Modifications to the FY2022 and FY2023 Unified Planning Work Program

Regional Transportation Council
April 14, 2022

Transportation Department
North Central Texas Council of Governments
Programming Increase from Transportation Planning Funds

<table>
<thead>
<tr>
<th>UPWP Project</th>
<th>Additional UPWP Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>University Partnership Program project related to micro-transit and on-demand services</td>
<td>$ 5,000</td>
</tr>
<tr>
<td>University Partnership Program project related to streamlining potential interventions to enhance the life cycle condition and maintenance of bridge assets</td>
<td>$ 5,000</td>
</tr>
<tr>
<td><strong>Total Increase</strong></td>
<td><strong>$10,000</strong></td>
</tr>
</tbody>
</table>
## Transportation Planning Funds
### Two-year Summary

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY2022 and FY2023 US FTA (5303)</td>
<td>$ 6,221,628</td>
</tr>
<tr>
<td>FY2022 and FY2023 US FHWA (Estimated PL)</td>
<td>$16,926,430</td>
</tr>
<tr>
<td>FY2021 US FHWA (Estimated PL-Carryover)</td>
<td>$ 4,774,364</td>
</tr>
<tr>
<td>Total Transportation Planning Funds</td>
<td>$27,922,422</td>
</tr>
<tr>
<td>Prior Anticipated Expenditures</td>
<td>$25,486,000</td>
</tr>
<tr>
<td>Additional Funds Programmed for FY2023</td>
<td>$ 10,000</td>
</tr>
<tr>
<td>Anticipated Expenditures</td>
<td>$25,496,000</td>
</tr>
<tr>
<td>PL Balance to Carry Over to FY2024</td>
<td>$ 2,426,422</td>
</tr>
</tbody>
</table>
# Programming Increases from Other Funding Sources

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Additional UPWP Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Transit Administration</td>
<td>$ 4,510,000</td>
</tr>
<tr>
<td>Enhancing Mobility within the Southern Dallas Inland Port</td>
<td></td>
</tr>
<tr>
<td>Silver Line Transit-oriented Development Corridor Planning</td>
<td></td>
</tr>
<tr>
<td>Surface Transportation Block Grant Program</td>
<td>$ 1,750,000</td>
</tr>
<tr>
<td>Grand Avenue Study (3G: Garland/Gaston/Grand to IH 30)</td>
<td></td>
</tr>
<tr>
<td>Enhancing Mobility within the Southern Dallas Inland Port</td>
<td></td>
</tr>
<tr>
<td>Dallas Opportunity Zone: South Boulevard – Park Row Historic District Planning</td>
<td></td>
</tr>
<tr>
<td>Regional Toll Revenue</td>
<td>$ 667,000</td>
</tr>
<tr>
<td>Enhancing Mobility within the Southern Dallas Inland Port</td>
<td></td>
</tr>
<tr>
<td>Local</td>
<td>$ 711,000</td>
</tr>
<tr>
<td>Enhancing Mobility within the Southern Dallas Inland Port</td>
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<tr>
<td>Silver Line Transit-oriented Development Corridor Planning</td>
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</tr>
<tr>
<td>Total</td>
<td>$ 7,638,000</td>
</tr>
</tbody>
</table>
# Modification Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 14</td>
<td>Initiation of Public Outreach</td>
</tr>
<tr>
<td>March 25</td>
<td>Action by Surface Transportation Technical Committee</td>
</tr>
<tr>
<td>April 14</td>
<td>Action by Regional Transportation Council</td>
</tr>
<tr>
<td>April 28</td>
<td>Action by NCTCOG Executive Board</td>
</tr>
<tr>
<td>April 29</td>
<td>Submittal of Modifications to Texas Department of Transportation</td>
</tr>
</tbody>
</table>
Requested RTC Action

Approve:

• Proposed UPWP modifications outlined in Electronic Item 3.1.1
• Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications
Unified Planning Work Program
Contact Information

Dan Kessler
Assistant Director of Transportation
817-695-9248
dkessler@nctcog.org

Vickie Alexander
Program Manager
817-695-9242
valexander@nctcog.org

Vercie Pruitt-Jenkins
Administrative Program Coordinator
817-608-2325
VPruiit-Jenkins@nctcog.org

https://www.nctcog.org/trans/study/unified-planning-work-program
NCTCOG D2 ILA Responsibilities

1. Incorporate D2 funding commitments in appropriate future MTP and TIP updates
2. Continue the collaborative working relationship to promote a holistic planning vision for D2 and all transportation projects in and around the CBD
3. Provide appropriate NCTCOG staff and/or funding support to DART and the city for completion of scenario planning and/or traffic analyses related to LRT operations through downtown Dallas
4. Explore opportunities for RTC participation in funding for interim roadway or IH 345 improvements that may be required to accommodate D2
5. Explore opportunities for RTC participation in funding for D2
6. Continue to support both the D2 and the IH 345 projects to maximize funding opportunities and advance the two projects through implementation
7. Lead cooperation efforts with stakeholders to develop a coordinated vision for improved rail operations that would allow for double-tracking the LRT connection at the West End junction
Regional Transportation Council (RTC) – Action Item
FY 22 RAISE Discretionary Grant Program – Overview & Proposed Candidate Projects

SOURCE: https://www.transportation.gov/RAISEgrants
# Proposed Western Partnership with Fort Worth and Trinity Metro

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>PREVIOUS</th>
<th>PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail Extension Into Hospital District</td>
<td>Trinity Metro Did Not Submit</td>
<td>RTC Δ $</td>
</tr>
<tr>
<td>Katy Lofts</td>
<td>RTC Δ $</td>
<td>Fort Worth Release, Will Still Proceed</td>
</tr>
<tr>
<td>Lancaster</td>
<td>?</td>
<td>RTC-INFRA</td>
</tr>
<tr>
<td>East Fort Worth Rail Station (Trinity Lakes Station)</td>
<td>Trinity Metro/RTC</td>
<td>RTC $</td>
</tr>
<tr>
<td>Guaranteed Transit Pilot</td>
<td>RTC $</td>
<td>RTC $</td>
</tr>
</tbody>
</table>
FY 22 RAISE Discretionary Grant Program
TEXRail Near Southside Extension

- Project submitted by NCTCOG for FY 21 RAISE Program
- Trinity Metro decided not to submit the TEXRail Extension for the FY 22 RAISE Program after STTC action
- Resulting discussions between NCTCOG and Fort Worth staff prompted a proposed funding solution
- NCTCOG staff will bring back this funding proposal to STTC in April and RTC in May
- NCTCOG staff will bring East Lancaster corridor along as an FY 22 INFRA Grant request (resubmittal from FY 21 INFRA)
## Proposed NCTCOG RAISE Grant Projects

### Complete List & Attributes

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>EAST/WEST</th>
<th>PREVIOUS SUBMITTAL (Agency)</th>
<th>TOTAL COST</th>
<th>GRANT FUNDS</th>
<th>LOCAL FUNDS ¹</th>
<th>NEW RTC FUNDS ²</th>
<th>AVAILABLE FUNDS ³</th>
<th>LEVERAGED FUNDS ⁴</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>South Dallas Improved Bicycle/Pedestrian Routes to Rail &amp; Transit Technology Upgrades</strong></td>
<td>EAST</td>
<td>N/A</td>
<td>$43.75 M</td>
<td>$25.0 M</td>
<td>$8.75 M</td>
<td>$10.0 M</td>
<td>$6.05 M</td>
<td></td>
</tr>
<tr>
<td><strong>South Dallas County Inland Port Multimodal Connectivity</strong></td>
<td>EAST</td>
<td>TIGER 2016 (Dallas County)</td>
<td>$82.53 M</td>
<td>$45.0 M</td>
<td>$15.0 M</td>
<td>$12.53 M</td>
<td>$10.0 M</td>
<td></td>
</tr>
<tr>
<td><strong>International Parkway Advanced Mobility Program</strong></td>
<td>BOTH</td>
<td>BUILD 2020 (DFW Airport)</td>
<td>$50.9 M</td>
<td>$25.0 M</td>
<td></td>
<td></td>
<td></td>
<td>$25.9 M</td>
</tr>
</tbody>
</table>

1. A. – $5.75 M City of Dallas, $3.0 M DART; B. – $3.1 M Dallas County, $1.845 M-$2.645 M City of Wilmer, $7.25 M-$7.65 M City of Lancaster, $2.8 M-$1.6 M Franchise Utilities
2. A. – $5.0 M CMAQ, $5.0 RTR; B. – $12.53 M STBG (includes 3.91 M 4.27M TDCs)
3. A. – $8.0 M STBG (Cat 7), $2.0 M Dallas County; B. – $25.9 M DFW Airport Joint Capital Account Funds (includes added locally-funded project items compared to what was reported for STTC Action)
4. A. – $6.05 M from previous project awards (slide #3)
Proposed NCTCOG RAISE Grant Projects
Utilizing Comprehensive Approaches

**South Dallas Improved Bicycle/Pedestrian Routes to Rail & Transit Technology Upgrades Project:**

- Level 1: Signal improvements and sidewalks in partnership with FTA in areas of persistent poverty. ($3.55 M)
- Level 2: Automated Vehicles Program Round Two ($2.5 M)
- Level 3: RAISE Grant Submittal – Increased bicycle/pedestrian access with new sidewalks and off-street trail connections. Provide transit technology upgrades and USDOT job-housing balance policy applications. ($43.75 M)
- Level 4: Elimination of Food Deserts (Larger Vision)
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 28, 2022</td>
<td>FY 22 RAISE Grant Final NOFO Announced</td>
</tr>
<tr>
<td>February 25, 2022</td>
<td>STTC Information</td>
</tr>
<tr>
<td>March 10, 2022</td>
<td>RTC Information</td>
</tr>
<tr>
<td>March 25, 2022</td>
<td>STTC Action</td>
</tr>
<tr>
<td></td>
<td><em>(Scope, cost, &amp; funding source/share details finalized for NCTCOG projects)</em></td>
</tr>
<tr>
<td>March 30, 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>April 14, 2022</td>
<td>RTC Action</td>
</tr>
<tr>
<td>April 14, 2022</td>
<td>FY 22 RAISE Grant Application Submittal Deadline – <a href="http://www.grants.gov">www.grants.gov</a></td>
</tr>
<tr>
<td>April 28, 2022</td>
<td>Executive Board Endorsement</td>
</tr>
</tbody>
</table>
Request Regional Transportation Council (RTC) approval of:

- Allocation of new RTC funds:
  - *South Dallas Improved Bicycle/Pedestrian Routes to Rail & Transit Technology Upgrades*
    - $10,000,000 CMAQ/RTR funds
  - *South Dallas County Inland Port Multimodal Connectivity*
    - $12,530,000 STBG funds (including $3,910,000 4,270,000 TDCs)

- Proposed projects to submit for funding consideration through the FY 22 RAISE Discretionary Grant Program

- Administratively amending the TIP, STIP, and other planning/administrative documents to include proposed projects, if selected for an FY 22 RAISE Grant award
Contact Information

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

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

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

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

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

Karla Windsor  
Senior Program Manager  
(817) 608-2376  
kweaver@nctcog.org

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

Application Preparation

Jody Loza  
Principal Planner  
(817) 704-5609  
jloza@nctcog.org

Travis Liska  
Principal Planner  
(817) 704-2512  
trliska@nctcog.org

ZEV Call for Partners

Lori Clark  
Program Manager  
(817) 695-9232  
lclark@nctcog.org

Regional Transportation Council (RTC) – Action Item

April 14, 2022  
FY 22 RAISE Discretionary Grant Program – Overview & Proposed Candidate Projects
AVONDALE-HASLET/BNSF RAILWAY GRADE SEPARATION FUNDING PARTNERSHIP

Regional Transportation Council
April 14, 2022
BACKGROUND

• The Regional Transportation Council (RTC), City of Haslet, Texas Department of Transportation (TxDOT), and Tarrant County have partnered to implement the AllianceTexas/Haslet Accessibility Improvement Project.

• The project received a $20 million Better Utilizing Investments to Leverage Development (BUILD) Grant in 2018, in addition to funds committed by the funding partners.

• The project includes 4-lane divided roadways on Avondale-Haslet Road/Haslet Pkwy from IH 35W to west of FM 156 and Intermodal Parkway from Avondale-Haslet to Transport Drive.

• Construction of the project is expected to be complete in the spring of 2024.

• With the recent selection of Avondale-Haslet Road in the City of Fort Worth as a Tarrant County Bond Program project, all improvements along the corridor have been funded except for a grade separation at Avondale-Haslet and the Burlington Northern Santa Fe (BNSF) rail line.

• The grade separation would address a mobility and safety issue at this intersection. School buses and emergency vehicles are often stopped at the rail line, and any pedestrians or bicyclists seeking to travel along the roadway must cross three tracks.
# SUMMARY OF FUNDING FOR RELATED SYSTEM IMPROVEMENTS ($ IN MILLIONS)

<table>
<thead>
<tr>
<th>Project</th>
<th>RTC</th>
<th>Cintra</th>
<th>BUILD Grant</th>
<th>TxDOT</th>
<th>Local</th>
<th>BNSF Railway</th>
<th>TDCs²</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1 - Haslet Parkway/Avondale-Haslet</td>
<td>$12</td>
<td>$0</td>
<td>$20</td>
<td>$1</td>
<td>$20</td>
<td>$0</td>
<td>0</td>
<td>$53</td>
</tr>
<tr>
<td>Phase 2 - Haslet Parkway/Avondale-Haslet</td>
<td>$10</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
<td>$10</td>
</tr>
<tr>
<td>Phase 3 - IH 35W 3C</td>
<td>$0</td>
<td>$661</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
<td>$661</td>
</tr>
<tr>
<td>Phase 4 - SH 170 Grade Separations</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$170</td>
<td>$0</td>
<td>$0</td>
<td>0</td>
<td>$170</td>
</tr>
<tr>
<td><strong>Phase 5A - Avondale-Haslet Grade Separation at BNSF RR¹</strong></td>
<td><strong>$14.5</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$170</strong></td>
<td><strong>$0</strong></td>
<td><strong>$1.5</strong></td>
<td><strong>1.7</strong></td>
<td><strong>$16</strong></td>
</tr>
<tr>
<td>Phase 5B - Avondale-Haslet (City of Fort Worth/Tarrant County Bond Program Project)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$48.9</td>
<td>$0</td>
<td>0</td>
<td>$48.9</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$36.5</strong></td>
<td><strong>$661</strong></td>
<td><strong>$20</strong></td>
<td><strong>$171</strong></td>
<td><strong>$68.9</strong></td>
<td><strong>$1.5</strong></td>
<td><strong>1.7</strong></td>
<td><strong>$958.9</strong></td>
</tr>
</tbody>
</table>

1: Funding amounts are proposed
2: Transportation Development Credits (TDC) are not cash and do not count in the funding totals
PROPOSED FUNDING PARTNERSHIP

• Staff proposes that the RTC fund engineering and construction of the grade separation with $14.5 million of Surface Transportation Block Grant Program (STBG) funds.

• Federal funds would be matched with a combination of funds from BNSF and Regional TDCs.

• BNSF would contribute 10% of the project costs (currently estimated to be $1.5 million).

• The partnership would fund the final piece of a series of improvements to this critical east-west corridor and improve safety by ensuring that vehicles and pedestrians do not have to cross the railroad tracks at-grade.
REQUESTED ACTION

• RTC approval of:
  • The proposed funding and TDCs for the grade separation at Avondale-Haslet Road and the BNSF Railway line
  • Administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents as needed to incorporate this funding
QUESTIONS?

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

Brian Dell
Principal Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org
RTC awarded $1,603,876 to Dallas County in the 2020 Transportation Alternatives (TA) Call for Projects to construct the Fair Park/East Dallas Trail Phase 1 (north alignment).

- Dallas County’s local match was $1,069,250.
- The north trail alignment has challenges due to conflicts with the operations of large events in which access to the trail will need to be periodically closed.
Fair Park Master Plan: Parks/Open Space

- Gateway Parks improve user experience at park entrances
- Updated design for Cotton Bowl Plaza will include an interactive water feature
- Connect to Santa Fe Trail extension (part of the overall Loop Trail)
- Music Green to provide open and flexible space to increase programming and activation
- 1.2 Acres
- 3.3 Acres
- 3.3 Acres
- 1.5 Acres
- 14 Acres (includes dedicated parking)
- Blackland Prairie Trail to expand habitat and connect to north end of Fair Park
- Enhance and expand the natural areas and existing habitat at the Lagoon and Texas Discovery Gardens
- 52 Acres of New/Expanded Park/Open Space
- 65,000 Sq. Ft. of New Indoor Expos
Fair Park Trail Loop

Image: Dallas County
Partnership for Implementation

- The City of Dallas and Fair Park First will replace the federal funds for the northern trail alignment and partner with Dallas County to build the project.

- The City will design and construct a connecting southern “loop” and coordinate with Dallas Area Rapid Transit (DART) to improve access to the Fair Park DART Station.

- Staff request federal funding of $8M for the southern alignment in exchange for the City and Fair Park First to fund the northern alignment. Funding will pay for both the engineering and construction phases.
Fair Park Trail Loop Partnership Funding

**Northern Alignment (Local)**

Funding Contributions:
- Dallas County: $1,069,250
- City of Dallas: $500,000
- Fair Park First: $1,100,000

Total: $2,669,250

Implemented by Dallas County

**Southern Alignment (Federal)**

Funding Contributions:
- Federal Funds (CMAQ): $8,000,000
- Regional TDCs: 1,600,000

Implemented by City of Dallas
Investments and Partnerships in Historically Disadvantaged Communities

- IH 30 Fair Park Area Street Grid Planning Study ($1M)
- Grand Avenue Engineering Study ($1M)
- South Boulevard-Park Row Historic District Planning Study ($.5M)
- Circuit Trail Loop
Requested RTC Action for Approval

- Award of $8 million CMAQ and 1.6 million Regional Transportation Development Credits for the Fair Park Trail southern alignment to the City of Dallas.

- Return the $1,603,876 of TA funds to the regional pool to be awarded in the 2022 TA Call for Projects.

- Administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes.
Contact Information

Karla Windsor, AICP
Senior Program Manager
kwindsor@nctcog.org | 817-608-2367

Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org | 817-695-9275

Daniel Snyder, AICP
Senior Transportation Planner
dsnyder@nctcog.org | 817-608-2394
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

Information

Results and Recommendations Available for Public Review (60 Days)

Results and Recommendations Available for Public Review (60 Days)

Results and Recommendations Available for Public Review (60 Days)

Results and Recommendations Available for Public Review (30 Days)
# PLAN SCHEDULE

<table>
<thead>
<tr>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q2</td>
<td>Q3</td>
<td>Q4</td>
</tr>
</tbody>
</table>

### Agency and Public Coordination

### Plan Development

- Draft Forecast
- Final Forecast
- Demographic Forecast Development
- Draft Recommendations for Review
- Official Comment Period
  - April 1, 2022 – May 31, 2022

### Air Quality Conformity

**Draft Plan Published**
- As of February 2022

**Official Public Comment Period**
- April 1, 2022 – May 31, 2022

### Notes:
- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 Update scheduled for June 9, 2022.
DRAFT MAPS AVAILABLE ONLINE

www.nctcog.org/PlanInProgress
# DRAFT FINANCIAL PLAN EXPENDITURES

## MAXIMIZE EXISTING SYSTEM

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

## STRATEGIC INFRASTRUCTURE INVESTMENT

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
</table>
| Rail and Bus  
Encourage switch to transit | $42 B |
| HOV/Managed Lanes  
Increase auto occupancy | $56 B |
| Freeways/Tollways and Arterials  
Add vehicle capacity |       |

**TOTAL**  
$148 B
Final stage: confirming final costs

FINANCIAL CONSTRAINT

148 B
Baseline Adjustments

41 B
Revenue Enhancements

99 B
Baseline Revenue
Pressures Potentially Diminishing Transportation Revenue

Legacy Revenue Structure

- Periodic Federal/State Infusions
- Baseline: Stable Funding
- Gas Taxes
- Registration Fees

Recent Mobility Plans

- Forecasted Revenue Enhancements
- Baseline: Diminishing Revenues
- Gas Taxes
- Registration Fees
- State/Federal/Local

Mobility 2045 Update

- Forecasted Revenue Enhancements
- Adjusted Baseline: i.e., Federal Infusion, Bipartisan Infrastructure Law, Props 1 & 7
- Baseline: Diminishing Revenues
FUTURE REVENUE SUSTAINABILITY

PRESSURES AND IMPACT

- Forecasted Revenue Enhancements
  - May eventually replace gas tax as traditional revenue source and become new “baseline”

- Adjusted Baseline: Federal Infusion
  - Periodic state/federal limited infusions help, but may be unsustainable over long term

- Baseline: Diminishing Revenues
  - Continue to diminish; necessary to pursue new mechanisms

FUTURE MOBILITY PLANS

- Periodic Federal/State Infusions
- Baseline: Potential Funding
- Registration Fees
- EV Registration Fees?
- Indexing?
- VMT Fees?
- Technology as TR Mode?
PUBLIC INVOLVEMENT
PUBLIC INVOLVEMENT

Mobility 2045

Mobility 2045 Update

Next Plan

*Public Involvement Activities Include:*

- Public Meetings
- Speaking Engagements
- Outreach Events
- Publications
- Press Releases
- Social Media
- Development Activities
Safety of merging, poor visibility, and blind spots are often mentioned.

Transit options in areas without existing service, and increasing frequency in areas with it, are top concerns.

Safety of merging, poor visibility, and blind spots are often mentioned.

Dashboard Available at: www.nctcog.org/MapYourExperience
REGIONAL NONDISCRIMINATION ANALYSIS
REGIONAL NONDISCRIMINATION ANALYSIS

Required by Civil Rights Act and Executive Order 12898

RTC Policy to evaluate nondiscrimination for Protected Groups to ensure no disparate impacts

• Access to Jobs
• Access to Hospitals and Universities
• Proximity to Congested Transportation Facilities
• Average Travel Time
• Access and Usage of Tolled Facilities
## ACCESS TO JOBS

<table>
<thead>
<tr>
<th>Access to Jobs by</th>
<th>Protected Groups</th>
<th>Non-Protected Groups</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transit</strong></td>
<td>+39% ▲</td>
<td>▼ 18% ▼</td>
</tr>
<tr>
<td><strong>Auto</strong></td>
<td>-7% ▼</td>
<td>▼ 21% ▼</td>
</tr>
</tbody>
</table>

### Percent Change

**CURRENT CONDITIONS TO 2045 BUILD CONDITIONS**

- **Protected Groups**
  - Transit: +39% ▲
  - Auto: -7% ▼
- **Non-Protected Groups**
  - Transit: +21% ▲
  - Auto: -18% ▼

**No Disparate Impacts**

- Increase in transit supply and employment in urban areas by 2045 affects all groups positively.
- Increase in roadway congestion affects all groups negatively.
TRANSPORTATION CONFORMITY
2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

PURPOSE

Required by Federal Legislation

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

Ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals
Nonattainment Areas Under the 8-Hour Ozone Standards
## TIMELINE

<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><strong>April 2022</strong></td>
<td><strong>RTC – Mobility Plan Update Progress</strong></td>
</tr>
<tr>
<td>April 2022</td>
<td>STTC – Mobility Plan and Air Quality Conformity</td>
</tr>
<tr>
<td>May 2022</td>
<td>RTC – Mobility Plan and Air Quality Conformity</td>
</tr>
<tr>
<td><strong>May 2022</strong></td>
<td><strong>STTC – Action Requested: Recommend RTC Adopt Mobility 2045 - 2022 Update</strong></td>
</tr>
<tr>
<td><strong>June 2022</strong></td>
<td><strong>RTC – Action Requested: Adopt Mobility 2045 - 2022 Update</strong></td>
</tr>
</tbody>
</table>
CONTACTS

### Mobility Plan

**Amy Johnson**  
Senior Transportation Planner  
ajohnson@nctcog.org  
817-704-5608

**Brendon Wheeler, PE**  
Program Manager  
bwheeler@nctcog.org  
682-433-0478

### Environmental Coordination | Environmental Justice

**Kate Zielke**  
Principal Transportation Planner  
kzielke@nctcog.org  
817-608-2395

### Air Quality Conformity

**Vivek Thimmavajjhala**  
Transportation System Modeler II  
vthimmavajjhala@nctcog.org  
817-704-2504
Start of 2022 Ozone Season & Spring 2022 Car Care Awareness

Regional Transportation Council • April 14, 2022

Jenny Narvaez, Program Manager
Jason Brown, Principal Air Quality Planner
Timeline and Milestones

2008 Ozone Standard
(≤75ppb)

Attainment Date:
No later than **July 20, 2027**

*Attainment will be based on 2024-2026 Ozone Monitor Data*

---

**EPA NAAQS Classifications**

- Marginal
  - (3 years to attain)
- Moderate
  - (6 years to attain)
- Serious
  - (9 years to attain)
- Severe
  - (15/17 years to attain)
- Extreme
  - (20 years to attain)

---

2015 Ozone Standard
(≤70ppb)

Attainment Date:
No later than **August 3, 2024**

*Attainment will be based on 2021-2023 Ozone Monitor Data*
Exceedance Level indicates daily maximum 8-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the for the revised ozone standard of 70 ppb.

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

Consecutive Three-Year Periods

1997 Standard < 85 ppb (Revoked)

2008 Standard ≤ 75 ppb (Severe by 2027)

2015 Standard ≤ 70 ppb¹ (Moderate by 2024)

As of April 14, 2022

Source: NCTCOG TR Dept

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).
Regulatory Ozone Monitor Locations with Design Value

As of April 14, 2022

Legend:
- Counties Designated Nonattainment Under 2015 8-Hour Ozone NAAQS
- Metropolitan Planning Area
- Counties Designated Nonattainment Under 2008 8-Hour Ozone NAAQS
- 2020 - 2022 Design Value (ppb)

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

North Central Texas Council of Governments

April 2022
Sample of Air Quality Initiatives
Air Quality Handbook

North Central Texas Council of Governments
Spring 2022

Air Quality Handbook

Learn about the current status of regional air quality and efforts the North Central Texas Council of Governments and its partners are doing to reduce air pollution and help the region meet Federal Air Standards.

North Central Texas Council of Governments
Primavera 2022

Manual de la Calidad del Aire

Conozca el estado actual de la calidad del aire regional y los esfuerzos que el North Central Texas Council of Governments y sus socios están haciendo para reducir la contaminación del aire y ayudar a la región cumplir con los Estándares Federales del Aire.

https://nctoog.org/nctcg/media/Transportation/DocsMaps/Quality/Air/AQ2022printer_Spring.pdf

https://www.nctoog.org/nctcg/media/Transportation/DocsMaps/Quality/Air/AQ2022SPANISH.pdf
Campaign Goal

Advance air quality benefits for the region

Inform vehicle owners and general public about proper vehicle maintenance

Educate about check engine light importance and meaning

Build stronger community relations

Aligning nationally with the April and October Car Care Awareness months
Spring 2022 Car Care Awareness

Current Efforts

Partnering with nonprofit organizations and vehicle repair shops throughout the region to provide focused outreach

Providing Car Care Awareness digital toolkits and educational material to local governments and organizations upon request

Updating North Texas Car Care Awareness website with vehicle maintenance tips and online education materials for download

Please contact and let us know if you have a particular organization or automotive repair shop representative for future Car Care Awareness coordination

www.ntxcarcare.org
DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

Fiscal Year 2023-2025 Goal Update

Regional Transportation Committee
April 14, 2022
Ken Kirkpatrick, General Counsel
FY2023-2025 DBE GOAL UPDATE

DBE Program Guidance and Thresholds

Requirement: 49 Code of Federal Regulations Part 26

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

What are the Requirements:
• Updated DBE Goal Every Three Years (new goal due August 1, 2022)
• Current Goal of 19.4% Active through September 30, 2022, covered FY2020-2022
• Publication of DBE goal as part of RFP
• Certification of DBE Eligibility
FY2023-2025 DBE GOAL UPDATE

DBE Program Overview

- Ensure Non-discrimination
- Create a Level Playing Field/Fair Competition
- Narrowly Tailor Program to Meet Federal Law
- Ensure DBE Firms Meet Required Eligibility Standards
- Help Remove Barriers to DBE Participation
- Assist in Development of Firms to Compete Outside DBE Program
## FY2023-2025 DBE Goal Update

### Current NCTCOG and Subrecipients Goal (FY2020-2022)

The table below shows the breakdown of DBE goals for the NCTCOG and subrecipients for the fiscal years 2023-2025.

<table>
<thead>
<tr>
<th>CONTRACTING ENTITY</th>
<th>FTA</th>
<th>FHWA^</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCTCOG</td>
<td>30.4%</td>
<td>27.3%</td>
<td>28.4%</td>
</tr>
<tr>
<td>SUBRECIPIENTS</td>
<td>3.2%</td>
<td>7.7%</td>
<td>5.0%</td>
</tr>
<tr>
<td>TOTAL WEIGHTED GOAL*</td>
<td>15.8%</td>
<td>21.3%</td>
<td>19.4%</td>
</tr>
</tbody>
</table>

Race Conscious 55%, Race Neutral 45%

^FHWA funds also include other federal and local sources.

*Weighted by Contract Service Type, Contract Award Amount, and Market Area
## FY2023-2025 DBE GOAL UPDATE

### Schedule

<table>
<thead>
<tr>
<th>TASK</th>
<th>DATE</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC: 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>RTC: 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>
FY2023-2025 DBE GOAL UPDATE

Questions?

STAFF CONTACTS:

Emily Beckham
Program Manager
Phone: 817-608-2308
Email: ebeckham@nctcog.org

Amanda King
Contracts & Risk Specialist
Phone: 682-433-0460
Email: aking@nctcog.org

Ken Kirkpatrick
General Counsel
DBE Liaison Officer
Phone: 817-695-9278
Email: kkirkpatrick@nctcog.org
NCTCOG

2022 TITLE VI PROGRAM AND LANGUAGE ASSISTANCE PLAN UPDATES

REGIONAL TRANSPORTATION COUNCIL

4.14.2022
Title VI of the Civil Rights Act of 1964

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

Who Must Comply
Any program or activity that receives federal funds or other federal assistance
TITLE VI PROGRAM: METROPOLITAN PLANNING ORGANIZATION

FREQUENCY
Update every three years

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

REVIEW
Submit to Federal Transit Administration for review
TITLE VI/NONDISCRIMINATION POLICY STATEMENT

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

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

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

Schedule of subrecipient Title VI Program submissions

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

Forty-five day public comment period
LANGUAGE ASSISTANCE PLAN UPDATES OF NOTE

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

Literacy rates for the 12-county area

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

Forty-five day public comment period
### 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>
CONTACT US

Ken Kirkpatrick
General Counsel
kkirkpatrick@nctcog.org | 817-695-9278

Kate Zielke
Principal Transportation Planner
Title VI Coordinator
kzielke@nctcog.org | 817-608-2395
MULTIMODAL PROJECTS DISCRETIONARY GRANT (MPDG) PROGRAM

Regional Transportation Council (RTC) – Information Item
Overview of FY 22 MPDG Discretionary Grant Program (MEGA, INFRA, & RURAL)
Multimodal Projects Discretionary Grant (MPDG) Program
National Infrastructure Project Assistance Program (MEGA)

<table>
<thead>
<tr>
<th>Available Funds (Project Type)</th>
<th>Federal Cost Share / Match</th>
<th>Eligibility (Applicants)</th>
<th>Eligibility (Project Types)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1 Billion</td>
<td>Up to 60%</td>
<td>1. State or group of States (DOTs)</td>
<td></td>
</tr>
<tr>
<td>– All Projects (FY 22)</td>
<td>– MEGA Grant Request</td>
<td>2. Metropolitan Planning Organization (MPOs)</td>
<td></td>
</tr>
<tr>
<td>Cost &gt; $500 M</td>
<td>Up to 80%</td>
<td>3. Local governments</td>
<td></td>
</tr>
<tr>
<td>– 50% Available Funds</td>
<td>– Federal (overall)</td>
<td>4. Political subdivision of a State</td>
<td></td>
</tr>
<tr>
<td>Cost $100-500 M</td>
<td></td>
<td>5. Special purpose district or public authority w/ transportation function (incl. port authority)</td>
<td></td>
</tr>
<tr>
<td>– 50% Available Funds</td>
<td></td>
<td>6. Tribal government or consortium of Tribal governments</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>7. Amtrak partnership w/ one or entities above</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>8. Group of all above entities</td>
<td></td>
</tr>
</tbody>
</table>

- No statutory obligation deadline

- USDOT “seeks projects that will begin construction before September 30, 2025.”
# Multimodal Projects Discretionary Grant (MPDG) Program

## Nationally Significant Multimodal Freight/Highway Projects (INFRA)

<table>
<thead>
<tr>
<th>Available Funds (Project Type)</th>
<th>Federal Cost Share / Match</th>
<th>Award Size</th>
<th>Eligibility (New)</th>
</tr>
</thead>
</table>
| $1.55 Billion – All Projects (FY 22) | **Up to 60%** – MEGA Grant Request (no award minimum) | **No Maximum** – All Projects | Applicants:  
1. Federal land management agency w/ State or group of States  
2. Multi-state corridor organization |
| 85% – Large – Costs > $100 M | **Up to 80%** – Federal (overall) | **$25 Million** – Minimum (Large) | Project Types:  
1. Wildlife crossing  
2. Surface transportation project at international border crossing  
3. Marine highway project w/ NHFN functional connection  
4. National Multimodal Freight Network highway/bridge/freight |
| 15% – Small – Costs < $100 M | **$5 Million** – Minimum (Small) |

- **Obligation Deadline:** September 30, 2025
- **Construction Start Deadline:** March 30, 2027
**Multimodal Projects Discretionary Grant (MPDG) Program**

**Rural Surface Transportation Grant Program (RURAL)**

**Available Funds (Project Type)**

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Available Funds</th>
<th>Federal Cost Share / Match</th>
<th>Award Size</th>
<th>Project/Location Eligibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement and Bridge Condition</td>
<td>$300 Million – All Projects (FY 22)</td>
<td>Up to 80% – RURAL Grant Request (no award minimum)</td>
<td>No Maximum – All Projects</td>
<td>Rural (2010 Census): 1. Outside an Urbanized Area (UA) 2. In Census-defined Urban Cluster 3. UA w/ population &lt; 200,000</td>
</tr>
<tr>
<td>Appalachians</td>
<td>Lane Departures – 15% (not TX)</td>
<td>Up to 100% – Federal (overall)</td>
<td>$25 M Minimum – 90% of projects</td>
<td>Project Types: 1. Highway, bridge, or tunnel a) National Hvy Performance Program b) Surface Transportation Block Grant c) Tribal Transportation Program 2. Hwy freight (NHFP)/safety (HSIP) 3. Access to rural economic support 4. Integrated mobility &amp; travel/on-demand management system</td>
</tr>
</tbody>
</table>

- **Obligation Deadline:** September 30, 2025 *(same as INFRA)*
- **Construction Start Deadline:** March 30, 2027 *(same as INFRA)*
Multimodal Projects Discretionary Grant (MPDG) Program

Statutory Requirements

- 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 to carry out project – ALL
Multimodal Projects Discretionary Grant (MPDG) Program
Uniform Selection Criteria

- Project Outcomes
  - Rating Scale
    - 0: Project negatively affects outcome area OR application contains insufficient assessment information.
    - 1: Outcome area claimed benefits are plausible but minimal OR claimed benefits are not plausible.
    - 2: Clear and direct benefits in outcome area stem from adopting common practices for planning, designing, or building infrastructure.
    - 3: Clear, direct, data-driven, and significant benefits for the outcome area are well-supported by application evidence.

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

- Economic Analysis (Benefit-Cost Ratio)

- Project Readiness Analysis
  - Technical Assessment – Delivery history, project feasibility, Federal compliance/requirements, ROW acquisition plan
  - Financial Completeness – Detailed budget, design/contingency status, cost overrun plan, obligation target certainty
  - Environmental Review/Risk Assessment – Detailed schedule, required approval/permit status, risk mitigation plan
Multimodal Projects Discretionary Grant (MPDG) Program

Submittal Timeline (DRAFT)

March 22, 2022  FY 22 MPDG Grant Notice of Funding Opportunity (NOFO) Announced

April 14, 2022  RTC Information

April 22, 2022  STTC Information

May 6, 2022  RTC Agenda “Mail Out”
(Scope, cost, & funding source/share details finalized for proposed NCTCOG project selections)

May 12, 2022  RTC Action

May 12, 2022  RTC Letter of Support Request Deadline
(for projects submitted by partnering agencies, submit to Kyle Roy – kroy@nctcog.org)

May 23, 2022  FY 22 MPDG Grant Application Submittal Deadline – www.grants.gov

May 26, 2022  Executive Board Endorsement

May 27, 2022  STTC Endorsement
# Upcoming Grant NOFO Announcements in 2022

## New/Existing Programs with NCTCOG/Partner Eligibility

<table>
<thead>
<tr>
<th>Month</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2022</td>
<td>Transit Oriented Development Pilot Program</td>
</tr>
<tr>
<td>May 2022</td>
<td>Safe Streets &amp; Roads for All Grant Program – NEW</td>
</tr>
<tr>
<td>May 2022</td>
<td>Nationally Significant Federal Lands &amp; Tribal Project Program</td>
</tr>
<tr>
<td>May 2022</td>
<td>Bridge Investment Program – NEW</td>
</tr>
<tr>
<td>June 2022</td>
<td>Railroad Crossing Elimination Program – NEW</td>
</tr>
<tr>
<td>June 2022</td>
<td>Reconnecting Communities Pilot Program – NEW</td>
</tr>
<tr>
<td>July 2022</td>
<td>All Stations Accessibility Program – NEW</td>
</tr>
<tr>
<td>Aug 2022</td>
<td>Consolidated Rail Infrastructure &amp; Safety Improvements Grant Program</td>
</tr>
<tr>
<td>Sept 2022</td>
<td>Strengthening Mobility &amp; Revolutionizing Transportation (SMART) – NEW</td>
</tr>
</tbody>
</table>
Contact Information

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

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

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

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

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

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

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

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

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

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

USDOT BIL: https://www.transportation.gov/bipartisan-infrastructure-law
USDOT Grant Portal: https://www.transportation.gov/grants
Multimodal Projects Discretionary Grant (MPDG) Program: https://www.transportation.gov/grants/mpdg-announcement

April 14, 2022

Regional Transportation Council (RTC) – Information Item
Overview of FY 22 MPDG Discretionary Grant Program (MEGA, INFRA, & RURAL)