



2025 Transportation Alternatives Call for Projects

for the North Central Texas Region

Surface Transportation Technical Committee

Daniel Snyder, AICP

September 27, 2024



Eligible Project Activities

May include:

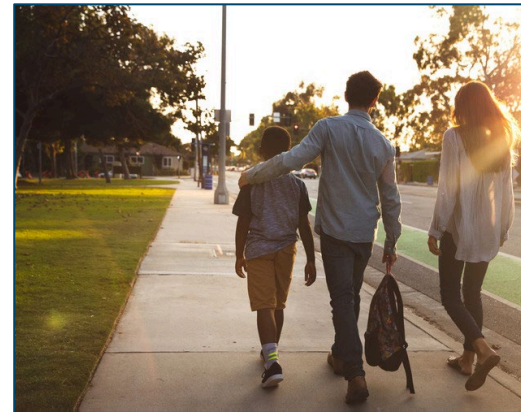
- Safe Routes to School Planning (**NEW**)
- Safe Routes to School Infrastructure Projects
- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps
- Sidewalks and Bikeways to Transit (e.g., Rail Stations and High Frequency Bus Routes)
- Pedestrian and Bicycle Safety Countermeasures and Technology
- Protected Intersections



Safe Routes to School Planning (New)

Overview:

- Plans for multiple schools within a city, county, or School District
- Focused on the safety of children walking and bicycling to school (in lieu of motor vehicle transportation)
- Addresses **Engineering** (Infrastructure) improvements and other strategies such as **Education, Encouragement, Enforcement, Evaluation, and Equity**



Funding Priorities

Connections:

- Regional Connections (e.g. Regional Veloweb)
- Connections to Jobs
- Connections to Schools
- Connections to Transit
- Connections between existing facilities (e.g. creating a connected network)

Project Readiness

Project feasibility and amount of advance planning completed to date (e.g. schematics or preliminary engineering)



Funding Overview

Approximately \$50 million in federal funding is anticipated to be awarded

<i>Project Activity</i>	<i>Minimum Federal Funding Award per Project (Targets)</i>	<i>Maximum Federal Funding Award per Project (Targets)</i>
Construction	\$3,000,000	\$10,000,000
Safe Routes to School Planning	\$200,000	\$500,000



Funding Overview, cont.

Construction-implementation projects

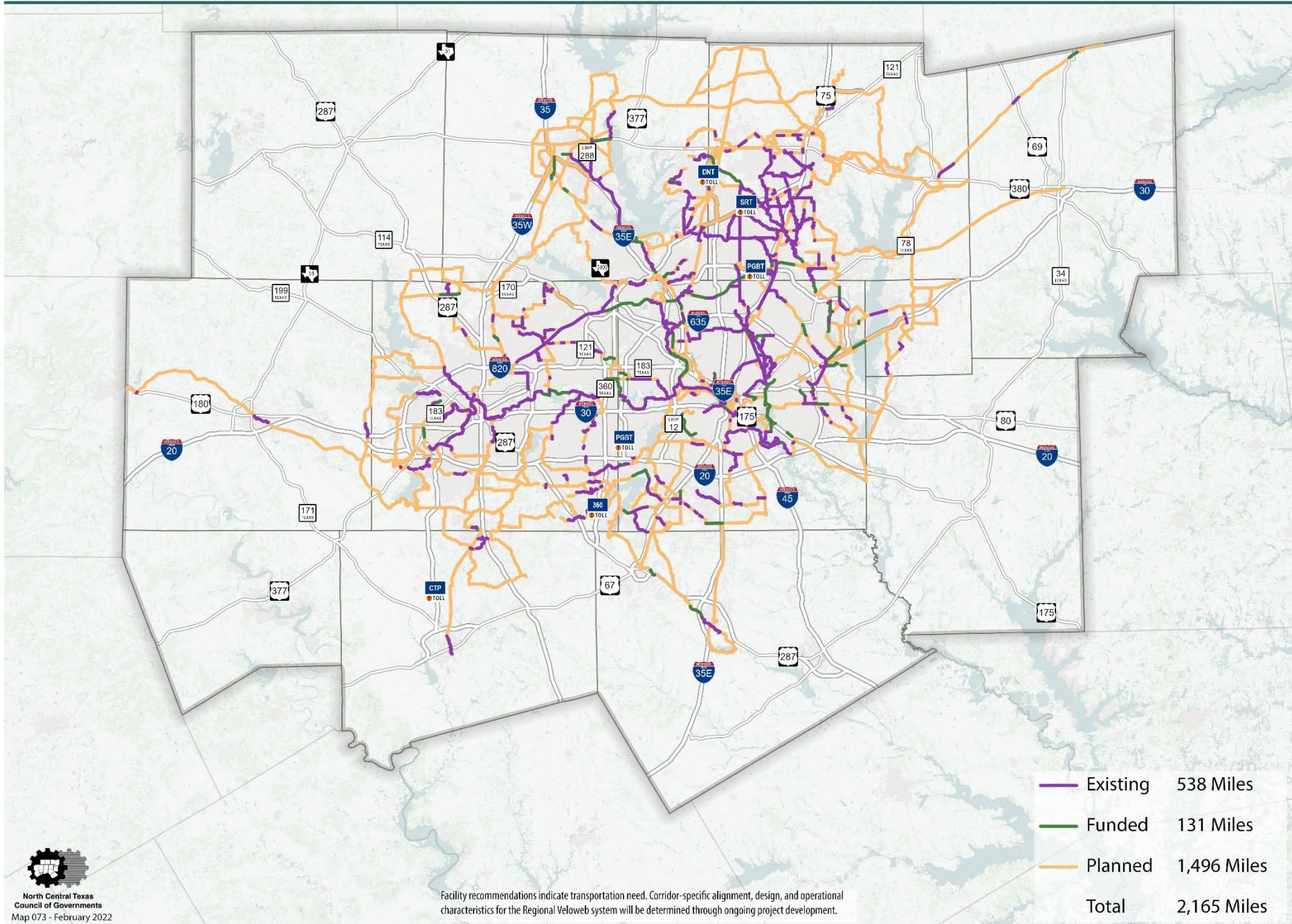
- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match*

Safe Routes to School planning: Minimum 20 percent local match*

***Local match must be cash or Transportation Development Credits (TDCs)**

- Agencies may request use of TDCs (in lieu of a local match) if qualified through the MTP Policy Bundle process, *OR*
- Agencies may request Regional Transportation Council (RTC) “Regional” TDCs (in lieu of a local match) for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update). Use of Regional TDCs will be limited to two applications per agency.
- No in-kind contributions

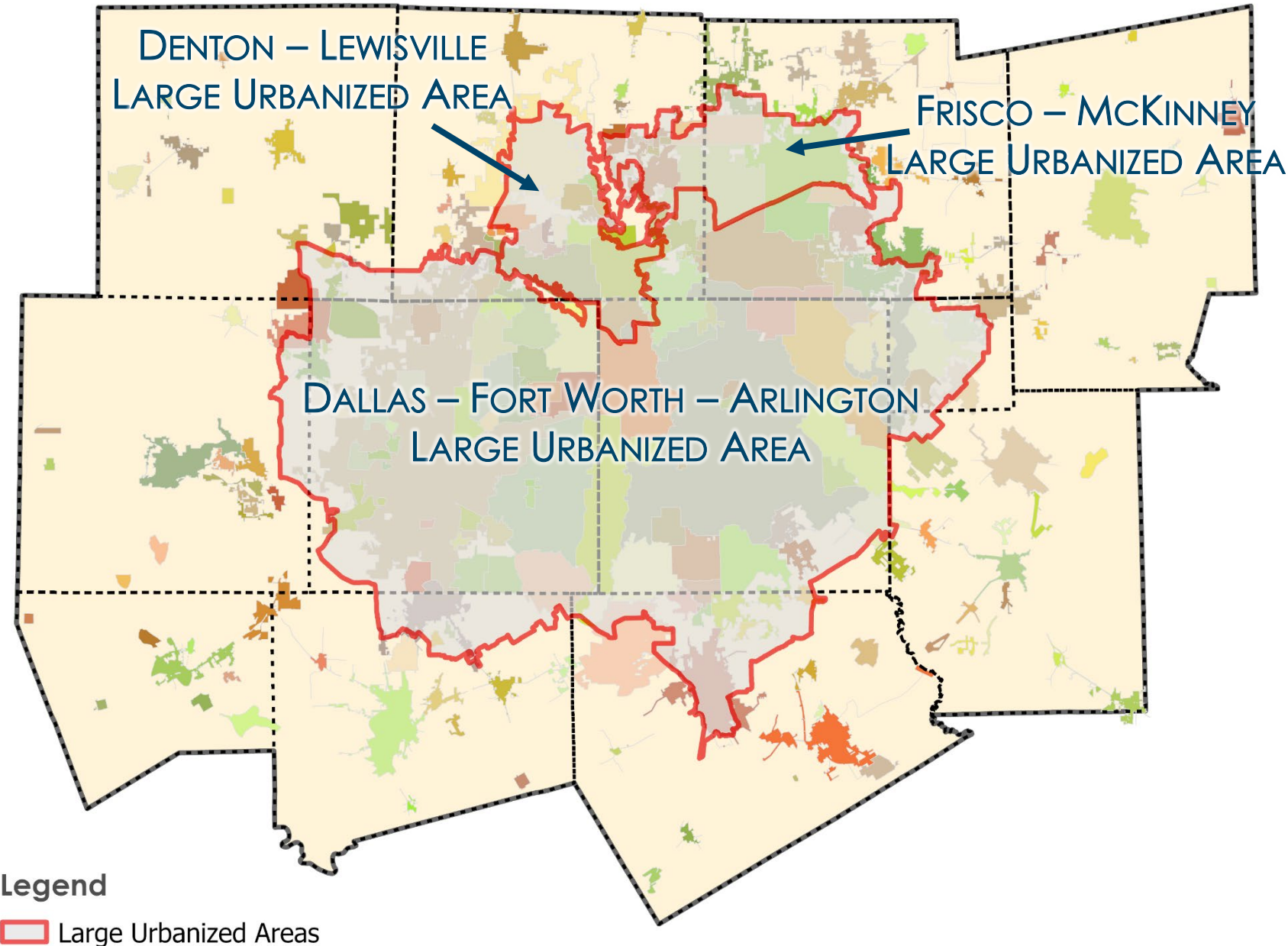




Eligible Project Areas

All proposed projects must be within one of the three large urbanized areas (exceeding 200K population)

NOTE: the TxDOT Statewide TA Call for Projects is anticipated to open January 2025



Program Rules (Required Documentation)

Letter of Local Funding Commitment

Confirm the availability of the local match contribution or requested use of TDCs

Right-of-Way/Easement

Property must be under public ownership. If easement cannot be obtained by deadline, a consent letter from the “public” property owner or utility company is required. Pending easements on private properties are not eligible.

If Applicable:

Railroad Right of Entry Letter/Agreement

(if project is in railroad right-of-way)

TxDOT District Engineer Letter of Consent

(if project is in TxDOT right-of-way)

Letter of Support from School District Superintendent or Top Administrator

(SRTS applications)

Documentation of Support from Supporting Entity

(if project includes or crosses another jurisdiction)



Program Rules, cont.

Project sponsor must execute an agreement (AFA) with TxDOT within one year of the funding award by the RTC

Projects must advance to construction within three fiscal years of the funding award by the RTC or the funding may be reprogrammed

Projects must be implemented consistent with the funding application as approved by the RTC and as included in the project agreement with TxDOT



Anticipated Schedule

Milestone	Date
Surface Transportation Technical Committee (STTC) - Action on Call for Projects	September 27, 2024
Regional Transportation Council (RTC) - Action on Call for Projects	October 10, 2024
Call for Projects Opens	October 25, 2024
Call for Projects Public Workshop	October 29, 2024
Call for Projects Closes (Applications Due)	January 17, 2025, 5 PM
Review of Projects / Scoring by NCTCOG Staff	January - March 2025
Public Meeting	April 2025
Surface Transportation Technical Committee (STTC) - Action to Approve Recommended Projects	April 25, 2025
Regional Transportation Council (RTC) - Action to Approve Recommended Projects	May 8, 2025
Deadline for Project Sponsors to Submit Transportation Improvement Program (TIP) Modifications (November 2025 Cycle)	June 27, 2025
Deadline for Project Sponsors to Execute Agreements with TxDOT	May 8, 2026
Deadline for Project Sponsors to Open Bids and Obligate Funds	August 31, 2028



Requested Action

Recommend Regional Transportation Council Approval of:

Elements related to program rules, eligible activities, eligible project areas, schedule, funding and use of Transportation Development Credits for the 2025 Transportation Alternatives Call for Projects for the North Central Texas Region



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STTC PRESENTATION

VISION ZERO FOR HUMAN HEALTH POLIC

DANIELA TOWER | AIR QUALITY PLANNER | 9.27.2024

1.5 MILE



Air Quality in North Central Texas

Currently in nonattainment for ozone

Potential for being designated nonattainment for fine particulate matter (PM_{2.5})

Associated health and economic impacts

- Respiratory and cardiovascular impacts

- Healthcare and labor costs





- Section 185 fees (NAAQS Ozone Standard 2008; 2028)

Projected population increase for region to over 12 million





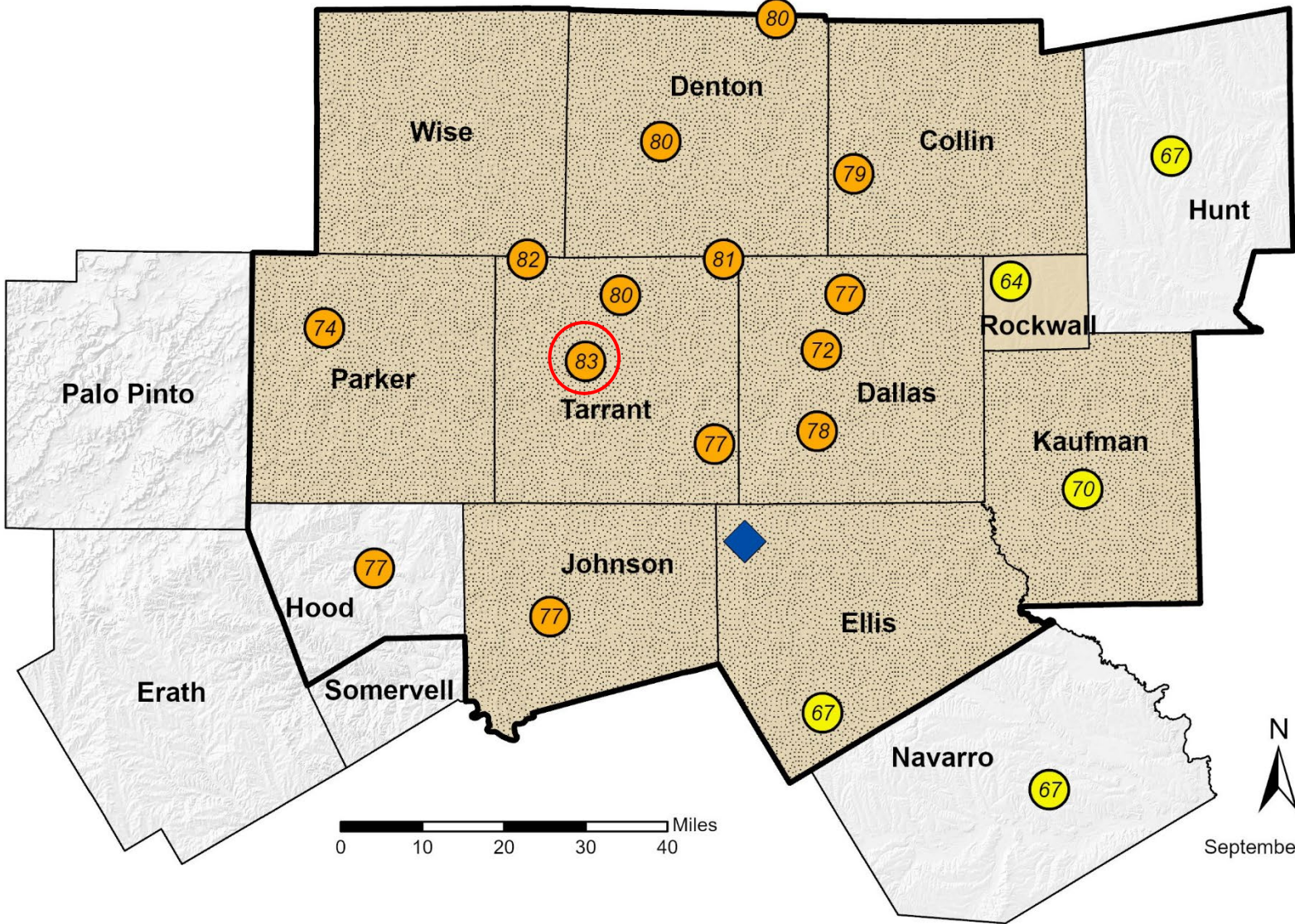
Ozone Nonattainment as of September 14, 2024

Legend

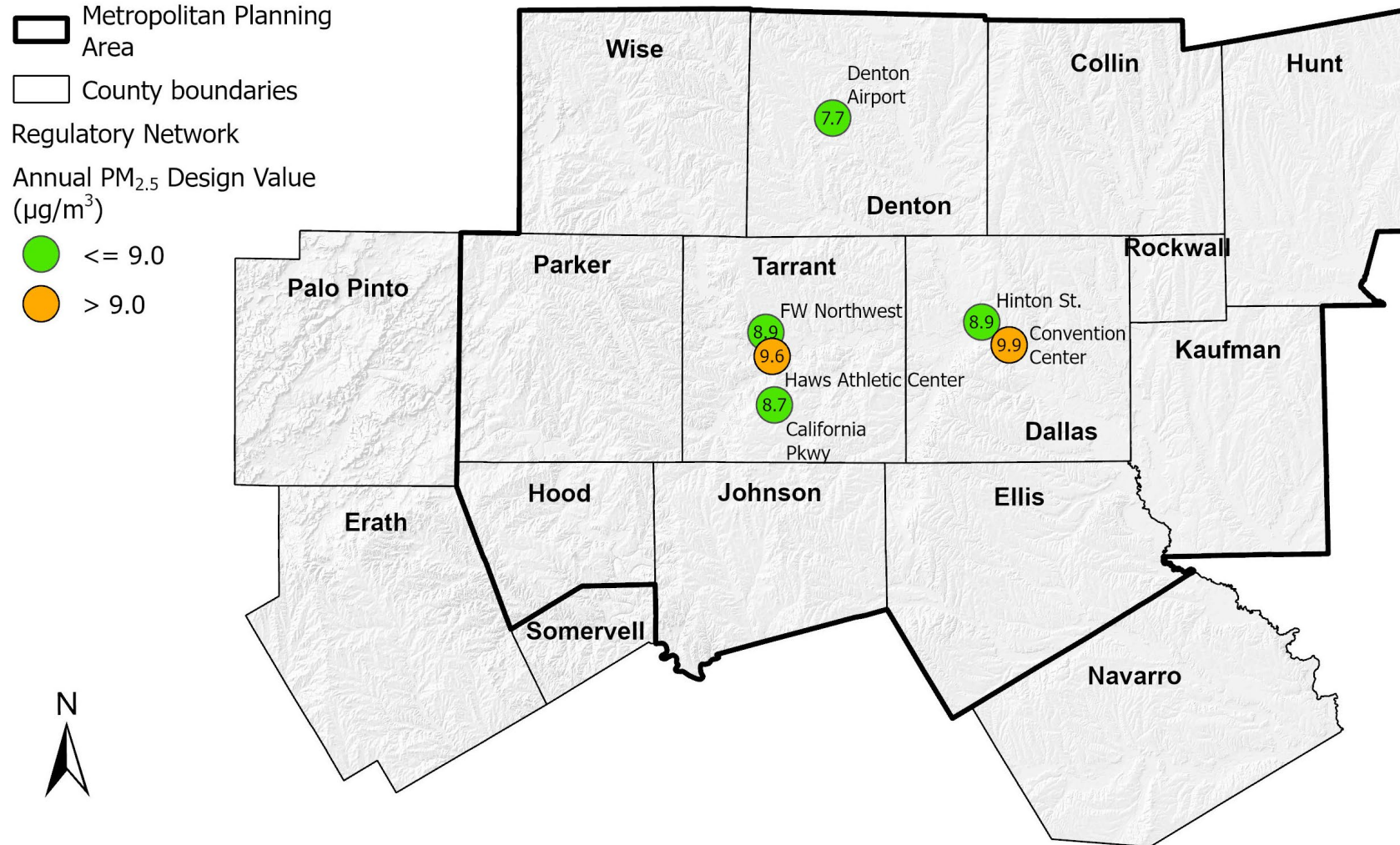
-  Metropolitan Planning Area
- Counties Designated Nonattainment Under 2015 8-Hour Ozone NAAQS 
- Counties Designated Nonattainment Under 2008 8-Hour Ozone NAAQS 
-  Temporarily Out of Service

Sept 2024

-  62 - 69
-  70 - 85



2023 PM_{2.5} Annual Design Values



Source: EPA
September 2024



Why Non-Regulatory Monitoring Network

Track Movement of Air Pollutants Into and Within DFW

Improve Information about Spatial and Temporal Pollution Distribution

Assist With Impactful Control Measures

Transportation (STTC/RTC)

Other Sources

Correlate to Health Impacts

Core Sample Size May Have Erroneous Results



Vision Zero for Human Health Policy

Identify Funding Sources

- Federal, state, and local funding opportunities
- Explore innovative financing options

Develop Partnerships: local governments and industry leaders

- Identify suitable locations for monitor deployment
- Local community engagement
- Ensure reputable technology

Implementation and Deployment

- High-quality, non-regulatory monitors
- Proper installation and maintenance
- Data management and storage



Vision Zero for Human Health Policy

Public Engagement and Communication

- Display air quality data collected from monitors
- One-stop-shop for air quality and health data results
- Develop educational materials
- Engage residents and stakeholders

Evaluation and Reporting

- Assess performance and impact of air quality monitors
- Provide updates on findings and insights gained
- Adjust strategies and actions based on evaluation

Ongoing Effort to Bring Low-Cost Monitors to Region

- Enhance spatial coverage and evaluate local condition



Requested STTC Action

Staff requests STTC recommend RTC approval of the

Vision Zero for Human Health Policy to

- ✓ Develop local partnerships
- ✓ Pursue upcoming federal and other funding opportunities
- ✓ Extend the non-regulatory monitoring network
- ✓ Develop and provide a collective source for health-related air quality information
- ✓ Enhance public engagement and information



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<https://www.nctcog.org/trans/quality/air>





Dallas-Fort Worth
CLEAN CITIES

Update on EV Charging Station Programs and Request for Matching Funds

Jared Wright
Senior Air Quality Planner

Surface Transportation Technical Committee

September 27, 2024

Upcoming Regional EV Charger Investments

Electric Vehicle Charger Reliability and Accessibility Accelerator (EVC-RAA)

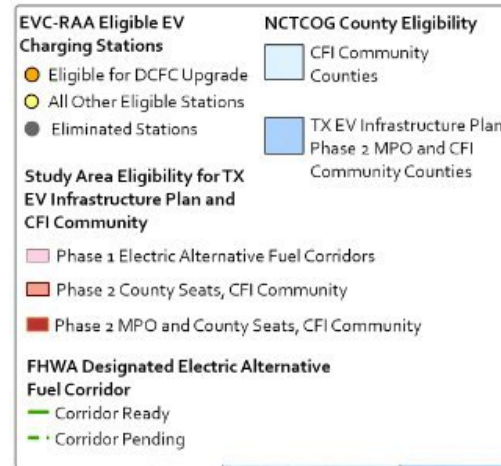
\$3.6 million to repair and replace non-operational chargers in the 16-county NCTCOG region

Charging and Fueling Infrastructure(CFI) Community

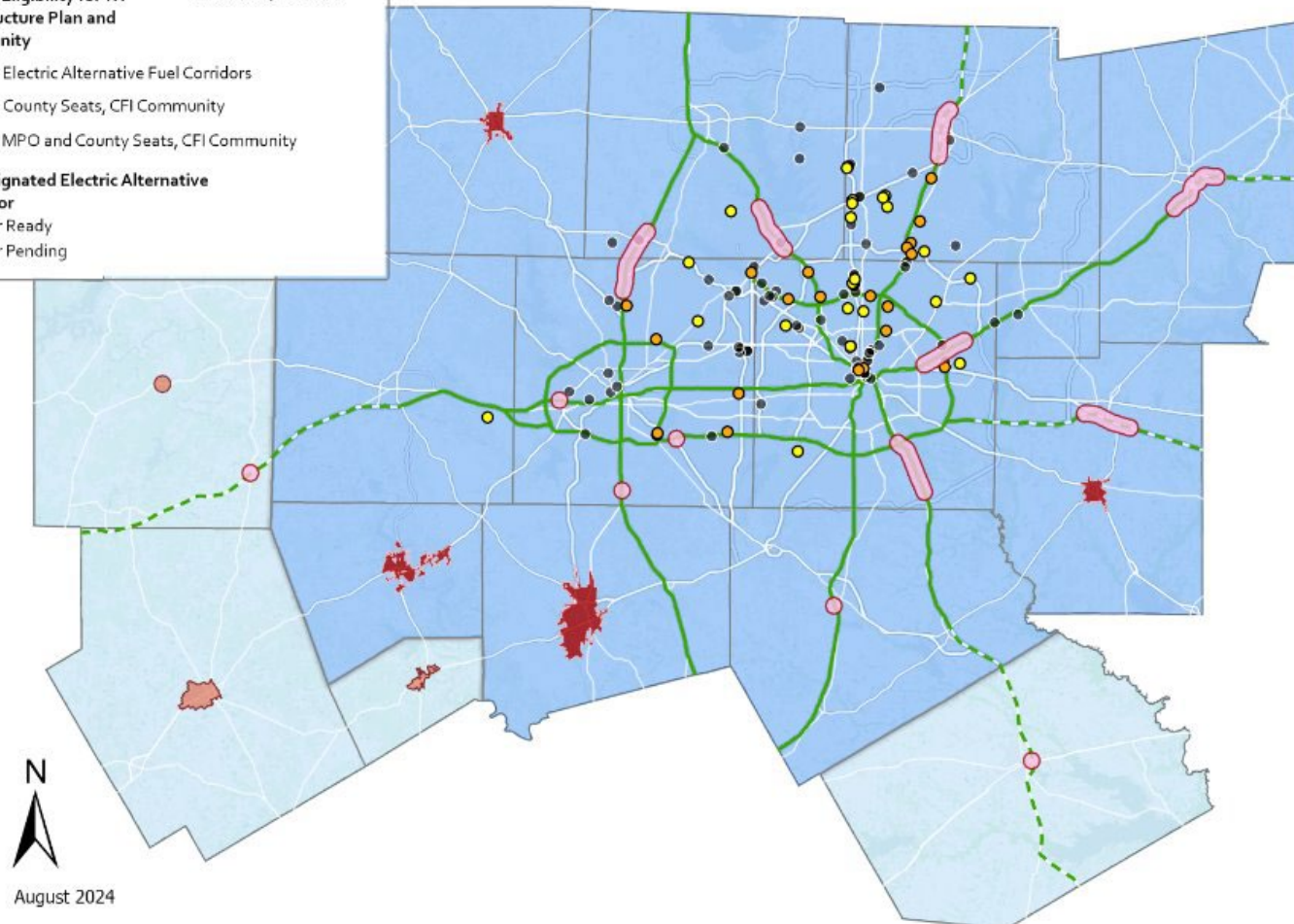
\$15 million for up to 100 EV charging ports in the 16-county NCTCOG region

Texas EV Infrastructure Plan

~\$70 million for NCTCOG Metropolitan Planning Area (MPA) and county seat sites (Managed by TxDOT)



Eligibility for Various Programs Investing in EV Charging Across the NCTCOG Region



Regional EV Charger Investments

Program:	EVC-RAA \$3.6 Million	CFI Community \$15 Million	Texas EV Infrastructure Plan: Phase 2 MPO Allocation ~\$60 Million
Eligibility	<p>Subset of Locations Prescribed by FHWA</p> <p>“Like for Like” Charger Upgrade OR Upgrade to DC Fast Charge if within 1 mile of designated highway corridor</p>	<p>Public Sector Properties</p> <p>Level 2 or DC Fast Charge; proposal emphasized DC Fast Charge</p>	<p>Not Defined; has Trended Toward Private Sector Properties</p> <p>Level 2, DC Fast Charge, or Medium/Heavy Duty Truck Charging; TxDOT has advised <i>against</i> Level 2</p>
Emphasis Areas*	<p>Connecting the Region</p> <p>Proximity to Existing/Planned Stations</p> <p>Increasing Access in Key Areas</p> <p>Streamlining NCTCOG Implementation</p>	<p>Justice 40 Areas</p> <p>Areas with Low Ratio of Private Parking or High Ratio of Multi-Family Housing</p> <p>Sites that can also Serve as Multi-Modal or Fleet Charging Hubs</p> <p>Rural Areas</p>	<p>To Be Determined; Preliminary Ideas:</p> <p>Evacuation Routes and “Secondary Highways” not Designated as Alternative Fuel Corridors (e.g. US 287, US 380, etc.)</p> <p>Medium-/Heavy-Duty Truck Charging Hubs</p>



Kick-Off Meeting on EV Charging Station Projects

Presenting More Detailed Information on Each Program

Seeking Local Government Input

How best can we leverage the 3 programs to complement and not duplicate?

What principles should guide recommendations to TxDOT related to MPO Allocation?

Who would like to install EV charging on publicly-owned properties?

Seeking Completion of a Survey following the meeting: forms.office.com/r/R3aCZFrnxnC

When: Wednesday October 2, 2:30 – 4:00pm

Where: Virtual via Zoom

Register: publicinput.com/nctcogEVcharging

Sign up to receive updates on future meetings and engagement opportunities as these projects move forward:

publicinput.com/nctcogevcharging



DFW National Drive Electric Week (NDEW)

Part of a nationwide celebration to educate the public on the benefits of owning an electric vehicle

Date: Sunday, October 6, 2024

Time: 10:00am to 2:00pm

Location: Tanger Outlets, 15853 North Fwy, Fort Worth, TX 76177

Seeking public input on charging station locations

Go to www.driveelectricdfw.org, to attend our event or promote using the outreach toolkit



FHWA CFI Community Program Awarded Project

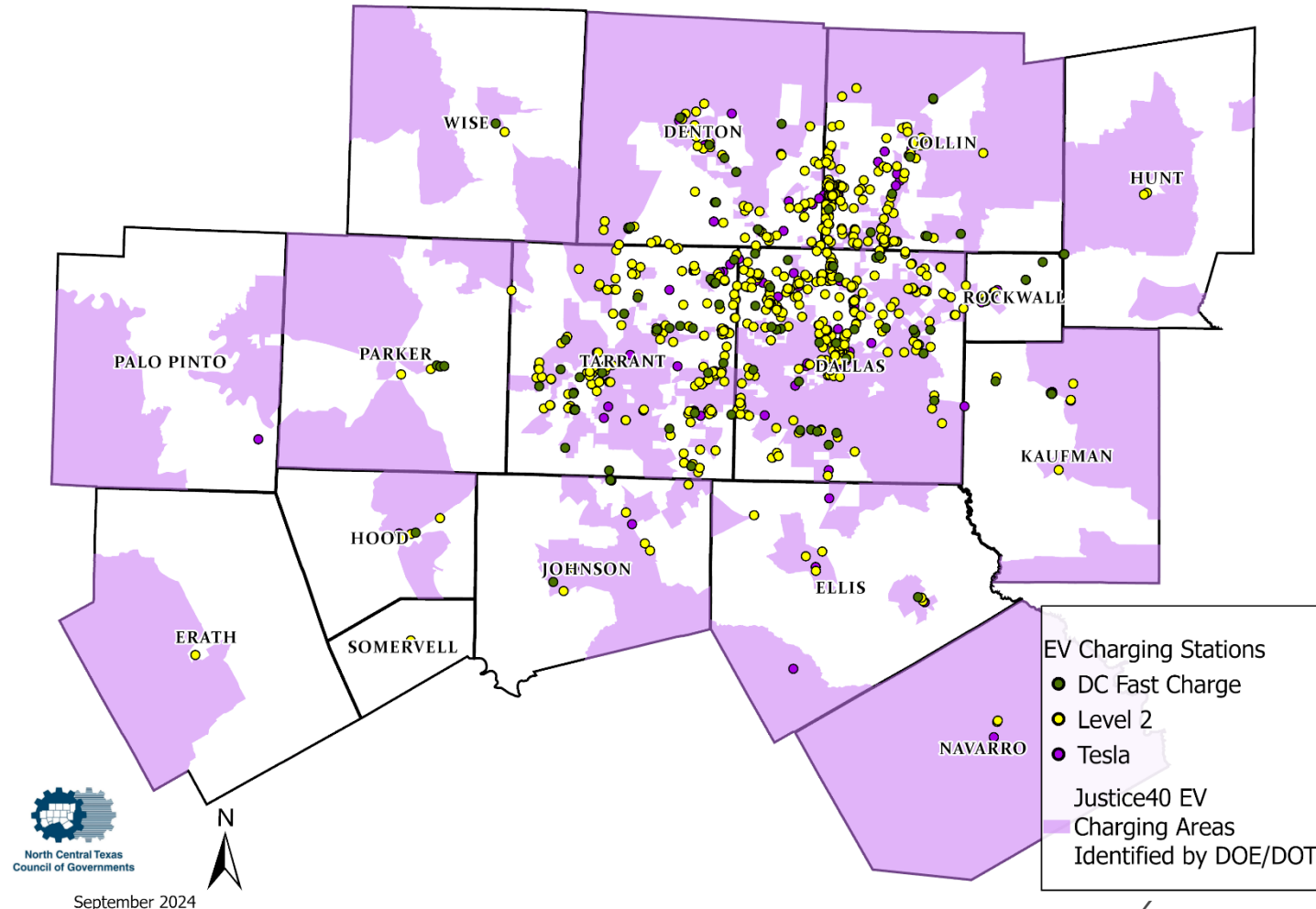
\$15 million awarded to build up to 100 EV charging ports regionwide

At least 50% in Justice40 Areas

Ensure timely project implementation

Create specialized technical teams (EV Charging “Dream Team” consultant) to expedite requirements: zoning, permitting, codes, Buy America, NEPA

Currently Available Electric Vehicle Chargers in the NCTCOG Region



Project Budget

Clarification received from FHWA: requirement for private sector to provide 20% non-federal share does not apply to “development phase” activities

Requesting approval to modify project budget to use regional Transportation Development Credits (TDCs) as non-federal match for development phase activities, including NCTCOG administrative costs and specialized technical team (“Dream Team” consultants)

	Original Proposal Budget	Requested Modification
Total Project	Up to \$18,750,000	Up to \$17,990,529
Federal Funds	Up to \$15,000,000	Up to \$15,000,000
Matching Funds <ul style="list-style-type: none">• “Development phase” match does not have to be secured through private sector• Match for acquisition, construction, installation, operations, and maintenance costs must be provided by private sector entities (anticipate securing from selected vendors)	Up to \$3,750,000	Up to \$2,990,529 and 607,577 TDCs



Project Schedule

Proposed Milestone	Date
STTC Recommendation of RTC Approval for Use of TDCs	September 27, 2024
RTC Approval for Use of TDCs	October 10, 2024
Executive Board Authorization to Execute Agreement with FHWA	October 24, 2024
Execute Agreement with FHWA	Upon board authorization and FHWA approval of the project in the FY25-28 STIP



Action Requested

Recommend Regional Transportation Council approval for:

NCTCOG to use up to 607,577 Regional Transportation Development Credits as non-federal match for NCTCOG administrative costs and hiring of specialized technical teams to implement the CFI Community Program Award

Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes



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**Dallas-Fort Worth
CLEAN CITIES**



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Update on EV Charging Station Programs and
Request for Matching Funds



NCTCOG PRESENTATION

Miles Matter Program Update Auto Occupancy/High Occupancy Vehicle Quarterly Report

Surface Transportation Technical Committee
September 27, 2024
Natalie Bettger, NCTCOG

Evolution of the Program

2006 - NCTCOG

RTC Tolled Managed Lane
Policy Established

- Initial deployment of manual HOV verification
- Explore automated verification

2017 – NCTCOG/TxDOT

Contract with Carma
Technologies for occupancy
detection and verification

2023 – TxDOT/NCTCOG

Contract with Carma
Technologies to Implement
Miles Matter

- Use of GoCarma for travel related credits
- Pilot test travel behavior incentives

2013 – LBJE ML Opens

LBJE opens with app-based
HOV declaration and manual
enforcement through Drive On
TEXpress app

2020 – NCTCOG/GoCarma

GoCarma occupancy
detection and verification app
went Live

2024 – NCTCOG/TxDOT

September Soft-Launch of
Miles Matter pilot test using
GoCarma app

High Occupancy Vehicle (HOV) Discounts – GoCarma App

TEXPress Managed Lanes (NCTCOG)



120-Mile TEXpress Lane Network

Drivers must use GoCarma to verify their HOV status to qualify for peak period discounts.



Integrated with 2 Toll Systems

Simple query to GoCarma system to request the HOV status of any registered vehicle.



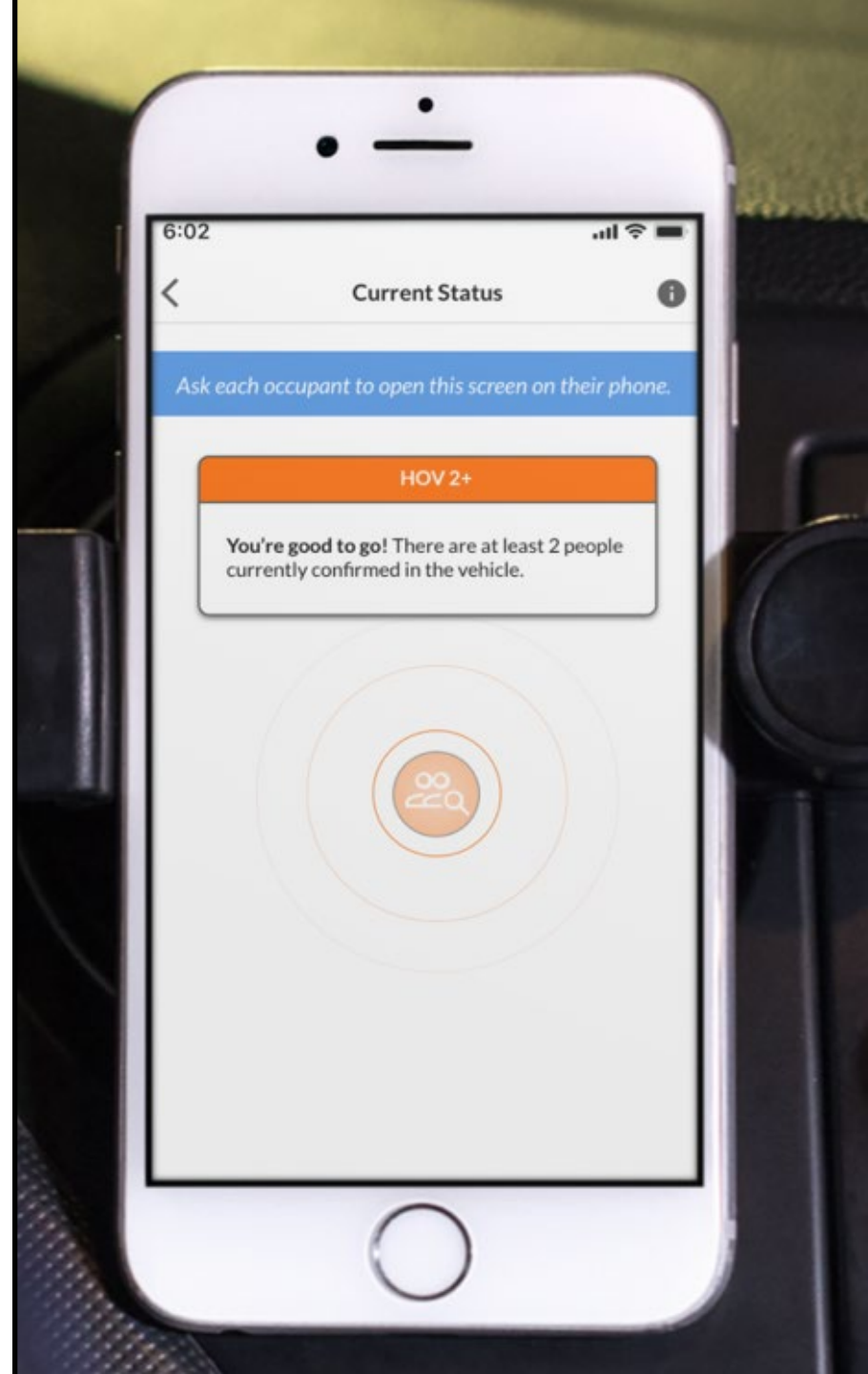
5.4 Million Toll Transactions Processed

HOV status verified for toll transactions associated with 75,000+ people in DFW.



Fully Automated and Easy

Eliminated roadside enforcement and 800+ monthly support calls.

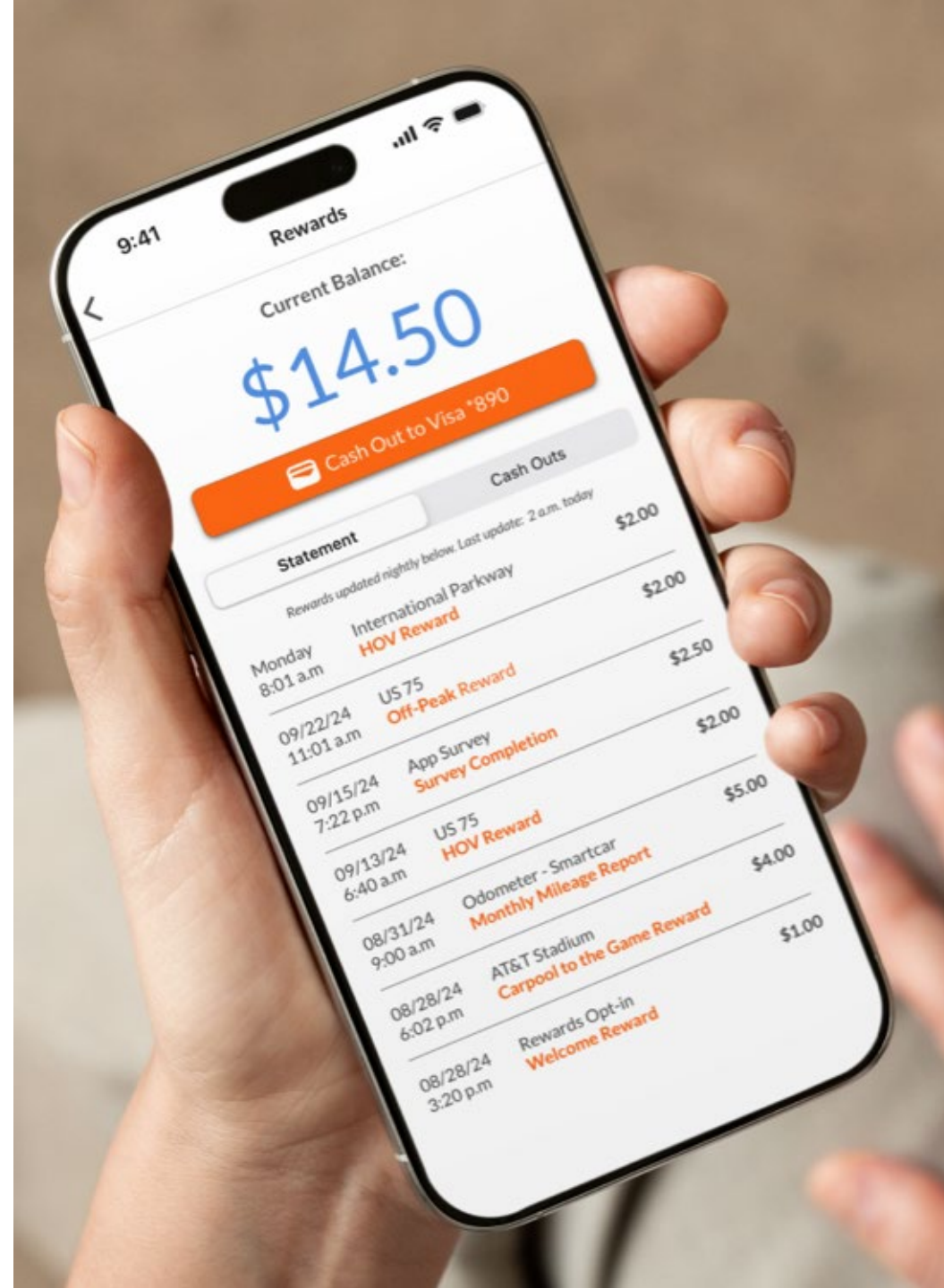


Miles Matter Program: Travel Behavior Incentives

Aligned to Policy Objectives Smartphone-Based Accounting

- Voluntary Program
- Personalized, Targeted Incentives for
 - HOV Travel
 - Peak Hour Avoidance
 - Congestion Avoidance
- No Roadside Infrastructure Required
- Works Everywhere*
- Utilize Points for Gift Cards
- In-App Transaction Transparency
- Full Accounting and Impact Reporting

* Limited to target corridors and travel behaviors in Miles Matter pilot project



User Experience

Smartphone-Based Hands-Free Drive Verification



1. Download

GoCarma app for iOS and Android



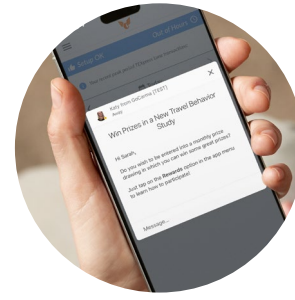
2. Sign Up

Enter name, email, phone number



3. Add Vehicles

Enter or scan the license plate



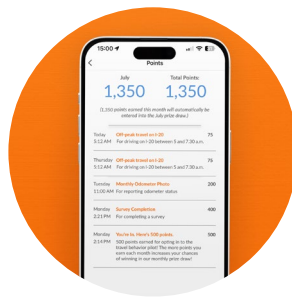
4. Join Reward

Select users will be invited to join the rewards program.



5. Just Drive

App verifies travel **automatically** when you drive in a target corridor.

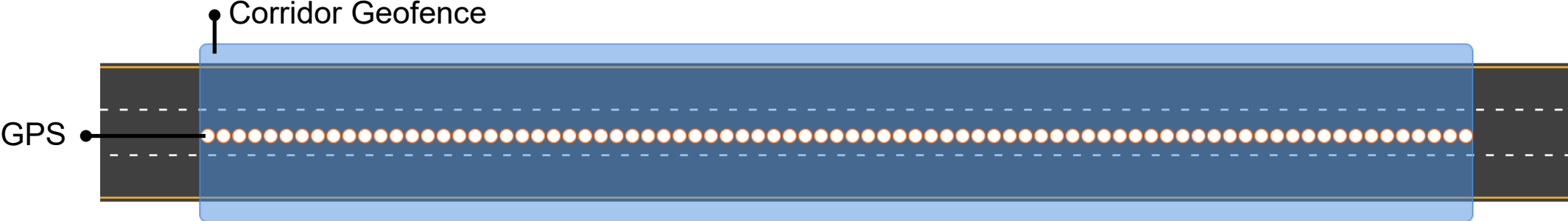


6. Earn Points

Points for desired behavior change will automatically be added to your app.

Smart Transactions

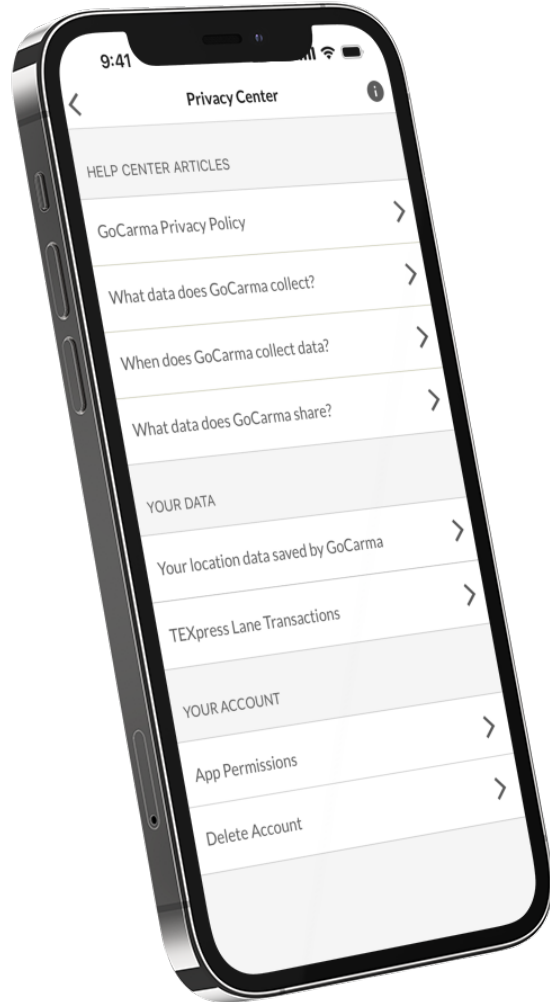
Automated Transaction Processing within Corridors



- Time
- Location
- Vehicle
- Vehicle Class
- Speed
- Direction
- Occupancy
- Traffic Condition
- Air Quality Condition

Privacy First

Designed for Comprehensive Privacy Preservation



In-App Privacy Center

Data Collection Within Geofenced Zones Only

Data Collection During Defined Time Periods Only

Transparent Access to Stored GPS Data

No unnecessary Data Collection

User Control of All App Permissions

Access, Modification and Erasure of Personal Data

No Sharing of Personal Data

Data Hosted on AWS Servers in the U.S. Only

Program Schedule

Soft-Launch – September 3, 2024

~ 500 participants from existing Carma users and by invite only

IH 35W

Receive Points:

Participating

Completing Surveys

Odometer Reading

Travel on I-35W between 5:00-7:00 AM and 9:00-11:00 AM

Phase Scenario / Corridor Launch – Fall 2024 to Fall 2025

Implement Various Scenarios

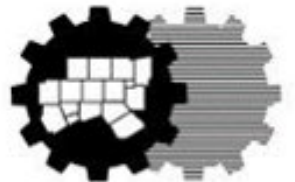
Implement on Various Corridors

Open to Additional Participants

Project Wrap-up – December 2025



High-Occupancy Vehicle Quarterly Report



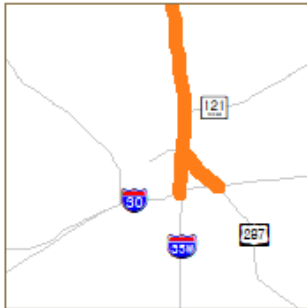
North Central Texas
Council of Governments

Managed Lane System

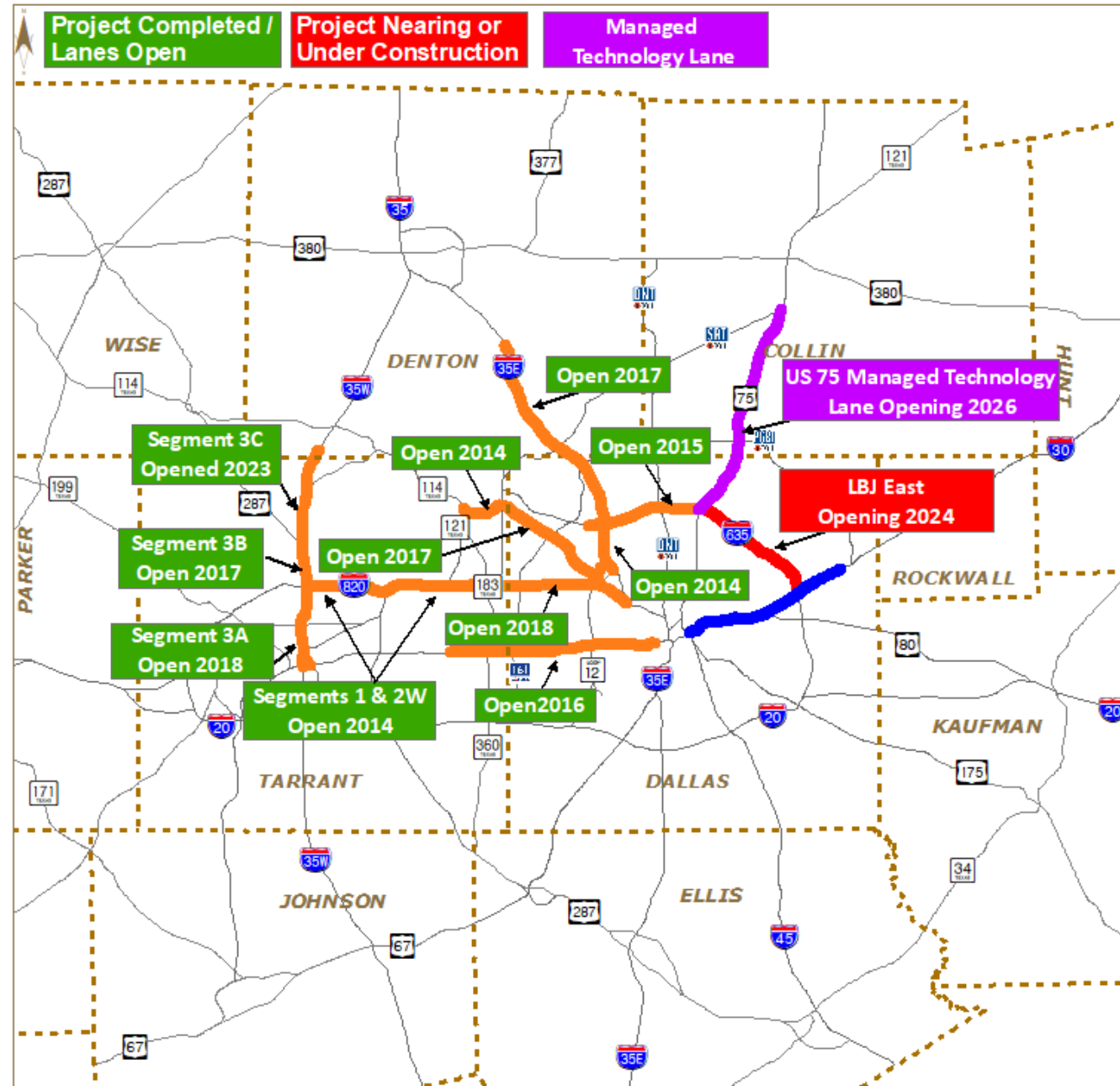
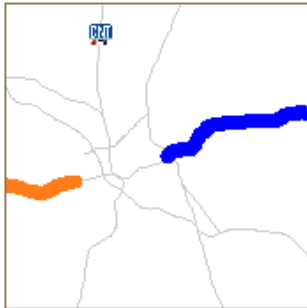
Current Express/HOV + New Managed Lanes

- Current Express/HOV Lanes
- Current TEXpress Managed Lanes
- TEXPress Managed Lanes Under Construction
- Managed Technology Lane
- Major Roadways

Fort Worth CBD



Dallas CBD



Toll Managed Lane Data Monitoring

Cumulative December 2013 – August 2024

How much HOV 2+ Subsidy has the RTC been responsible for?

\$10,241,569 as of August 2023

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

\$12,407 from October 2014 – September 2024

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – August 2024

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$6,121,814	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$4,119,755	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through August 31, 2024



HOV Users

January 24, 2020 – August 31, 2024

Users: 76,982

Vehicles: 75,152

Occupant Passes: 13,716



Total and HOV Transactions

January 24, 2020 – August 31, 2024

Total Transactions – 5,733,652

LBJ/NTE Partners – 3,771,622

TxDOT – 1,962,029

Total HOV Transactions – 2,677,688 (~47%)

LBJ/NTE Partners – 1,819,606

TxDOT – 858,082

Unique Vehicles – 67,059



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Blue-Green-Grey Application for New Ideas Round 4 Project Funding Recommendations

Surface Transportation Technical Committee | September 27, 2024

Shawn Conrad, Program Manager

*Hatcher Station Community Garden, BGG Round 2 Award (2018)
Image courtesy of DART*

Application for New Ideas Round 4

Funding: \$250,000 total (RTC Local); no local match required

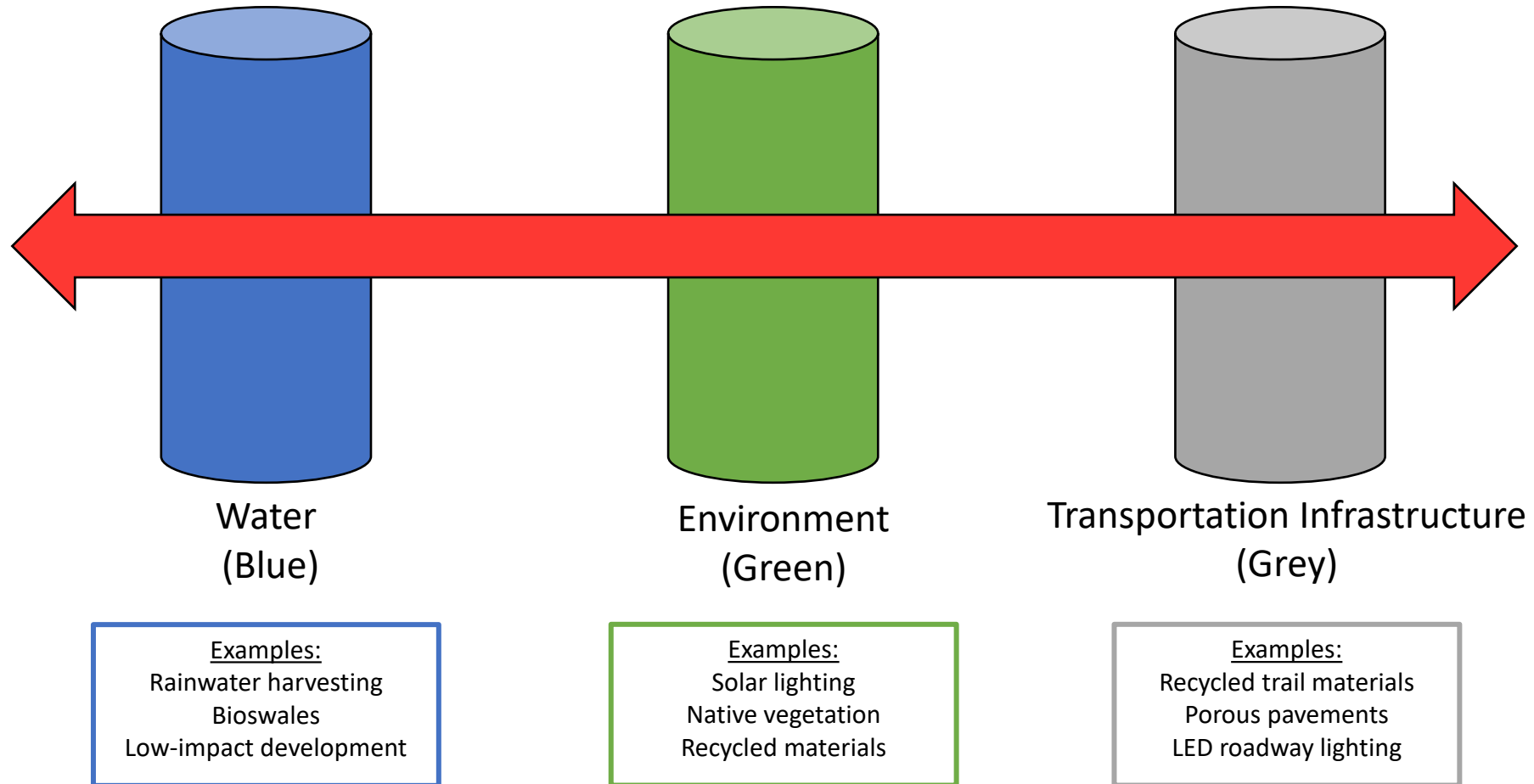
Anticipated awards: ~3

Call opened: July 15, 2024

Call closed August 16, 2024 at 5 PM



Silo Busting Projects



Previously Funded Projects

Funding Years

2017

Farmers Branch
Conceptual Bus
Stop Designs

Southlake BioPod –
Burney Lane
Reconstruction

University Park
Micro-Detention
Project

2018

DART Hatcher
Station Community
Garden Pilot
Program

Bishop Arts Bicycle
Parking Retrofitting
Pilot

Watauga
Biofiltration System

2021

City of Allen Inlet
Floatables Filter

City of Dallas Bottom
District Green
Neighborhood
Design Guidelines

University of
Arlington
Biofiltration Swales
Testing

Project reports can be found here: www.nctcog.org/greeninfrastructure

Previous Funding Rounds

Funding awarded to date:

FY 18: \$109,170

FY 19: \$138,500

FY 20: \$201,410



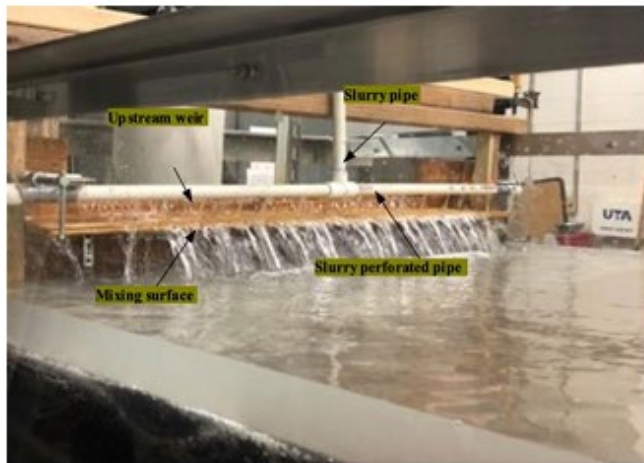
*Bishop Arts Green Bicycle Parking
BGG Round 2 Award (2018)*

Image courtesy of Amanda Popken Design



Round 4 Project Review Committee

- Five NCTCOG staff members
- Met on September 3, 2024
- Reviewed nine submitted applications
- Recommended three applications for funding



UTA Engineered Media for Biofiltration Swales BGG Round 3 Award (2021)
Image courtesy of University of Texas-Arlington



Farmers Branch Green Bus Stop Designs BGG Round 1 Award (2017)
Images courtesy of City of Farmers Branch



Scoring Criteria

- Incorporation of Blue (water), Green (environment), and Grey (transportation infrastructure) components
- Impact
- Innovation and significance
- Applicability, adaptation, transferability, and practicality
- Collaboration with various stakeholders



Recommended Funding

Project Name	Description	Cost	Average Rank
Allen - Inlet Filter Pilot Program	Implementation of designs previously funded through BGG for innovative inlet filters to reduce floatables in stormwater runoff from roadways	\$75,000	1.8
DART - Vermiculture Food Waste Composting at Lawnview Station	Install innovative fermentation / vermiculture food waste composting at Lawnview Station for use at community gardens	\$90,000	2
Frisco - Median Bioswale Retrofit Parkwood Blvd	Innovative application of a bioswale in a roadway median for stormwater management as demonstration project	\$83,300	2.3
TOTAL RECOMMENDED		\$248,300	
<i>Projects Not Recommended for Funding</i>			
UT Arlington - Critical Source Area ID for Nonpoint Pollution			5.2
Lewisville - LLELA Kayak Launch Redesign			5.3
Water is Alive - Healing the Earth with Microbes and Plants			5.7
Green Arlington Foundation - Pumps for Parks			6.5
<i>Projects Withdrawn by Applicant</i>			
Dallas County - Goat Island Preserve Parking Lot Rehab & Beautification			NA
Fort Worth - Mobile Collection Unit Digital Billboards			NA



Round 4 Schedule

Call for Applications Opens	July 15, 2024
Pre-application Workshop	July 17, 2024
Applicants submit questions for FAQ	July 15, 2024 – August 1, 2024
NCTCOG staff available to meet for preliminary application review	July 15, 2024 – August 1, 2024
Applications Due	August 16, 2024 @ 5 pm
Application Review and Scoring	September 2024
Recommended Projects Presented to STTC - Information	September 27, 2024
Recommended projects presented at Transportation Public Meeting	October 15, 2024
Recommended Projects Presented to RTC – Information	October 17, 2024
Recommended Projects Presented to STTC - Action	October 25, 2024
Recommended Projects Presented to RTC – Action	November 14, 2024

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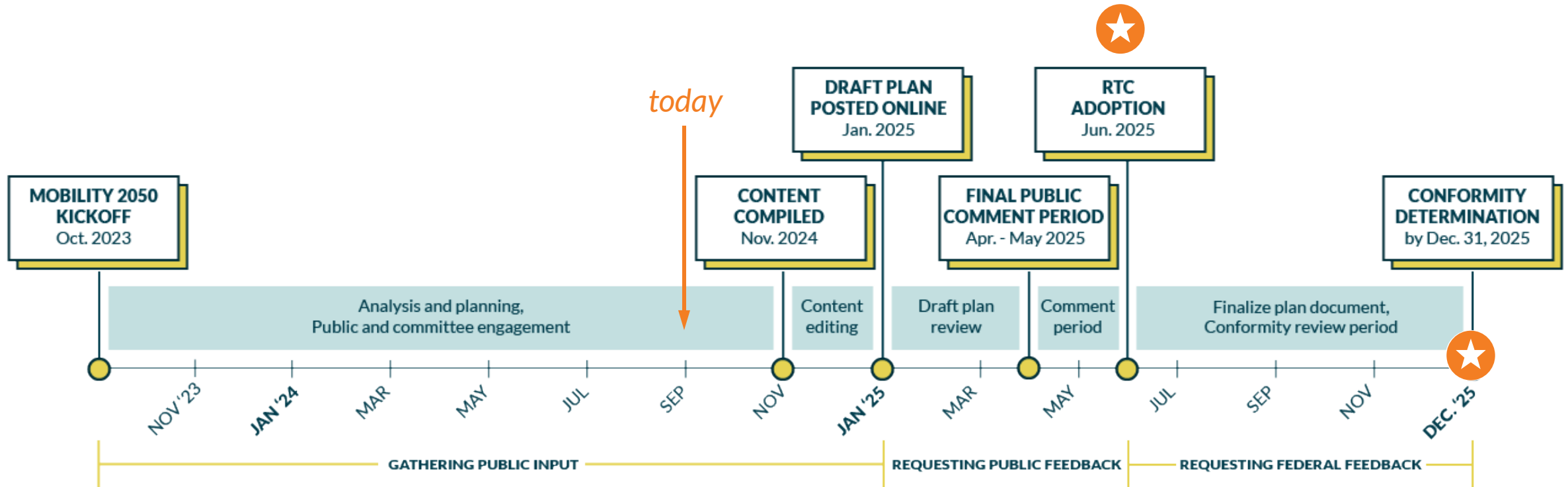
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MOBILITY 2050

*Surface Transportation Technical Committee
September 27, 2024*

Plan Development Timeline



- Public involvement “input phase” closes at the end of 2024.
- Technical analysis ongoing; now incorporating draft demographics.
- Draft plan expected in early 2025.

1

Public Input

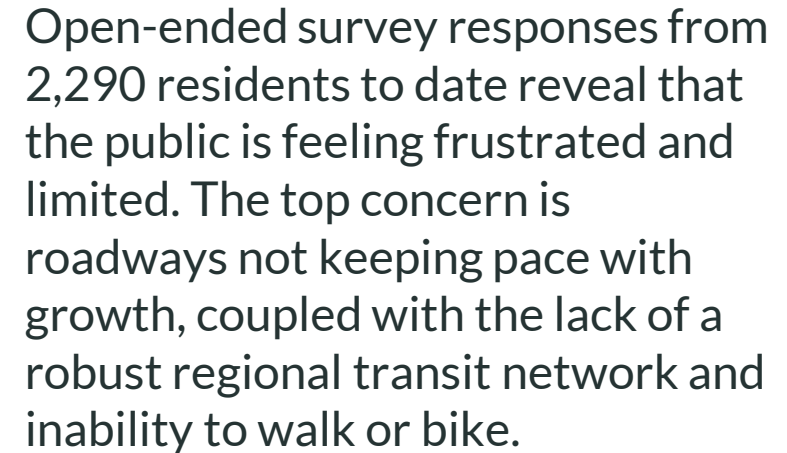
Image: NCTCOG Staff

Public input reflects awareness of the population growth and its impacts.

2,900 + Survey responses collected to date (closes end of 2024)

2,200 + Open-ended responses collected to date

370 + Map Your Experience comments Nov. 2023 to present



Open-ended survey responses from 2,290 residents to date reveal that the public is feeling frustrated and limited. The top concern is roadways not keeping pace with growth, coupled with the lack of a robust regional transit network and inability to walk or bike.

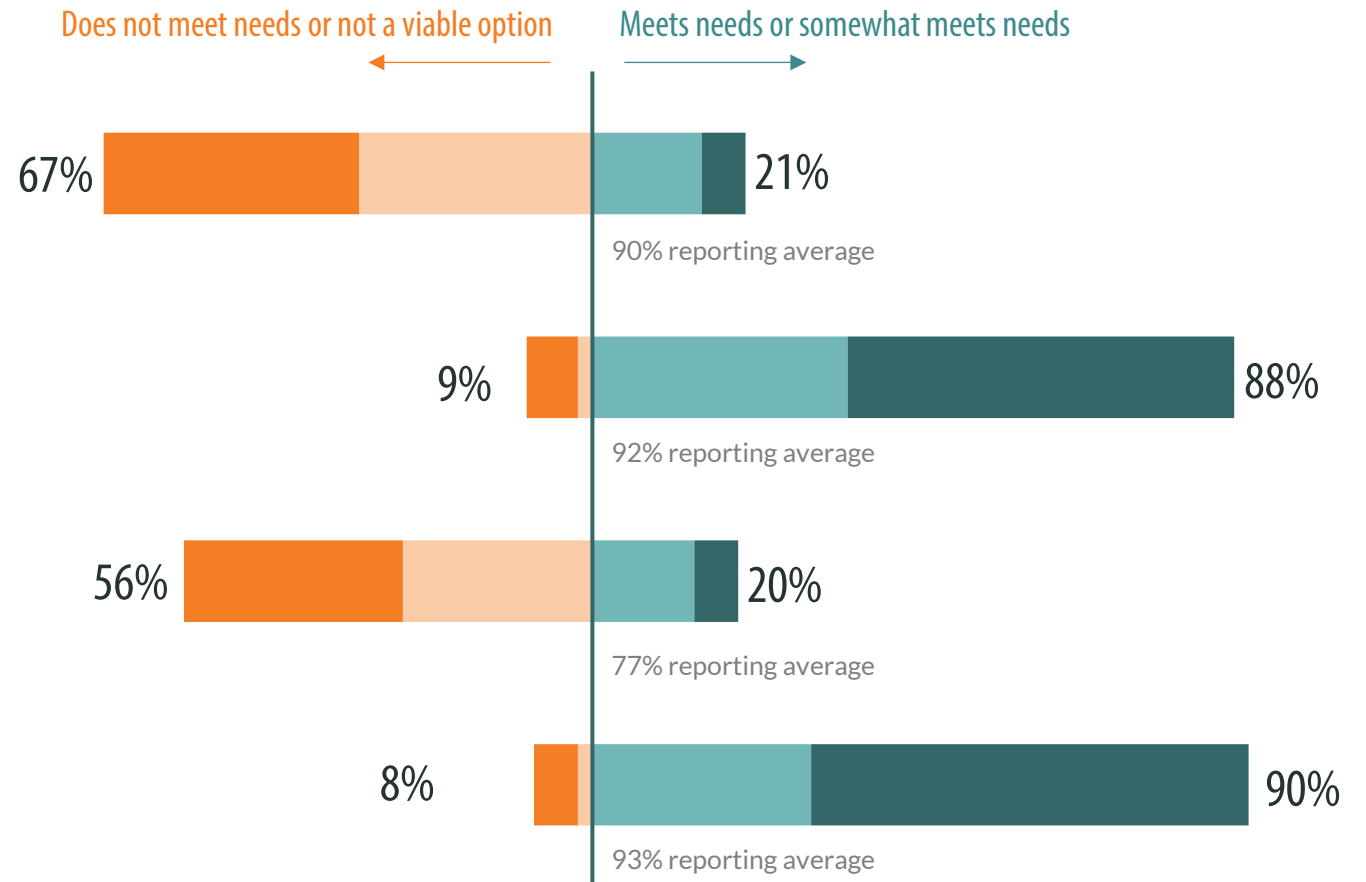
What should we solve?

The transit system's lack of competitiveness with automobiles and limited coverage, service hours, and frequencies top the rankings for transportation pain points.

Rank	What is your biggest pain point when it comes to transportation?	Score
1	Viability of options: an alternative to driving might exist, but is not viable in terms of cost, travel time, service hours, etc.	2.00
2	Availability of options: a mode choice is not available at all	2.11
3	Independence: whether you're in control of when you leave/arrive, the route taken, etc.	2.38
4	Cost or affordability: how the cost of transportation compares to your budget or financial ability	3.04

DFW residents report that transit is the preferred way to access jobs and education but is not meeting their needs.

Destination	Top-Ranked Modal Preference	Priority Areas
Jobs	Transit	
Healthcare	Roadway	
Education	Transit	
Healthy Food	Roadway	



2

Financial Plan: Revenue Forecast

Process and Requirements



- Must include all reasonably expected revenue sources, including private
- Cost must be reflected in “year of expenditure” dollars
- Cannot spend more than we reasonably expect to receive over life of plan (financial constraint rule)

The revenue forecast process establishes baseline revenue, adds new or regional sources, and incorporates potential future enhancements.

Revenue Enhancements

- Equivalent of state gas tax increase
- Equivalent of federal gas tax increase
- Equivalent of registration fee increase

Baseline Adjustments

- Continuation of Propositions 1, 7 (state)
- New electric vehicle registration fees
- Surplus tolled managed lane revenue (local/regional revenue)

Baseline Revenue

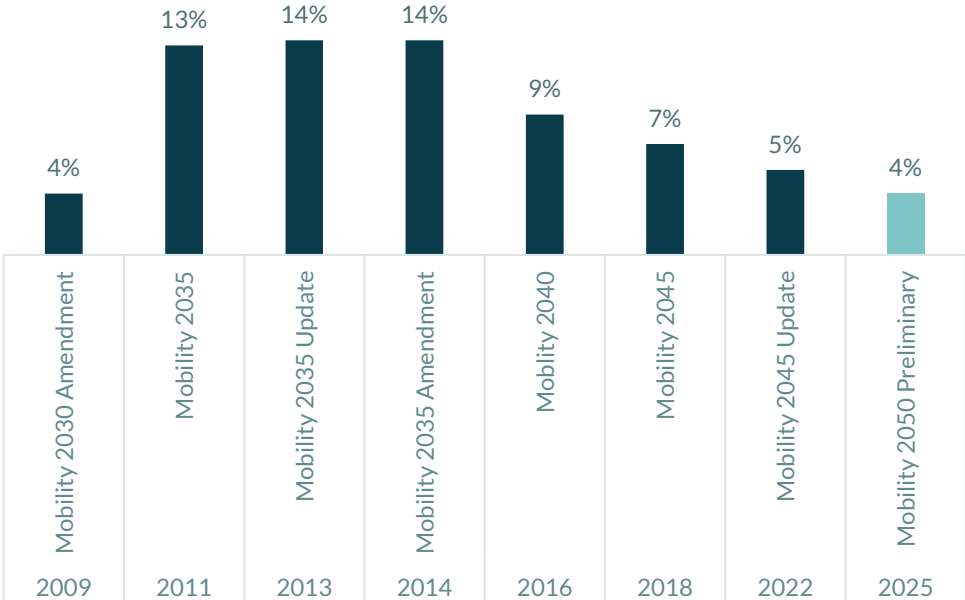
- Traditional federal and state sources – transit and roadway
- Infrastructure Investment and Jobs Act (IIJA) flowing through established channels
- Toll facility revenue
- Local revenue and local contributions

While we see the revenue flowing from the BIL/IIJA, cost have risen, tempering the buying power of the funds.

DRAFT	DRAFT Mobility 2050	Can be spent on...	Progress/Notes
Traditional Federal/State	~\$80-90 B	Roadways, strategic initiatives	Working with TxDOT on roadway costs
Local Revenue	14 B	Local matching funds, roadways	Draft analysis of local government budgets complete
System/Toll	10 B	Toll roads, tolled managed lanes	Cost equals revenue
Transit	90 B	Transit capital, operating, maintenance, etc.	Draft financials compiled for all regional providers
Revenue Enhancements	8 B	Above categories, as appropriate/allowed	Share of enhancements has fallen due to influx of funds
Total, Actual \$, Billions	~200-210 B	<i>2045 Update: \$148.4 Billion</i>	

As funds flow from the recent BIL/IIJA, revenue enhancements make up a smaller share than in past plans.

DRAFT	DRAFT Mobility 2050	Mobility 2045 Update
Planning Period	24	22
Total Plan, Billions	~\$200-210	\$148.4
Total Plan/Year	~\$8	\$6.7
Revenue Enhancements as % of Total Plan	3.9%	5.4%



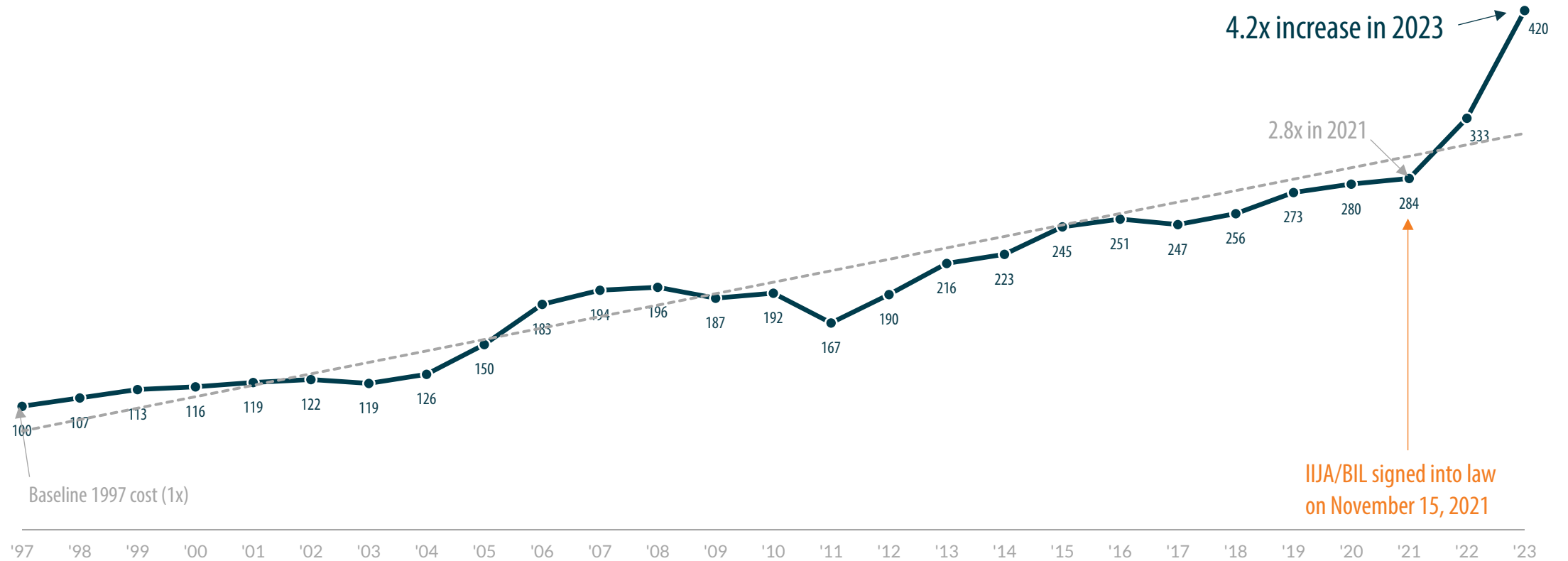
Assumed revenue enhancements over time

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 Maintenance ¹	\$12.3	18.6	-6.3
Management & Operations	40.2	29.8	+10.4
Strategic Policy Initiatives ²	6.0	5.5	+5.1
Rail & Bus	54.1	44.9	+9.2
Freeways/Tollways, Managed Lanes, and Arterials	Target: 90-100	49.7	+40-50
Total, Actual \$, Billions	~200-210 B	148.4 B	+50-60 B

Values may not sum due to independent rounding

Even with increased funding, surging costs in the short term are likely to create financial constraint issues for this plan.



Annual Average Highway Cost Index (HCI), 1997 base, TxDOT and NCTCOG. In 2017, TxDOT moved to a 2012 base, and NCTCOG calculates a rebased value for historical data and forecasting purposes.

* Historical data not available for 1997 and 1998. Since 1997 is the index base year, it is set to 100. 1998 represents a calculated average of 1997 and 1999 values.

3

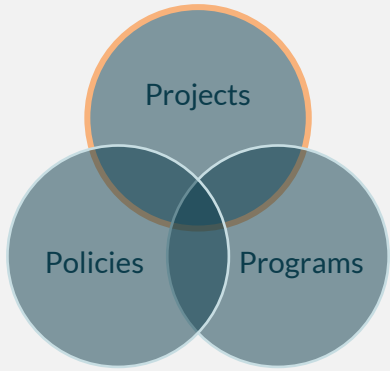
Project Evaluation Overview

Image: NCTCOG Staff

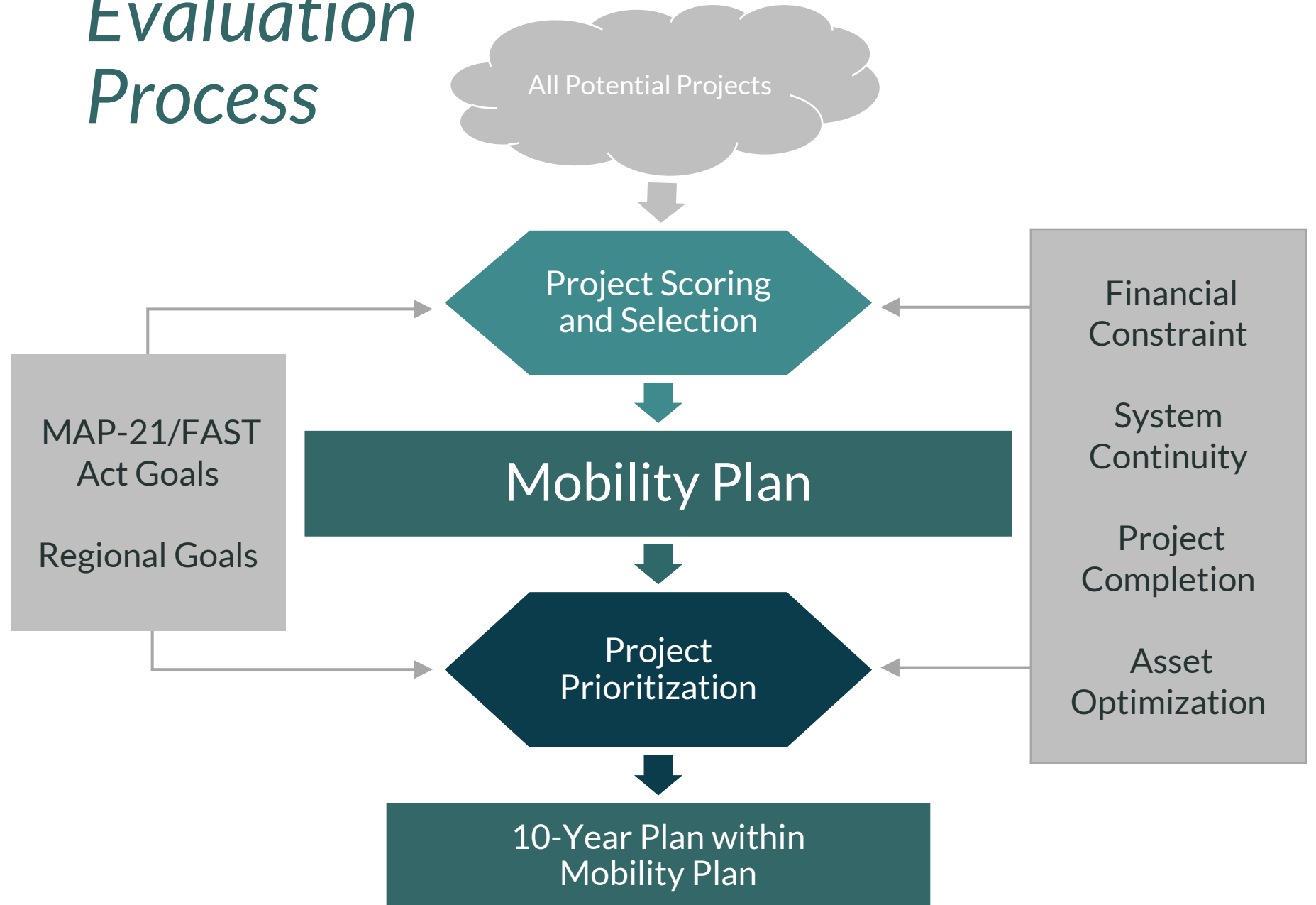
Project Selection and Prioritization Policy Discussion

- Shifting Focus on Roadway Projects
 - Moving from large-scale freeway expansions everywhere to selective expansion in outer counties and asset optimization in areas lacking right-of-way.
 - Rehabilitation and alternative solutions in core urban areas approaching build-out.
- Strategic Investments in Transit & Active Transportation
 - Transit 2.0: Encouraging context-sensitive urban density near transit and multimodal options to accommodate population growth.
 - Expand and promote alternative modes of travel like transit as competitive with automobiles.

Foundation of the Plan



Evaluation Process



MAP-21/FAST Act and Regional Goals

- Congestion Reduction
- System Reliability
- Safety
- Infrastructure Condition
- Freight Movement
- Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delay

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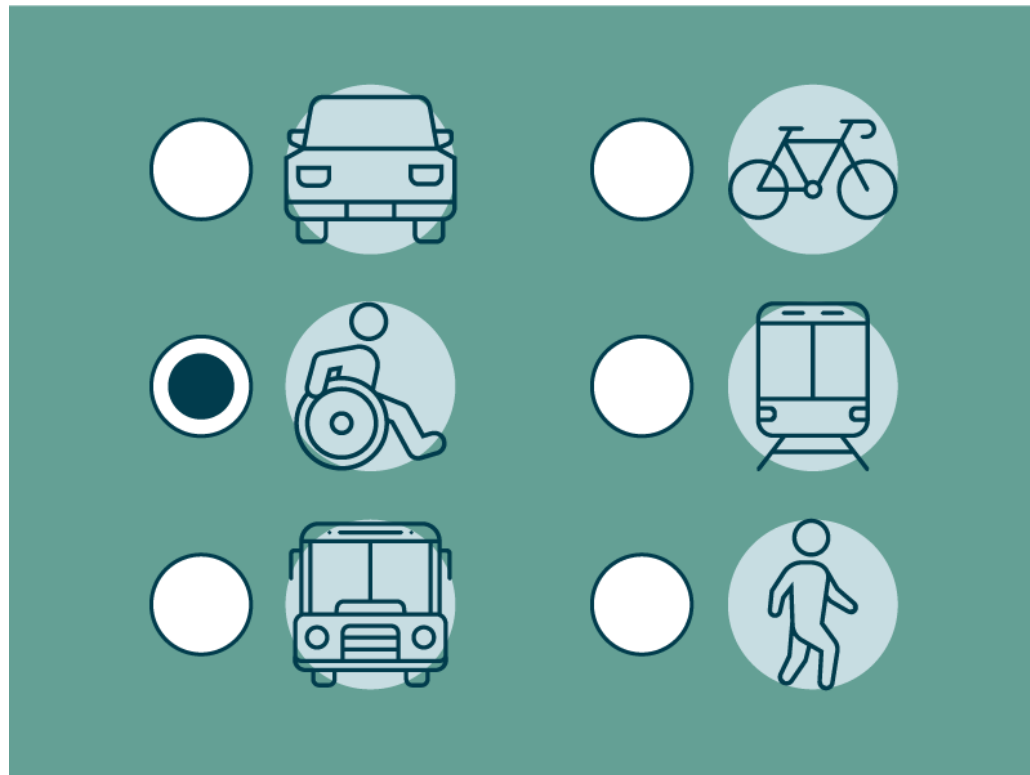
Brendon Wheeler, P.E., CFM

Program Manager

bwheeler@nctcog.org | 682-433-0478

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

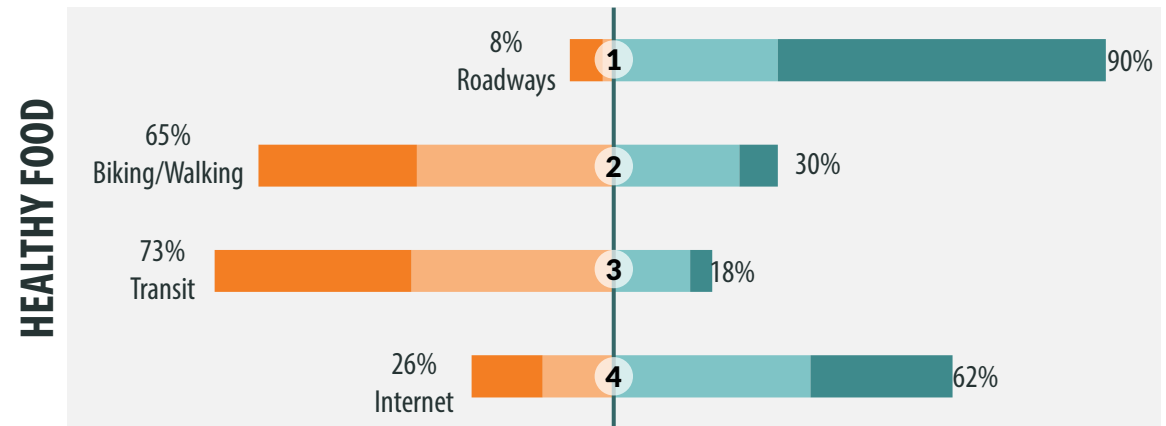
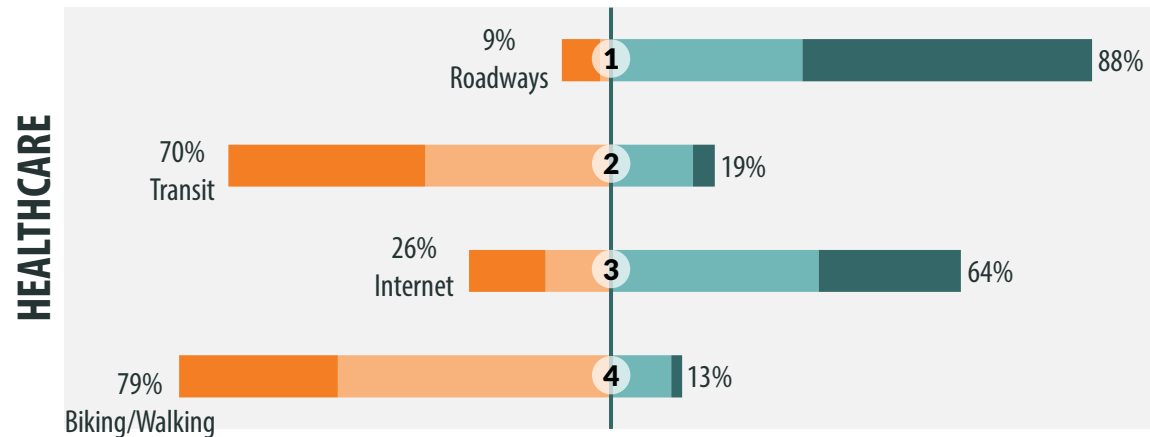
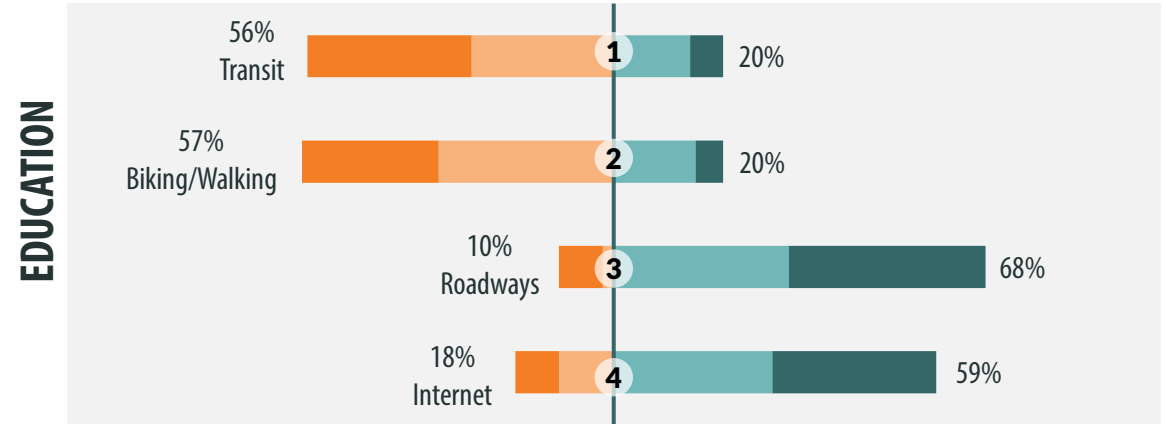
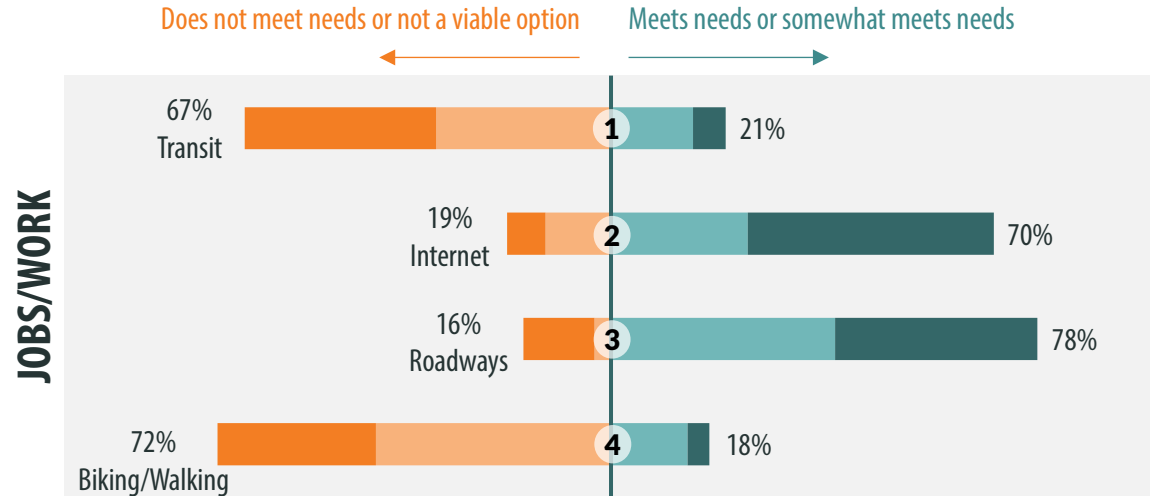
Take the Survey/Opinion Poll



Map Your Experience



Overall, transit and active transportation are the most needed modal investments, according to members of the public.



A recent analysis showed the plan's existing goals are broad enough to support addressing public need and policy priority.

Mobility

- Improve the availability of transportation options for people and goods.
- Support travel efficiency measures and system enhancements targeted at congestion reduction and management.
- Ensure all communities are provided access to the regional transportation system and planning process.

Quality of Life

- Preserve and enhance the natural environment, improve air quality, and promote active lifestyles.
- Encourage livable communities which support sustainability and economic vitality.

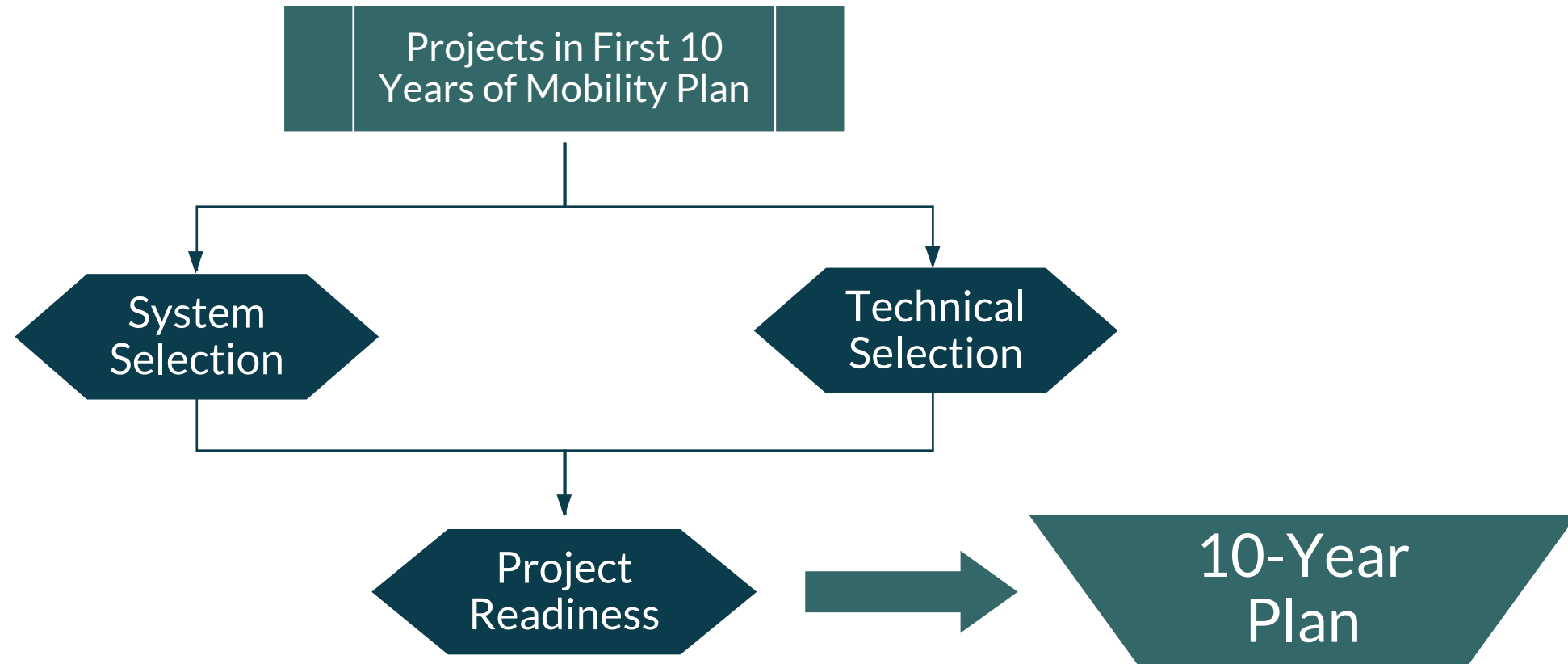
System Sustainability

- Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system.
- Pursue long-term sustainable revenue sources to address regional transportation system needs.

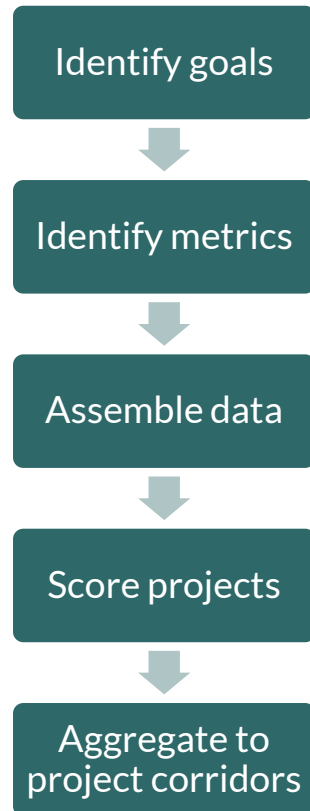
Implementation

- Provide for timely project planning and implementation.
- Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system.

Project Prioritization



Project scoring and selection



MAP-21/FAST and Regional Goals

- Congestion Reduction
- System Reliability
- Safety
- Infrastructure Condition
- Freight Movement
- Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delay



Transit Strategic Partnerships Program May 2024 Cycle

Surface Transportation Technical
Committee | September 27, 2024
Dora Kelly | Senior Transportation
Planner

Transit Strategic Partnerships Program: Funding Sources

FEDERAL TRANSIT ADMINISTRATION (FTA) apportions Sections 5307¹ and 5310² program funds to our region.

Non-competitive (formula)

About 98% available annually to transit
Provides through Program of Projects
(POP) process

Competitive

(Transit Strategic Partnership Program)

By RTC policy, about 2% is set aside for transit projects that support long-range mobility plan goals and address needs outlined in Access North Texas

¹ Urbanized Area Formula Program (Job Access/Reverse Commute)

² Enhanced Mobility of Seniors and Individuals with Disabilities Program



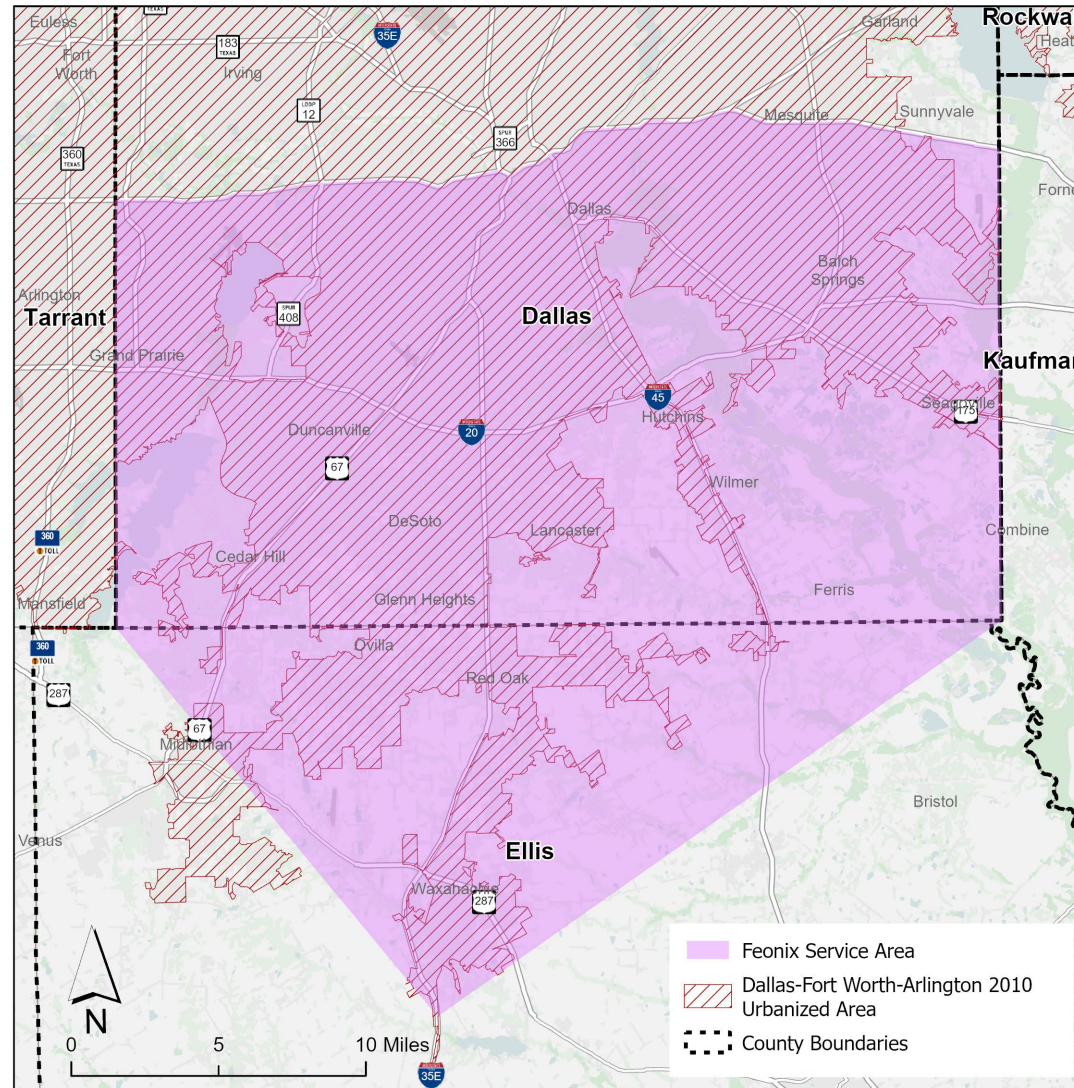
Transit Strategic Partnerships Program: Program Elements/Eligibility

Competitive funding program to support transit project ideas and implement services that address goals from Mobility 2045 Update and Access North Texas

Eligible Applicants	Transit authorities Public Transit providers Non-profits (encourage partnership with an existing transit provider)	Project Elements	Cannot be used for operating shortfalls Must be within Urbanized Area (UZA) Encourage partnerships and collaboration between non-service providers (non-profits) and transit providers
Eligibility	Must be an entity that can receive federal funds		
Project Length	Typically, a 2-3 year pilot		Address innovation, Access North Texas, recent transit study recommendations, accessibility, environmental justice, transit dependent populations, risk



Transit Strategic Partnerships Program: Filling the Transportation Gap



May 2024 Cycle Submitted Project: Recommendation Status

Applicant	Project	Description	Federal Total	Status
Feonix Mobility Rising	Transportation Assistance Hub <i>(2-year pilot)</i>	<p>With Mobility Navigators, connect riders with existing public and private transportation services and create sustainable mobility plans to meet rider needs.</p> <p>In Southern Dallas County and portions of Ellis within the Dallas-Fort Worth-Arlington Urbanized Area, offer access to volunteer drivers to fill gaps in service to mobility impaired residents and senior citizens where no other service is available or accessible.</p>	Not to exceed \$475,000	Recommended for Funding



Transit Strategic Partnerships Program: Feonix Mobility Rising Project Background

- Summer 2023** Initial Submission; Staff provided feedback to restructure project in coordination with existing providers and focus within an Urbanized Area.
- November 2023** Project was resubmitted with revised scope. Project was to be evaluated in May 2024 cycle as additional budget information was needed.
- May 2024** Additional information from Feonix Mobility Rising was received and project was the only project received/evaluated through the new cycle.
- Summer 2024** Staff coordination to conduct desk review of organizational capacity and risk assessment.



May 2024 Cycle Submitted Project:

Submitted Project Overview



Service Area:

Southern Dallas County (south of I-30/Hwy 80) and part of Ellis County (I-35 corridor)

Target Populations:

Older Adults (65+) and Individuals with Disabilities

Community Partners Include:

- Dallas County Department of Health and Human Services
- Dallas County Commission, District 4
- Dallas Area Rapid Transit
- STAR Transit
- My Ride Dallas



Transit Strategic Partnerships Program: Program Funding Overview

	Dallas-Fort Worth-Arlington UZA		Denton-Lewisville UZA	
	Section 5307	Section 5310	Section 5307	Section 5310
Total Available¹	\$1,998,204	\$8,905,741	\$798,896	\$713,890
May 2024 Cycle Project Requests	\$0	\$475,000	\$0	\$0
Remaining Funds in Transit Strategic Partnerships Program	\$1,998,204	\$8,430,741	\$798,896	\$713,890

¹ Program funding includes estimated amounts from Federal Transit Administration FY2024 Apportionment set-aside for regional transit projects.



Transit Strategic Partnerships Program: Funding Cycle

Now
Accepting
Proposals!!

Ideas accepted on a rolling basis, and evaluated twice a year
(currently in November 2024 Cycle)



¹Projects may get shifted to next cycle if more development is needed

²TIP mod deadlines subject to change



CONTACT INFORMATION



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<https://www.nctcog.org/trans/funds/cfps/transit-strategic-partnerships-program>





Low-Carbon Transportation Materials (LCTM) Grants Program – Federal Highway Administration

Surface Transportation Technical Committee | September 27, 2024

Analisa Garcia, Air Quality Planner

LCTM Grants Program Overview

Established under the Inflation Reduction Act (IRA).

\$2B grant program to reimburse/provide incentives for use of transportation materials with lower levels of embodied greenhouse gases.

Helps eligible transportation agencies update/develop language and identification activities to use LCTMs on Federal-aid construction projects.

\$1.2 billion made available to State DOTs (Request for Applicants (RFA) closed June 10, 2024). \$800 million available to non-State DOTs through Notice of Funding Opportunity (NOFO).



Non-State DOT Program Overview and Eligibility

Federal Highway Administration (FHWA) Low-Carbon Transportation Material (LCTM) Grants Program

Available Funding	\$800 million to target non-State applicants (No minimum or maximum application amounts).
Eligible Applicants	A unit of local government; a political subdivision of a State; a territory of the United States; an entity described in 23 U.S.C. 207(m)(1)(E); a recipient of funds under 23 U.S.C. 203; a metropolitan planning organization (MPO) ; a special purpose district or public authority with a transportation function.
Eligible Projects	<ul style="list-style-type: none">• Federal-aid highways• Tribal transportation facilities• Federal lands transportation facilities• Federal lands access facilities• Funds may be used for activities required to develop a process to demonstrate that materials:<ul style="list-style-type: none">- meet the standard of ‘substantially lower embodied carbon’- are appropriate for use on eligible construction projects



Program Benefits

New program under the IRA

Increasing the use of lower carbon materials in infrastructure development.

Facilitating the use of low carbon transportation materials while ensuring appropriateness for use.

Promoting technology transfer and enhancing workforce development.

Encouraging eligible entities to begin LCTM activities and building successful low carbon transportation material identification frameworks.

Supports the LCTM Measure in the Dallas-Fort Worth Air Quality Improvement Plan
(www.publicinput.com/dfwAQIP)



Eligible Material Categories

- ✓ Concrete (and cement)
- ✓ Glass
- ✓ Asphalt Mix
- ✓ Steel
- ✓ Assemblies comprised of at least 80% of materials that qualify under EPA's interim determinations, by total cost or weight.

- * **LCTM Program funds cannot be used for projects that add through-travel lanes for single occupant passenger vehicles.**
- * **This program is not intended to fund entire construction projects.**

Funding

Incentive Amount

Equal to 2% of cost of low carbon construction materials/products.

Incremental Amount

Reimbursement equal to incrementally higher cost of using eligible materials and products.

FHWA will not consider previously incurred costs or previously expended or encumbered funds for reimbursement.

Applicant can request reimbursement for work done to determine material eligibility.

At applicant's request, State DOT can serve as pass-through to the non-State entity awarded the grant.

Funds must be obligated by September 30, 2026, and expended by September 30, 2031.



Application

One application per eligible applicant.

Application can:

- Project bundle;
- Include multiple materials;
- Include different classes of eligible materials on multiple construction projects.

Merit Criteria

- ✓ Substantially Lower Embodied Carbon Identification
- ✓ Quality Assurance and Materials Acceptance
- ✓ Use of Materials and Products on Construction Products
- ✓ Schedule and Budget

Each eligible application will receive overall rating of “**Responsive**” or “**Not Responsive.**”



Local Interest

- NCTCOG intends to submit application
- FHWA workshop: September 25, 2024 – 1:00 to 2:00 PM CT
- NCTCOG Informational: September 30, 2024 – 10:00 to 11:00 AM
- Potential interest on current/future projects and eligible LCTMs



Schedule

Milestone	Date
Surface Transportation Technical Committee Information	September 27, 2024
Regional Transportation Council Information	October 17, 2024
Surface Transportation Technical Committee Action	October 25, 2024
Regional Transportation Council Action	November 14, 2024
Executive Board Approval	November 21, 2024
FHWA Application Deadline	November 25, 2024
Anticipated Notification of Selection	Winter 2024/2025
Obligation Date for FY 2022 LCTM Funds	September 30, 2026
Expenditure Date of LCTM Funds	September 30, 2031



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