2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DOCUMENT AND FINAL STATEWIDE TIP (STIP) LISTINGS

Regional Transportation Council
June 9, 2022
TRANSPORTATION FUNDING AND PROJECT IMPLEMENTATION: A COOPERATIVE EFFORT

- Local Governments
  - Cities
  - Counties

- Texas Department of Transportation
  - Dallas District
  - Fort Worth District
  - Paris District

- Transit Agencies
  - DART
  - Trinity Metro
  - DCTA

- Transportation Agencies
  - North Texas Tollway Authority
  - DFW Airport
DEVELOPMENT PROCESS

• Review existing projects and gather information on additional locally funded projects
• Make needed revisions to existing project schedules, funding, and/or scope
• Develop revised project listings
• Financially constrain project programming based on estimated future revenues
• Conduct Mobility Plan and Air Quality conformity review
• Solicit public and Committee/Council input
• Finalize project listings and TIP Document and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)
SCOPE OF PROGRAMMING

- $8.58 Billion in the 2023-2026 TIP (Roadway and Transit)
  - $4.96 Billion in Federal Commitments
  - $1.35 Billion in State Commitments
  - $0.07 Billion in Regional Commitments
  - $1.25 Billion in Local Commitments
  - $0.95 Billion in Transit Formula Commitments
- 1,018 Active Projects (Roadway and Transit)
  - 608 Active Projects in 2023-2045
- 71 Implementing Agencies (Roadway and Transit)
<table>
<thead>
<tr>
<th>Meeting/Task</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meeting with Implementing Agencies</td>
<td>May-September 2021</td>
</tr>
<tr>
<td>Data Input, Financial Constraint, and Analysis</td>
<td>June 2021-February 2022</td>
</tr>
<tr>
<td>Draft Listings - STTC Information</td>
<td>February 2022</td>
</tr>
<tr>
<td>Draft Listings - RTC Information</td>
<td>March 2022</td>
</tr>
<tr>
<td>Draft Listings - Public Involvement</td>
<td>March 2022</td>
</tr>
<tr>
<td>Draft Project Listings - STTC Action</td>
<td>April 2022</td>
</tr>
<tr>
<td>TIP Document and Final STIP Listing – Public Involvement</td>
<td>May 2022</td>
</tr>
<tr>
<td>Draft Project Listings – RTC Action</td>
<td>May 2022</td>
</tr>
<tr>
<td>TIP Document and Final STIP Listing – STTC Consent Agenda</td>
<td>May 2022</td>
</tr>
<tr>
<td><strong>TIP Document and Final STIP Listing – RTC Consent Agenda</strong></td>
<td><strong>June 9, 2022</strong></td>
</tr>
<tr>
<td>Submit Final Document to TxDOT</td>
<td>June 24, 2022</td>
</tr>
<tr>
<td>Anticipated TxDOT Commission Approval (for STIP)</td>
<td>August 2022</td>
</tr>
<tr>
<td>Anticipated Federal/State Approval (STIP)</td>
<td>October/November 2022</td>
</tr>
</tbody>
</table>
REQUESTED ACTION

• RTC approval of:
  • The 2023-2026 TIP document, including the final TIP listings to be included in the STIP
  • Submitting the final 2023-2026 TIP document to TxDOT for inclusion in the Statewide Transportation Improvement Program (STIP)
  • The resolution adopting the 2023-2026 TIP, which will be transmitted to federal, state, and local impacted agencies
  • The list of changes proposed to projects since approval of the final Double Entry at the May 2022 meeting
  • Amending the Unified Planning Work Program (UPWP) and other planning/administrative documents as needed to reflect these changes
QUESTIONS/COMMENTS

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RESOLUTION ADOPTING THE
2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
FOR NORTH CENTRAL TEXAS
(R22-02)

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, under 23 United States Code (USC) 134, the MPO is responsible for carrying out the metropolitan transportation planning process, in cooperation with the State and operators of publicly owned transit services; and,

WHEREAS, under 23 USC 134, the MPO is responsible for developing and maintaining the Metropolitan Transportation Plan (MTP) and metropolitan Transportation Improvement Program (TIP) and their periodic updates; and,

WHEREAS, under 23 USC 134, the Metropolitan Transportation Plan and metropolitan Transportation Improvement Program are required to include a financial plan to demonstrate how the MTP and TIP can be implemented; and,

WHEREAS, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone, and air quality conformity of the MTP and TIP shall be determined by the MPO as required by the Environmental Protection Agency’s (EPA) Transportation Conformity Regulations found in 40 Code of Federal Regulations (CFR) 90; and,

WHEREAS, the EPA has designated the 10-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties as serious nonattainment under the 2008 8-hour ozone National Ambient Air Quality Standard (NAAQS) effective September 23, 2019; and designated the nine-county area of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise counties as marginal nonattainment under the 2015 8-hour ozone NAAQS effective August 3, 2018; and,

WHEREAS, all regionally significant ground transportation improvements, regardless of funding source, within the Dallas-Fort Worth ozone nonattainment area must be inventoried and included in the MTP and TIP, and Statewide Transportation Improvement Program (STIP) for the conformity analysis requirements of the Clean Air Act Amendments of 1990; and,

WHEREAS, the 2023-2026 Transportation Improvement Program for North Central Texas was developed in cooperation with local governments, Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority (Trinity Metro), Denton County Transportation Authority, North Texas Tollway Authority, and other transportation agencies; and,
WHEREAS, all projects in the 2023-2026 Transportation Improvement Program for North Central Texas were developed in conjunction with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update in a manner consistent with the federal regulations found in 23 CFR 450 and 49 CFR 613, and 40 CFR 90; and,

WHEREAS, the planning process used in development of the 2023-2026 Transportation Improvement Program for North Central Texas was conducted in accordance with NCTCOG’s approved public involvement procedures required under 23 USC 134, and Transportation Conformity Regulations, including presentation at public meetings and the allowance of a 30-day comment period prior to Regional Transportation Council approval of the TIP; and,

WHEREAS, the air quality conformity review has indicated that the 2023-2026 Transportation Improvement Program for North Central Texas meets the transportation conformity-related requirements of the State Implementation Plan, the Clean Air Act as amended on November 15, 1990, and the Transportation Conformity Regulations; and,

WHEREAS, NCTCOG's Surface Transportation Technical Committee has recommended Regional Transportation Council approval of the 2023-2026 Transportation Improvement Program for North Central Texas project listings.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council affirms that the 2023-2026 Transportation Improvement Program for North Central Texas has been developed and found to be in compliance with 23 USC 134, the Clean Air Act, and corresponding regulations.

Section 2. The Regional Transportation Council affirms that the 2023-2026 Transportation Improvement Program for North Central Texas is consistent with the recommendations of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update and the air quality conformity results.

Section 3. The Regional Transportation Council adopts the 2023-2026 Transportation Improvement Program for North Central Texas.

Section 4. The 2023-2026 Transportation Improvement Program for North Central Texas will be submitted for inclusion in the 2023-2026 Statewide Transportation Improvement Program.

Section 5. The Regional Transportation Council hereby directs staff to amend the Unified Planning Work Program (UPWP), and any other planning/administrative documents, to the extent necessary to incorporate changes associated with the adoption of the 2023-2026 Transportation Improvement Program for North Central Texas.
Section 6. This resolution will be transmitted to the Federal Highway Administration, Federal Transit Administration, Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority (Trinity Metro), Denton County Transportation Authority, North Texas Tollway Authority, Collin County Toll Road Authority, and all impacted local governments.

Section 7. This resolution shall be in effect immediately upon its adoption.

Theresa Daniel, Ph.D., Chair
Regional Transportation Council
Commissioner, Dallas County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on June 9, 2022.

Duncan Webb, Vice Chair
Regional Transportation Council
Commissioner, Collin County
# Proposed Changes to the 2023-2026 Tip Listings

## For North Central Texas

<table>
<thead>
<tr>
<th>TIP Code</th>
<th>CSJ</th>
<th>Project Sponsor</th>
<th>Project</th>
<th>Proposed Revision</th>
</tr>
</thead>
<tbody>
<tr>
<td>11572</td>
<td>0902-48-579</td>
<td>TXDOT-FORT WORTH</td>
<td>US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY</td>
<td>Revise construction fiscal year from FY2024 to FY2023 to reflect TXDOT's 10-year milestone policy commitment</td>
</tr>
<tr>
<td>11653</td>
<td>0902-00-194</td>
<td>NCTCOG</td>
<td>HIGH SPEED RAIL INITIATIVE</td>
<td>Change phase from implementation to engineering in FY2023</td>
</tr>
<tr>
<td>11684.3</td>
<td>0918-47-394</td>
<td>DALLAS COLLEGE</td>
<td>DALLAS COLLEGE AV INITIATIVE</td>
<td>Change funding category from STBG to CMAQ in FY2024 as STBG funds are not eligible for transit operations</td>
</tr>
<tr>
<td>11694</td>
<td>0918-00-384</td>
<td>NCTCOG</td>
<td>REGIONAL AIR QUALITY INITIATIVES</td>
<td>Revise CSJ from 0918-00-318 to 0918-00-384 in FY2023</td>
</tr>
<tr>
<td>11951.2</td>
<td>0353-04-112</td>
<td>TXDOT-DALLAS</td>
<td>SH 114 FROM EAST OF INTERNATIONAL PARKWAY TO SS 348</td>
<td>Change scope to ensure consistency with Mobility 2045 update (E of International PKWY to SH 161: Reconst &amp; widen 1 WB to 2 four concurrent HOV/managed lanes; SH 161 to Sp 348: Widen reconstruct 2 to four 2 concurrent HOV/managed lanes</td>
</tr>
<tr>
<td>13008</td>
<td>2266-02-148</td>
<td>TXDOT-FORT WORTH</td>
<td>SH 360 FROM NORTH OF E RANDOL MILL RD TO SOUTH OF E RANDOL MILL RD</td>
<td>Change city from Arlington to Various</td>
</tr>
<tr>
<td>13020</td>
<td>1394-02-027</td>
<td>TXDOT-DALLAS</td>
<td>FM 1387 FROM MIDLOTHIAN PARKWAY TO FM 664</td>
<td>Move construction phase from FY2026 to FY2027/Appendix D (project is not fully funded, so it cannot be listed in the 4-year Tip window)</td>
</tr>
<tr>
<td>14021</td>
<td>0353-05-132</td>
<td>DALLAS</td>
<td>NORTHWEST HWY/L 12 AT PRESTON ROAD</td>
<td>Clarify facility as NORTHWEST HWY/L 12 vs. Just NORTHWEST HWY; Revise CSJ from 0000-18-134 to 0353-05-132</td>
</tr>
<tr>
<td>14033</td>
<td>0918-46-366</td>
<td>DENTON COUNTY</td>
<td>SOUTH SHADY SHORES ROAD FROM WEST SHADY SHORES ROAD TO OAKWOOD CIRCLE AND FROM PARKSIDE LANE TO SILK TREE COURT</td>
<td>Revise CSJ for RTR funded portion of project from 0918-46-366 to 0918-46-336</td>
</tr>
<tr>
<td>14091.1</td>
<td>0902-90-229</td>
<td>FORT WORTH</td>
<td>BUTLER HOUSING PROJECT BOUNDED BY IH 35W, IH 30, AND US 287</td>
<td>Move right-of-way phase from FY2025 to FY2027/Appendix D</td>
</tr>
<tr>
<td>20108</td>
<td>0918-46-238</td>
<td>LEWISVILLE</td>
<td>CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE</td>
<td>Change fiscal year from FY2023 to FY2022, thereby removing project from the 2023-2026 Tip (project funds have already been advanced and do not need to be listed in the new Tip)</td>
</tr>
<tr>
<td>20111</td>
<td>0918-46-239</td>
<td>LEWISVILLE</td>
<td>CORPORATE DRIVE FROM HOLFORD'S PRAIRIE RD TO FM 2281</td>
<td>Change fiscal year from FY2023 to FY2022, thereby removing project from the 2023-2026 Tip (project funds have already been advanced and do not need to be listed in the new Tip)</td>
</tr>
<tr>
<td>21008</td>
<td>0196-03-288</td>
<td>TXDOT-DALLAS</td>
<td>IH 35E - DART VICTORY STATION AT IH 35E SOUTHBOUND FRONTAGE ROADS (DALLAS DESIGN DISTRICT)</td>
<td>Fixed scope that was cutting off in double entry report to reflect that landscaping is including in the scope</td>
</tr>
<tr>
<td>21040</td>
<td>0918-47-434</td>
<td>GRAND PRAIRIE</td>
<td>MAIN STREET FROM SH 161 TO 6TH STREET NW</td>
<td>Change scope to ensure consistency with Mobility 2045 update (reconstruct from 4 to 2 lanes with turn lanes, auxiliary lanes, and sidewalks); Revise CSJ from 0000-18-130 to 0918-47-434</td>
</tr>
<tr>
<td>21042</td>
<td>0918-47-435</td>
<td>GRAND PRAIRIE</td>
<td>MAIN STREET FROM 5TH STREET NE TO BELT LINE ROAD</td>
<td>Change scope to ensure consistency with Mobility 2045 update (reconstruct from 4 to 2 lanes with turn lanes, auxiliary lanes, and sidewalks); Revise CSJ from 0000-18-131 to 0918-47-435</td>
</tr>
<tr>
<td>25097</td>
<td>0918-00-388</td>
<td>DART</td>
<td>SILVER LINE RAIL FROM DFW AIRPORT STATION TO SHILOH STATION IN PLANO (SILVER LINE PROJECT #8)</td>
<td>Revise CSJ from 0000-18-127 to 0918-00-388</td>
</tr>
<tr>
<td>25100</td>
<td>0918-00-389</td>
<td>DART</td>
<td>SILVER LINE RAIL FROM DFW AIRPORT STATION TO SHILOH STATION IN PLANO (SILVER LINE PROJECT #9)</td>
<td>Revise CSJ from 0000-18-129 to 0918-00-389</td>
</tr>
<tr>
<td>25101.1</td>
<td>0918-47-430</td>
<td>DALLAS</td>
<td>ENHANCING MOBILITY WITHIN THE SOUTHERN DALLAS INLAND PORT PROJECT</td>
<td>Revise northern boundary from SL 12 to Ann Arbor</td>
</tr>
<tr>
<td>TIP CODE</td>
<td>CSJ</td>
<td>PROJECT SPONSOR</td>
<td>PROJECT</td>
<td>PROPOSED REVISION</td>
</tr>
<tr>
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<tr>
<td>25102</td>
<td>0902-00-328</td>
<td>TRINITY METRO</td>
<td>TEXRAIL CORRIDOR RAIL LINE PROJECT</td>
<td>CHANGE PHASE FROM CONSTRUCTION TO ENGINEERING AND CLARIFY SCOPE (ENGINEERING/ENVIRONMENTAL AND CONSTRUCTION OF COMMUTER RAIL LINE EXTENSION TO SOUTH OF IH 30)</td>
</tr>
<tr>
<td>52569</td>
<td>0353-06-064</td>
<td>TXDOT-DALLAS</td>
<td>SH 114 FROM SL 12 TO SH 183</td>
<td>CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (RECONSTRUCT FOUR 6 TO 6 GENERAL PURPOSE LANES AND RECONSTRUCT 4/6 TO 6/4 CONTINUOUS FRONTAGE ROADS (ULTIMATE))</td>
</tr>
<tr>
<td>53029</td>
<td>0014-15-033</td>
<td>TXDOT-FORT WORTH</td>
<td>US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W</td>
<td>REVISE CONSTRUCTION FISCAL YEAR FROM FY2024 TO FY2023 TO REFLECT TXDOT'S 10-YEAR MILESTONE POLICY COMMITMENT</td>
</tr>
<tr>
<td>53030</td>
<td>0014-15-034</td>
<td>TXDOT-FORT WORTH</td>
<td>US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W</td>
<td>REVISE CONSTRUCTION FISCAL YEAR FROM FY2024 TO FY2023 TO REFLECT TXDOT'S 10-YEAR MILESTONE POLICY COMMITMENT</td>
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<tr>
<td>53031</td>
<td>0014-15-035</td>
<td>TXDOT-FORT WORTH</td>
<td>US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W</td>
<td>REVISE CONSTRUCTION FISCAL YEAR FROM FY2024 TO FY2023 TO REFLECT TXDOT'S 10-YEAR MILESTONE POLICY COMMITMENT</td>
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<td>53032</td>
<td>0014-15-036</td>
<td>TXDOT-FORT WORTH</td>
<td>US 81/US 287 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE</td>
<td>REVISE CONSTRUCTION FISCAL YEAR FROM FY2024 TO FY2023 TO REFLECT TXDOT'S 10-YEAR MILESTONE POLICY COMMITMENT</td>
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<tr>
<td>53110</td>
<td>0095-02-096</td>
<td>TXDOT-DALLAS</td>
<td>US 80 FROM EAST OF BELT LINE RD TO LAWSON RD</td>
<td>MOVE CONSTRUCTION PHASE FROM FY2026 TO FY2027/APPENDIX D (PROJECT IS NOT FULLY FUNDED, SO IT CANNOT BE LISTED IN THE 4-YEAR TIP WINDOW)</td>
</tr>
<tr>
<td>54062</td>
<td>0008-13-221</td>
<td>TXDOT-FORT WORTH</td>
<td>IH 820 FROM SH 121/SH 183 INTERCHANGE TO RANDOL MILL ROAD</td>
<td>ADVANCE FUNDING FROM FY2023 TO FY2022, THEREBY REMOVING PROJECT FROM STIP AS FUNDING WILL BE OBLIGATED IN FY2022 AS A CHANGE ORDER</td>
</tr>
<tr>
<td>55034</td>
<td>0364-05-039</td>
<td>TXDOT-FORT WORTH</td>
<td>SH 183 FROM SH 121 TO SH 10</td>
<td>CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (WIDEN 3/4 TO 6 CONCURRENT MANAGED LANES AND RECONSTRUCT AND WIDEN EXISTING 2/6 LANE DISCONTINUOUS TO 4/6 DISCONTINUOUS FRONTAGE ROADS (ULTIMATE))</td>
</tr>
<tr>
<td>55035</td>
<td>0094-02-136</td>
<td>TXDOT-DALLAS</td>
<td>SH 183 FROM WEST OF SH 360 TO DALLAS COUNTY LINE</td>
<td>CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (WIDEN 6 7 TO 8 GENERAL PURPOSE LANES, 2 TO 6 HOV/1 MANAGED-C, RECONSTRUCT 4/6 LANE DISCONTINUOUS TO 4/6 LANE DISCONTINUOUS FRONTAGE ROADS &amp; EXISTING 4 LANE COLLECTOR DISTRIBUTOR FROM SH 360 TO INTL PKWY)</td>
</tr>
<tr>
<td>55151</td>
<td>1290-05-019</td>
<td>TXDOT-DALLAS</td>
<td>SH 276 FROM HUNT COUNTY LINE TO COUNTY ROAD 2472</td>
<td>CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (RECONSTRUCT AND WIDEN 2/4 LANE RURAL TO 4 LANE DIVIDED URBAN (TRANSITION))</td>
</tr>
<tr>
<td>55218</td>
<td>1311-01-055</td>
<td>DENTON COUNTY</td>
<td>FM 1171 FROM IH 35W TO WEST OF FM 156</td>
<td>CHANGE SCOPE TO ENSURE CONSISTENCY WITH MOBILITY 2045 UPDATE (CONSTRUCT NEW 0/2 TO 4/6 LANE DIVIDED ARTERIAL)</td>
</tr>
</tbody>
</table>
NCTCOG PRESENTATION
Air Quality Funding Recommendations Related to the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program
Regional Transportation Council
June 9, 2022
Jason Brown, Principal Air Quality Planner
# Round 2 Funding and Applicant Eligibility

**Funding Source:** Environmental Protection Agency (EPA)  
National Clean Diesel Funding Assistance Program

<table>
<thead>
<tr>
<th>Call for Projects</th>
<th>North Texas Clean Diesel Project 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Types</strong></td>
<td>Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Replace Transport Refrigeration Units and Drayage Vehicles; Install Locomotive Shore Power</td>
</tr>
<tr>
<td>Round 2 Available Funding*</td>
<td>$582,687</td>
</tr>
<tr>
<td><strong>Applicants</strong></td>
<td>Private Fleets and Companies; Public Entities such as Local Governments</td>
</tr>
<tr>
<td><strong>Geographic Area</strong></td>
<td>10-County Nonattainment Area**</td>
</tr>
</tbody>
</table>

*Call for Projects opened with available rebate funding of $1,531,290; Round 1 (closed on January 14, 2022) awarded $948,603  
**This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties
## Summary of Applications Awarding Round 2 Funds

### North Texas Clean Diesel Call for Projects*

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Activities Requested</th>
<th>Applicant Eligible</th>
<th>Activities Eligible</th>
<th>Funds Requested</th>
<th>Award Status</th>
<th>Recommend</th>
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<tbody>
<tr>
<td>Smurfit Kappa</td>
<td>1</td>
<td>Yes</td>
<td>1</td>
<td>$133,426</td>
<td>Full – 45%</td>
<td>1</td>
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<td>$133,426</td>
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<tr>
<td>Hirschbach Motor Lines</td>
<td>1</td>
<td>Yes</td>
<td>1</td>
<td>$179,778</td>
<td>Full – 45%</td>
<td>1</td>
</tr>
<tr>
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<td>$179,778</td>
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<tr>
<td>City of Dallas</td>
<td>5</td>
<td>Yes</td>
<td>5</td>
<td>$775,948</td>
<td>Full – 35%</td>
<td>1</td>
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<td></td>
<td>Partial** – 25%</td>
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<td>$155,190</td>
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<td>$114,293</td>
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</tbody>
</table>

### CARB Low-NOx Certified Compressed Natural Gas Refuse Haulers; 35% Funding Level Eligible

| Total Round 2 Amount Used for Full Awards and Partial Award | $582,687 |

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*Refer to Electronic Item 3.2.2 for more details

**Total Round 2 amount minus three full-award projects equates to partial-award amount
Summary of Applications Awarding Additional Funds

North Texas Clean Diesel Call for Projects*

Due to an unobligated project, NCTCOG received EPA’s approval on May 23, 2022, to make $825,000 available for project recommendations and call for projects.

NCTCOG recommends to fully award all five City of Dallas projects up to 35% funding level and use remaining funds to open the next call for projects round.

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Activities Requested</th>
<th>Applicant Eligible</th>
<th>Activities Eligible</th>
<th>Funds Requested</th>
<th>Award Status</th>
<th>Recommend</th>
<th>Recommend Activities</th>
<th>Recommend Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Dallas</td>
<td>5</td>
<td>Yes</td>
<td>5</td>
<td>$775,948</td>
<td>Partial** - 10%</td>
<td>1</td>
<td>$40,897</td>
<td>$465,570</td>
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<tr>
<td>CARB Low-NOx Certified Compressed Natural Gas Refuse Haulers; 35% Funding Level Eligible</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Full - 35%</td>
<td>3</td>
<td></td>
<td>$318,533</td>
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</tbody>
</table>

*Refer to Electronic Item 3.2.2 for more details. **Two partial-awards equates to 35%.
## Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Estimated Timeframe</th>
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<tbody>
<tr>
<td>STTC Action to Recommend Rebate</td>
<td>May 27, 2022</td>
</tr>
<tr>
<td>RTC Approval of Recommended Rebate</td>
<td>June 9, 2022</td>
</tr>
<tr>
<td>Executive Board Authorization</td>
<td>June 23, 2022</td>
</tr>
<tr>
<td>Next Interim Application Deadline</td>
<td>July 15, 2022</td>
</tr>
<tr>
<td>Project Implementation Deadline</td>
<td>January 31, 2024</td>
</tr>
</tbody>
</table>

### Notes:
- NCTCOG received EPA approval on May 23, 2022, to make $825,000 available for call for projects & recommendations.
- Rolling 90-day deadline until all funds awarded or until project implementation deadline.
Action Requested

Recommend RTC Approval of Recommended Rebate Awards and Call for Projects:

North Texas Clean Diesel Project 2021

1. $133,426 (full rebate award) to Smurfit Kappa to replace class 8 diesel terminal tractor with an all-electric terminal tractor

2. $179,778 (full rebate award) to Hirschbach Motor Lines to replace class 8 diesel yard truck with an all-electric yard truck

3. City of Dallas Recommended Activities
   A. $155,190 (full rebate award) to replace two class 8 diesel refuse haulers with one CARB low-NOx certified compressed natural gas refuse hauler
   B. $114,293 (partial rebate award) to replace class 8 diesel refuse hauler with CARB low-NOx certified compressed natural gas refuse hauler
   C. $506,467 (full rebate awards) to replace class 8 diesel refuse haulers with CARB low-NOx certified compressed natural gas refuse haulers using available funds from an unobligated project

4. Continue Open Call For Projects Round 3 with remaining funds
CONTACT US

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Chris Klaus  
Senior Program Manager  
Cklaus@nctcog.org | 817-695-9286
Air Quality Emphasis Areas

- High-Emitting Vehicles/Equipment
- Idling
- Hard Accelerations
- Low Speeds
- Cold Starts
- Vehicle Miles of Travel
- Energy and Fuel Use

Federal Performance Measure: Air Quality

Mobility 2045:
Air Quality Reference: AQ2-006
Technology improvements are achieved through specific initiatives, often implemented through regional funding opportunities which enhance the use of lower emitting, more efficient vehicles, equipment, technologies, and/or fuels.

Mobility 2045 Chapter 4 – Environmental Considerations
Appendix C – Environmental Considerations
## FUNDING PARTNERSHIP WITH FORT WORTH AND TRINITY METRO
### $ in Millions

<table>
<thead>
<tr>
<th>Project</th>
<th>Existing RTC Federal</th>
<th>New RTC Federal</th>
<th>FTA Federal</th>
<th>TxDOT</th>
<th>Trinity Metro (Local)</th>
<th>Fort Worth (Local)</th>
<th>Private Sector</th>
<th>INFRA (Regional)</th>
<th>Total Funding</th>
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<tbody>
<tr>
<td>TEXRail Extension to Hospital District</td>
<td>20.00</td>
<td>51.36</td>
<td>38.90</td>
<td></td>
<td>38.04 +6.46 +3.50</td>
<td>7.17</td>
<td>1.57</td>
<td>21.10</td>
<td>167.00</td>
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<tr>
<td>Katy Lofts</td>
<td>-11.36</td>
<td></td>
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<td></td>
<td></td>
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<td></td>
<td>11.36</td>
<td>11.36</td>
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<tr>
<td>E. Lancaster Corridor</td>
<td>40.00</td>
<td>10.00</td>
<td>10.00</td>
<td>2.00</td>
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<td></td>
<td>2.00</td>
<td>100.00</td>
<td>160.00</td>
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<tr>
<td>Trinity Lakes Station</td>
<td>6.69</td>
<td>20.05</td>
<td>-6.46</td>
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<td></td>
<td></td>
<td></td>
<td>5.35</td>
<td>26.74</td>
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<tr>
<td>Guaranteed Transit (IH 35W)</td>
<td>14.00</td>
<td>2.01</td>
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<td></td>
<td></td>
<td></td>
<td>3.20</td>
<td>16.01</td>
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</table>

1. Transportation Development Credits
2. Congestion Mitigation Air Quality Improvement Program (CMAQ) federal funding
3. Includes $11.362M removed from Katy Lofts, plus $40M in CMAQ federal funding
4. Baylor, Scott, and White Hospital
5. Private Sector Developer of Katy Lofts Site
6. Category 2 funds
7. $10M from Bond Program, $6.43M potentially later
8. Franchise Utilities & Water/Sewer
9. $4.5M CMAQ and $2.19M Surface Transportation Block Grant funds

Equates to $62.06M in New RTC Funding
IH635/IH35E WISHBONE REVENUE SHARE

2017-2021:

Revenues: $27,067,545.05  
NTTA Fees: - $1,581,025.15  
Net $25,486,519.90

TxDOT/Region Share: $12,743,259.95

2022+

Expected Revenue Share to TxDOT/Region: ~3-4M/year

Payments due to TxDOT June 30 of each year
2022 WTS Innovative Transportation Solutions Award

DFW High-Speed Transportation Connections Study Team

Carli Baylor
Taylor Benjamin
Rebekah Gongora
Dan Lamers

Sandy Wesch
Brendon Wheeler
Amanda Wilson
HNTB (Project Consultant)
MOBILITY 2045 UPDATE

ACTION ITEM: APPROVAL OF MOBILITY 2045 – 2022 UPDATE AND ASSOCIATED TRANSPORTATION CONFORMITY RESULTS

Regional Transportation Council
June 9, 2022
<table>
<thead>
<tr>
<th>DATE</th>
<th>ACTIVITY</th>
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<tr>
<td>April – December 2021</td>
<td>RTC &amp; STTC – Mobility Plan Update Schedule, Project Selection, and Demographic Assumptions</td>
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<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>April 2022</td>
<td>RTC – Mobility Plan Update Progress</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>May 2022</td>
<td>STTC – Action Requested: Recommend RTC Adopt Mobility 2045 - 2022 Update</td>
</tr>
<tr>
<td>June 2022</td>
<td>RTC – Action Requested: Adopt Mobility 2045 - 2022 Update</td>
</tr>
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</table>
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 CONTENT: RECENT REVISIONS

Mobility 2045: 2022 Update

Draft Plan Materials
Draft Maps

The Mobility 2045: 2022 Update draft materials are available. Reasonable funding sources to help meet the current and growing transportation needs will be included in the draft plan. Consideration of the draft plan by the Regional Transportation Council is expected on June 9, 2022.

Project Maps/Listings

- Select Asset Optimization, Freeway/Tollway, and RSA identification numbers and costs updated to make consistent with TIP
- Project development phases and staging adjustments for consistency
- Only change to map recommendations: added one asset optimization project for SH 175

Chapter Content

- Map Your Experience summaries added to Mobility Options and Social Considerations chapters
- Air Quality Conformity results added to Environmental Considerations chapter
- Financial Reality chapter updated with final figures

www.nctcog.org/PlanInProgress
Major Transit Corridor Recommendations

Facility recommendations indicate transportation need. Gender-specific alignment, design, and operational characteristics will be determined through ongoing project development.

Recommended Rail
- Light Rail
- Regional Rail
- Streetcar

Recommended Non-Rail
- High-Intensity Bus
- High-Capacity Transit
- Existing Rail
- Recommendation Currently Under Construction
PUBLIC COMMENTS: MAJOR THEMES

Question and Comment Topics:

- Support for expansion of transit network including rail to alleviate congestion
- Congestion and maintenance relationship
- Cost of congestion methodology
- Safety included as part of Mobility Plan
- Add capacity to suburban highways to alleviate downtown congestion
- Expanding trails and pedestrian access

Make sure transportation “accessible to ALL disabilities, like wheelchairs, vision impairment, walkers, etc.”

“I hope future projects will include Vision Zero goals, incorporate mass transit and safe dedicated bicycle infrastructure.”
# DRAFT FINANCIAL PLAN

## EXPENDITURES

### MAXIMIZE EXISTING SYSTEM

<table>
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<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Infrastructure Maintenance</td>
<td>$39.5 B</td>
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<tr>
<td>Maintain and operate existing transit and roadway facilities</td>
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</tr>
<tr>
<td>Management and Operations</td>
<td>$9.6 B</td>
</tr>
<tr>
<td>Improve efficiency and remove trips from system</td>
<td></td>
</tr>
<tr>
<td>Growth, Development, and Land Use Strategies</td>
<td>$1.5 B</td>
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<tr>
<td>Improve transportation and land use balance</td>
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### STRATEGIC INFRASTRUCTURE INVESTMENT

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<th>Description</th>
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<td>Rail and Bus</td>
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<tr>
<td>Encourage switch to transit</td>
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<tr>
<td>HOV/Managed Lanes</td>
<td>$52.8 B</td>
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<tr>
<td>Increase auto occupancy</td>
<td></td>
</tr>
<tr>
<td>Freeways/Tollways and Arterials</td>
<td></td>
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<tr>
<td>Add vehicle capacity</td>
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**TOTAL**  
$148.3 B
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<td>Q4</td>
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<td>Q1</td>
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<td>June</td>
<td>July</td>
<td>Aug</td>
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<tr>
<td>Sept</td>
<td>Oct</td>
<td>Nov</td>
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</tbody>
</table>

**Agency and Public Coordination**

**Plan Development**

- Draft Forecast
- Final Forecast
- Demographic Forecast Development
- Draft Recommendations for Review
- Official Comment Period
- STTC Action
- RTC Action

**Notes:**
- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 Update scheduled for June 9, 2022.
TRANSPORTATION CONFORMITY
Nonattainment Areas Under the 8-Hour Ozone Standards
2023 TRANSPORTATION CONFORMITY RESULTS
(Scenario 1) DRAFT

NITROGEN OXIDES (NO\textsubscript{X})
(TONS/DAY)

VOLATILE ORGANIC COMPOUNDS (VOC)
(TONS/DAY)

Includes Reductions from RTC Initiatives of 0.24 tons/day

Includes Reductions from RTC Initiatives of 1.19 tons/day

\textsuperscript{1}Adequacy Status of the Dallas-Fort Worth, Texas Attainment Demonstration 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, 81 FR 78591
2023 TRANSPORTATION CONFORMITY RESULTS
(SCENARIO 2) DRAFT

NITROGEN OXIDES (NOX)
(TONS/DAY)

VOLATILE ORGANIC COMPOUNDS (VOC)
(TONS/DAY)

2020 MVEB¹
107.25 tons/day

Includes Reductions from RTC Initiatives of 1.19 tons/day

2020 MVEB¹
62.41 tons/day

Includes Reductions from RTC Initiatives of 0.24 tons/day

¹Anticipated Dallas-Fort Worth, Texas Reasonable Further Progress 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, 85 FR 64084
The Regional Transportation Council passes resolution adopting Mobility 2045 – 2022 Update as the Metropolitan Transportation Plan for the region and approving the 2022 Transportation Conformity results as presented.
CONTACTS

Mobility Plan

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

Jenny Narvaez
Program Manager
jnarvaez@nctcog.org
817-608-2342
<table>
<thead>
<tr>
<th>FT Corridor</th>
<th>MTP ID</th>
<th>Facility</th>
<th>From</th>
<th>To</th>
<th>2023 Lanes</th>
<th>2026 Lanes</th>
<th>2036 Lanes</th>
<th>2045 Lanes</th>
<th>Asset Optimization Description</th>
<th>YOE Cost</th>
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<tr>
<td>16 - IH 30 (Tarrant County)</td>
<td>28.40.1</td>
<td>IH 30</td>
<td>Barron Lane</td>
<td>Cooks Lane</td>
<td>6 (Frwy)</td>
<td>6 (Frwy)</td>
<td>10 (Frwy) + 2 (ML/T-C)</td>
<td>Included w/ 28.30.3</td>
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</tr>
<tr>
<td>16 - IH 30 (Tarrant County)</td>
<td>28.40.2</td>
<td>IH 30</td>
<td>Cooks Lane</td>
<td>Cooper Street</td>
<td>6 (Frwy)</td>
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<td>16 - IH 30 (Tarrant County)</td>
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<td>IH 30</td>
<td>Cooper Street</td>
<td>Duncan Perry Road</td>
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<td>6 (Frwy) + 2/3 (ML/T-C) + 2 (ML/T-C) + 3 WB CD, 4/6 (Frge-D)</td>
<td>8 (Frwy) + 2/3 (ML/T-C) + 3 WB CD, 4/6 (Frge-D)</td>
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<td>Duncan Perry Road</td>
<td>PGBT WE (SH 161)</td>
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<td>8 (Frwy) + 2/3 (ML/T-C) + 3 WB CD, 4/6 (Frge-D)</td>
<td>8 (Frwy) + 2/3 (ML/T-C) + 3 WB CD, 4/6 (Frge-D)</td>
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<td>17 - IH 30 Canyon</td>
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<td>IH 35E (East)</td>
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<td>12 (Frwy), 2/6 (Frge-D)</td>
<td>12 (Frwy), 2/6 (Frge-D)</td>
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<td>Operational Improvements/ Bottleneck Removal</td>
<td>$469,790,434</td>
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<td>17 - IH 30 Canyon</td>
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<td>IH 30</td>
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<td>IH 45</td>
<td>6 (Frwy), 2/6 (Frge-D)</td>
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<td>8 (Frwy) + 2/6 (Frge-D)</td>
<td>2/6 (Frge-D)</td>
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<td>28.10.3</td>
<td>IH 30</td>
<td>Spur 580/Camp Bowie Blvd</td>
<td>IH 820</td>
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<td>19 - IH 345</td>
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<td>US 75/ Woodall Rodgers Freeway/Spur 366</td>
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<tr>
<td>Date</td>
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<td>Comment</td>
<td>Method of Submission</td>
<td>NCTCOG Response</td>
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<tr>
<td>3/22/2022</td>
<td>Phyllis Silver</td>
<td>Summary: Ms. Silver wrote in support of the Mobility 2045 Update build plan and expressed concern that severe congestion is expected to continue and expand even in the build scenario. Ms. Silver also asked if NCTCOG can devise additional methods to mitigate congestion and delays, such as improving public transportation.</td>
<td>Mail</td>
<td>NCTCOG provided a response by mail on 4/07/2022 with further details on our congestion projections, as well as what NCTCOG is doing to promote transportation alternatives.</td>
<td></td>
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<tr>
<td>3/22/2022</td>
<td>Megan Morris</td>
<td>Please consider adding a passenger train from Weatherford, with a stop in Aledo, going to one or both passenger train stations in Fort Worth. The commute west of Tarrant County is much more congested during peak hours than your map displays. Parker County residents are in need of alternative forms of transportation.</td>
<td>Public Meeting</td>
<td>Hello Megan, thank you for taking the time to share your feedback on the transportation system and the Mobility Plan Update! In the coming weeks we will be working to incorporate feedback we’ve received as appropriate. We want to improve the availability of options for people, and we’re planning now for future active transportation and transit networks. Maps of the Veloweb and transit system recommendations can be found at <a href="http://www.nctcog.org/planinprogress">www.nctcog.org/planinprogress</a>.</td>
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</table>
| 5/26/2022  | Phil Dupler/Trinity Metro | I was trying to read the full text of the Mobility 2045 and I caught an error that needs to be updated on page 6-53

the cities of Crowley and Forest Hill contract with Trinity Metro to operate transit service in their communities

Forest Hill bailed out on us last October. We had a 3-year contract that expired and they chose not to re-engage with us. However, we still have Crowley and you can also include Everman and River Oaks. I.e. change the wording to say:

the cities of Crowley, Everman and River Oaks contract with Trinity Metro to operate transit service in their communities                                                                                           | Email               | Thanks for alerting us. We’ll make the updates. Have a great holiday weekend!                                                                                                                                 |
| 5/31/2022  | Kay Shelton/DART      | On behalf of DART, Ms. Shelton provided a list of several comments pertaining to Chapter 6: Mobility Options – Public Transportation.

These comments included suggested changes to better highlight DART’s new GoLink Zones, connectivity between bike/ped and transit, future land use policies for existing transit, and clarification on the purpose and need for the D2 Subway. DART also included questions for further follow-up. | Email               | Response pending.                                                                                                                                                                                                 |
<table>
<thead>
<tr>
<th>Date</th>
<th>Name/Organization</th>
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<th>Method of Submission</th>
<th>NCTCOG Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>4/13/2022</td>
<td>N/A</td>
<td><em>In Response to Comment T00046 on connectivity for Victory Station</em></td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Totally. This would be a great spot for a trail, over to Slocum St/Inspiration Dr where there are several apartment complexes and a lot of stores. Non car-infested crossings under I-35 are a rarity, and here we have one completely unused.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4/13/2022</td>
<td>N/A</td>
<td>Extend the Trinity Strand Trail along the meanders up to Inwood. It's in the 2011 Dallas Bike Plan. Otherwise, this area lacks sidewalks and getting across Irving Blvd (7 lanes, 45 mph speed limit) isn't fun.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>4/14/2022</td>
<td>N/A</td>
<td>Northbound Navo to go Westbound US Highway 380 is very very short. A lot of people are coming from the Paloma Creek neighborhood and only 2 to 3 cars can get through. Thus people run the light which causes more accidents</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>4/20/2022</td>
<td>N/A</td>
<td>The city of Grand Prairie needs more accessible public transportation! Via is cool and all, but we need buses that are easily accessible to all people, especially elderly people who may not be as tech savvy or have language barriers. There are way too many elderly people walking around with their groceries in the middle of our crazy weather patterns.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>4/21/2022</td>
<td>N/A</td>
<td>The frequency of the buses towards east has to be increased</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
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<tr>
<td>4/21/2022</td>
<td>N/A</td>
<td>(Regarding Transit Stops/Stations) Increase more</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>4/23/2022</td>
<td>N/A</td>
<td>This area of west Plano is underserved. While most development in the area is low density, Arbor Hills is a regional hotspot and parking is frequently near or at capacity. Adding a bus, GoLink area, or rail line nearby may help with increasing congestion in the area.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>4/27/2022</td>
<td>N/A</td>
<td>Vehicles fly through here (way above 30 mph speed limit), as they use this road to bypass the traffic signals on Bowen. Incorporating speed humps would prevent the high speeds, improve safety, and would help this road to be treated more like the residential road that it is, rather than a raceway.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>4/29/2022</td>
<td>N/A</td>
<td>This intersection on Norwood Ln/ S. Fielder is really dangerous for cyclists. Kroger on S. Bowen is only 13 minutes away from campus, a completely doable route for UTA students but especially this intersection on S Fielder and Norwood is very dangerous with no bike infrastructure available at the intersection</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/5/2022</td>
<td>N/A</td>
<td>Huge pothole at this intersection has been here for years.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>Date</td>
<td>Name/Organization</td>
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<tr>
<td>5/6/2022</td>
<td>N/A</td>
<td>Arcadia Park is an EJ community bisected by six lanes of Davis Street. There are no continuous sidewalks even though this is a commercial corridor for the neighborhood. There are no bike lanes even though Davis Street connects Dallas with Grand Prairie. There is excess roadway capacity that could be repurposed for sidewalks and bike lanes and would help make a more attractive commercial area, which would help support this EJ community. It is evident that making a big pipe for vehicles is a priority over needs and safety of community residents. Urban sacrifice zone.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/6/2022</td>
<td>N/A</td>
<td>Bike/Ped connection between Five Mile Trail and Ledbetter Station missing.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/6/2022</td>
<td>N/A</td>
<td>EB on Elm at Ceasar Chavez. Pedestrians get a walk signal but the EB left turn signal is still on, creating ped/car conflict.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
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<tr>
<td>5/6/2022</td>
<td>N/A</td>
<td>Bike lane on Fort Worth Avenue from Commerce inexplicably stops where FW Ave. crosses I-30. This leaves a big stretch of FW Ave. between I-30 and Davis Street without a bike lane and unsafe for most if not all bikers. FW Ave. in this area has lots of commercial development and relatively high population density. The street is six lanes and traffic volumes seem low enough to warrant (a) converting one lane in each direction into a bike lane (like FW Ave. is east of I-30) or narrowing the existing lanes enough to squeeze in a bike lane. FW Avenue/Davis/Lancaster. is the primary street connector between Dallas and Fort Worth downtowns. It should be a priority to make it bikeable. The Trinity Trail is great, but it (a) adds lots of mileage by twisting and turning and (b) doesn’t pass through the richness of jobs, shopping, etc. that you get on streets--where people want/need to go for many life opportunities.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/6/2022</td>
<td>N/A</td>
<td>Where Davis Street passes under RR tracks the paved shoulder disappears and bicyclist have to merge into high speed traffic. Big safety hazard along what could be prime biking route linking Dallas--Grand Prairie and beyond.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
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<tr>
<td>5/6/2022</td>
<td>N/A</td>
<td>Lousy sidewalk conditions on Ledbetter on west approach to Ledbetter Station--narrow, right next to high-speed, multi-lane arterial, poor condition. Safety and transit access issue. #ADA</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/6/2022</td>
<td>N/A</td>
<td>Blinking traffic signals in both directions; unsafe pedestrian infrastructure.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/6/2022</td>
<td>N/A</td>
<td>Sidewalks along much of Illinois Ave. are discontinuous, poorly maintained, and too close to high-speed, multi-lane traffic. No bike facilities either.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/6/2022</td>
<td>N/A</td>
<td>Royal Lane from the Royal Lane Station west to past I-35 is a pedestrian shitscape. Sidewalk segments are missing. Sidewalks are mostly right next to 6-8 lanes of traffic. Signalized crosswalks are far apart. This crappy environment is in catchment area for a transit station and in heavily used commercial district. Unsafe and shameful conditions.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/6/2022</td>
<td>N/A</td>
<td>The primary route from the neighborhood east of Ledbetter Station to the station is unsafe. Lancaster is at least six lanes and high speed. There is no signalized crossing that provides safe passage. There is a signal to the south on Lancaster but it serves a dead-end street and so is not a viable alternative for most of the neighborhood. You couldn't design a more unsafe and unfriendly passage to a transit station.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
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<tr>
<td>5/6/2022</td>
<td>N/A</td>
<td>No sidewalks along Lancaster; no safe passage for bikes/peds who want to proceed westward on Crouch Rd.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/7/2022</td>
<td>N/A</td>
<td>I notice that few cyclist or pedestrians use existing paths/trails. Bike parking is not utilized at various places such as the library. I think the issue is it is not safe/pleasant to ride or walk between important locations such as grocery stores shops, services. Better connections between important locations would help.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/9/2022</td>
<td>N/A</td>
<td>There should be bike/walk connections between Centreport and Six Flags area along SH 360. There are lots of homes, businesses, jobs, along the SH 360 corridor but no way to access them via walking/biking from Centreport Station.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/9/2022</td>
<td>N/A</td>
<td>It is amazing that the I-30 bike/ped bridge (price tag &gt;$100M) empties out on to Riverfront Blvd. and there are no bike/ped facilities. This creates a safety hazard and much deters bike/peds from using the bridge.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/9/2022</td>
<td>N/A</td>
<td>Need access from Overton to the Trinity Trail trailhead that starts about 1/4 mile north.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/9/2022</td>
<td>N/A</td>
<td>No sidewalks. People have to walk on shoulder along busy, multi-lane, high-speed roadway.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/9/2022</td>
<td>N/A</td>
<td>Missing sidewalk on north side of Hickory Street</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>Date</td>
<td>Name/Organization</td>
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<tr>
<td>5/9/2022</td>
<td>N/A</td>
<td>Connection between bike/ped trails to north and south of Loop 12 requires bike/peds to cross a high-speed, multi-lane arterials that is often filled with vehicles traveling at high speed. Utterly unsafe.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/9/2022</td>
<td>N/A</td>
<td>[Multiple locations with same comment]&lt;br&gt;Multi-lane high speed arterial. Narrow sidewalks. No pedestrian islands. Long distances between signalized intersections. Substantial nearby populations. Disadvantaged community. This street is an urban sacrifice zone when it could be a boulevard that is safe for VRU and functions as a community amenity and economic development platform.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/9/2022</td>
<td>N/A</td>
<td>Yet another example of (a) no sidewalks and (b) no space for bike/peds under a railroad bridge.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/9/2022</td>
<td>N/A</td>
<td>The intersection at Canton and Cesar Chavez are a good example of the right turn slip ramps that compromise the safety of bike/peds throughout DFW. This is a clear example of prioritizing vehicle flow over safety. NCTCOG should not fund projects that have such features.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
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<tr>
<td>5/9/2022</td>
<td>N/A</td>
<td>No sidewalks or bike lanes on South Riverfront even through Riverfront connects to multiple bridges over the Trinity that have bike/ped facilities. The stretch of Riverfront between Commerce and Reunion especially important because Reunion is a much safer route under I-35 than going straight on Commerce, where there are conflicts with the I-35 merges.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/10/2022</td>
<td>N/A</td>
<td>New large apartment complexes are popping up on Commerce between Pittman and Beckley. Commerce is a high speed arterial. There is no stoplight or crosswalk between Commerce/Fort Worth intersection and Beckley. Commerce has no pedestrian islands. This makes the simple act of crossing Commerce hazardous for pedestrians.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/10/2022</td>
<td>N/A</td>
<td>Discontinuous sidewalks on Beckley between I-30 and Commerce.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/10/2022</td>
<td>N/A</td>
<td>Curve on Colorado to the east and elevation change to the west means inadequate sightline for pedestrians to cross Colorado.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/10/2022</td>
<td>N/A</td>
<td>Bus rapid transit on Hampton. Now.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/10/2022</td>
<td>N/A</td>
<td>Bus Rapid Transit from Fair Park past Baylor to West Village and then to Love Field with perhaps side trip to Parkland.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>Date</td>
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<tr>
<td>5/10/2022</td>
<td>N/A</td>
<td>There should be a light rail line (e.g., Streetcar) on Gaston from Lakewood Village (~Gaston/La Vista) to Downtown. Use Houston Metro line from its Downtown to the Museum District as a good model. Stop spending billions to build public transit rail in the boonies that have no interest in the density necessary to support rail transit. Start with bus rapid transit on Gaston to see if demand is there to transition to rail.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/10/2022</td>
<td>N/A</td>
<td>Bus rapid transit on Northwest Highway from 635 to Love Field.</td>
<td>Map Your Experience</td>
<td>N/A</td>
</tr>
<tr>
<td>5/10/2022</td>
<td>N/A</td>
<td>Subway connecting to D2 that runs through Uptown, Cedar Springs and then under Preston Road to Preston Center and then up to the International District into Addison. Build transit where people and destinations are.</td>
<td>Map Your Experience</td>
<td>N/A</td>
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</table>
DALLAS-FORT WORTH EAST/WEST FUNDING DISTRIBUTION FOR THE INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA)

Regional Transportation Council
June 9, 2022
Federal funding comes to our region from federal transportation apportionments via the Texas Department of Transportation (TxDOT).

Apportionments are based on several factors (e.g., population, emissions) depending on the funding source.

While funds cannot be sub-allocated to cities or counties (per federal law), we can split funds along TxDOT District lines.

This practice has helped our region stay focused on overall priorities vs. who has received what funding when. Instead, each subregion works within their available funding.

Regional Transportation Council (RTC) bylaws state that funding distributions are to be re-evaluated with each new transportation funding bill for air quality and mobility funds; transit funds are re-evaluated each year as federal apportionments are received.

On November 15, 2021, the Infrastructure Investment & Jobs Act (IIJA) was signed into law, necessitating a review of the latest East/West funding distribution.
AIR QUALITY FUNDS

• Funding intended for air quality projects that address attainment of national ambient air quality standards in nonattainment areas.

• Allocations to the region are based on population and air quality nonattainment factors.

• East/West Distribution Formula Inputs:
  • Tons per day of ozone precursors:
    • Volatile Organic Compounds (VOCs) and
    • Nitrogen Oxides (NOx)

• Generally, applies to Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Alternatives Set-Aside funds
EASTERN/WESTERN SUBREGION BOUNDARY AND MPA BOUNDARY

North Central Texas Council of Governments Region

NCTCOG Boundary
Metropolitan Planning Area Boundary
Subregion Boundary
MOBILITY FUNDS

• Designed for mobility projects addressing transportation needs within Metropolitan Area Boundaries with populations of 200,000 or greater
• Allocations based on population of Urbanized Areas in the region
• East/West Distribution Formula Inputs:
  • Population
  • Employment
  • Activity (Population and Employment Equalized to account for communities where available jobs might exceed population or vice versa)
  • Vehicle Miles Traveled (VMT)
• Resulting percentage split applies to the RTC’s mobility funding categories (e.g., Surface Transportation Block Grant (STBG) and Category 2 funding)
### Previous Funding Distribution Percentages

<table>
<thead>
<tr>
<th>Transportation Funding Bill</th>
<th>STP-MM/STBG</th>
<th>CMAQ</th>
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<tbody>
<tr>
<td></td>
<td>Western Subregion</td>
<td>Eastern Subregion</td>
</tr>
<tr>
<td>ISTEA (1991)</td>
<td>33%</td>
<td>67%</td>
</tr>
<tr>
<td>TEA-21* (1998)</td>
<td>32%</td>
<td>68%</td>
</tr>
<tr>
<td></td>
<td>31%</td>
<td>69%</td>
</tr>
<tr>
<td>SAFETEA-LU (2005)</td>
<td>31%</td>
<td>69%</td>
</tr>
<tr>
<td>MAP-21 (2012)</td>
<td>32%</td>
<td>68%</td>
</tr>
<tr>
<td>FAST ACT (2015)</td>
<td>32%</td>
<td>68%</td>
</tr>
</tbody>
</table>

* TEA-21 funding distributions were originally approved as 32% in the west and 68% in the east. In 2003, the funding distributions were re-evaluated to 31% in the west and 69% in the east.
<table>
<thead>
<tr>
<th>Mobility Funds Based on 12-County MPA Boundary</th>
<th>Western Subregion</th>
<th>Eastern Subregion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population(^1)</td>
<td>33.38%</td>
<td>66.62%</td>
</tr>
<tr>
<td>Employment(^2)</td>
<td>29.45%</td>
<td>70.55%</td>
</tr>
<tr>
<td>Activity (Pop+Emp Equalized)</td>
<td>31.42%</td>
<td>68.58%</td>
</tr>
<tr>
<td>Vehicle Miles of Travel (VMT)(^3)</td>
<td>30.79%</td>
<td>69.21%</td>
</tr>
<tr>
<td>Average</td>
<td>31.26%</td>
<td>68.74%</td>
</tr>
<tr>
<td>Rounded Average</td>
<td>31%</td>
<td>69%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Air Quality Funds Based on 10-County Non-Attainment Area</th>
<th>Western Subregion</th>
<th>Eastern Subregion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ozone Precursors tons per day(^4) (%)</td>
<td>41.50 (36.06%)</td>
<td>73.59 (63.94%)</td>
</tr>
<tr>
<td>Ozone Precursors Tons of VOC and NOx (Rounded Average)</td>
<td>36%</td>
<td>64%</td>
</tr>
</tbody>
</table>

\(^1\)Source: 2020 United States Census data
\(^2\)Source: Bureau of Economic Analysis data (2019), Census for Transportation Planning Products (2016), Census Bureau Longitudinal Employer-Household Dynamics data (2019), and proprietary data collected in 2019
\(^3\)Source: Estimate from 2019 Roadway network (validation year)
\(^4\)Source: NCTCOG forecast for 2022 Transportation Conformity ten-county analysis of 2023 roadway network.
In addition to the inputs specific to each funding category, environmental justice and equity are considered when developing funding distributions.

These indicators show a minority, low income, and/or limited English proficiency population distribution similar to the proposed funding distribution for the western and eastern regions.

<table>
<thead>
<tr>
<th>Population Type</th>
<th>Western Subregion</th>
<th>Eastern Subregion</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minority Population</td>
<td>1,185,662</td>
<td>2,774,455</td>
<td>3,960,117</td>
</tr>
<tr>
<td>Minority Percent</td>
<td>30%</td>
<td>70%</td>
<td></td>
</tr>
<tr>
<td>Low Income Population</td>
<td>389,691</td>
<td>784,965</td>
<td>1,174,656</td>
</tr>
<tr>
<td>Low Income Percent</td>
<td>33%</td>
<td>67%</td>
<td></td>
</tr>
<tr>
<td>Limited English Proficiency Population</td>
<td>246,765</td>
<td>667,606</td>
<td>914,371</td>
</tr>
<tr>
<td>Limited English Proficiency Percent</td>
<td>27%</td>
<td>73%</td>
<td></td>
</tr>
</tbody>
</table>

Source: 2019 American Community Survey 5-Year Estimates
FUNDING DISTRIBUTION FORMULA DEVELOPMENT PROCESS

New Transportation Funding Bill
November 2021

NCTCOG Reassessment of East/West Funding Distribution for CMAQ and STBG
January - March 2022

Public Review and Comment
May 2022

Committee and Council Action
May - June 2022

Approved Funding Distribution is Applied to RTC-Selected Funding Programs
REQUESTED ACTION

• RTC approval of:
  • The new proposed funding splits for air quality and mobility funds:
    • 36% West and 64% East for air quality funds
    • 31% West and 69% East for mobility funds
  • Directing staff to begin applying these revised formulas to project selection efforts from this point forward
CONTACT/QUESTIONS?

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

Brian Dell
Principal Transportation Planner
Ph: (817) 704-5694
bdell@nctcog.org
Funding Recommendations for the Electric Vehicle Charging Station Call for Projects

LORI CLARK, PROGRAM MANAGER & DFW CLEAN CITIES COORDINATOR

REGIONAL TRANSPORTATION COUNCIL

JUNE 9, 2022
Approved Funding and Scope

Funding:
$1 Million Congestion Mitigation and Air Quality Improvement Program Funds
100% Federal Funding, Transportation Development Credits as Match

Applicant Eligibility:
Public Sector Entities
Adoption of RTC Clean Fleet Policy Required by Application Deadline

Eligible Activities and Costs:
Publicly-Available Level 2 and Direct Current Fast Charge Stations
Design, Engineering, Purchase, Installation, and Construction Costs (No Operations/Maintenance)

CFP Structure:
2 Application Windows (Round 1, Potential for Round 2 if Funds Remained)
Competitive Evaluation of Projects Within Each Round
Selection Criteria

Advancing Electrification – Up to 75 Points
Fill Gaps in Existing Infrastructure Network and/or Enable New Fleet Electrification
Located in a Jurisdiction with No Existing Charging Stations
Serves a Public Fleet with No Existing EVs
Number and Type of Fleet Vehicles Expected to Use Charging Stations
Ability to Charge Multiple EVs at One Time or Multiple Locations in One Application
Applicant Identifies Broader, Long-Range Plan to Electrify
Serve Communities Prioritized by the Justice40 Initiative*
Include Strategies to Minimize Grid Impacts
Features Such as Managed Charging, Integrated Storage, etc.
Chargers with Vehicle to Grid Capabilities

Subrecipient Oversight Criteria – Up to 25 Points
The Projects will be Compared to NCTCOG’s Burden to Administer the Project
Ease of Federal Procurement Determination
Cooperative Procurement Contracts and Buy America Forms with Application
Risk Associated with Subrecipient Administration

*Justice40 Map Tool Updated Since the Time Applications Were Scored

Funding Recommendations for the Electric Vehicle Charging Station Call for Projects
Summary of Applications

11 Applications Received by “Round 1” Deadline of April 22
  10 Eligible Applications; 1 Application Ineligible

$3.0 M Funds Requested for 55 Charging Stations on 26 Charging Sites
  33 Level 2 Chargers
  22 Direct Current Fast Chargers

No Funding Available for a “Round 2” Application Deadline

Each Charging Site Scored Separately and Ranked

Once Approved, Recommended Projects Must Pass Procurement Review and Meet Buy America Requirements
## Recommended Awards

<table>
<thead>
<tr>
<th>Applicant/Site</th>
<th>Number of Chargers</th>
<th>Funding Requested</th>
<th>Funding Recommended</th>
<th>Total Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weatherford College – Community College Campus(^1)</td>
<td>7</td>
<td>$295,050</td>
<td>$295,050**</td>
<td>83.7</td>
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<tr>
<td>City of Irving – Library</td>
<td>1</td>
<td>$238,121</td>
<td>$191,441(^3)</td>
<td>77.6</td>
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<tr>
<td>City of Mesquite – City Hall</td>
<td>1</td>
<td>$17,454</td>
<td>$17,454(^*)</td>
<td>75.6</td>
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<tr>
<td>City of Mesquite – Municipal Bldg</td>
<td>2</td>
<td>$40,249</td>
<td>$40,249(^*)</td>
<td>68.4</td>
</tr>
<tr>
<td>City of Dallas – SE Service Center</td>
<td>2</td>
<td>$193,676</td>
<td>$193,676(^*)</td>
<td>68.2</td>
</tr>
<tr>
<td>City of Lewisville – City Hall(^2)</td>
<td>2</td>
<td>$67,892</td>
<td>$67,892(^*)</td>
<td>65.5</td>
</tr>
<tr>
<td>DART – Light Rail Station</td>
<td>1</td>
<td>$33,710</td>
<td>$33,710(^*)</td>
<td>65.5</td>
</tr>
<tr>
<td>DART – Transit Facility (Park &amp; Ride)</td>
<td>1</td>
<td>$45,762</td>
<td>$45,762(^*)</td>
<td>64.4</td>
</tr>
<tr>
<td>City of Dallas – Central Service Center</td>
<td>2</td>
<td>$193,676</td>
<td>$182,658(^4)</td>
<td>64.2</td>
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<tr>
<td><strong>Total Projects</strong></td>
<td><strong>19</strong></td>
<td><strong>$1,125,590</strong></td>
<td><strong>$1,067,892</strong>(^4)</td>
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</tbody>
</table>

\(^1\) Under New Scoring, Would Fall to Third  
\(^2\) Under New Scoring, Would Fall to Wait-List  
\(^3\) Reduced Funding Due to an Ineligible Cost in Budget  
\(^4\) Partial Award Based on Funds Available
# Recommended Wait-List

<table>
<thead>
<tr>
<th>Applicant/Site, In Order of Funding Priority</th>
<th>Number of Chargers</th>
<th>Funding Requested</th>
<th>Funding Recommended</th>
<th>Total Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Dallas – Central Service Center*</td>
<td>2</td>
<td>$193,676</td>
<td>$11,018</td>
<td>64.2</td>
</tr>
<tr>
<td>DART – Light Rail Station</td>
<td>1</td>
<td>$27,221</td>
<td>$27,221</td>
<td>63.1</td>
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<tr>
<td>City of Denton – City Hall</td>
<td>2</td>
<td>$235,684</td>
<td>$235,684</td>
<td>62.5</td>
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<tr>
<td>City of Lewisville – Library</td>
<td>2</td>
<td>$47,892</td>
<td>$47,892</td>
<td>61.5</td>
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<tr>
<td>DART – Light Rail Station</td>
<td>1</td>
<td>$64,303</td>
<td>$64,303</td>
<td>59.9</td>
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<tr>
<td>City of Richardson – Public Safety Campus</td>
<td>2</td>
<td>$18,400</td>
<td>$18,400</td>
<td>59.4</td>
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<tr>
<td>City of Richardson – City Hall</td>
<td>2</td>
<td>$24,100</td>
<td>$24,100</td>
<td>57.6</td>
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<tr>
<td>Town of Prosper – Town Hall/Library</td>
<td>12</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>57.3</td>
</tr>
<tr>
<td>City of Grand Prairie – Library</td>
<td>1</td>
<td>$22,010</td>
<td>$22,010</td>
<td>56.6</td>
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<tr>
<td>City of Richardson – Innovation Headquarters</td>
<td>2</td>
<td>$26,400</td>
<td>$26,400</td>
<td>56.5</td>
</tr>
<tr>
<td>City of Dallas – NE Service Center</td>
<td>2</td>
<td>$193,676</td>
<td>$193,676</td>
<td>55.0</td>
</tr>
<tr>
<td>City of Richardson – Library</td>
<td>1</td>
<td>$22,200</td>
<td>$22,200</td>
<td>53.6</td>
</tr>
<tr>
<td>DART – Light Rail Station</td>
<td>1</td>
<td>$45,762</td>
<td>$45,762</td>
<td>52.8</td>
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<tr>
<td>City of Lewisville – Visitor Center</td>
<td>2</td>
<td>$47,892</td>
<td>$47,892</td>
<td>52.7</td>
</tr>
<tr>
<td>City of Grand Prairie – Water Park</td>
<td>2</td>
<td>$40,560</td>
<td>$40,560</td>
<td>35.4</td>
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<tr>
<td><strong>Total Projects</strong></td>
<td><strong>35</strong></td>
<td><strong>$2,009,776</strong></td>
<td><strong>$1,827,118</strong></td>
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</tr>
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</table>

*Any Additional Funds Will Initially Fund the Remainder of the City of Dallas Central Service Center
Map of Requested Charging Sites*

*Justice40 Area Layer Based on Data Available at the Time Applications Were Scored
## Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Target Date</th>
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</thead>
<tbody>
<tr>
<td>Round 1 Application Deadline</td>
<td>Friday, April 22, 2022</td>
</tr>
<tr>
<td>May Public Meeting</td>
<td>Monday, May 9, 2022</td>
</tr>
<tr>
<td>STTC Recommendation of Awards</td>
<td>May 27, 2022</td>
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<tr>
<td>RTC Recommendation of Awards</td>
<td>June 9, 2022</td>
</tr>
<tr>
<td>Executive Board Authorization of Awards</td>
<td>June 23, 2022</td>
</tr>
<tr>
<td>Project Completion/Reimbursement Deadline</td>
<td>July 31, 2023</td>
</tr>
</tbody>
</table>

**Other Opportunity Now Open:**

**TCEQ Texas Emission Reduction Plan (TERP) Alternative Fueling Facilities Program**

- Will Fund Up to 50% of Eligible Costs for Electric Vehicle Charging Station Projects
- Priority for Projects Open to the Public
- Application Deadline July 12, 2022
Contact Us

Lori Clark
Program Manager
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Amy Hodges
Principal Air Quality Planner
AHodges@nctcog.org | 817-704-2508

Jared Wright
Air Quality Planner
JWright@nctcog.org | 817-608-2374
Round 6 Nominations for Alternative Fuel Corridors Submitted by TxDOT in May

New Bipartisan Infrastructure Law (BIL) Funding Programs Require or Prioritize Projects Along Designated Corridors

$5 Billion National Electric Vehicle Infrastructure (NEVI) Formula Program

$2.5 Billion Charging & Fueling Infrastructure for Corridors & Communities Competitive Program
NEVI FORMULA FUNDING IMPACTS TO TEXAS

TxDOT to Receive and Administer ~$408 Million Over 5 years to Deploy Electric Vehicle (EV) Charging

Statewide Infrastructure Deployment Plan Required

- Provide at Least 1 Qualifying Station Every 50 Miles Along Designated Corridors
  - Be Within 1 Mile of Designated EV Corridor Exit
  - Include at Least 4 CCS-type DC Fast Charge Connectors, Minimum 150kW Power Output at all Times
  - Minimum Site Power Capacity 600 kW

- Restrict Funding to Designated EV Corridors until Demonstration that all Designated Highways are “Saturated” With Qualifying Stations
## HIGHLIGHTS OF DRAFT TEXAS EV INFRASTRUCTURE PLAN

Enable Current and Future EV Drivers to Confidently Travel Across the State for Work, Recreation, and Exploration

Support 1 Million EVs Upon Build-Out

Draft Plan Posted at [https://txdot.mysocialpinpoint.com/tx_ev_plan](https://txdot.mysocialpinpoint.com/tx_ev_plan)

<table>
<thead>
<tr>
<th>Year</th>
<th>Plan Details</th>
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</thead>
<tbody>
<tr>
<td>Year 1</td>
<td>Install DC Fast Chargers Along Alternative Fuel Corridors</td>
</tr>
<tr>
<td></td>
<td>(Estimated 48 Stations Statewide; $42.84M Federal)</td>
</tr>
<tr>
<td>Years 2-5</td>
<td>Work with Counties and Small Urban Areas to Install DC Fast Charge Sites In/Near County Seats</td>
</tr>
<tr>
<td></td>
<td>(Estimated 190 Locations, $159.65M Federal)</td>
</tr>
<tr>
<td>Throughout</td>
<td>Work <em>with MPOs</em> to Identify Locations and Appropriate Combination of Level 2 and DC Fast Charge Sites (Estimated $203.75M Federal)</td>
</tr>
<tr>
<td></td>
<td>Collect Data</td>
</tr>
</tbody>
</table>

Status Report on FHWA Alternative Fuel Corridors and the Bipartisan Infrastructure Law
NEVI FORMULA FUNDING IMPACTS TO REGION

Proposed Allocation for MPO Area: ~$51M

MPO Role to Collaborate with TxDOT:
- Recommend Charger Types and General Locations
- Draft Solicitation
- Score Responses


Status Report on FHWA Alternative Fuel Corridors and the Bipartisan Infrastructure Law
NCTCOG ENGAGEMENT

Hosting Regional EV Infrastructure Working Group

Participating in TxDOT NEVI Working Group

Developing Regional EV Infrastructure Plan Consistent with NEVI Guidance

Evaluating Options to Pursue Competitive Grant Opportunities

  Department of Energy Opportunity - Anticipated July

  Department of Transportation Charging & Fueling Infrastructure for Corridors & Communities - Anticipated by Fiscal Year End
HOW TO GET INVOLVED

Join EV Infrastructure Working Group by Contacting Bailey Muller at bmuller@nctcog.org

Submit Input on TxDOT NEVI Plan by June 15, 2022

Begin Mapping Sites for EV Charging and Alternative Fueling to Develop a Local Project Pipeline
(see White House BIL Guidebook Pages 460-461)

Collaborate with NCTCOG to Develop MPO Recommendations for NEVI “Out-Years”

Coordinate With Peers on Potential Competitive Grant Project Preparation
CONTACT US

Lori Clark
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Chris Klaus
Senior Program Manager
cklaus@nctcog.org

NEVI Formula Program:

Bailey Muller
Senior Planner
bmullebr@nctcog.org

Soria Adibi
Senior Planner
sadibi@nctcog.org

Alternative Fuel Corridors:
UPCOMING USDOT BIL GRANTS:

PROJECT SLOTTING COORDINATION

JEFFREY C. NEAL – Senior Program Manager
REGIONAL TRANSPORTATION COUNCIL (RTC) – INFORMATION ITEM
June 9, 2022
### SAFE STREETS & ROADS FOR ALL (SS4A) GRANT PROGRAM

#### Funding Availability
- **$400 Million**
  - Action Plan (Nation)
- **$600 Million**
  - Implementation (Nation)
- **< 15% per State**
  - Overall Program

#### Minimum Award
- **$200,000**
  - Action Plan (All Applicants)
- **$3 Million**
  - Implementation (Rural/Tribal)
- **$5 Million**
  - Action Plan (MPO/Group)

#### Maximum Award
- **$1 Million**
  - Action Plan (Local/Tribal/Rural)
- **$5 Million**
  - Action Plan (MPO/Group)
- **$30 Million**
  - Implementation (Local/Rural/Tribal)
- **$50 Million**
  - Implementation (MPO/Group)

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

- Action Plan –or– Implementation: **One application/agency limit**
- Must self-certify existing Action Plan eligibility to apply for Implementation Grant
- Cost Sharing: 80% Federal/20% non-Federal (all); Obligation: 1 year after award
- Performance Period (Max.): 2 years – Action Plan; 5 years – Implementation

RTC Information Item – Upcoming BIL Grants
SAFE STREETS & ROADS FOR ALL (SS4A) GRANT PROGRAM (cont.)

- **Application Deadline:** September 15, 2022

- **Eligible Activities/Costs – Action Plan:**
  - Developing a Comprehensive Safety Action Plan with the following components:
    - Leadership Commitment & Goal Setting
    - Planning Structure & Oversight
    - Safety Analysis
    - Engagement & Collaboration
  - Equity Considerations
  - Policy & Process Changes
  - “Safe System Approach” Strategies & Project Selections
  - Progress & Transparency
  - Existing Action Plan supplemental activities (data collection/analysis, testing, feasibility studies, etc.)

- **Eligible Activities/Costs – Implementation:**
  - Conducting planning, design, & development activities for Action Plan projects/strategies
  - Carrying out Action Plan projects/strategies with measures directly related to addressing safety problem(s)

- **NCTCOG Status:**
  - Pedestrian Safety Action Plan (PSAP) eligibility under review; planned for return to STTC/RTC later this summer with updated language on monitoring & equity considerations/impacts
  - Pending Roadway Safety Action Plan eligibility assessed & verified; STTC/RTC adoption prior to SS4A application deadline
  - Interested entities should contact **Natalie Bettger**, **Karla Windsor**, and/or **Thomas Bamonte** to establish local project/Action Plan eligibility & candidacy, as well as seek agreement with TxDOT regarding potential on-system projects
**Bridge Investment Program ($2.447B) – June**
- Using 2020-21 National Bridge Inventory (NBI) data for bridge condition/functionality
- **Jeff Neal/Christie Gotti** to coordinate w/ TxDOT Districts identifying on-system candidates
- “Large” Project ( > $100M): Min. – $50M, Max. – 50% cost, Aggregate > 50% of FY 22-26 program funds
- “Small” Project ( < $100M): Min. – $2.5M, Max. – 80% cost, Off-system Federal – 90% cost

**Railroad Crossing Elimination Program ($600M) – June**
- Roadway/Pathway – Rail grade crossing improvements focusing on the safety/mobility of people & goods
- **Dan Lamers/Jeff Hathcock** coordinating rail/road provider list of possible grade separations & closures

**Reconnecting Communities Pilot Program ($195M) – June**
- $50M – Planning (80% Federal; Max. Award – $2M/Applicant); $145M – Capital (50% Federal; Min. Award – $5M/Project)
- Eligible transportation facilities creating community connectivity barriers to mobility, access, or economic development
- **Jeff Neal** to coordinate project identification/development through NCTCOG program areas & local governments/providers

**Strengthening Mobility & Revolutionizing Transportation (SMART) Program ($100M) – September**
- Projects advancing smart city/community technologies & systems to improve transportation efficiency & safety
- Large Communities ( > 400K) – 40%; Mid-Sized Communities – 30%; Rural/Regional Partnerships – 30%
- **SMART Grant Briefing/Roundtable – Regional Partners: June 28, 2022 @ 1:00-2:00pm** (contact **Thomas Bamonte**)

---

**RTC Information Item – Upcoming BIL Grants**
STATUS OF OTHER BIL GRANT FUNDING OPPORTUNITIES – FY 22

- **Completed FY 22 MPO-eligible BIL solicitations:**
  - Local and Regional Project Assistance Program (RAISE) – Submitted
  - Multimodal Projects Discretionary Grant Program (INFRA/MEGA/RURAL) – Submitted
  - Port Infrastructure Development Grant Program (PIDG)
  - Federal – State Partnership for Intercity Passenger Rail Grant Program

- **MPO-eligible FY 22 BIL solicitations – NCTCOG not pursuing:**
  - Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)
  - Pilot Program for Transit-Oriented Development (TOD) Planning

- **MPO-eligible FY 22 BIL solicitations funded, but NOFO release not yet scheduled:**
  - Wildlife Crossings Pilot Program
  - Charging & Fueling Infrastructure Program
  - Congestion Relief Program
  - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Projects (PROTECT)

- **MPO-eligible BIL solicitations not funded for FY 22:**
  - Healthy Streets Program
  - Prioritization Process Grant Program
  - Strategic Innovation for Revenue Collection Pilot Program
  - Advanced Transportation Technologies & Innovative Mobility Deployment
  - Active Transportation Infrastructure Investment Program
CONTACT INFORMATION

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(817) 704-5604  
tbamonte@nctcog.org

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nbettger@nctcog.org

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Karla Windsor  
Senior Program Manager  
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kwindor@nctcog.org

USDOT BIL:  https://www.transportation.gov/bipartisan-infrastructure-law
USDOT Grant Portal:  https://www.transportation.gov/grants

RTC Information Item – Upcoming BIL Grants
MOBILITY 2045 UPDATE

ACTION ITEM: DRAFT FINAL PLAN

Surface Transportation Technical Committee
May 27, 2022
<table>
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<th>DATE</th>
<th>ACTIVITY</th>
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<tr>
<td>April – December 2021</td>
<td>RTC &amp; STTC – Mobility Plan Update Schedule, Project Selection, and Demographic Assumptions</td>
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<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>
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<tr>
<td>February 2022</td>
<td>RTC – Mobility Plan Update Progress</td>
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<tr>
<td>February 2022</td>
<td>STTC – Action Requested: Recommend RTC Direct Staff to Enter Public Comment Period</td>
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<td>March 2022</td>
<td>RTC – Action Requested: Direct Staff to Enter Public Comment Period</td>
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<tr>
<td>March 2022</td>
<td>STTC – Mobility Plan Update Progress</td>
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<tr>
<td>April – May 2022</td>
<td>Official Public Comment Period</td>
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<tr>
<td>April 2022</td>
<td>RTC – Mobility Plan Update Progress</td>
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<tr>
<td>April 2022</td>
<td>STTC – Mobility Plan and Air Quality Conformity</td>
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<tr>
<td>May 2022</td>
<td>RTC – Mobility Plan and Air Quality Conformity</td>
</tr>
<tr>
<td>May 2022</td>
<td><strong>STTC – Action Requested:</strong> Recommend RTC Adopt Mobility 2045 - 2022 Update</td>
</tr>
<tr>
<td>June 2022</td>
<td>RTC – Action Requested: Adopt Mobility 2045 - 2022 Update</td>
</tr>
</tbody>
</table>
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

Results and Recommendations Available for Public Review:
- **PLAN CONTENT** (60 Days)
- **FINANCIAL PLAN** (60 Days)
- **NONDISCRIMINATION ANALYSIS** (60 Days)
- **AIR QUALITY CONFORMITY** (30 Days)
PLAN CONTENT: RECENT REVISIONS

Mobility 2045: 2022 Update

The Mobility 2045: 2022 Update draft materials are available. Reasonable funding sources to help meet the current and growing transportation needs will be included in the draft plan. Consideration of the draft plan by the Regional Transportation Council is expected on June 9, 2022.

Draft Plan Materials

Draft Maps

- Changes to Major Roadway Recommendations
- Major Roadway Recommendations
- Highway Corridor Projects
- Arterial Capacity Improvements
- Priced Facilities
- Tolled Managed Lane System Policy Boundary

Project Maps/Listing

- Select Asset Optimization, Freeway/Tollway, and RSA identification numbers and costs updated to make consistent with TIP
- Project development phases and staging adjustments for consistency
- Only change to map recommendations: added one asset optimization project for US 175

Chapter Content

- Map Your Experience summaries added to Mobility Options and Social Considerations chapters
- Air Quality Conformity results added to Environmental Considerations chapter
- Financial Reality chapter updated with final figures

www.nctcog.org/PlanInProgress
Major Roadway Recommendations

Facility recommendations indicate transportation need. Center-specific alignment, design, and operational characteristics will be determined through ongoing project development.

New or Additional Freeway Capacity
New or Additional Managed Lane Capacity
New or Additional Toll Road Capacity
Staged Facility (Beyond 2045)
Asset Optimization
PUBLIC COMMENTS: MAJOR THEMES

Make sure transportation “accessible to ALL disabilities, like wheelchairs, vision impairment, walkers, etc.”

“I hope future projects will include Vision Zero goals, incorporate mass transit and safe dedicated bicycle infrastructure.”

Question and Comment Topics:

- Support for expansion of transit network including rail to alleviate congestion
- Congestion and maintenance relationship
- Cost of congestion methodology
- Safety included as part of Mobility Plan
- Add capacity to suburban highways to alleviate downtown congestion
- Expanding trails and pedestrian access

PUBLIC COMMENTS: MAJOR THEMES

Online Comment Form

Mail

Community Events

Map Your Experience

Social Media

NCTCOG Public Meetings
## DRAFT FINANCIAL PLAN

### EXPENDITURES

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MAXIMIZE EXISTING SYSTEM</strong></td>
<td></td>
</tr>
<tr>
<td>Infrastructure Maintenance</td>
<td>$39.5 B</td>
</tr>
<tr>
<td>Maintain and operate existing transit and roadway facilities</td>
<td></td>
</tr>
<tr>
<td>Management and Operations</td>
<td>$9.6 B</td>
</tr>
<tr>
<td>Improve efficiency and remove trips from system</td>
<td></td>
</tr>
<tr>
<td>Growth, Development, and Land Use Strategies</td>
<td>$1.5 B</td>
</tr>
<tr>
<td>Improve transportation and land use balance</td>
<td></td>
</tr>
<tr>
<td><strong>STRATEGIC INFRASTRUCTURE INVESTMENT</strong></td>
<td></td>
</tr>
<tr>
<td>Rail and Bus</td>
<td>$44.9 B</td>
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<tr>
<td>Encourage switch to transit</td>
<td></td>
</tr>
<tr>
<td>HOV/Managed Lanes</td>
<td>$52.8 B</td>
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<tr>
<td>Increase auto occupancy</td>
<td></td>
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<tr>
<td>Freeways/Tollways and Arterials</td>
<td></td>
</tr>
<tr>
<td>Add vehicle capacity</td>
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</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$148.3 B</strong></td>
</tr>
</tbody>
</table>
**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.
TRANSPORTATION CONFORMITY
2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

Nonattainment Areas Under the 8-Hour Ozone Standards
2023 TRANSPORTATION CONFORMITY RESULTS
(SCENARIO 1) DRAFT

NITROGEN OXIDES (NO\textsubscript{X})
(TONS/DAY)

2017 MVEB\textsuperscript{1} 130.77 tons/day

Includes Reductions from RTC Initiatives of 0.24 tons/day

RET

2023 2026 2036 2045

VOLATILE ORGANIC COMPOUNDS (VOC)
(TONS/DAY)

2017 MVEB\textsuperscript{1} 64.91 tons/day

Includes Reductions from RTC Initiatives of 0.24 tons/day

\textsuperscript{1}Adequacy Status of the Dallas-Fort Worth, Texas Attainment Demonstration 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, 81 FR 78591

DRAFT
2023 TRANSPORTATION CONFORMITY RESULTS
(Scenario 2) DRAFT

Nitrogen Oxides (NO\textsubscript{X})

Volatile Organic Compounds (VOC)

Includes Reductions from RTC Initiatives of 1.19 tons/day

Includes Reductions from RTC Initiatives of 0.24 tons/day

1\textsuperscript{a} Anticipated Dallas-Fort Worth, Texas Reasonable Further Progress 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes, 85 FR 64084
ACTION REQUESTED

The Surface Transportation Technical Committee endorses the projects, programs, and policies contained in Mobility 2045 Update and recommends the Regional Transportation Council adopt the Mobility 2045 Update and associated 2022 Transportation Conformity as presented.
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