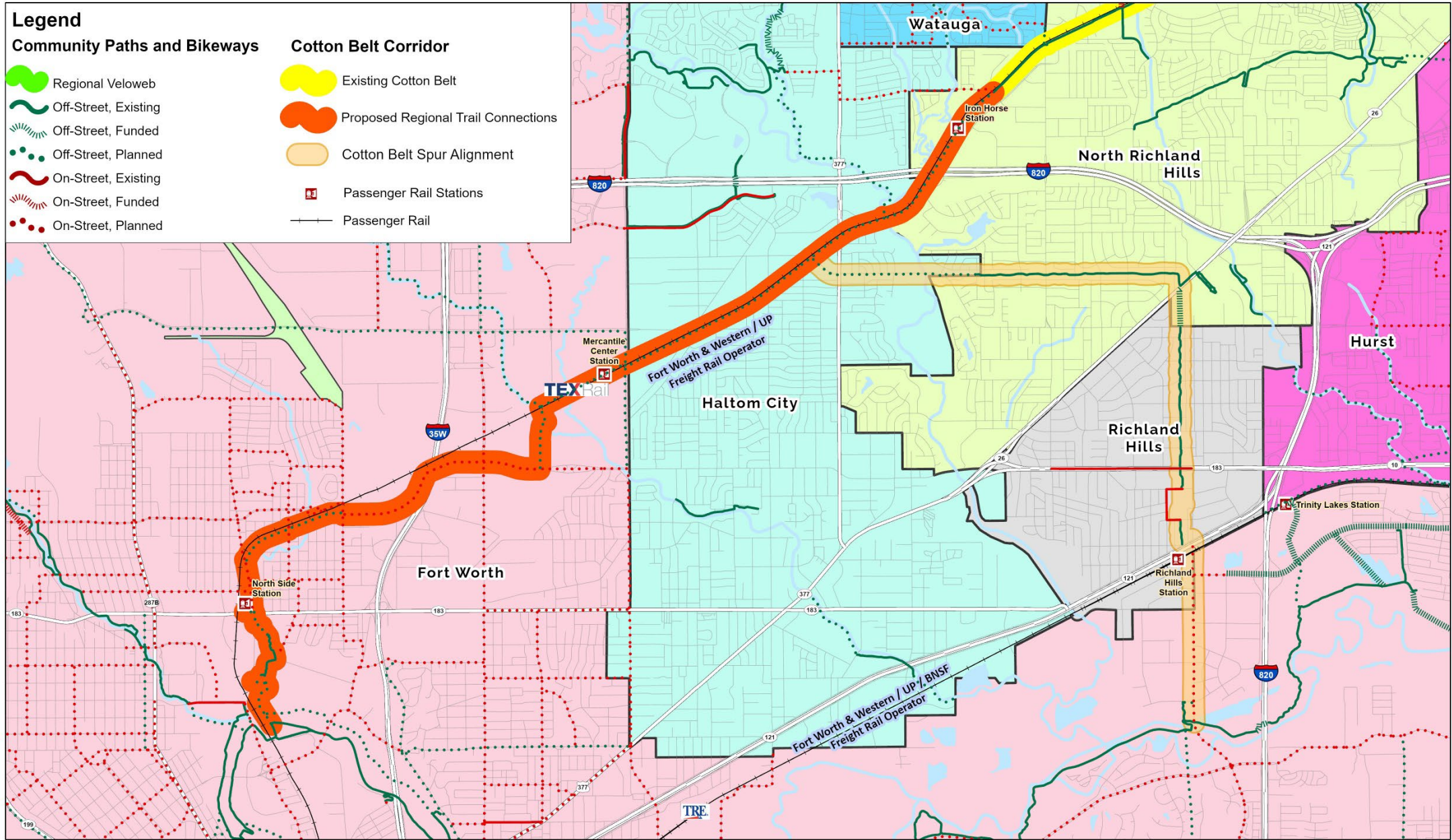
Highlighted Regional Trail Corridors

Cotton Belt Corridor
from Plano to Fort Worth
approximately 65.8 miles



-  Fort Worth to Dallas Regional Trail Corridor
-  Cotton Belt Regional Trail Corridor
-  McKinney to Dallas Regional Trail Corridor
-  Denton to Dallas Regional Trail Corridor
-  Southern Dallas County Regional Trail Corridor

Cotton Belt Trail Western Extension Study Area



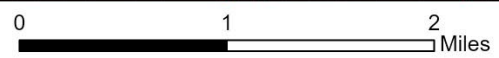
Legend

Community Paths and Bikeways

- Regional Veloweb
- Off-Street, Existing
- Off-Street, Funded
- Off-Street, Planned
- On-Street, Existing
- On-Street, Funded
- On-Street, Planned

Cotton Belt Corridor

- Existing Cotton Belt
- Proposed Regional Trail Connections
- Cotton Belt Spur Alignment
- Passenger Rail Stations
- Passenger Rail



NCTCOG Regional Safe Streets Planning/Demonstration Grant Application

Anticipated Budget

Total Planning Budget	Federal (SS4A)	Non-Federal Match	Match Source
\$2,000,000	\$1,600,000	\$400,000	RTC Local



Schedule

Date	Milestone
March 1, 2024	NOFO Released
August 8, 2024	RTC Action
August 22, 2024	Executive Board
August 23, 2024	STTC Action (Endorsement)
August 29, 2024	Applications Due



Requested Action

- Endorse the NCTCOG planning grant application for the FY 2024 Safe Streets and Roads for All (SS4A) Discretionary Grant program.
- Endorse the use of \$400,000 in Regional Transportation Council Local funds for non-federal match should the project be selected for funding.
- Approve staff to administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes should the project be selected for funding.



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FEDERAL PERFORMANCE MEASURES UPDATE

SYSTEM PERFORMANCE, FREIGHT, AIR QUALITY (PM₃)

JENNY NARVAEZ AND JAMES MCLANE

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

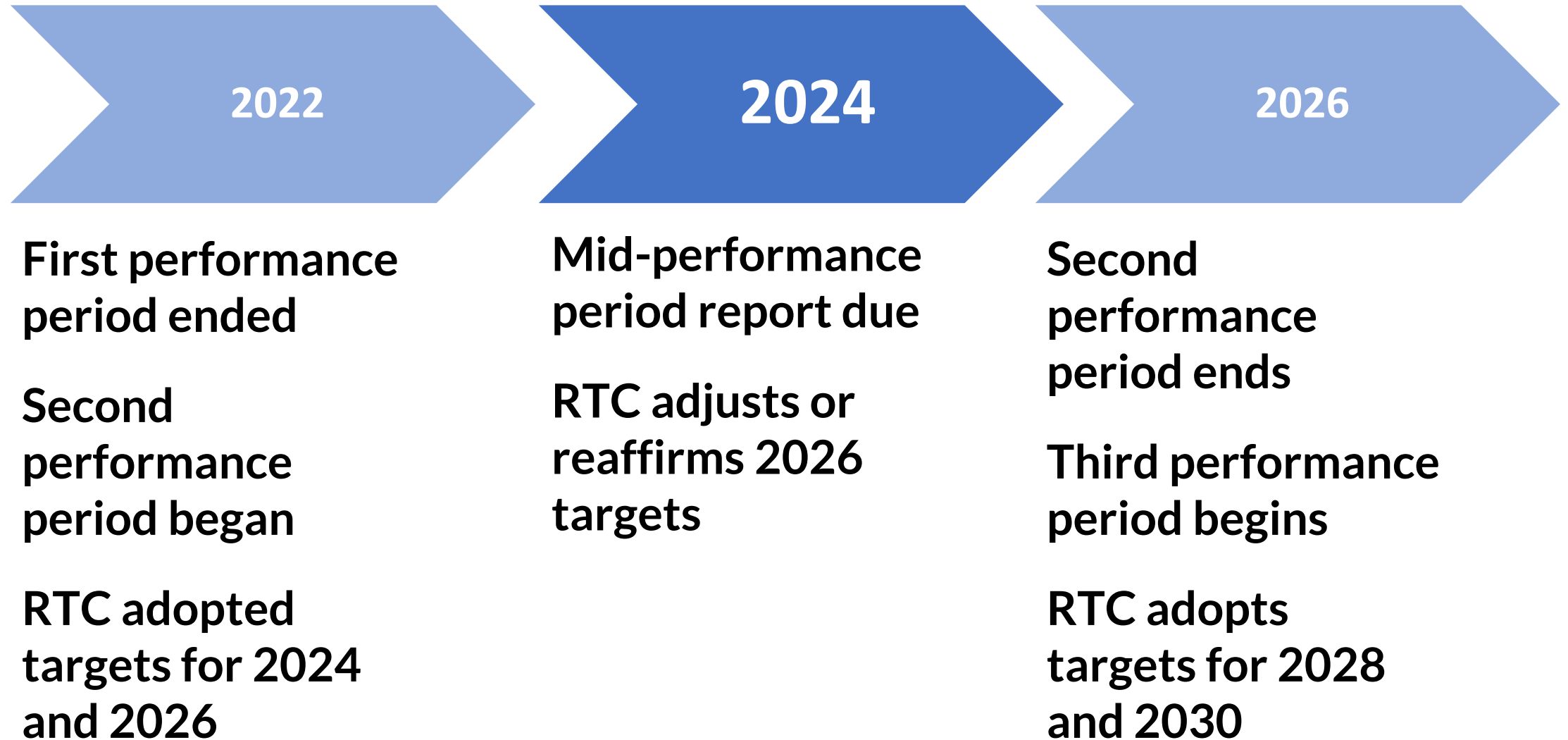
8.23.2024

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 (STTC action sought today, RTC action sought in September)

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



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

Recommend that RTC 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



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Reconnecting Communities Pilot Program Grant Application

Cotton Belt Trail Phase 3a



Karla Windsor

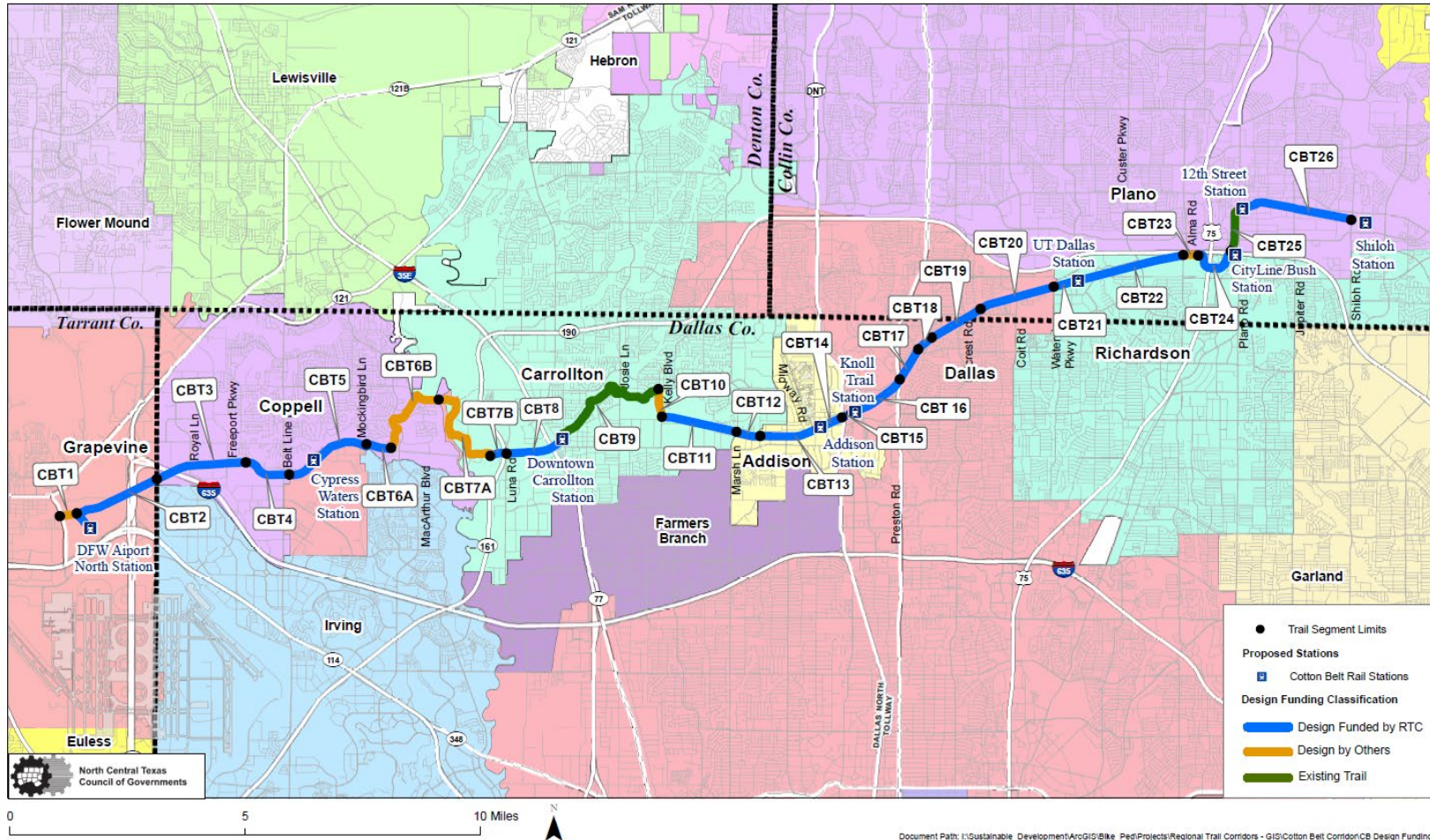
Surface Transportation Technical Committee

August 23, 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

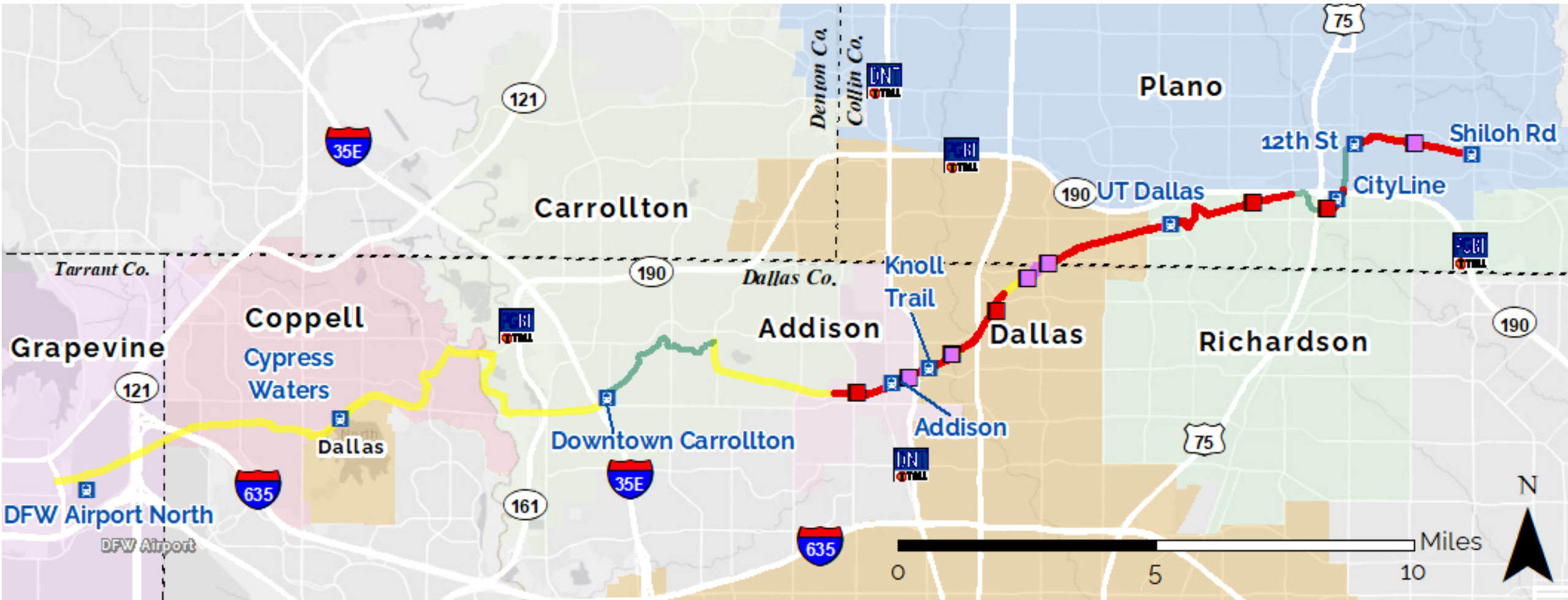
Phase 2 Trail Contractor: **BEGIN LATE 2024**

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;
- Cost share:
Maximum of 50 percent RCP funds and 50 percent local match (30 percent of match can be federal funds)
- Staff recommending to submit for construction of the Cotton Belt Trail; repackage the Active Transportation Infrastructure Investment Program (ATIIP) application and include an additional trail section in Carrollton

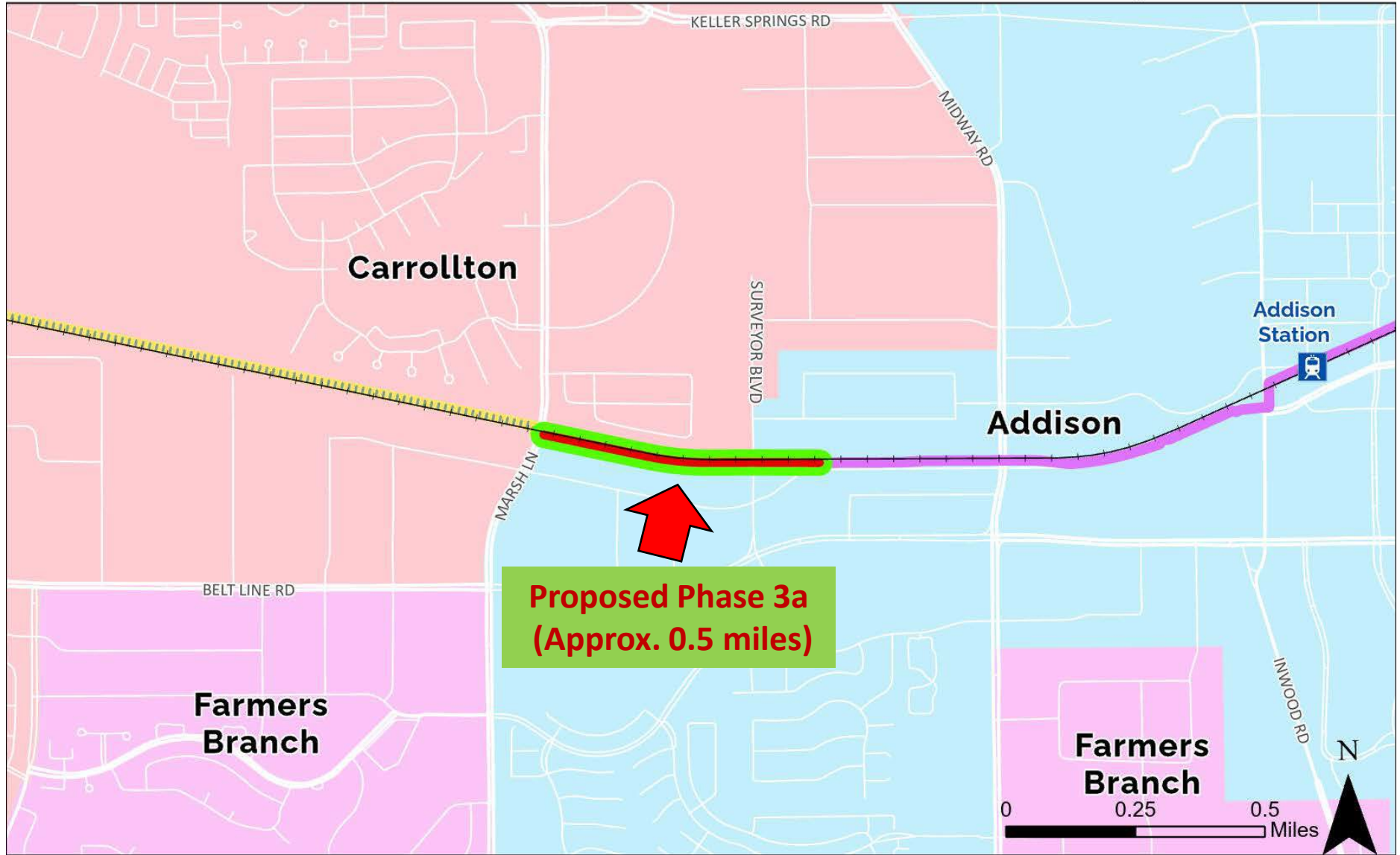


Carrollton Segment (McInnish Park to East of IH35E)



- 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

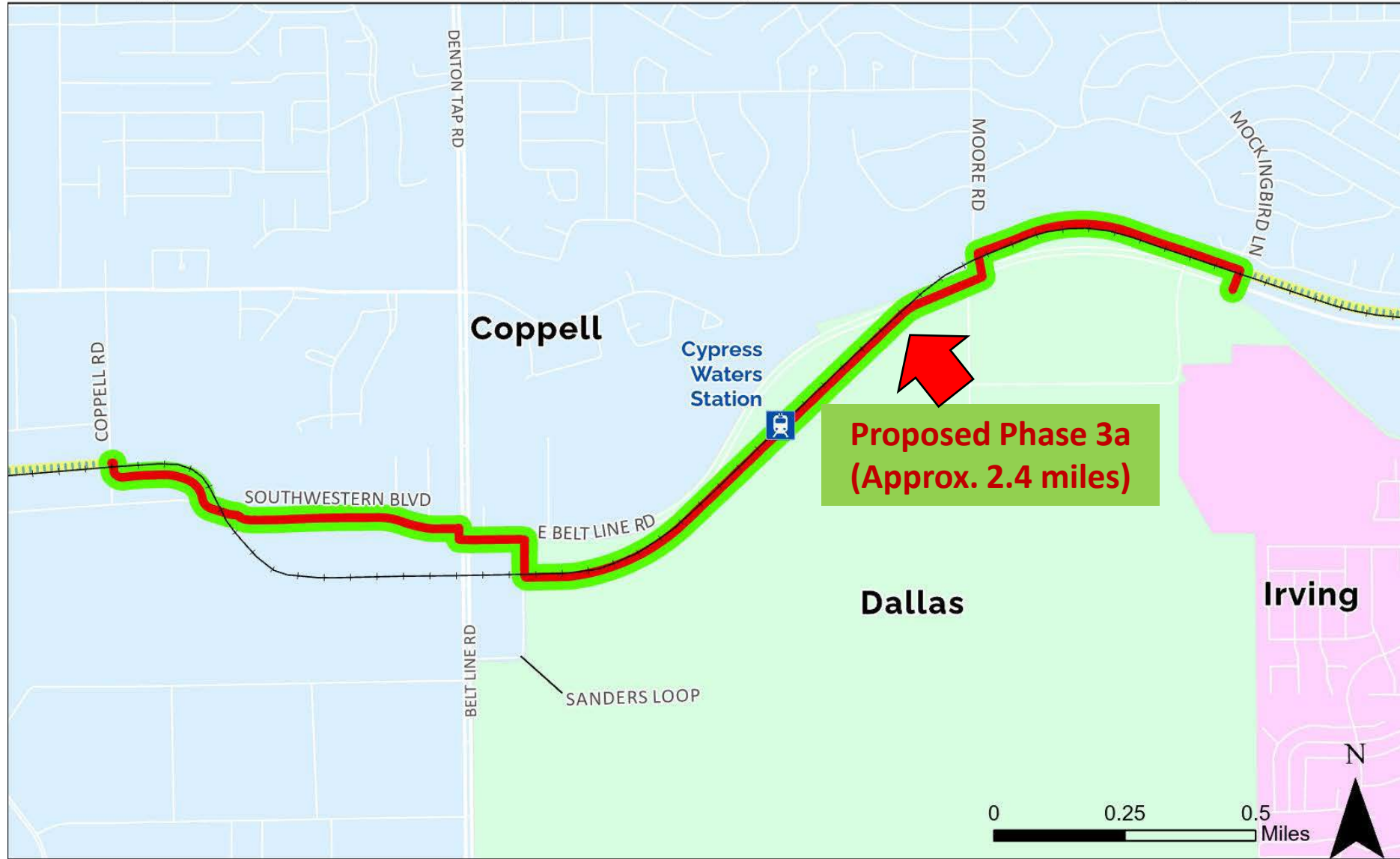
Addison Segment (Marsh Ln to East of Surveyor Blvd)





- 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

Phase 3a: ATIIP 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	\$25,000,000	\$811,565	\$3,485,554	\$12.5 M	\$6,602,881	\$1.6 M
Total	\$47,583,558	\$5,871,026	\$4,709,651	\$24.5 M	\$6,602,881	\$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

Recommend 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 million in federal funding.
- The additional contribution of \$6,602,881 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.
- Directing staff to keep the previously approved match funding for the pending ATIIP application available to be used with the RCP application, if awarded funding.
- Directing 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



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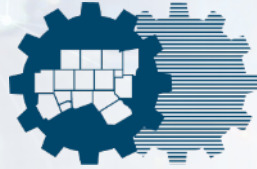
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North Central Texas Council of Governments

Work Zone Data Exchange (WZDx) 2024 CALL FOR PROJECTS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

8.23.2024



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



[TXShare - Roadway Workzone Data Reporting Services](#)

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

1. 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

2. Eligible Activities

TXShares Vendors

City-Wide Implementation or Corridor-Level Projects

3. Ineligible Activities/Purchases

Personnel and Staffing Charges

Activities Already Completed or In-Progress

4. Program Requirements

Must meet Federal WZDx Specifications 4.x Compliant

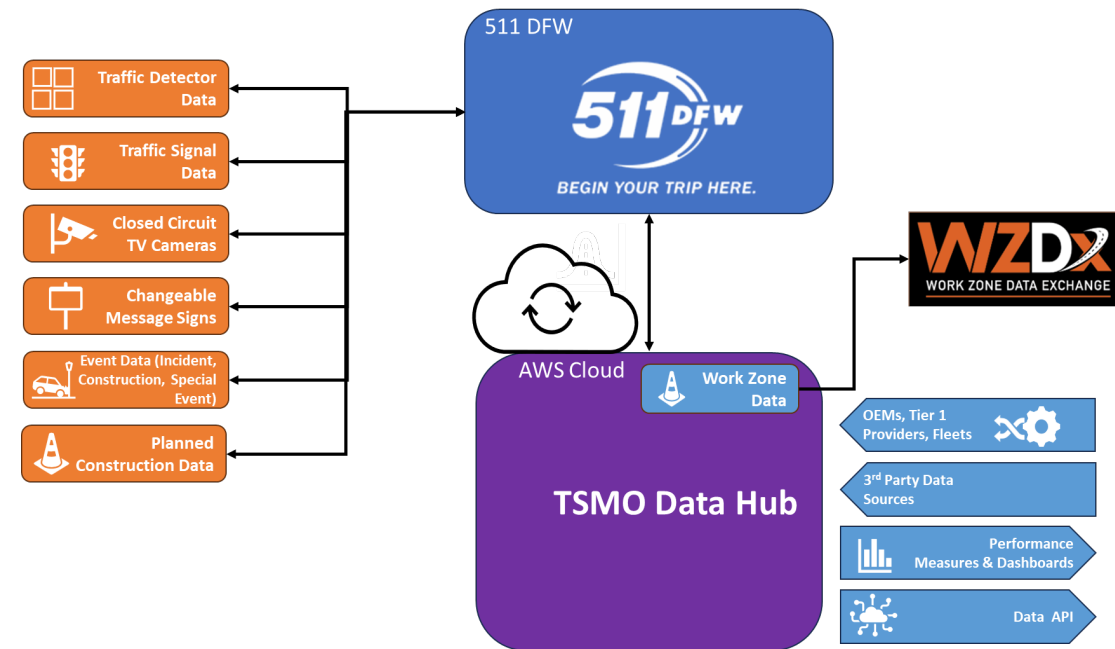
Must feed data to regional 511DFW/Transportation System Management & Operation Data Exchange

Must attend Call for Projects Vendor Workshop (Hybrid): September 17, 2024 @10am



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.
- The agency vendor shall make a URL end point available that the TSMO Data Exchange can access to retrieve the feed.
 - A user configurable interval at which entities must update their feed. The feed must be updated on the hour and every 15 minutes thereafter.
- The agency has to upgrade their feed in a timely manner if there is a version change
 - Upgrade within one month if there is a major (breaking) version change in the specification.
 - Upgrade within three months if there is a minor (non-breaking) version change in the specification.



Proposed Scoring/Evaluation Criteria

Scoring Component	Available Points
Describe your proposed project 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 (hybrid @10am)
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

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



CONTACT/QUESTIONS



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FISCAL YEAR 2024 PUBLIC TRANSPORTATION FUNDING: PROGRAMS OF PROJECTS

Surface Transportation Technical Committee
August 23, 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



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 ~\$194.6 million in Federal Transit Administration (FTA) formula funds through this Fiscal Year 2024 apportionment award cycle
- Additional ~\$12.75 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>	\$194.6M
Transit Authorities	\$175.6M
All Others	~\$19M

FY 2024 FTA Funds by <u>Project Type</u>	\$194.6M
Preventive Maintenance	\$150.7M
Vehicle Purchase	\$5.1M
Planning	\$125K
Operations	\$10.6M
Other Capital Items	~\$28M

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
- 2,059,627 in TDCs are proposed to be awarded through this cycle

ACTION REQUESTED

- Recommend 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

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CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY

August 2024

Michael Morris, P.E.
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Managed Lanes (+24%, Jun)
Airport Passengers (+18%, Jun)
Toll Road (+13%, Apr)



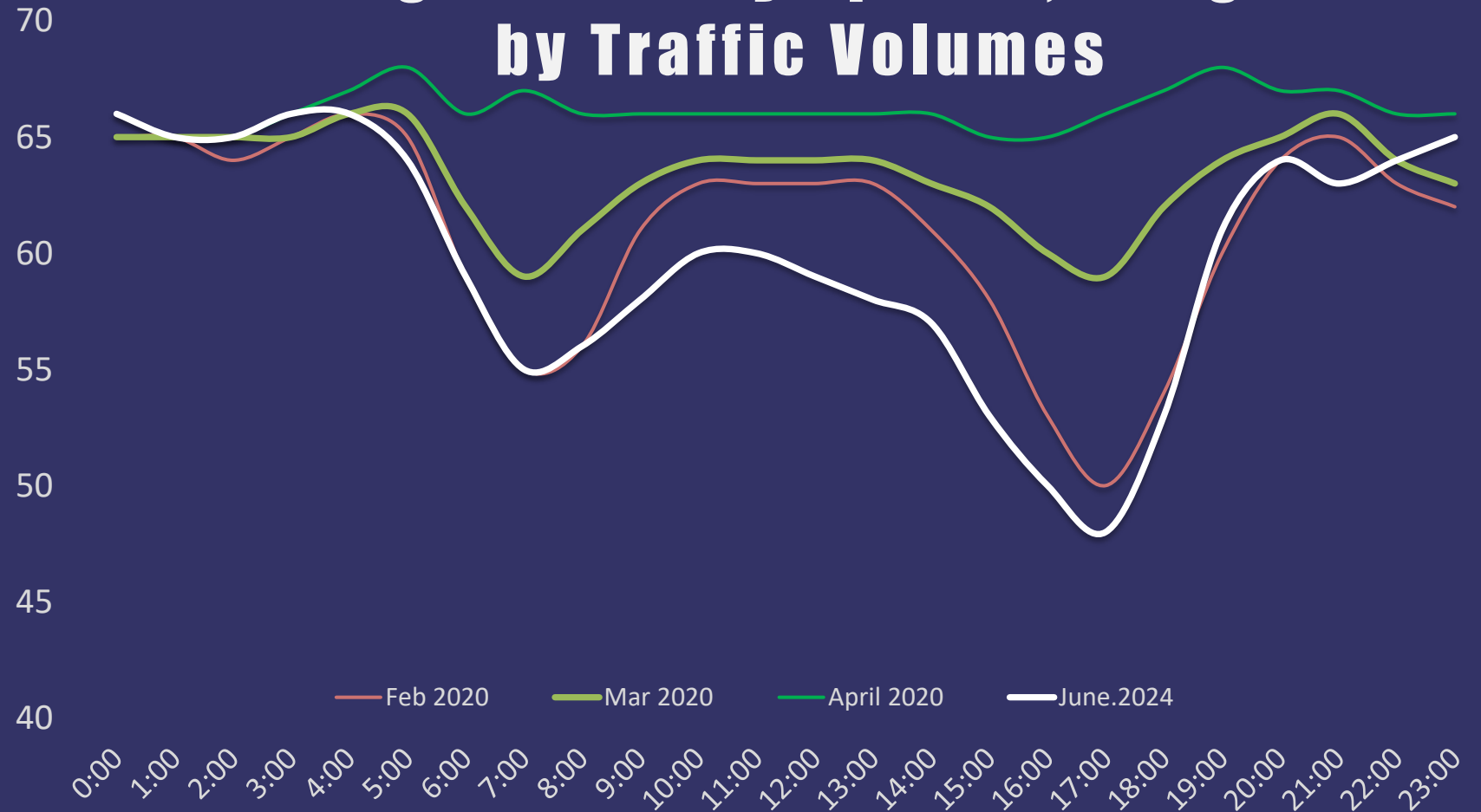
Transit Ridership (-23%, Jun)



ROADWAY TRENDS

Regional Average
Freeway Speeds

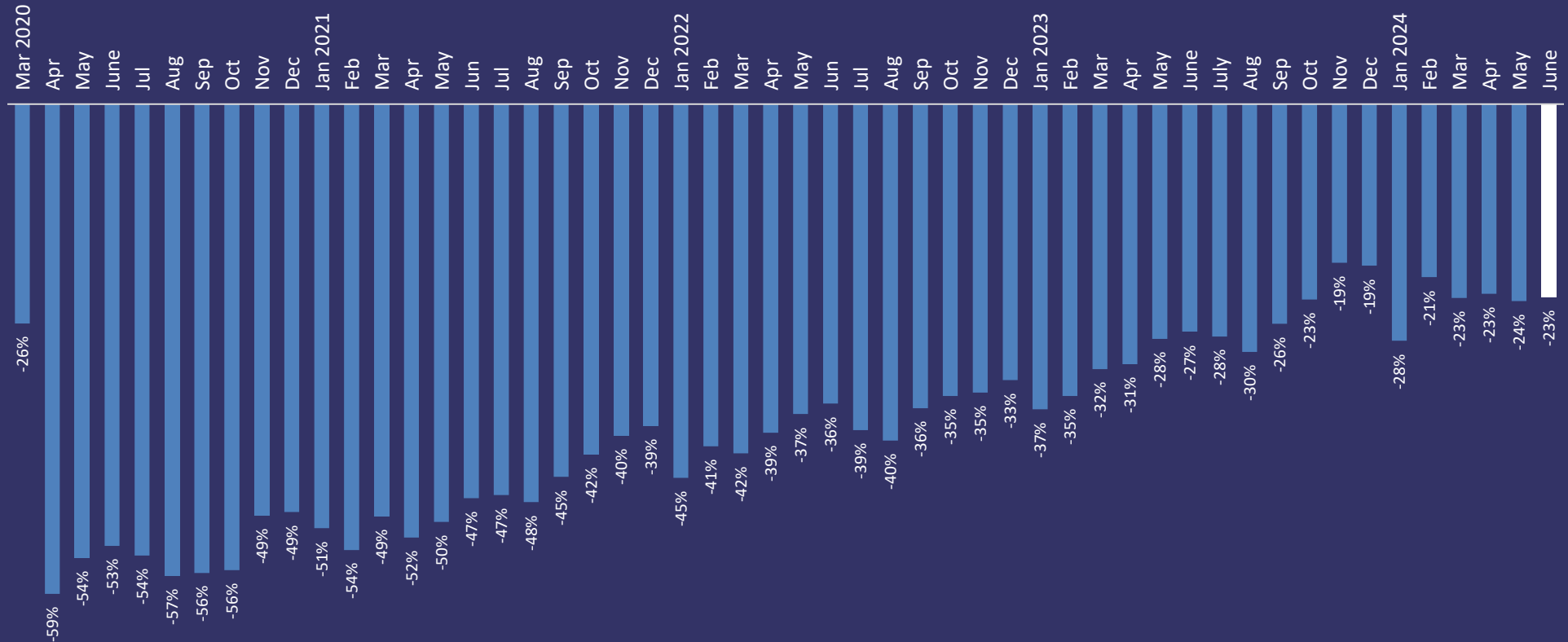
Average Weekday Speeds, Weighted by Traffic Volumes



TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease vs Baseline



Includes On-Demand services: GoLink, ZipZones, GoZone and VIA

Source: DART, DCTA, Trinity Metro, and VIA Arlington

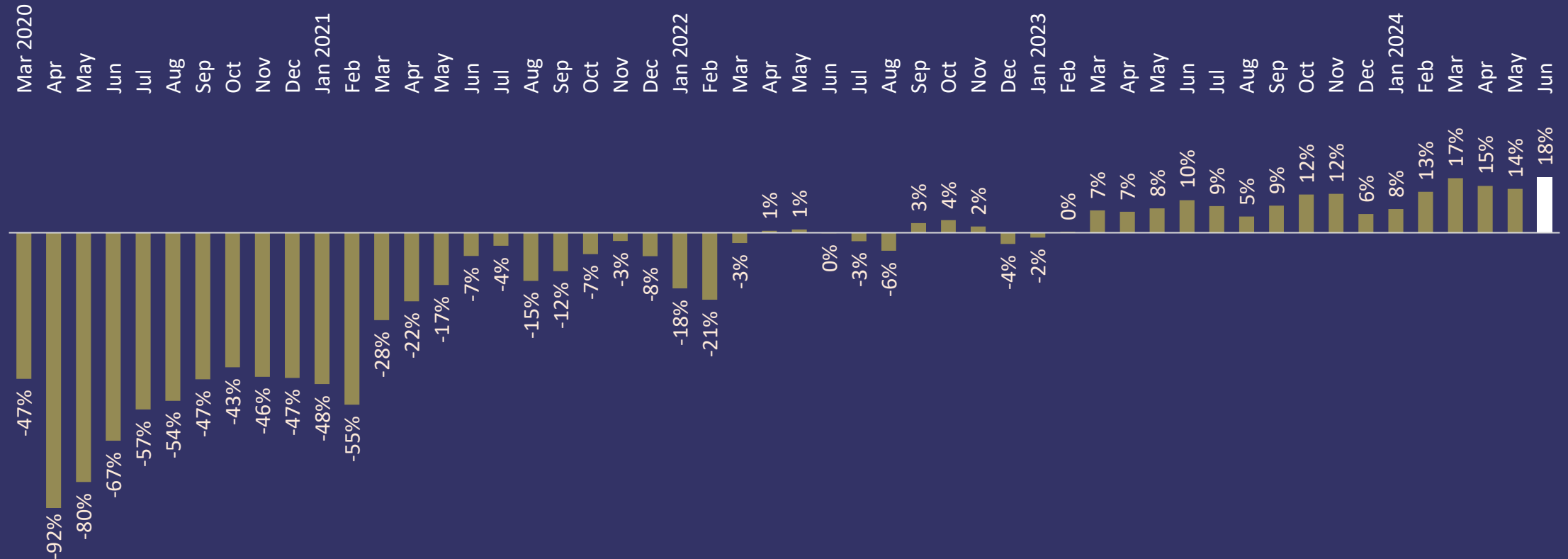
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

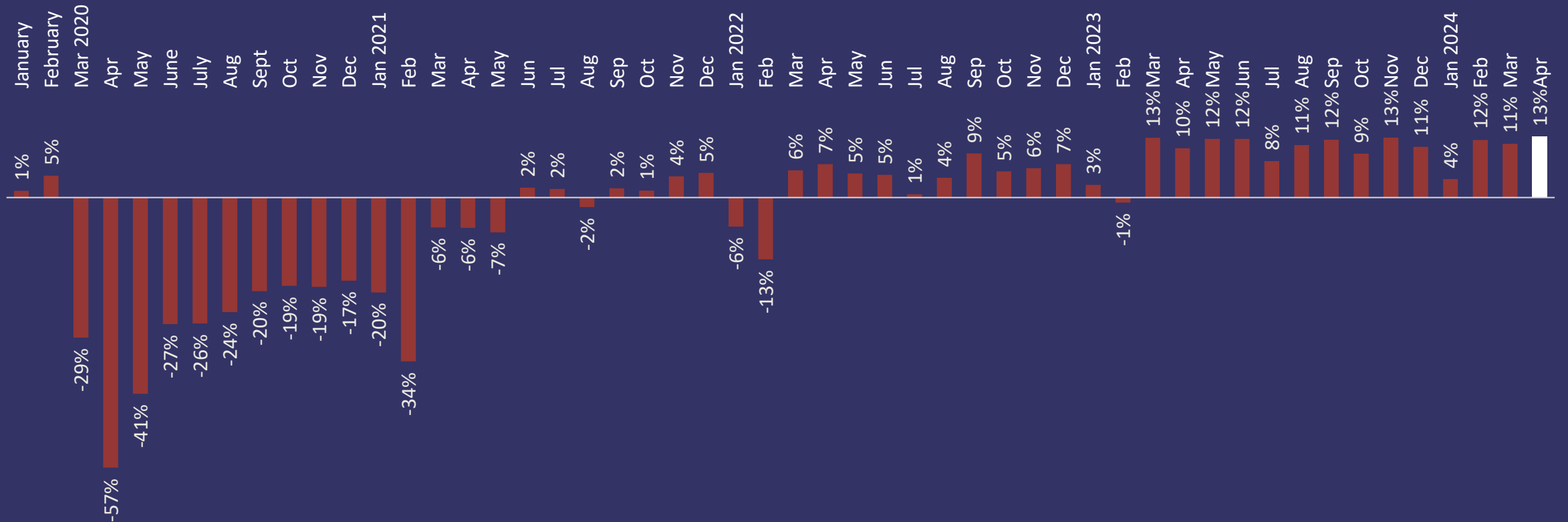
Note: Baseline is March 2019-February 2020.

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

FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline



Source: NTTA

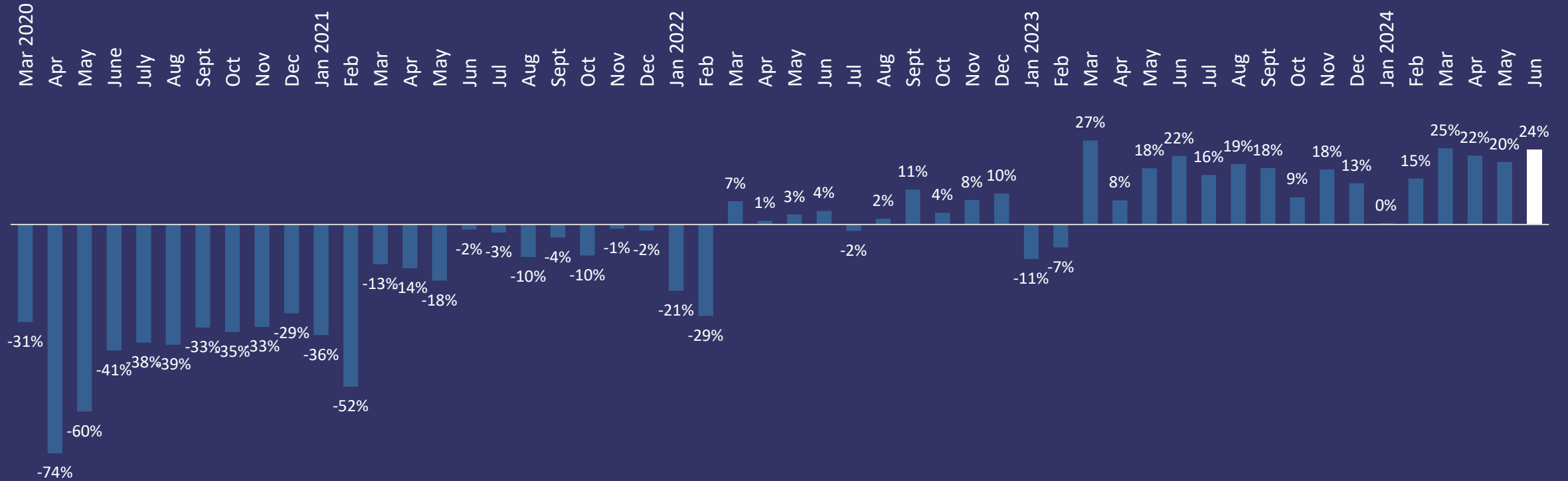
Notes: Baseline is March 2019-February 2020.

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

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Tollway Transactions vs Baseline



Source: Texas Department of Transportation

Notes: Baseline is March 2019-February 2020.

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



North Central Texas Council of Governments

Railroad Crossing Elimination Program (RCEP) 2024

Surface Transportation Technical Committee

Mike Johnson , Principal Transportation Planner | 08.23.2024

Rail Crossing Elimination Program Overview

Applications due: September 23, 2024 (limit 3 per applicant)

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



Rail Crossing Elimination Program 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 project
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. **Political Subdivision of State/Local Government**
5. Public Port Authority
6. Tribal Government



Rail Crossing Elimination Program Overview

Funding Availability:

Total Funding \$1,148,809,580
(FY2023 and FY2024)

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** – \$229.8 Million



Application Submittals

NCTCOG is working with Regional Partners to submit projects.

Crossing	Location	Railroad	Design Status	Funding Status	Submitting Agency	Implementing Agency
Prairie Creek Road	Dallas	UPRR	30% Design	Partially Funded	City of Dallas	City of Dallas
Ennis Avenue/BUS 287	Ennis	UPRR	Final Design	Partially Funded	NCTCOG	City of Ennis/ TxDOT
Bonds Ranch Road West	Fort Worth/ Tarrant County	BNSF/ UPRR	Conceptual	Partially Funded	Tarrant County	Tarrant County/ TxDOT



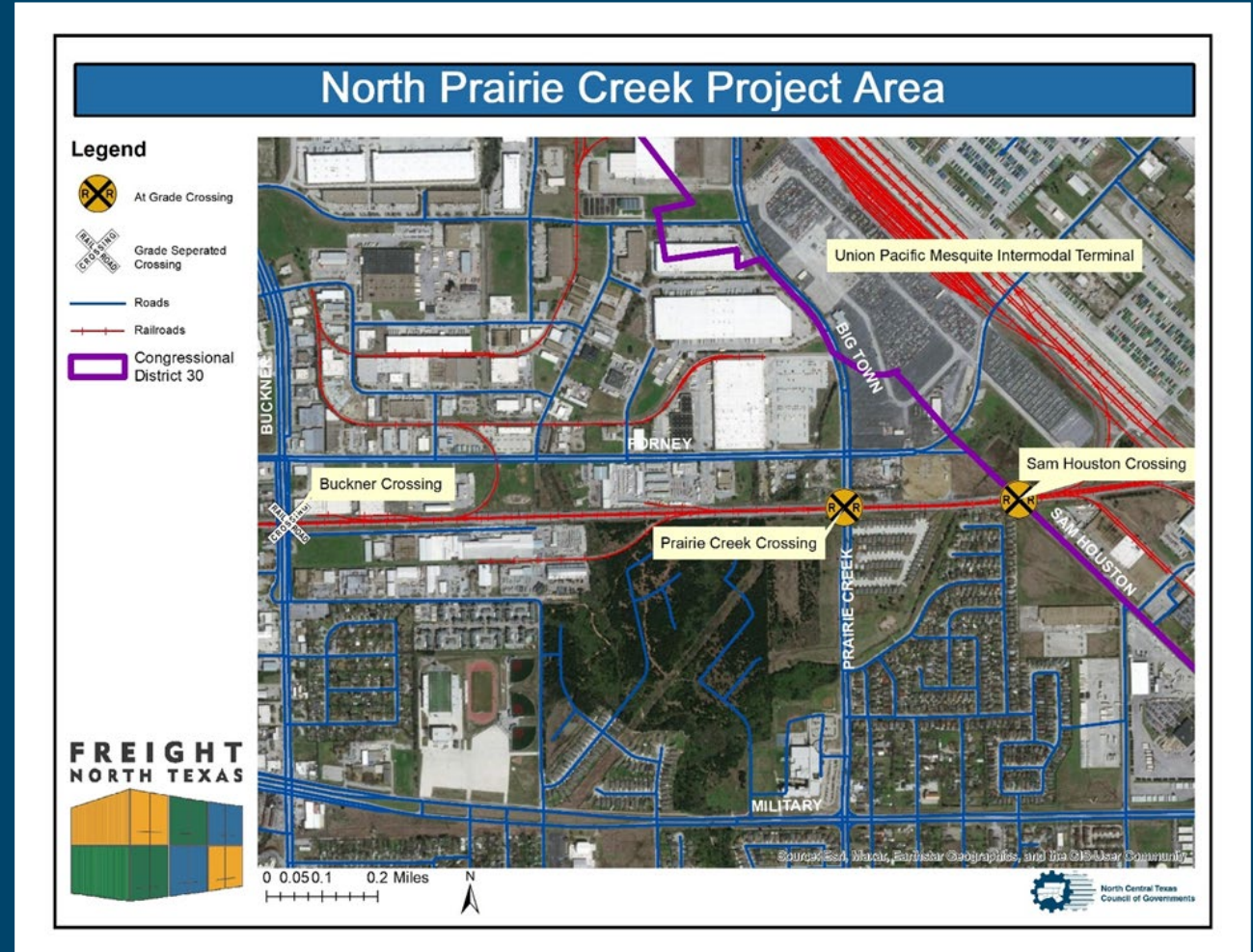
Prairie Creek Road Application

Project Overview:

- Located in Dallas, Texas
- Located near three schools (The Ann Richards STEAM Academy, a Dallas ISD middle school, and a Dallas ISD high school)
- Equity and safety are the top concerns at this project location

Project Partners

- The City of Dallas is the implementing and submitting agency of the 2024 RCEP Grant
- NCTCOG, Dallas County, and UPRR are working with the City of Dallas as project partners



Prairie Creek Road Application

Prairie Creek Road Cost/Funding Status						
Non-Federal			Federal			Total Project Cost
City of Dallas	Dallas County	UPRR*	Earmark	NCTCOG (CMAQ)	RCEP Grant Request	
\$9,450,590	\$3,241,000	\$1,500,000	\$1,602,360	\$5,322,653	<u>\$15,138,299</u>	\$36,254,902

* Railroad contribution to be confirmed



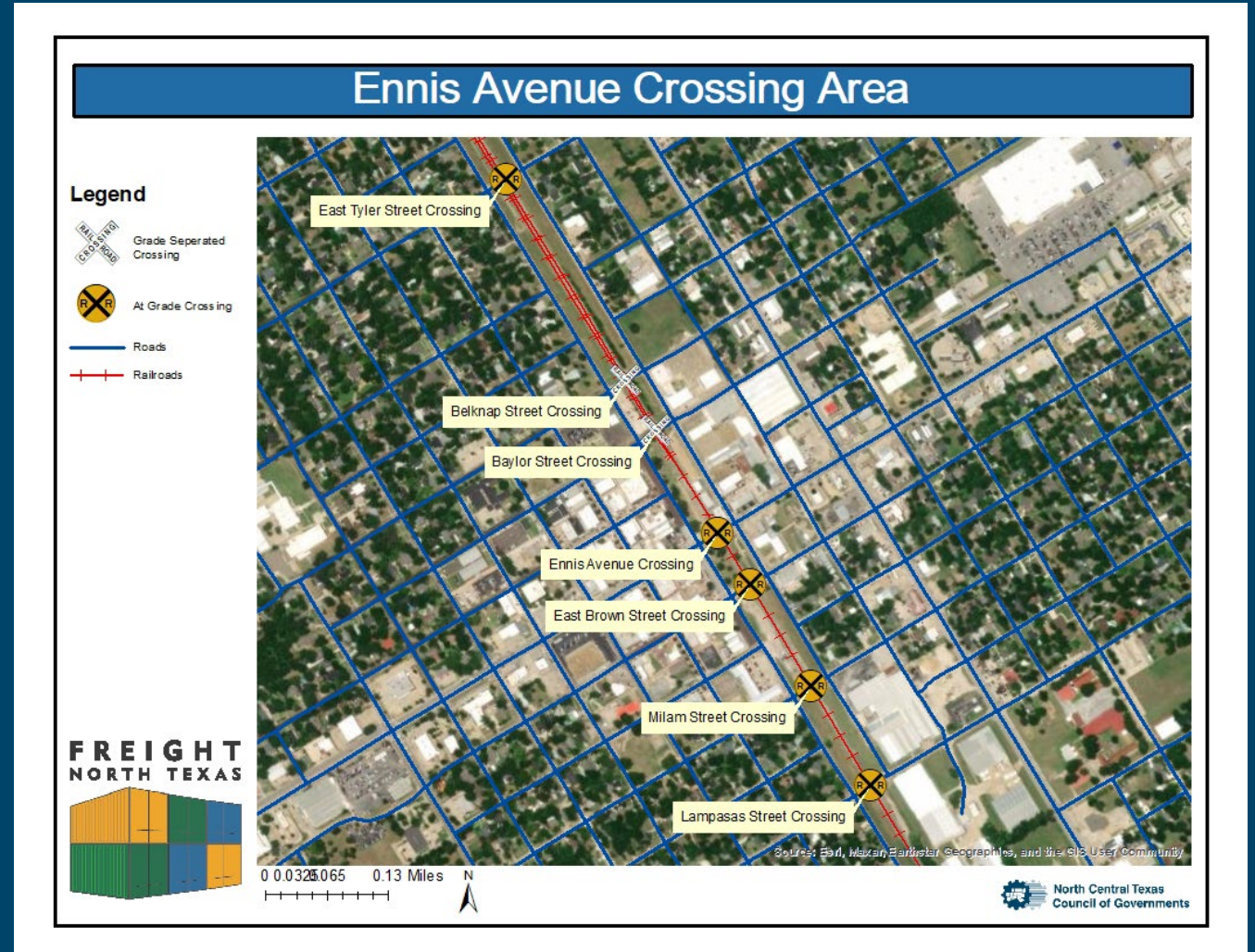
Ennis Avenue Application

Project Overview:

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

Project Partners

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



Ennis Avenue Application

Ennis Avenue Cost/Funding Status						
Non-Federal			Federal			Total Project Cost
City of Ennis	TxDOT	UPRR*	TxDOT (CAT 11)	NCTCOG (CAT 2 and STBG)**	RCEP Grant Request	
\$7,000,000	\$12,360,000	\$2,000,000	\$2,000,000	\$21,440,000	<u>\$20,000,000</u>	\$64,800,000

* Railroad contribution to be confirmed

** Includes \$5 million loan to be paid by City of Ennis



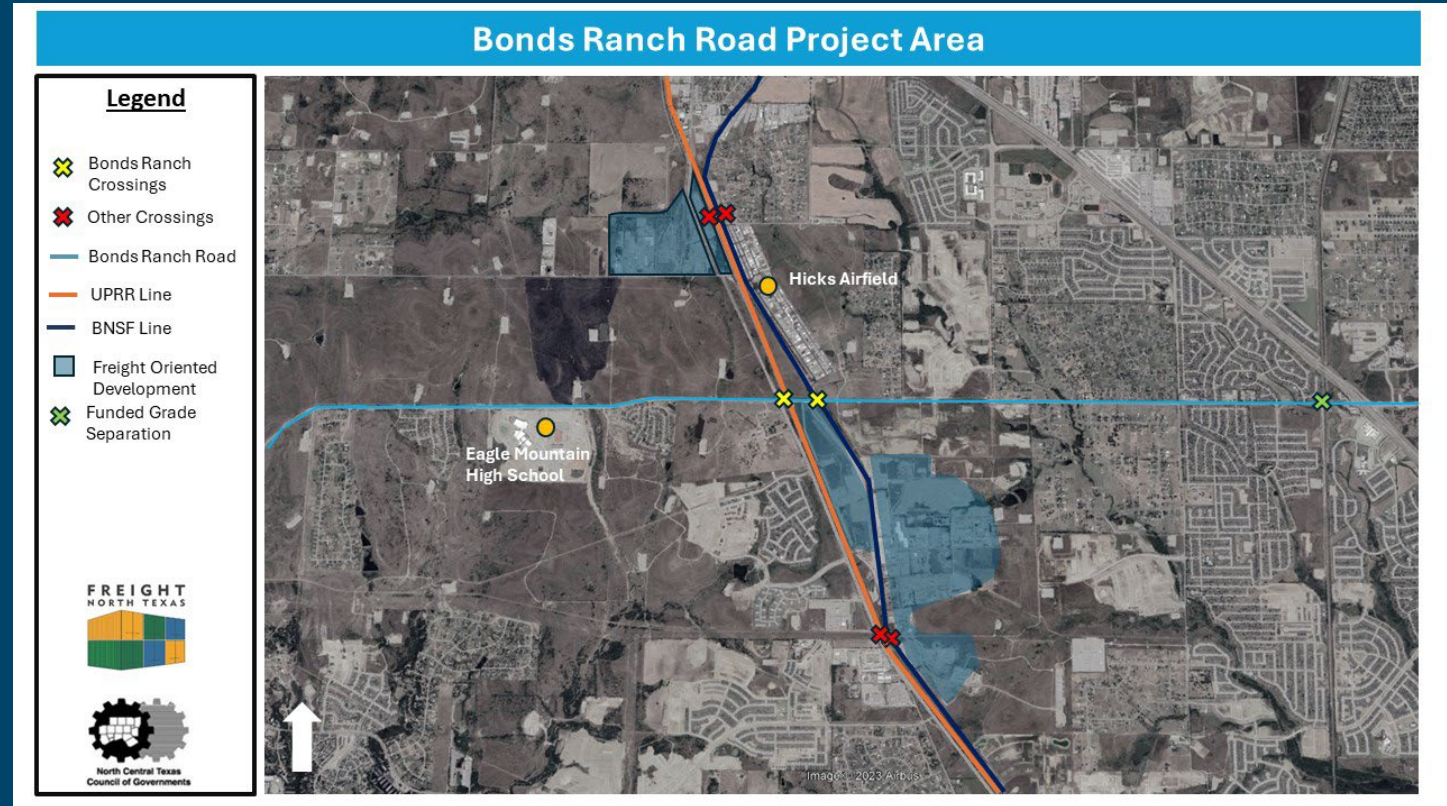
Bonds Ranch Road West Application

Project Overview:

- Located in Fort Worth, Texas
- Located on 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 implementing and submitting agency of the 2024 RCEP Grant
- TxDOT, NCTCOG, the City of Fort Worth, BNSF, and UPRR are working with Tarrant County as project partners



Bonds Ranch Road West Application

Bonds Ranch Road West Cost/Funding Status						
Non-Federal						Total Project Cost
City of Fort Worth	Tarrant County	TxDOT	Railroads*	NCTCOG (STBG)	RCEP Grant Request	
\$2,500,000	\$8,500,000	2,000,000	\$7,500,000	\$20,000,000	<u>\$15,500,000</u>	\$56,000,000

* Railroad contribution to be confirmed



Railroad Crossing Elimination Program– Requested Action

Request STTC approval of:

Submittal of *Ennis Avenue/Union Pacific Railroad Grade Separation Project* for funding consideration through the FY2023/2024 Railroad Crossing Elimination Program

Administratively amending NCTCOG Transportation Improvement Program and State Transportation Improvement Program (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for a FY2023/2024 RCEP Grant award



Rail Crossing Elimination Program Schedule

July 15, 2024

RCEP Notice of Funding Opportunity Released

August 23, 2024

STTC Action Item

September 12, 2024

RTC Action Item

September 23, 2024

RCEP Submittal Deadline

September 26, 2024

Executive Board Endorsement (Approval)



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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

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

Task	Lead Local Entity	Oversight Members (RTC Members)		Lead NCTCOG Staff	Transit Authority Lead	Lead Consultant
		Primary	Secondary			
6 – Develop Strategies for In-Fill Development	Member Cities	DART, DCTA, Trinity Metro Member Cities	DART, DCTA, Trinity Metro Representatives	Karla Windsor	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
7 – Review of Fare Collection Strategies	Transportation Authorities	DART, DCTA, Trinity Metro Representatives	Cities/Counties	Amanda Wilson Rebekah Gongora	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies
8 – Develop Recommendations for Transit Authority/Member City Paradox	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
9 – Final Report	RTC Staff	RTC Committee of the Whole	-	All NCTCOG Staff	DART-Dee Leggett DCTA-Paul Cristina Trinity Metro-Chad Edwards	InfraStrategies McKinsey

TOPICS FOR THE 2025 RTC LEGISLATIVE PROGRAM

Adequately Fund Transportation

- Including Regional Transit 2.0 Funding Related Recommendations

Utilize and Develop Tools

- Including Regional Transit 2.0 Non-Funding Related Recommendations (Land Use, Membership, Etc.)

Expand Transportation Options

Enhance Safety

Pursue Innovation and Technology

Improve Air Quality



TIMELINE

The Regional Transportation Council will be presented with a list of proposed topics to support in advance of the 89th Legislature. Action will be sought in October 2024.



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NCTCOG Legislative Updates: www.nctcog.org/legislative