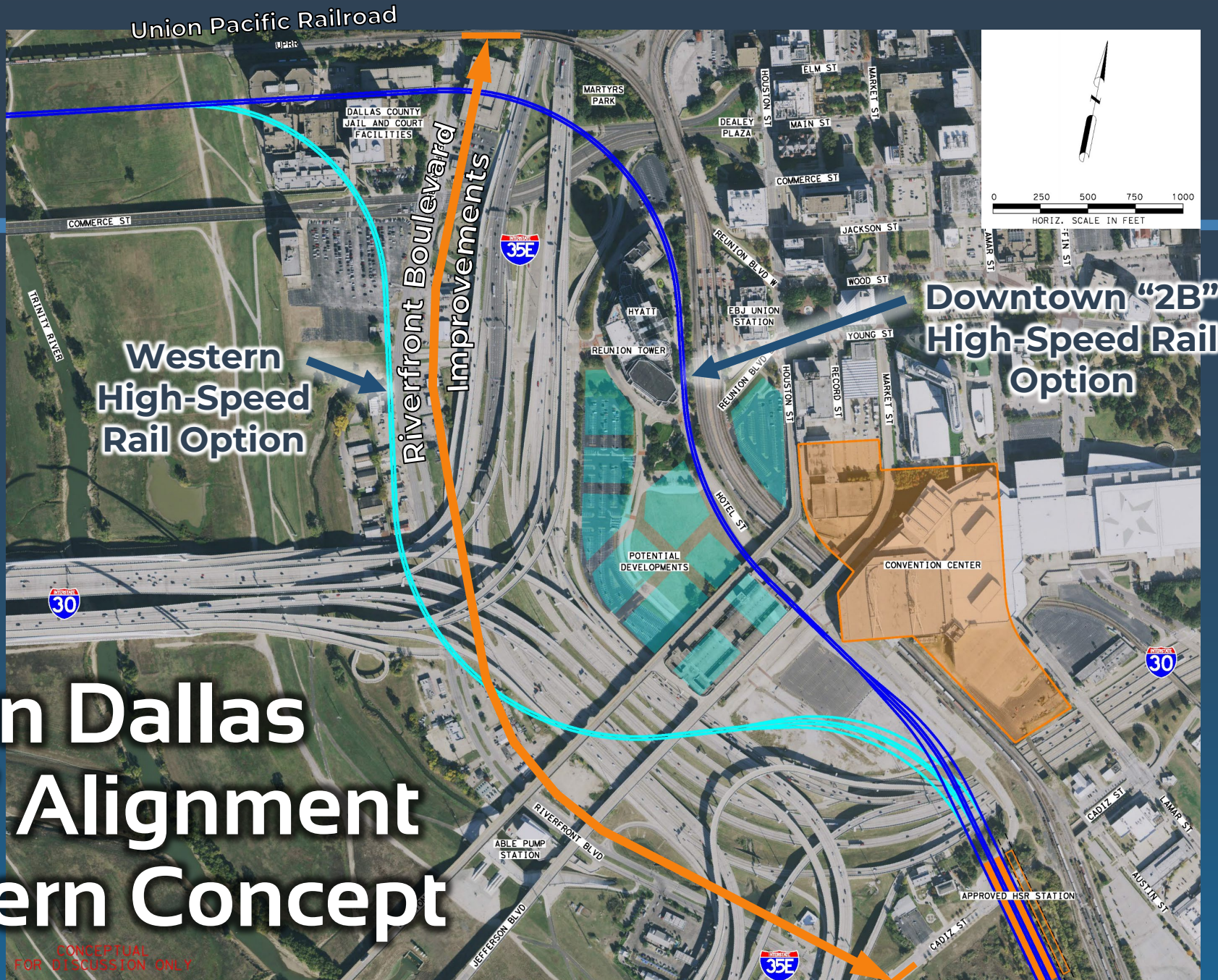


Downtown Dallas HSR "2B" Alignment and Western Concept





2024 TRANSPORTATION DEVELOPMENT CREDIT ANNUAL REPORT AND UPDATES TO TRANSPORTATION DEVELOPMENT CREDIT ALLOCATIONS

Surface Transportation Technical Committee
January 24, 2025

BACKGROUND

- Transportation Development Credits (TDC) are “earned” by the region when toll revenues are used to fund capital projects on public highways.
- They are eligible to “match” a federal funding award in lieu of the typical 20 percent cash match.
- TDCs are not money or cash, and they do not increase funding for a given project.
- The Dallas-Fort Worth Region has been allocated 994,351,658 TDCs.
- A report detailing the amount of TDCs utilized in the previous fiscal year must be submitted to TxDOT each year.
- As of September 30, 2024 (the end of the most recent report), the Dallas-Fort Worth Region has 625,325,132 TDCs available for future allocation.

TDC BALANCES (AS OF FY2024 REPORT)

Category	Current Allocation	Awarded in 2013-2023	Awarded in 2024	Total Awarded	Remaining for Future Programming
1 - Strategic Awards to Small Transit Providers	41,000,000	23,702,596	4,526,908	28,229,504	12,770,496
2 - RTC has Revenue	60,000,000	42,380,635	14,777,873	57,158,508	2,841,492
3 -Local Agency has Revenue (RETIRED CATEGORY)	16,691,115	16,691,115	0	16,691,115	0
4 - Selling TDCs to Other MPOs/TxDOT	150,000,000	100,000,000	0	100,000,000	50,000,000
5 - Regional Programs/Management and Operations	107,788,934	84,677,973	23,110,961	107,788,934	0
6 - MTP Policy Bundle	100,000,000	51,562,597	7,595,868	59,158,465	40,841,535
7 - For Future Reallocation	518,871,609	0	0	0	518,871,609
Total	994,351,658	319,014,916	50,011,610	369,026,526	625,325,132

CATEGORY 1: STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS

Goal	<ul style="list-style-type: none">• Support public transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide the local match
Proposed Action	<ul style="list-style-type: none">• Continue the category, and maintain the current allocation• Clarify that this category is only intended for entities that do not have taxing authority (i.e., cities that are recipients of transit funds must utilize MTP Policy Bundle TDCs or provide a cash match)

CATEGORY 2: RTC HAS REVENUE

Goals	<ul style="list-style-type: none">• Advance initiatives of strategic importance• Expedite delivery of projects• Free up local or State funds for use on:<ul style="list-style-type: none">• Projects that can be expedited outside the federal process• Projects not typically eligible for federal funds
Proposed Action	<ul style="list-style-type: none">• Increase allocation by 50,000,000

CATEGORY 4: SELLING/TRANSFERRING TDCs TO OTHER MPOs/TxDOT

Goal	<ul style="list-style-type: none">• Generate local revolving fund to cash flow federal programs administered by NCTCOG
Proposed Action	<ul style="list-style-type: none">• Continue the category, and maintain the current allocation

CATEGORY 5: REGIONAL PROGRAMS/ MANAGEMENT AND OPERATIONS

Goal	<ul style="list-style-type: none">• Support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply
Proposed Action	<ul style="list-style-type: none">• Increase allocation by 50,000,000

CATEGORY 6: METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE

Goal	<ul style="list-style-type: none">• Provide support to agencies that implement policies that further Mobility Plan objectives
Proposed Action	<ul style="list-style-type: none">• Continue the category, and maintain the current allocation

PROPOSED TDC ALLOCATION UPDATES

Category	Current Allocation	Proposed Change	Revised Allocation
1 - Strategic Awards to Small Transit Providers	41,000,000	0	41,000,000
2 - RTC has Revenue	60,000,000	+50,000,000	110,000,000
3 - Local Agency has Revenue (RETIRED CATEGORY)	16,691,115	0	16,691,115
4 - Selling TDCs to Other MPOs/TxDOT	150,000,000	0	150,000,000
5 - Regional Programs/Management and Operations	107,788,934	+50,000,000	157,788,934
6 - MTP Policy Bundle	100,000,000	0	100,000,000
7 - For Future Reallocation	518,871,609	-100,000,000	418,871,609
Total	994,351,658		994,351,658

REQUESTED ACTION - UPDATES TO TDC ALLOCATIONS

- Recommend RTC approval of the proposed TDC category changes, which would leave our MPO with 418.87 million TDCs for future allocation to the various categories

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NCTCOG

FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM PROPOSED AMENDMENTS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

1.24.2025

BRIAN FLOOD

WHAT IS FUNCTIONAL CLASSIFICATION?

Functional Classification categorizes roadways by their relative purpose, typically comparing importance of traffic mobility to property access.

Federal Functional Classification System (FFCS) Types:

Interstate

Other Freeways and Expressways

Principal Arterial

Minor Arterial

Major Collector

Minor Collector

Local



PROPOSED FFCS AMENDMENTS

Occasionally projects in the Transportation Improvement Plan (TIP) or the Statewide Transportation Improvement Plan (STIP) are not on the Federal Functional Classification System.

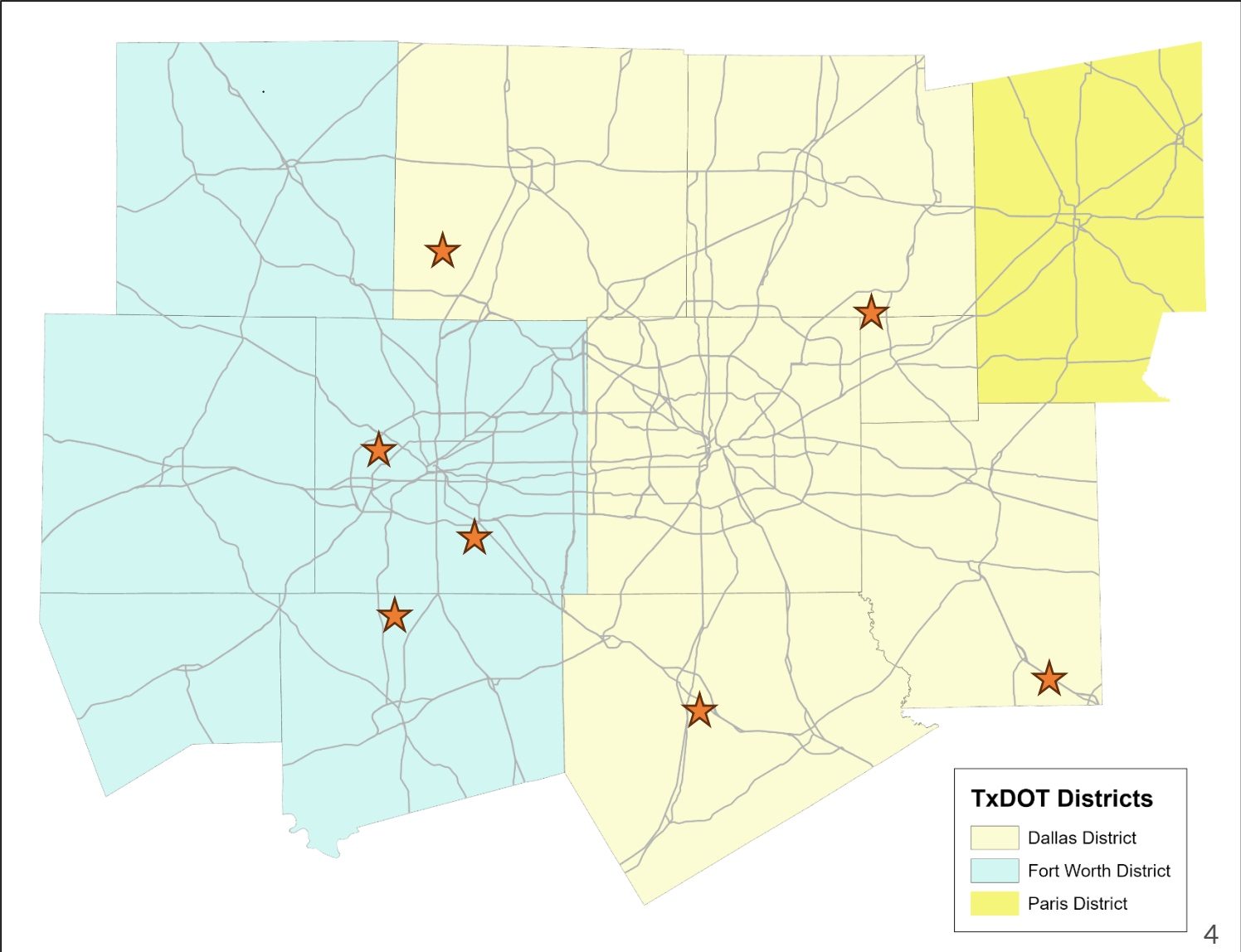
Projects partially or fully funded from federal sources are required to be classified as a Major Collector or above.

Out-of-cycle updates to the FFCS require an amendment.



PROPOSED AMENDMENT LOCATIONS

Individual project details provided in Reference Item 2.4

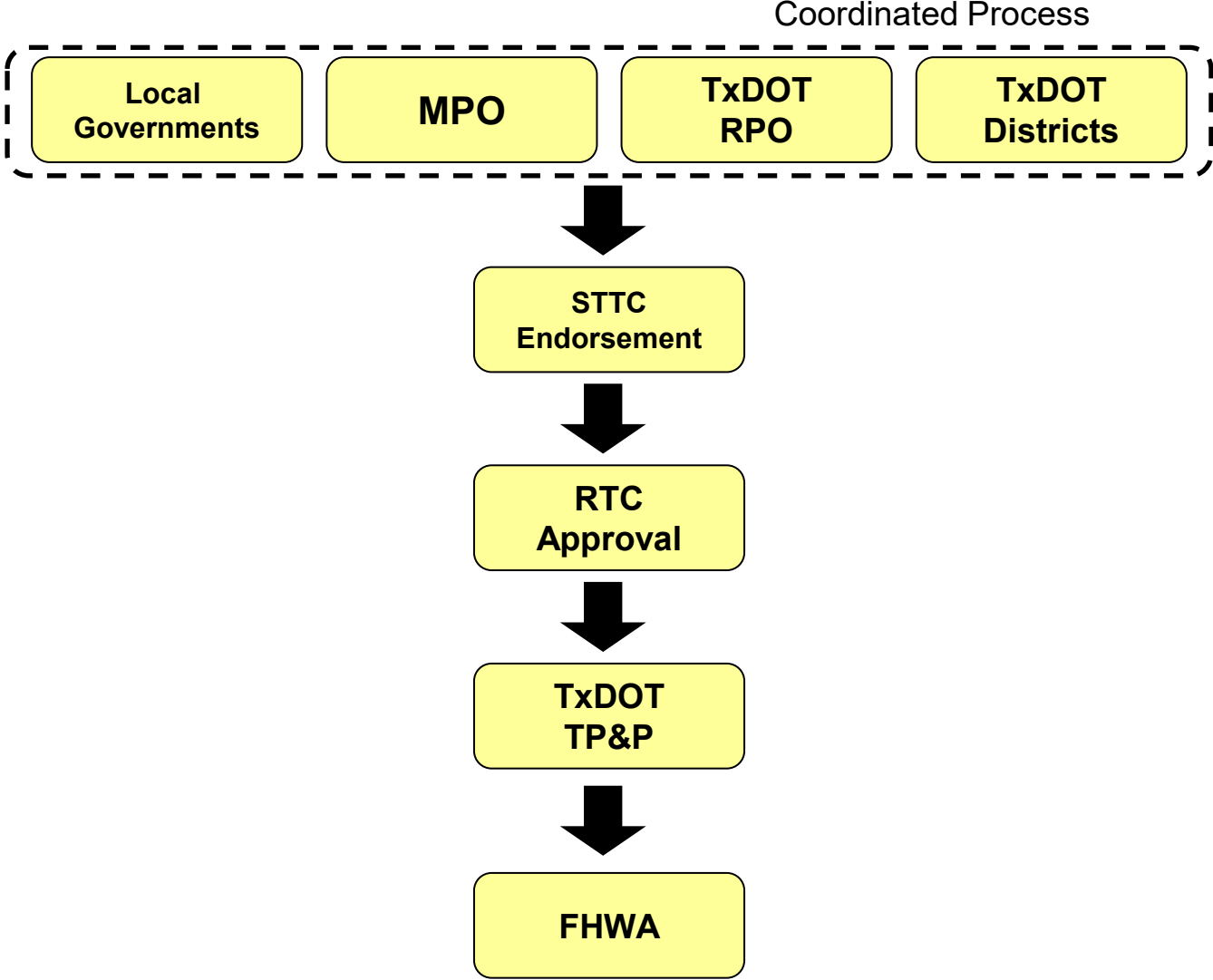


REQUEST FOR ENDORSEMENT

Request STTC endorsement of these 10 amendments to the Federal Functional Classification System and recommendation for Regional Transportation Council approval at its February 13, 2025 meeting.



AMENDMENT PROCESS





REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT PROGRAM – FY2025

MICHAEL JOHNSON, PRINCIPAL TRANSPORTATION PLANNER
SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC)
ACTION ITEM (ENDORSEMENT) – January 24, 2025



FY2025 Local & Regional Project Assistance (RAISE) Program

Solicitation Overview – Notice of Funding Opportunity (NOFO)

Funding Availability*

\$75 Million
Planning Grants

\$1.425 Billion
Capital Grants

50%/50%
Urban/Rural Areas

Cost Sharing (Federal)

Up to 80%
Urban Areas

Up to 100%

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

Maximum Award*

\$25 Million
– per Project (All)

\$225 Million
– per State (≤ 15%)

Minimum Award

\$5 Million
Urban Areas (Capital)

\$1 Million
Rural Areas (Capital)

No Minimum
Planning Grants

Other Details*

FY2024 RAISE applications scored as “Highly Rated,” but not awarded, are defined as **FY2025 RAISE Projects of Merit** & chosen separately. **Round 1** selections expected to be announced by **January 13, 2025**. Those not chosen must submit revised application by deadline below.

Application Limit = Three (3) per Lead Agency

For planning/budget purposes, NOFO provides application, award, obligation, & expenditure deadlines for **FY2025-FY2026 RAISE funding**:

FY2025:

Applications Due (Round 2) – January 30, 2025
Award Announcement – June 28, 2025
Obligation Deadline – September 30, 2029
Expenditure Deadline – September 30, 2034

FY2026:

Application Deadline – January 13, 2026
 Award Announcement – June 28, 2026
 Obligation Deadline – September 30, 2030
 Expenditure Deadline – September 30, 2035

Applicant Eligibility

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

Project Eligibility

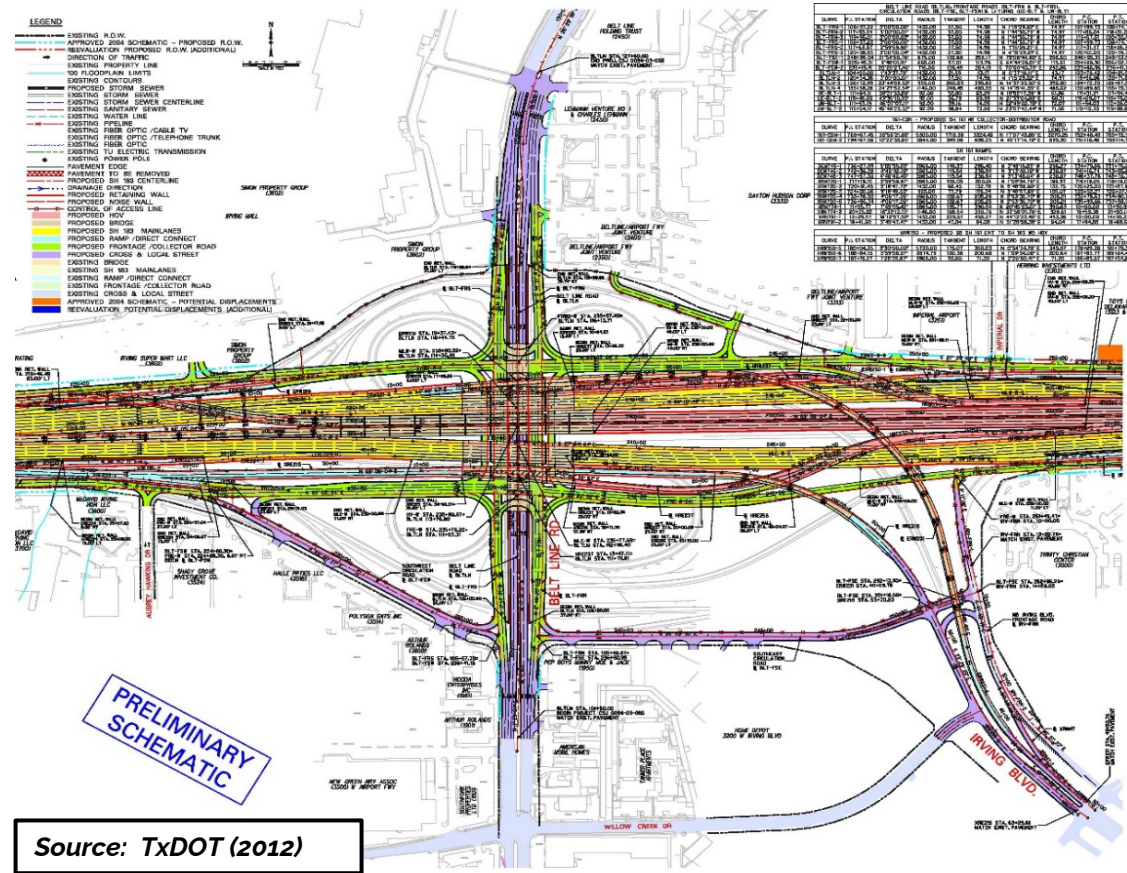
1. Highway, Bridge, or Road (*Title 23*)
2. Public Transportation (*Chapter 53 of Title 49*)
3. Passenger/Freight Rail/Intermodal
4. Port Infrastructure (*incl. inland/land ports of entry*)
5. Airport Surface Transportation (*pt. B, Subtitle VII, Title 49*)
6. Stormwater Improvement (*aquatic species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

*Impact of Round 1 Selections:

- Trinity Metro awarded \$25 Million for TEXRail Near Southside Extension Project (*one of seven TX projects*)
- With 109 projects chosen for \$1.32 billion, less than \$200 million nationwide remains for Round 2 selections

FY2025 RAISE Program – Draft Candidate Project List & Details

EAST: SH 183/SH 356/Belt Line Road Interchange (Irving)

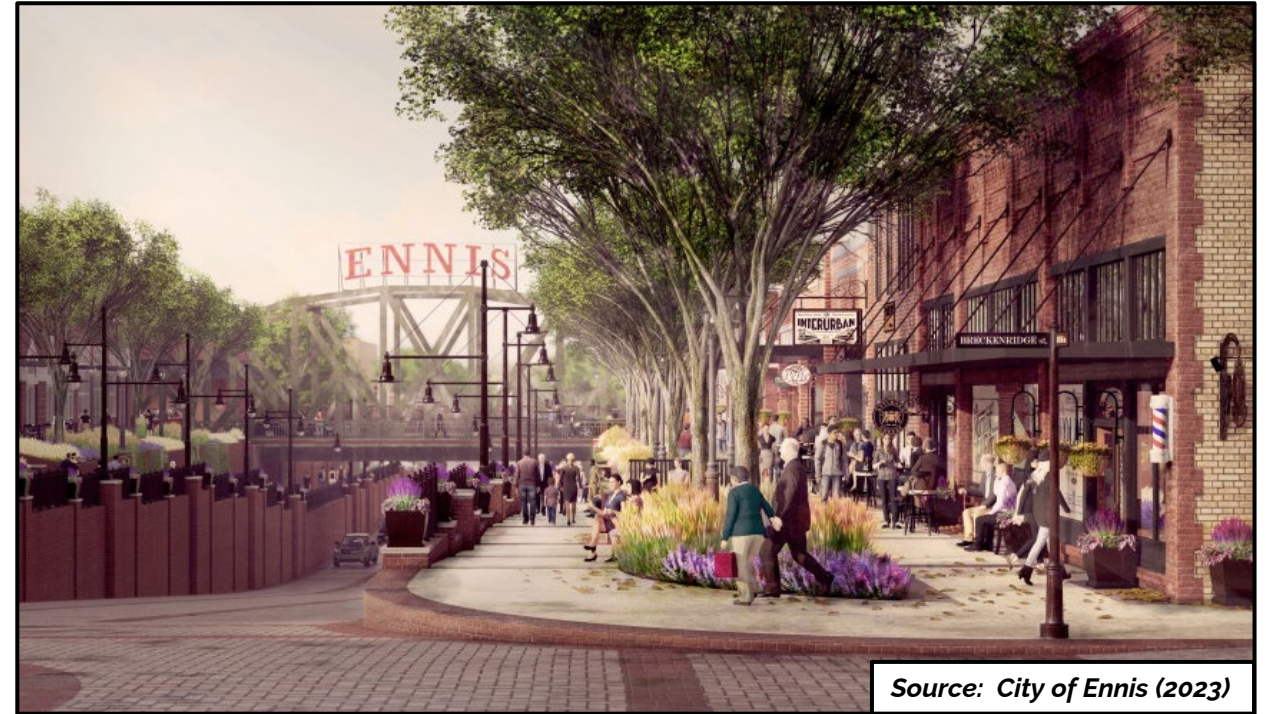
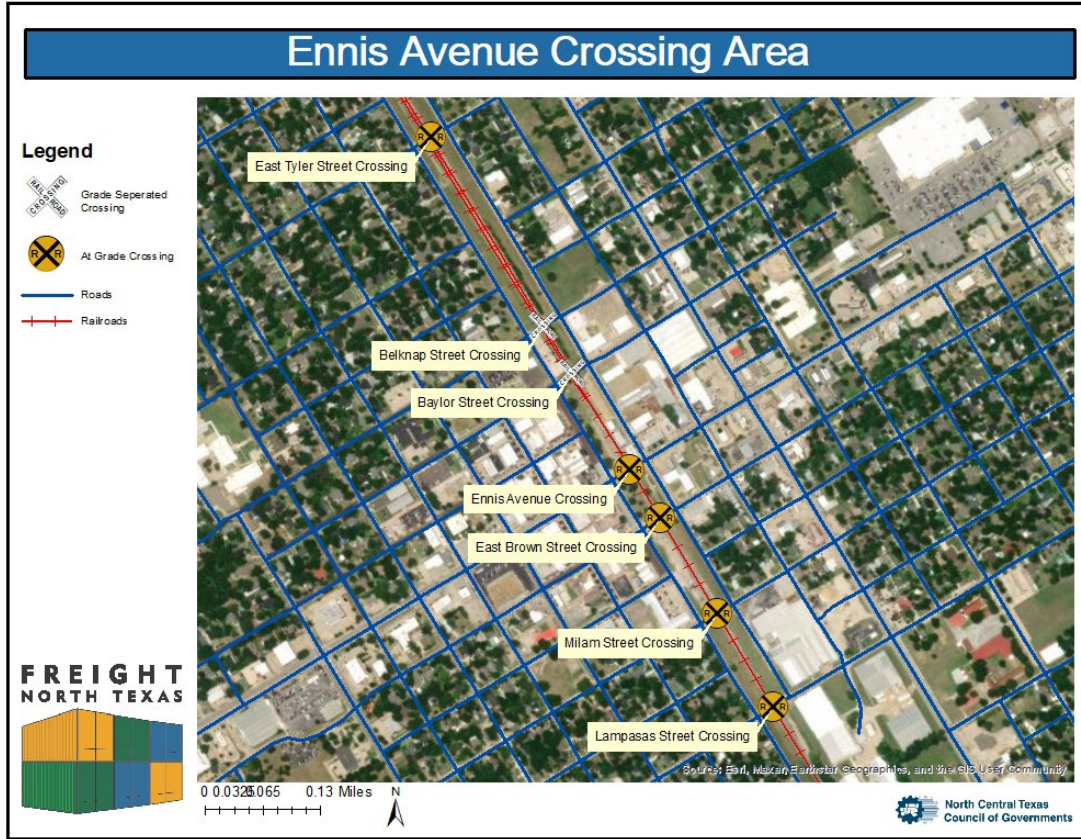


PROJECT		COST/FUNDING BREAKDOWN				
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (Other)	FEDERAL (RAISE)	TOTAL COST
SH 183/SH 356/Belt Line	Reconstruct SH 356/Belt Line Rd interchange as an ultimate SH 183 breakout project.	URBAN	\$241,250,000 (69.7%)	\$80,000,000 (23.1%)	\$25,000,000 (7.2%)	\$346,250,000

Non-Federal: \$15M (TxDOT PE) + \$15M (TxDOT ROW) + \$15M (TxDOT Utilities) + \$100M (TIFIA Loan) + \$70M (RTR – SH 183 Corridor) + \$26.25M (Category 2/CMAQ/STBG/RAISE Match)
Federal (Other): \$80M (Category 2/STBG/CMAQ)

FY2025 RAISE Program – Draft Candidate Project List & Details

EAST: Ennis Avenue/UPRR Grade Separation (CSJ# 0172-12-007)



Repackaging of FY2024 Railroad Crossing Elimination Program (RCEP) application, submitted in September 2024.

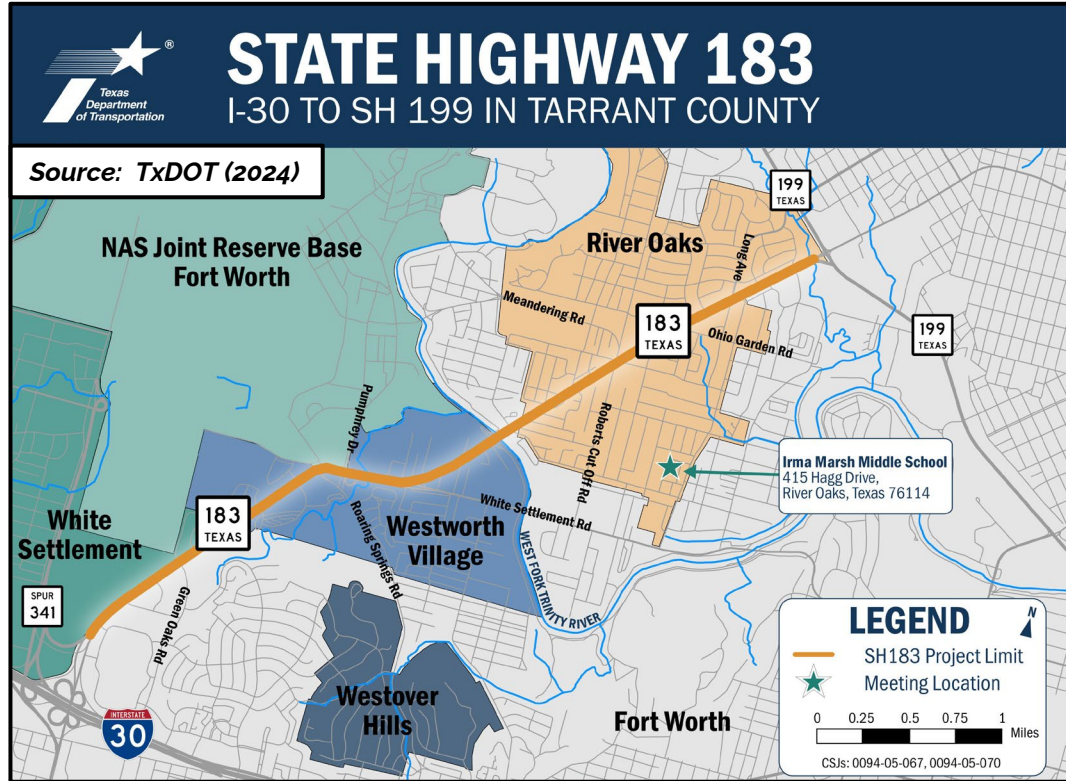
PROJECT			COST/FUNDING BREAKDOWN			
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (Other)	FEDERAL (RAISE)	TOTAL COST
Ennis Avenue/UPRR	Build grade separation for Business US 287 under UPRR corridor in downtown Ennis.	RURAL	\$21,360,000 (33.0%)	\$23,440,000 (36.2%)	\$20,000,000 (30.8%)	\$64,800,000

Non-Federal: \$7M (City of Ennis; includes \$5M NCTCOG loan to be repaid by city, not counted in total) + \$12.36M (TxDOT – ROW & RAISE Match) + \$2M (UPRR)

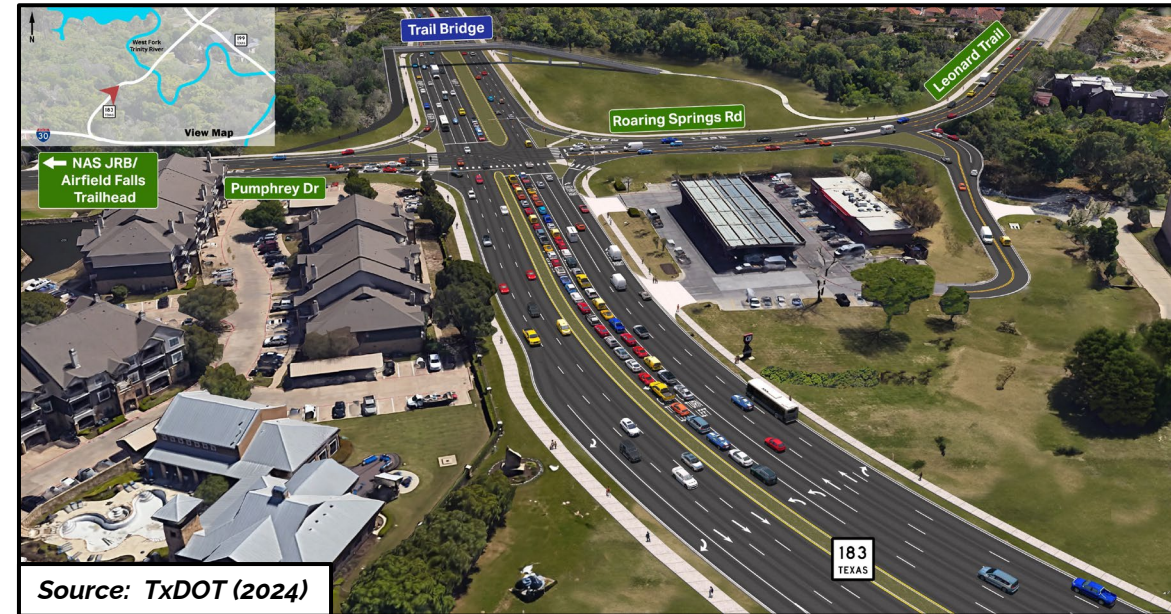
Federal (Other): \$21.44M (RTC Category 2 & Surface Transportation Block Grant funds) + \$2M (TxDOT Category 11 – District Discretionary funds)

FY2025 RAISE Program – Draft Candidate Project List & Details

WEST: SH 183 – Pumphrey Drive Breakout Project (CSJ# 0094-05-070)



Looking North at Pumphrey Drive & Roaring Springs Road:



Project total does not include \$6M previously approved in 2025-2028 TIP (\$3M - Engineering, \$3M - ROW)

PROJECT			COST/FUNDING BREAKDOWN			
TITLE	DESCRIPTION/LIMITS	URBAN/RURAL	NON-FEDERAL	FEDERAL (Other)	FEDERAL (RAISE)	TOTAL COST
SH 183/ Pumphrey	Rebuild SH 183 junction with Pumphrey Dr & Roaring Springs Rd for improved multimodal capacity, safety, & NAS JRB accessibility.	URBAN	\$7,200,000 (20.0%)	\$16,400,000 (45.6%)	\$12,400,000 (34.4%)	\$36,000,000

Non-Federal: \$4.1M (TxDOT Category 2 Match - Construction) + \$3.1M (TxDOT RAISE Match - Construction)
Federal (Other): \$16.4M (TxDOT Category 2 - Construction)

FY2025 Local & Regional Project Assistance (RAISE) Program Schedule

November 1, 2024	FY2025 RAISE Program: Notice of Funding Opportunity (NOFO) Release
December 6, 2024	STTC Information
December 12, 2024	RTC Information
December 20, 2024	Finalize Candidate Project Details <i>(for posting of January 2025 RTC Agenda)</i>
January 15, 2025	RTC Letter of Support Deadline <i>(for projects submitted by partnering agencies, please send requests to Taylor Benjamin – tbenjamin@nctcog.org or Jackie Nolasco – jnolasco@nctcog.org)</i>
January 23, 2025	RTC Action
January 24, 2025	STTC Endorsement
January 30, 2025	FY2025 RAISE Program: Application Deadline – Grants.gov
February 27, 2025	Executive Board Endorsement <i>(due to postponement of January 2025 RTC meeting)</i>

FY2025 Local & Regional Project Assistance (RAISE) Program

Requested STTC Action

Request endorsement of Regional Transportation Council (RTC) approval for:

- Proposed projects to submit for funding consideration through FY2025 RAISE Program:
 - *SH 183/SH 356/Belt Line Road Interchange*
 - *Ennis Avenue/UPRR Grade Separation*
 - *SH 183 – Pumphrey Drive Reconstruction Project*
- Allocation of new RTC funds:
 - *SH 183/SH 356/Belt Line Road Interchange*
 - \$100M in Category 2/Surface Transportation Block Grant (STBG)/Congestion Mitigation Air Quality (CMAQ) funds (including \$20M non-federal match) via future 10-Year Plan/Unified Transportation Program (UTP) updates and/or Transportation Improvement Program (TIP) revisions
 - \$70M in Regional Toll Revenue (RTR) funds, specifically surplus revenues from the SH 183 corridor
- Administratively amending NCTCOG & state TIPs, as well as other planning & administrative documents, to include proposed projects and funding if selected for FY2025 RAISE Grant awards

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USDOT BIL: <https://www.transportation.gov/bipartisan-infrastructure-law>

USDOT Grant Portal: <https://www.transportation.gov/bipartisan-infrastructure-law/bipartisan-infrastructure-law-grant-programs>

USDOT (Upcoming Schedule of Grant Opportunities): <https://www.transportation.gov/bipartisan-infrastructure-law/key-notice-funding-opportunity>

USDOT RAISE Grant Program: <https://www.transportation.gov/RAISEgrants>



Funding Recommendations to Upgrade Existing Charging Stations

Jared Wright, Senior Air Quality Planner

Surface Transportation Technical Committee

January 24, 2025

Regional EV Infrastructure Projects

Program:	North Reliable Electric Vehicle Infrastructure Project	Texas EV Infrastructure Plan	North Texas Equitable Electric Vehicle Infrastructure Project	Charging Smart Designation Program
Description:	Repair or replacement of existing but non-operational EV charging stations	~\$60 million to build new chargers in the 12-County Metropolitan Planning Area and ~\$10M for 7 county seat sites (Managed by TxDOT)	\$15M to build up to 100 new EV charging ports on public sector property in the 16-county NCTCOG region	Technical assistance and designation program for municipalities to meet EV-readiness goals
Status:	Requesting approval of funding recommendations to proceed with subawards	<p>Assessing potential charging sites and conducting public engagement to solicit project locations</p> <p>Local Governments: Seeking survey responses to inform the distribution of grant funds</p> <p>Encourage residents to: Submit comments and site suggestions on TxDOT Interactive Map Sign up for email updates and attend public engagement events</p> <p>All materials available at publicinput.com/nctcogevcharging</p>		<p>2 local governments in process of receiving designation; goal to engage 8 additional municipalities</p> <p>Contact cleancities@nctcog.org if interested in joining</p>



Electric Vehicle Charger Reliability and Accessibility Accelerator (RAA) Program

Goal is to increase reliability of electric vehicle (EV) charging stations by funding repair, replacement, or upgrade of existing sites that are not operational

Funding Source Federal Highway Administration (FHWA)
(set-aside from the National Electric Vehicle Infrastructure (NEVI) Formula Program)

Eligible Projects EV chargers that are “broken” or “non-operational”
Sites must be included on a list published by FHWA on October 11, 2023

Federal Share Up to 80% total project cost, 20% match from private sector

Station Requirements Sites must be upgraded to meet NEVI Standards related to number of charging ports, payment methods, pricing, interoperability, and communication protocols



Approved Application Approach

North Texas Reliable Electric Vehicle Infrastructure Project (NTx-REVI)

- Awarded \$3.66 million federal funding to repair or replace a subset of 138 eligible stations

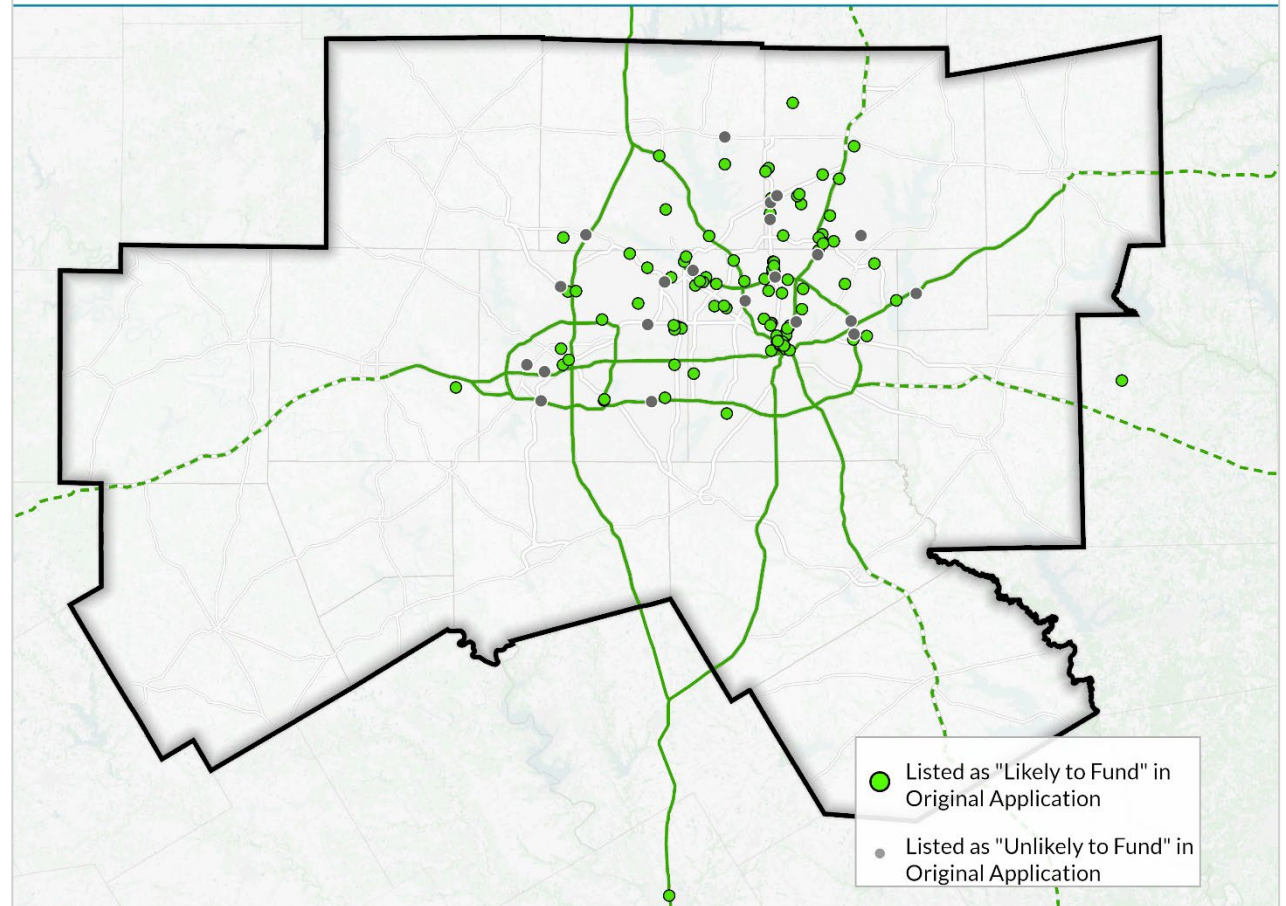
Coordinate with host cities, charging station Networks, and site hosts to determine appropriate repair/upgrade needs

- Expect to replace a fraction of eligible stations based on site host interest and available funding

Criteria Proposed to RTC in November 2023

- Are not in proximity to existing charging stations
- Increase access in key areas such as multi-family properties, grocery stores, and retail locations
- Connect the region to other areas
- Provide 20% cost share
- Streamline NCTCOG administrative burden

Eligible Stations from List Provided by FHWA



Project Budget

Total Project Funding for Site Repair/Upgrade: \$4,200,000 NCTCOG Administration: \$300,000	Up to \$4,500,000
Federal Funds Pass-Through Funding for Site Repair/Upgrade: \$3,360,000 NCTCOG Administration: \$300,000	Up to \$3,660,000
Matching Funds Match for Pass-Through Funding to be Provided by Subrecipients Match for NCTCOG Administration to be Provided by Up to 60,000 Regional Transportation Development Credits	Up to \$840,000 and 60,000 TDCs



Site Selection Methodology

- 1. Screened based on program eligibility criteria (defined by FHWA)**
 - Site must be publicly accessible
 - Site must be in a free parking lot
 - Station cannot be decommissioned, already replaced, or under warranty
 - **65 of 138 initial sites passed this screen**
- 2. Screened based on site owner program interest and willingness to provide cost share**
 - **13 of the remaining 65 sites passed this screen**
- 3. Ranked based on criteria presented at proposal stage**
 - Ability to Connect the Regional Charging Network
 - Proximity to Existing or Known Planned EV Charging Stations
 - Ability to Increase Access in Identified Key Areas
 - Ability to Streamline NCTCOG Administrative Burden



Scope of Work

Program allows repair, replacement, or upgrade

- Stations within 1 mile of Alternative Fuel Corridor can be upgraded to a DC Fast Charger (DCFC)
- Remaining sites must maintain current charger type

Staff recommends full replacement of all sites, due to the following factors:

- Existing equipment does not comply with NEVI standards, such as:
 - Lacks the required connector amounts, power level, communication protocols, minimum uptime, etc.
- Replacement triggers a new warranty on the equipment, which will assist with enforcing uptime requirements
- Older stations not modular and thus not easily repaired



Scoring Criteria

Criteria	Connecting the Region		Proximity to Existing or Planned Charging Stations		Increase Access in Key Areas		Streamline NCTCOG Administrative Burden			
Maximum Points	25 points		25 points		25 points		25 points			
Sites Scored Higher Based on:	Shorter distance to primary or secondary highway	Shorter distance to Alternative Fuel Corridor	Further distance from existing or planned DCFC stations	Further distance from existing Level 2 stations	Located in area most beneficial for public use	Located in Justice40 area*	Owned by EV Charging Network	Located on public property	Owner owns multiple eligible sites	Located in NCTCOG boundary

*[According to Justice40 EV Charging Map developed by Argonne National Laboratories](#)



Funding Recommendations

Charging Station Owner	Location	City	Property Type	Current Charger Type	Score	Est. Federal \$ to Upgrade Charger	Eligible for DC Fast Charge Upgrade?	Est. Additional Federal \$ to Upgrade to DCFC**
EV Network	City of Plano Downtown Parking Lot*	Plano	Public Sector	Level 2	84	\$22,970	Yes	N/A
EV Network	City of Plano Oak Point Rec Center*	Plano	Public Sector	Level 2	79	\$22,970	Yes	\$720,488
EV Network	Grapevine Mills Mall	Grapevine	Retail	DCFC	77	\$1,114,568	N/A	--
EV Network	NCTCOG Offices	Arlington	Office	Level 2	66	\$22,970	Yes	\$720,488
Site Host	Dallas County Government Building	Dallas	Public Sector	Level 2	65	\$70,000	Yes	\$288,638 Waitlisted: \$361,317
Site Host	Duncanville Shopping Center	Duncanville	Retail	Level 2	62	\$60,000	No	N/A
EV Network	City of Plano Russell Creek Park	Plano	Public Sector	Level 2	60	\$22,970	No	N/A
Site Host	Town of Little Elm Waterpark	Little Elm	Public Sector	Level 2	60	\$48,000	No	N/A
EV Network	City of Plano Maribelle Davis Library	Plano	Public Sector	Level 2	58	\$22,970	No	N/A
Site Host	Dallas County Government Building	Garland	Public Sector	Level 2	58	\$70,000	No	N/A
Site Host	Cinemark Frisco	Frisco	Retail	Level 2	55	\$60,000	No	N/A
EV Network	Boston Pizza Restaurant	Irving	Retail	Level 2	48	\$22,970	Yes	Waitlisted: \$720,488
Site Host	Whole Foods Grocery Store	Fairview	Retail	Level 2	47	\$70,000	Yes	Waitlisted: \$650,000
Total Federal Funding Awarded:						\$1,630,386	\$1,729,614	
Total Federal Funding Remaining:						\$1,729,614	\$0	

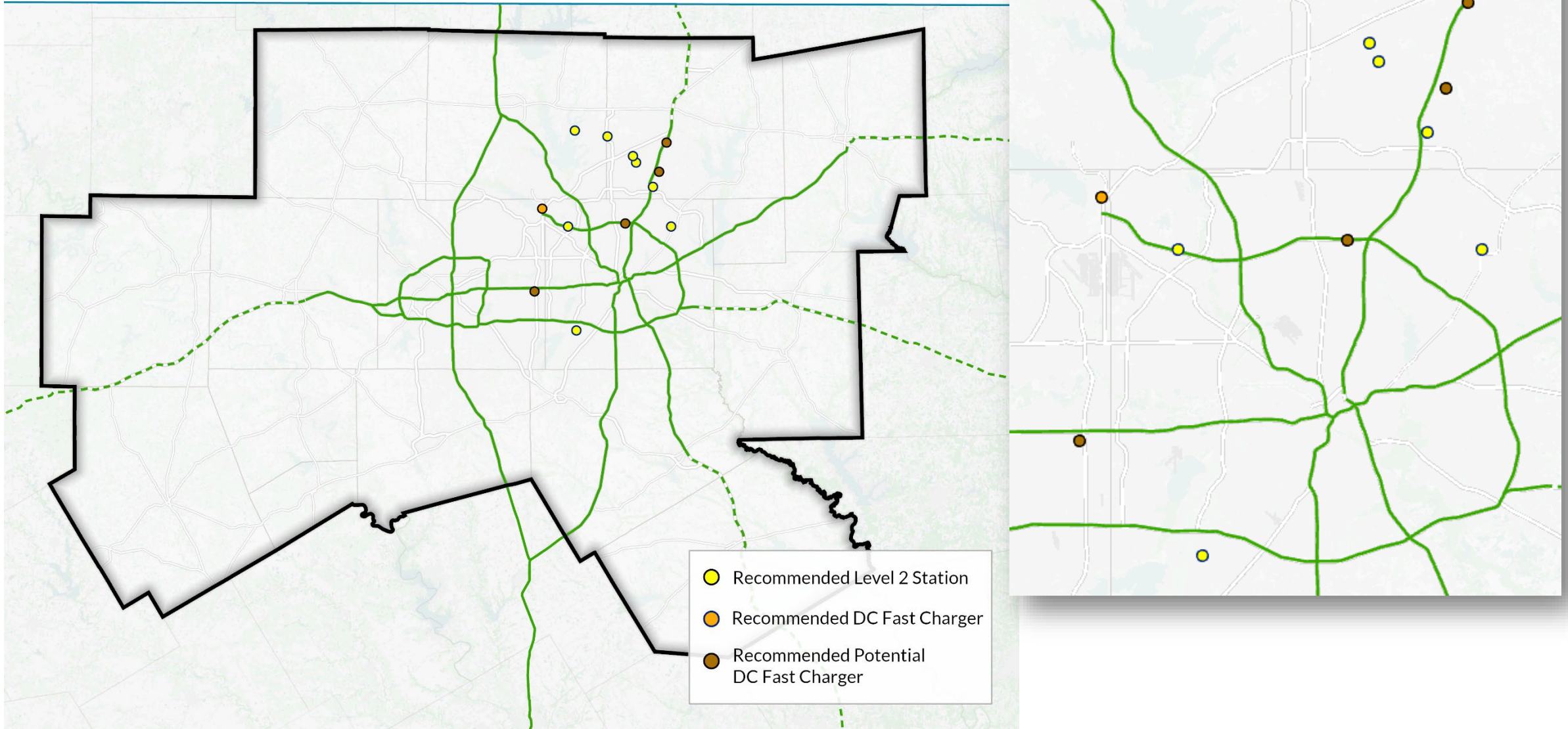
*To equitably invest across the region, only 1 DC Fast Charge Upgrade allocated to City of Plano; site selection based on city preference

**If/as funding released from awarded projects, and subject to interest from the charging station owner and agreement from host property, funds will be added to wait-listed recommendations, up to the amount shown



Recommended Project Locations

Remaining Stations after Screening



Application Schedule

Milestone	Date
Contract Executed with FHWA	September 24, 2024
STTC Recommendation of RTC Approval	January 24, 2025
RTC Approval	February 13, 2025
Executive Board Approval	February 27, 2025
Estimated Date for All Sites Completed and Operational	August 30, 2025



Action Requested

Recommend Regional Transportation Council approval of:

NCTCOG funding recommendations for the FHWA Electric Vehicle Charger Reliability and Accessibility Accelerator program to repair, replace, or upgrade electric vehicle chargers

Administratively amending the TIP/STIP and other planning/administrative documents as needed to reflect subawards



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**Dallas-Fort Worth
CLEAN CITIES**



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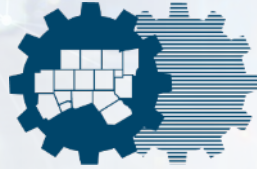
Screening Results

Network Operator	Owner	FHWA List of Eligible Sites	Sites Meeting Publicly Accessible Screen*	Sites Meeting Parking Cost Screen*	Sites Have Not Been Decommissioned or Already Replaced	Charging Station Owner Has Program Interest (# of subrecipient agreements)**
Blink	Blink	20	17	14	13	6 (1)
Blink	Site Host	47	14	12	12	0
ChargePoint	Site Host	49	28	20	19	5 (4)
EVgo	EVgo	10	9	9	9	1 (1)
Volta	Volta	7	7	7	7	0
Electrify America	Electrify America	1	1	1	1	0
EV Connect	Unknown	4	4	4	4	1 (1)
Total		138	80	67	65	13 (7)

*Stations reviewed through staff site visits, AFDC, Google Maps, and/or Plug Share

**Network operators contacted and stations removed based on recommendation of charging Network operator (recommendations reflected funding program suitability or current operational status)





North Central Texas Council of Governments

Work Zone Data Exchange (WZDx) 2024 CALL FOR PROJECTS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

01.24.2025

Work Zone Data Exchange Call For Projects Overview

- Purpose is to get information about work zones in a common format that can be shared between entities.
- March 2022 NCTCOG Issued Procurement Through TXShare
 - Three categories of services
 - Convert raw work zone data into WZDx format
 - Establish WZDx-compliant reporting system
 - General WZDx services
 - Five vendors under contract
 - Blynco
 - iCone,
 - Mixon Hill
 - Navjoy
 - One.Network

Who is TXShare?

- A direct outcome of municipal governments partnering together to identify common needs for public entities across and **beyond** the State of Texas.
- Local governments and non-profit entities across all 50 states are eligible to participate in the TXShare program at nocost to them.
- Each TXShare contract was procured under strict Uniform Guidance (2 CFR 200).
- Each contract was competitively sourced in a sealed-proposal method independently evaluated by subject matter experts.



WZDx Call for Projects

- RTC Approved Funding
 - \$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 Agreement and Notice to Proceed Expected in Q1 2025
- Call for Projects opened in September 2024



WZDx Project Eligibility and Requirements

- **Eligible Entities**

Public Sector Partner Agencies within the NCTCOG 12-County 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

- **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)



Approved 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



Applications

- Call for Projects closed in November 2024
- Seven submissions received
- One application each was received from the following agencies:
 - City of Arlington
 - City of Denton
 - City of Duncanville
 - City of Frisco
 - City of Garland
 - City of Lewisville
 - City of McKinney



Projects Recommended for Funding

Implementing Agency	Sub-region	Title	Vendor	Project Cost	Allocation
Duncanville	Eastern	WZDx Project	NavJoy	\$219,240	
Denton	Eastern	WZDx Project	NavJoy	\$299,800	
McKinney	Eastern	WZDx Automation & Sharing Project	Mixon Hill	\$571,869	
Lewisville	Eastern	WZDx Project	Blynco	\$136,935	
Garland	Eastern	WZDx Automation & Sharing Project	Mixon Hill	\$339,960	
Frisco	Eastern	WZDX Implementation	One.Network	\$480,000	
			Eastern Sub-region Total	\$2,047,804	\$1,725,000
Arlington	Western	WZDx Implementation	One.Network	\$380,000	
			Western Sub-region Total	\$380,000	\$775,000



Proposed Staff Recommendations

All seven projects move forward for implementation

- Total of \$2,428,000 requested

Funding adjustments

- Reflect ~ \$323K adjustment from the Western Subregion to the Eastern Subregion in the next regional East-West Equity tracking table
- Remaining ~ \$72k will be returned to the funding pool or used for future western subregion projects



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 24, 2025	STTC (Action) – Approval of Selected Projects
January 2025	Public Comment Period Begins
February 13, 2025	RTC (Action) – Approval of Selected Projects
Spring/Summer 2025	Executive Board Approval and NCTCOG Agreements with Implementing Agency
Summer 2025	Agencies Begin Implementation



Work Zone Data Exchange Call for Projects

Action Requested – A recommendation for Regional Transportation Council (RTC) approval of:

- The projects recommended for the Work Zone Data Exchange Call for Projects and East/West funding split adjustments.
- Administratively amending the Transportation Improvement Program (TIP) and Statewide STIP, as well as other planning and administrative documents to incorporate these projects/adjustments as needed.



CONTACT/QUESTIONS



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Natalie Bettger

Senior Program Manager

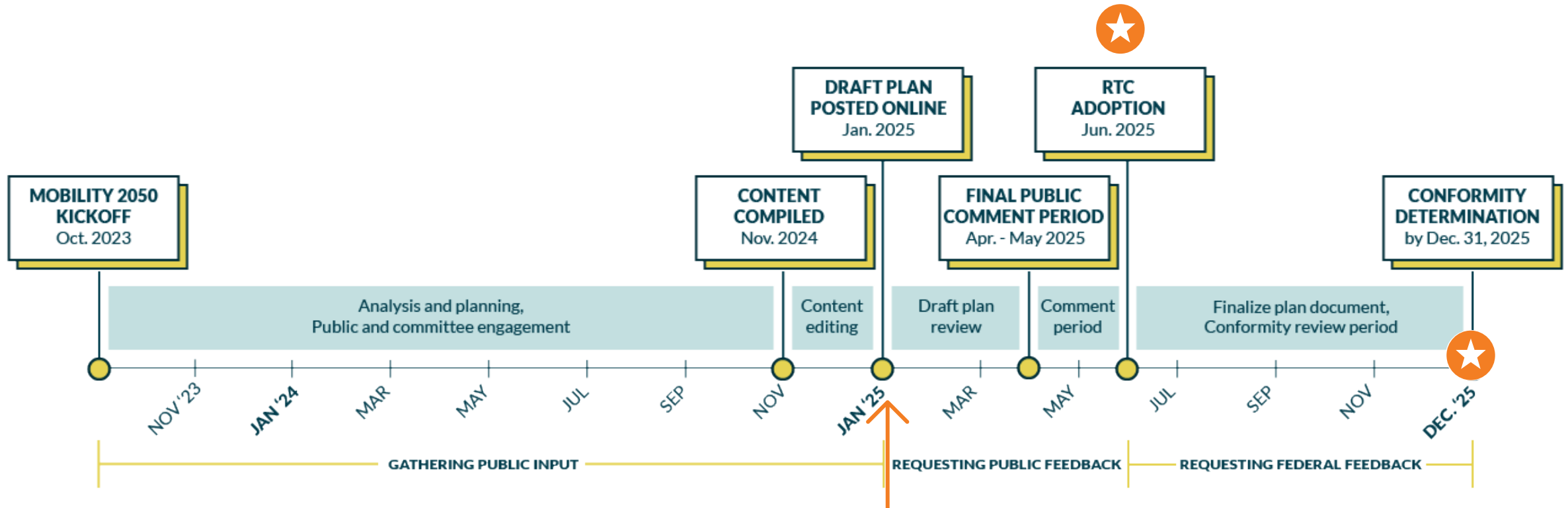
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MOBILITY 2050

*Surface Transportation Technical Committee
January 24, 2025*

Plan Development Timeline



- Technical analysis is wrapping up
- Plan content being reviewed/formatted
- Public involvement analysis is being summarized

Major Mobility Plan Components

PLAN CONTENT

PROGRAMS

POLICIES

PROJECTS

Information

Results and Recommendations
Available for Public Review
(60 Days)

FINANCIAL PLAN

FINANCIAL CONSTRAINT

Information

Results and Recommendations
Available for Public Review
(60 Days)

NONDISCRIMINATION ANALYSIS

NO DISPARATE IMPACTS

Information

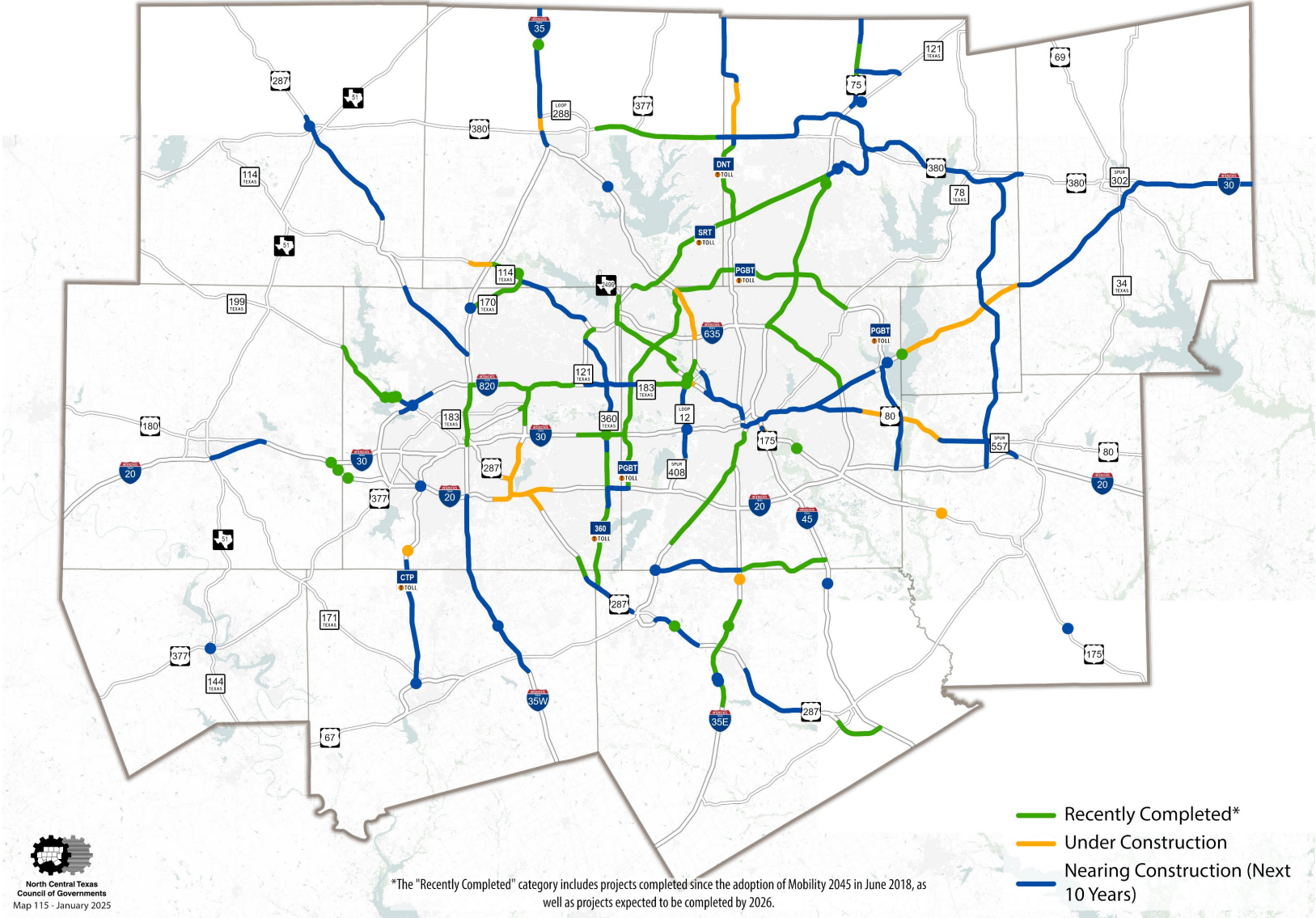
Results and Recommendations
Available for Public Review
(60 Days)

AIR QUALITY CONFORMITY

CONSISTENCY WITH FEDERAL/STATE AIR QUALITY GOALS

Information

Results and Recommendations
Available for Public Review
(30 Days)



The preliminary financial plan is in progress as we compile costs and refine revenues with the latest data.

DRAFT	DRAFT Mobility 2050	Mobility 2045 Update ³	Δ Draft - Previous
Infrastructure Maintenance¹	\$35.0	30.7	+4.3
Management & Operations	23.9	17.9	+6.1
Strategic Policy Initiatives²	6.4	5.3	+1.1
Rail & Bus	56.0	44.9	+11.1
Freeways/Tollways, Managed Lanes, and Arterials	95.2	49.5	+45.7
Total, Actual \$, Billions	\$216.5 B	148.3 B	+68.2 B

Values may not sum due to independent rounding

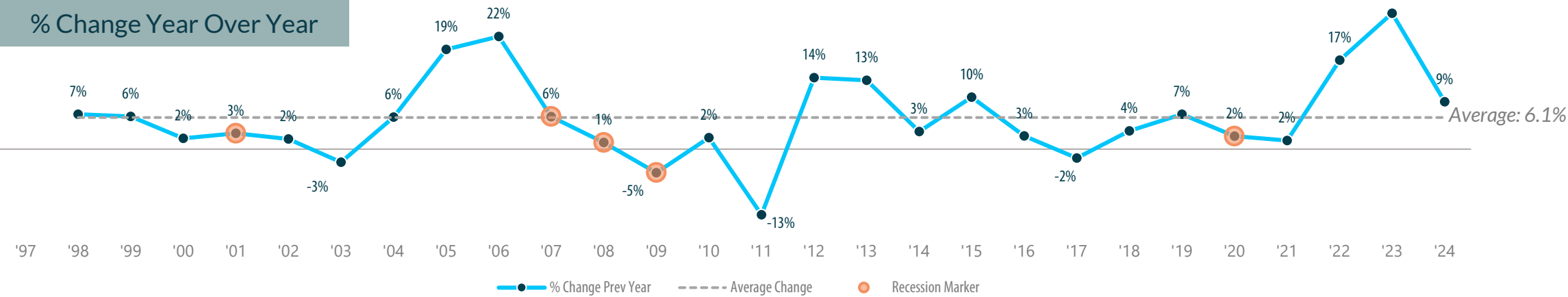
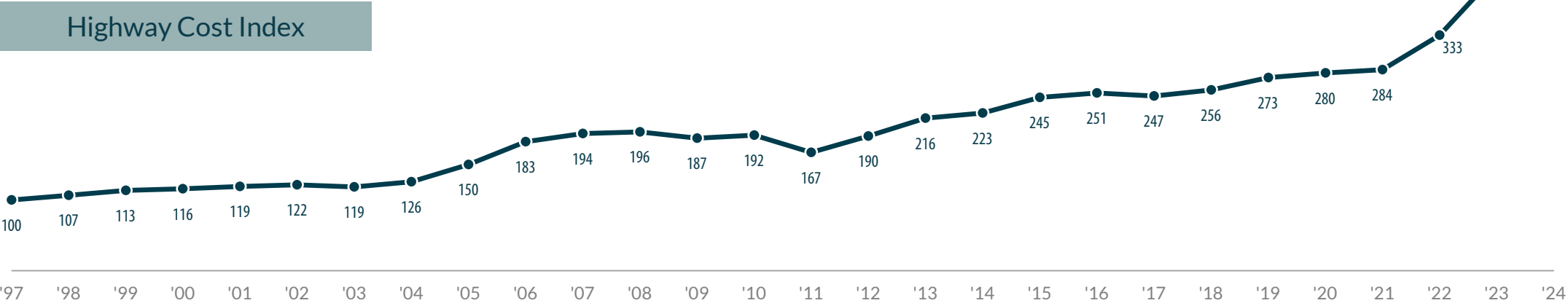
Demographics, Roadway, and Cost Comparison

DRAFT	Mobility 2045 Update	DRAFT Mobility 2050	Δ (DRAFT 2050 - 2045 Update)
Population	11.4 M	12.3 M	8%
Employment	8.1 M	8.7 M	7%
Projected Increase in Lane Miles ¹	13%	17%	29%
Projected Increase in VMT ¹	34%	58%	72%
Projected Increase in VHT ¹	50%	75%	50%
Projected Increase in Delay ¹	91%	121%	33%
Roadway Capacity Projects	\$49.5 B	\$95.2 B	92%
Mobility Plan	\$148.3 B	\$216.5 B	46%

Demographics, Transit, and Cost Comparison

DRAFT	Mobility 2045 Update	DRAFT Mobility 2050	Δ (DRAFT 2050 - 2045 Update)
Population	11.4 M	12.3 M	8%
Employment	8.1 M	8.7 M	7%
Projected Increase in Rail Miles ¹	105%	104%	0%
Projected Increase in Rail Ridership ¹	152%	91%	-24%
Rail & Bus Capacity Projects	\$44.9 B	\$56.0 B	25%
Mobility Plan	\$148.3 B	\$216.5 B	46%

Surging costs have started to slow in 2024, but financial constraint is still a critical factor for Mobility 2050.



Emerging Focus for Plan

- How does transportation respond to demographic growth trends?
 - Encourage infill development/density to reduce costs and support transit
 - Incorporate Transit 2.0 guidance for policies to support successful regional transit system
- Safety as a priority
- Funding and cost of implementing projects
- Maintaining and maximizing growing transportation assets

Next Steps

Time Frame	Milestone
Early 2025	Surface Transportation Technical Committee + Regional Transportation Council – Information Nondiscrimination analysis Air Quality Conformity analysis Draft plan, tables, and maps available online Begin public involvement feedback phase
April-May 2025	Required 60-day public comment period May – STTC Action
June	RTC Action
July - December	Federal Transportation Conformity review period

Contact Us



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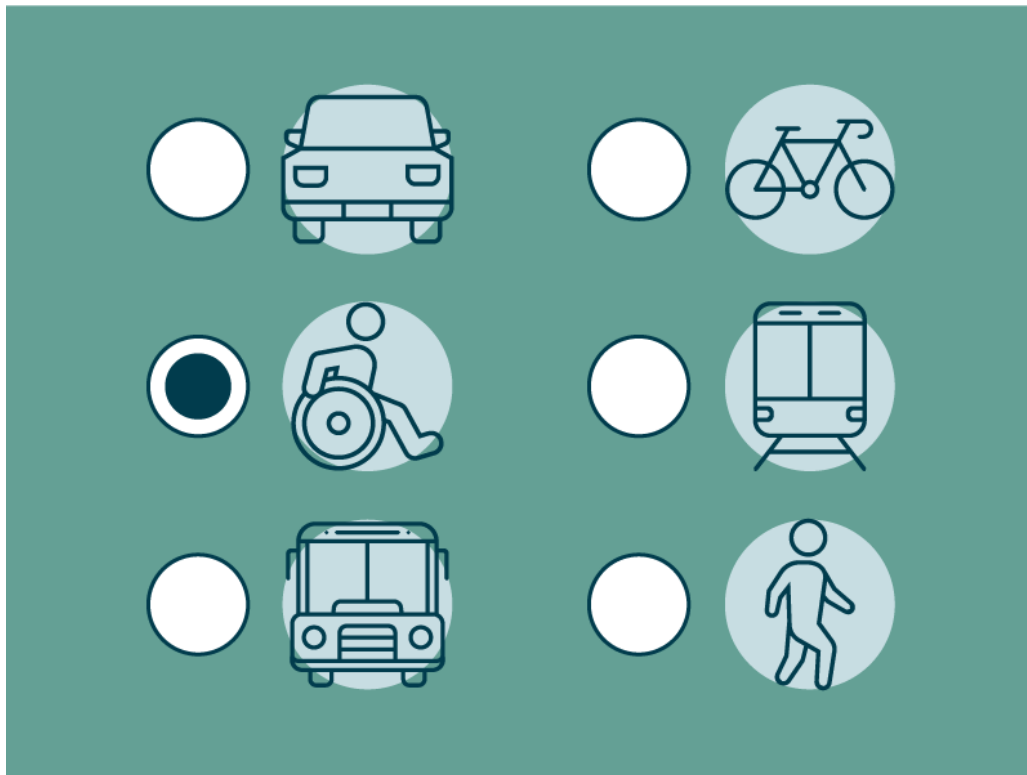
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Please share: there is still time to provide input at www.nctcog.org/M50

Take the Survey/Opinion Poll



Map Your Experience





PM2/PM3 Performance Measure Target Update

PAVEMENT AND BRIDGE CONDITION (PM2)
SYSTEM PERFORMANCE, FREIGHT, AIR QUALITY (PM3)

JAMES MCLANE

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

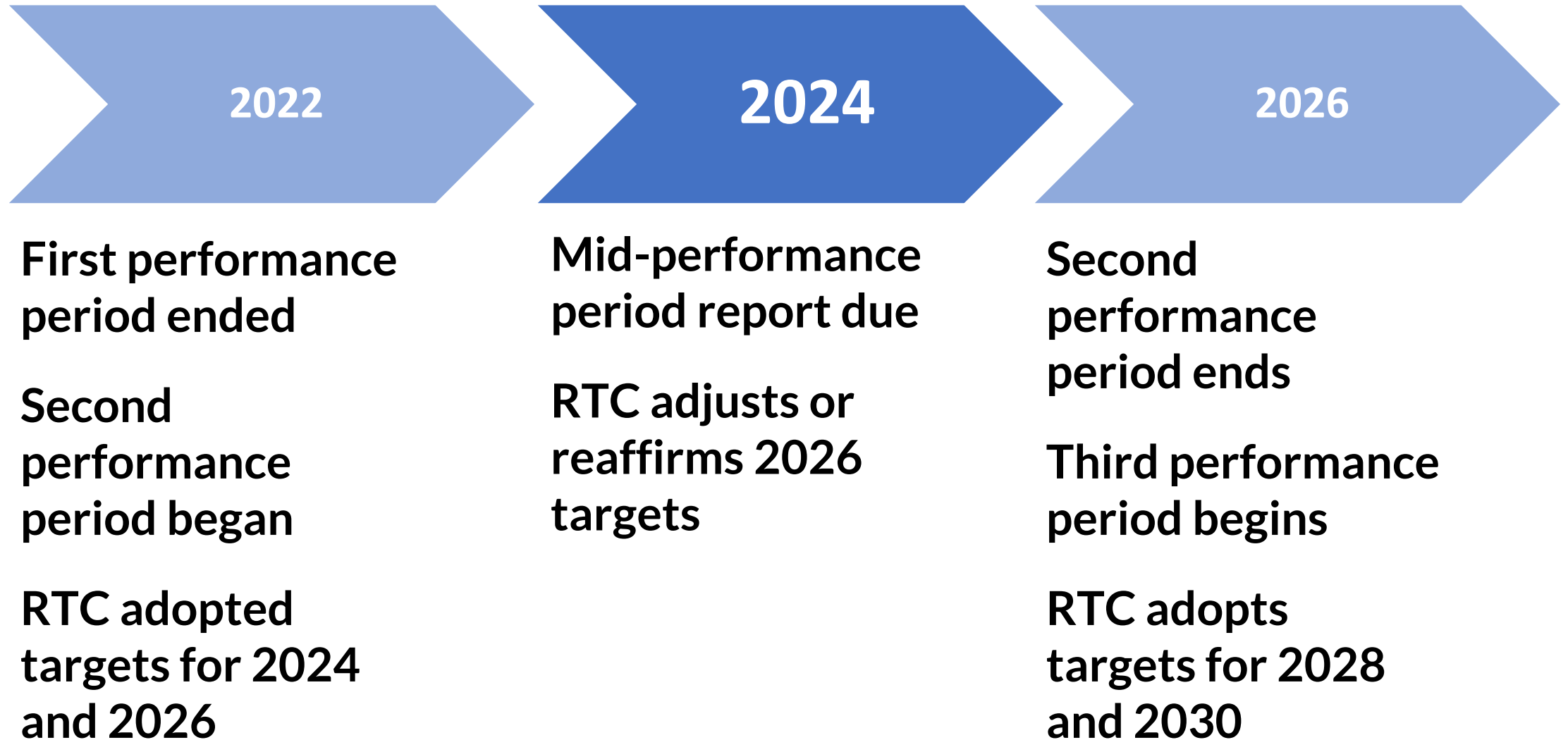
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Federal Performance Measure Schedule

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	February 2025	March 2025	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 1)	August 2024 ✓	September 2024 ✓	Biennial
PM3 – System Performance, Freight, and CMAQ (Part 2)	February 2025	March 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



PM2/PM3 Schedule



PM2 Measures and Targets (Statewide)

Asset	System	Condition	Desired Trend Indicating Improvement	2022 Observed	2024 Observed	2024 Target	2026 Target
Pavement	Interstate Pavements	Good	↗	64.5%	65.6%	63.9%	63.6%
		Poor	↘	0.1%	0.1%	0.2%	0.2%
	Non-Interstate NHS Pavements	Good	↗	51.7%	51.3%	45.5%	46.0%
		Poor	↘	1.3%	1.7%	1.5%	2.5% 1.5%
Bridge	All NHS Bridges	Good	↗	49.2%	48.9%	48.5%	47.6%
		Poor	↘	1.1%	0.9%	1.5%	1.5%

Will likely be seeking action to reaffirm our support for TxDOT's 2026 targets

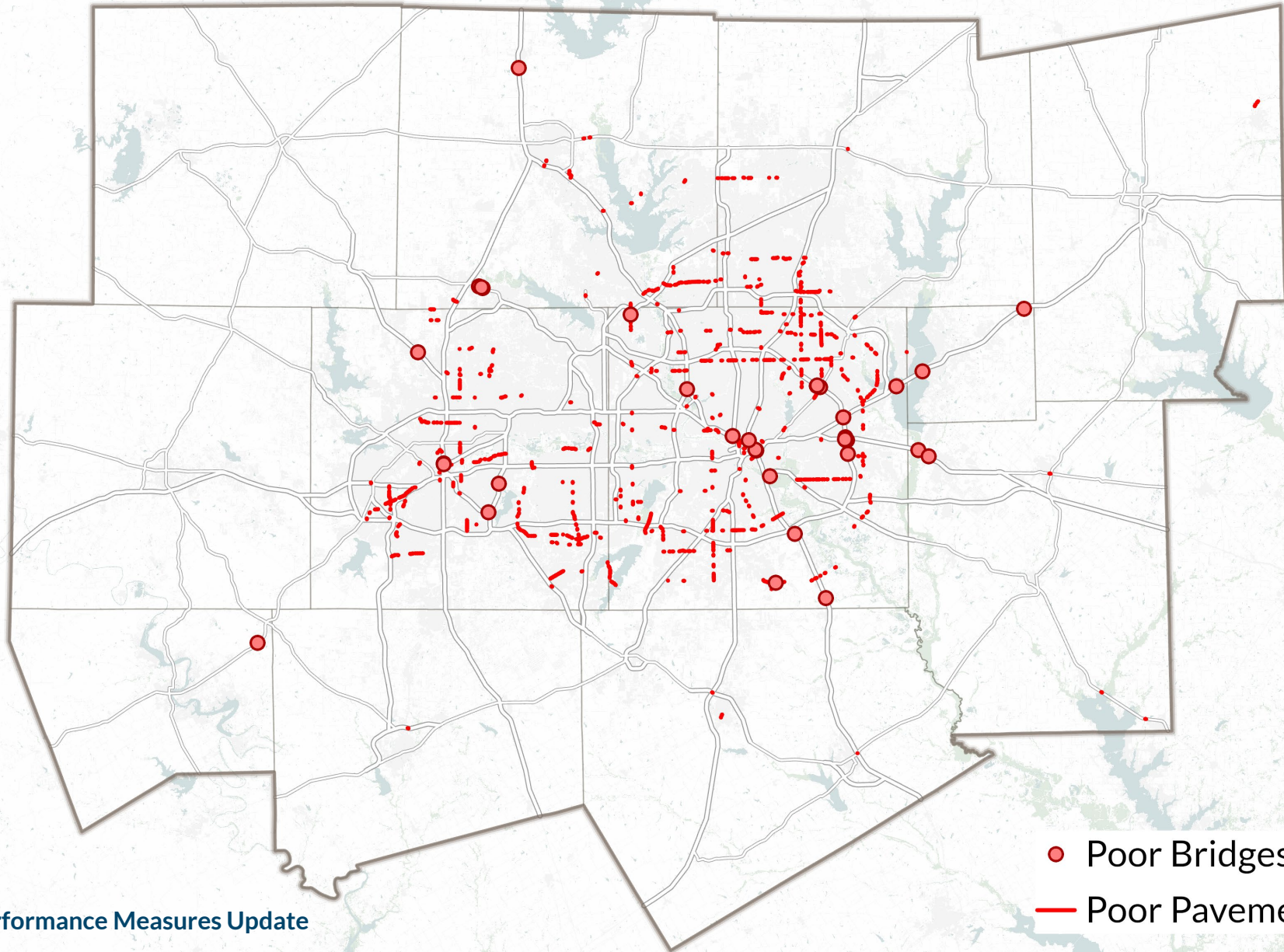


PM2 Measures (Region)

Classification	Good Condition		Fair Condition		Poor Condition	
	2022	2024	2022	2024	2022	2024
Pavement						
Interstate (On-System)	56.18%	54.26%	43.75%	45.71%	0.07%	0.02%
Non-Interstate Freeway (On-System)	47.75%	43.86%	51.97%	55.93%	0.28%	0.21%
Toll Roads (Off-System)	39.16%	35.70%	60.84%	64.30%	0.00%	0.00%
Arterials (On-System)	31.96%	27.11%	67.54%	72.18%	0.50%	0.71%
Arterials (Off-System)	0.99%	0.77%	91.37%	84.87%	7.64%	14.36%
Bridge						
NHS (On-System)	52.2%	46.4%	45.6%	51.3%	2.2%	2.3%
NHS (Off-System)	51.8%	46.8%	48.2%	53.1%	0.0%	0.1%



Poor Pavement and Bridges (NHS)



- Poor Bridges
- Poor Pavement

Addressing PM2 Measures

Pavement

Ongoing maintenance and reconstruction has addressed much of the region's Poor pavement; however, the amount of pavement in Good condition slipped across the board

NHS Arterials in Poor Condition no longer as dire a concern due to changes in pavement measure reporting; however, these facilities still warrant attention

Action will likely include statement committing to continuing to work with local governments to improve off-system arterials

Many Poor pavements have funded (TIP) or recommended (Mobility 2045 Update) improvements

Bridges

Ongoing maintenance and bridge replacements have removed many "Poor" bridges from the list

However, 36 NHS bridges in NCTCOG Region in Poor Condition in 2024

Many are good candidates for Bridge Investment Program (BIP) or other grant programs

Many have funded (TIP) or recommended (Mobility 2045 Update) improvements



PM3 Measures and Targets - Part 2 (Region)

Measure	Desired Trend Indicating Improvement	Latest Observed (2023)	Current Adopted Targets	
			2024	2026
Interstate Reliability	↗	73.4%	80.9%	82.1%
Non-Interstate NHS Reliability	↗	79.3%	77.8%	79.5%
Truck Travel Time Reliability	↘	1.85	2.10	2.60

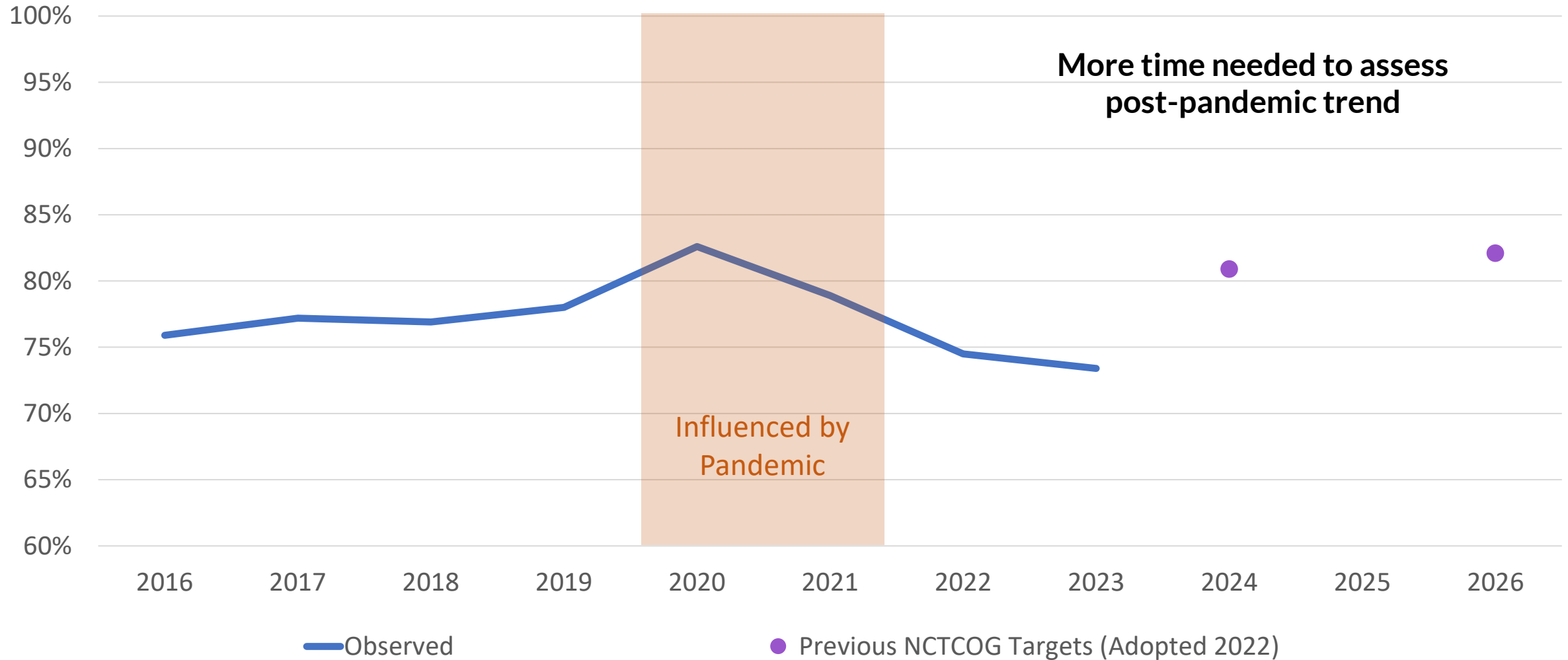
Will likely be seeking action to reaffirm our previously adopted 2026 targets



Interstate Reliability



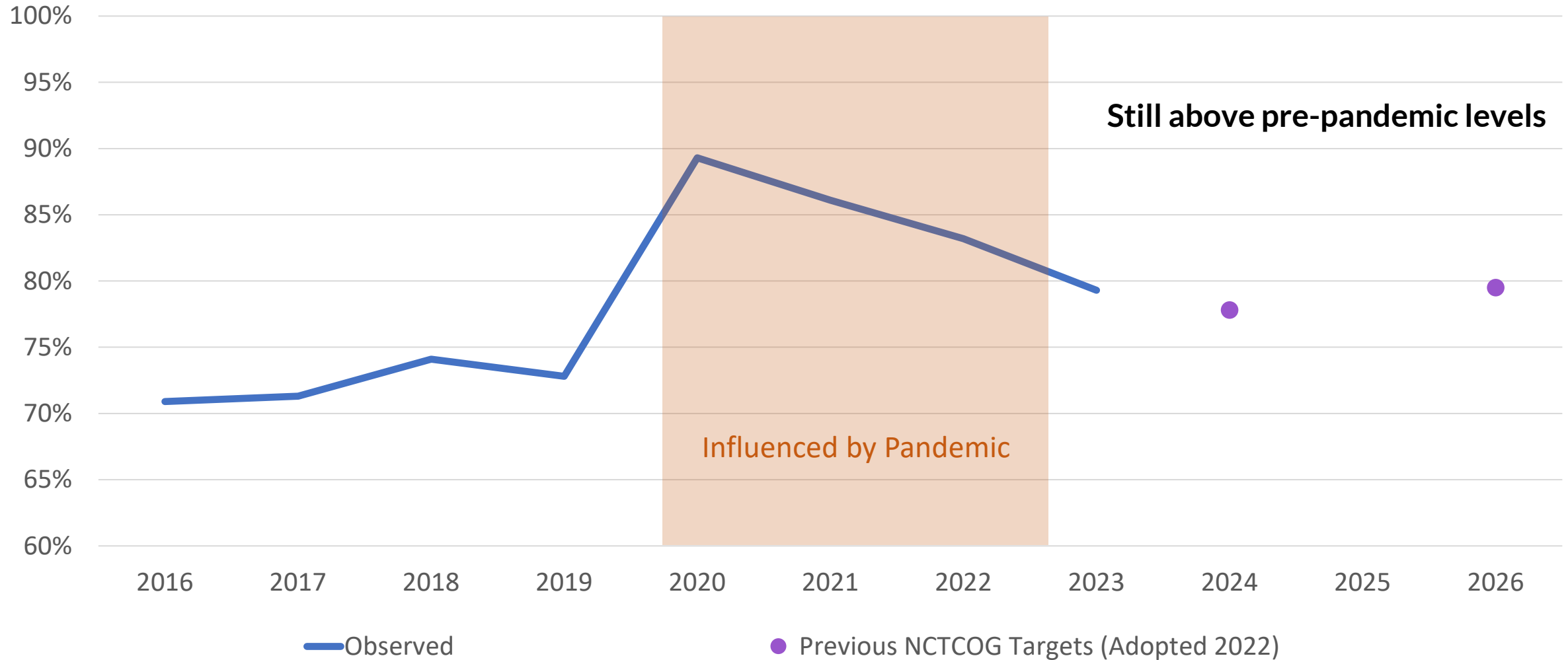
(Higher values indicate improvement)



Non-Interstate NHS Reliability



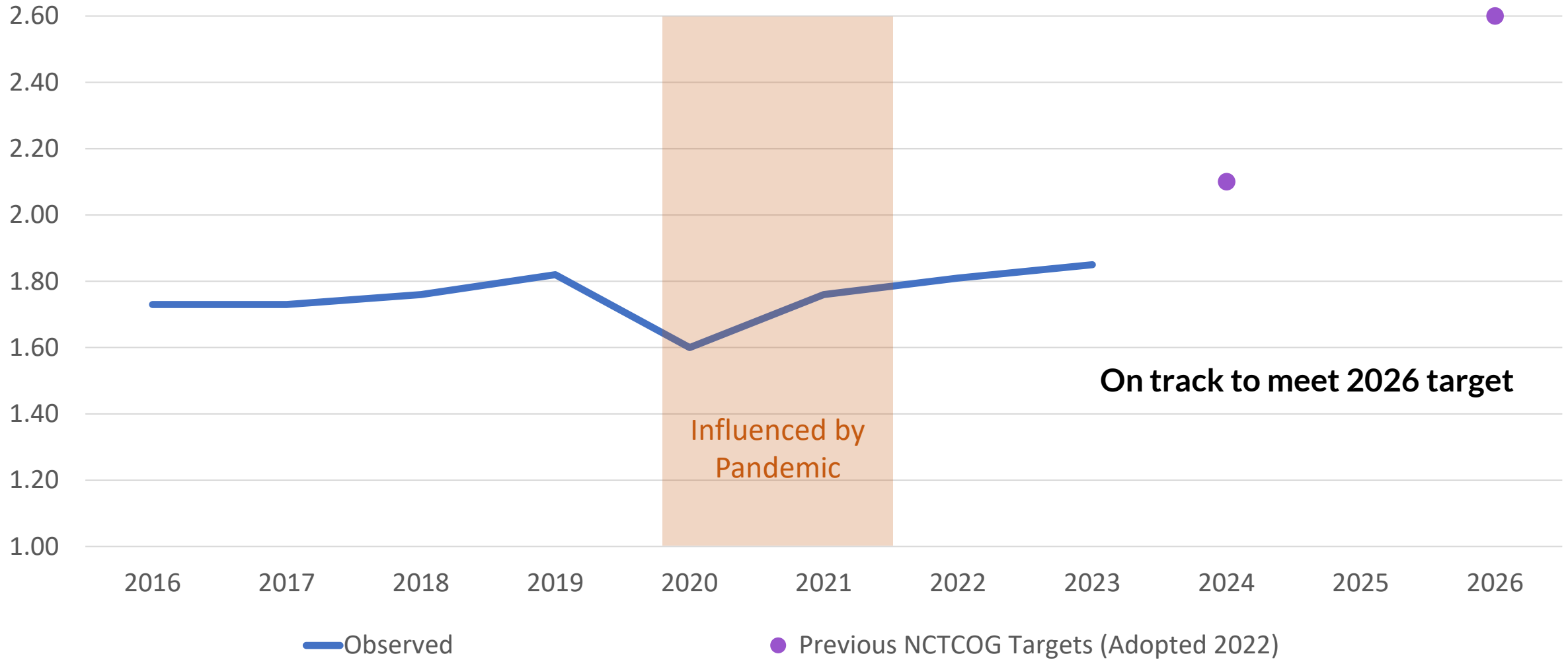
(Higher values indicate improvement)



Truck Travel Time Reliability



(Lower values indicate improvement)



Addressing PM3 Measures

Many measures still impacted by COVID-19 pandemic; post-pandemic “new normal” not yet evident

All PM3 measures stand to be improved by policy, program, and projects to be recommended by Mobility 2045 Update

RAISE, BUILD grant awards

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

Transportation Improvement Program, Congestion Management Process, and 10-Year Plan

Truck Travel Time Reliability:

Recent Interstate construction projects, including IH 20 frontage roads and IH 30/SH 360 interchange

Mobility Assistance Patrol Program (MAPP)



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