REQUESTED RTC ACTION:

Request Regional Transportation Council Authorization for RTC Local Funds in the amount of $2,700,000 to Support Land Banking for Critical Regional Infrastructure
<table>
<thead>
<tr>
<th>AGENCY</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCTCOG</td>
<td></td>
</tr>
<tr>
<td>Alamo Area MPO</td>
<td></td>
</tr>
<tr>
<td>El Paso MPO</td>
<td></td>
</tr>
<tr>
<td>H-GAC</td>
<td></td>
</tr>
</tbody>
</table>

- ** = Conformity Documents Partners’ Review
- ♦ = Potential USDOT Conformity Determination

Source: NCTCOG and TTI (For Other Area MPOs)
### PLAN SCHEDULE

<table>
<thead>
<tr>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q2</td>
<td>Q3</td>
<td>Q4</td>
</tr>
<tr>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
</tr>
<tr>
<td>Q4</td>
<td>Jan</td>
<td>Feb</td>
</tr>
<tr>
<td></td>
<td>Mar</td>
<td>April</td>
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<td></td>
<td>May</td>
<td>June</td>
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<tr>
<td></td>
<td>July</td>
<td>Aug</td>
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<tr>
<td></td>
<td>Sept</td>
<td>Oct</td>
</tr>
<tr>
<td></td>
<td>Nov</td>
<td></td>
</tr>
</tbody>
</table>

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

---

**Draft Plan Published**
End of February 2022

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

**Agency and Public Coordination**

**Plan Development**

**Demographic Forecast Development**

**Final Forecast**

**Draft Recommendations for Review**

**Official Comment Period**

**Air Quality Conformity**

**STTC Action**

**RTC Action**
MAJOR PLAN UPDATE EMPHASIS

- Updated travel and demographic data
- Updated travel demand forecasting tool
- Updated financial forecast
- Project, Program, and Policy refinements
- Updated performance-based planning framework
- Updated Policy Bundle

Draft Policy and Program Listing
[www.nctcog.org/PlanInProgress](http://www.nctcog.org/PlanInProgress)
Safety
References new Pedestrian Safety Action Plan endorsed by the Regional Transportation Council on June 10, 2021

Health Accessibility Program
Identify and support transportation solutions to address health disparities in underserved communities, including solutions that improve access to healthy food and medical care

Environmental Considerations
Build on air quality, resiliency, and environmental programs and incorporate new strategies

TDM Strategies
RTC Resolution R21-04 supports the establishment of a regional SOV trip reduction target of 20% annually
HIGHLIGHTED TECHNOLOGY PROGRAM UPDATES

Advance High-Speed Transportation recommendations
Advance high-speed rail between Dallas-Arlington-Fort Worth and monitor hyperloop technology advancement per policy P22-01; ensure connectivity with the proposed Houston-Dallas high-speed rail and Fort Worth-Laredo high-speed rail/hyperloop.

Safe Integration of Vertical Mobility Technology in the NCTCOG region
New policy to safely and efficiently integrate Vertical Mobility Technology, Advanced Air Mobility, Urban Air Mobility, Unmanned Traffic Management, and Unmanned Aircraft Systems into the NCTCOG region.

Advance Automated Transportation Systems (ATS)
Apply ATS technology in passenger and freight applications for local circulation and first/last mile access to regional rail.

Automated Vehicles
Incorporate the new Automated Vehicle 2.0 initiative launched since the adoption of the last Mobility Plan.

Internet and Broadband
Incorporates a new topic of broadband internet through discussion of access, infrastructure, the intersection of communications and transportation, and potential uses.
Annual Cost of Congestion/Delay: $32.1 billion

Light Congestion

Moderate Congestion

Severe Congestion
78% of congestion occurs within 13% of the region’s land area.
78% of congestion occurs within 13% of the region’s land area.
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.
MORE DRAFT MAPS AND RECOMMENDATIONS TABLES AVAILABLE ONLINE

www.nctcog.org/PlanInProgress

<table>
<thead>
<tr>
<th>Major Roadway Recommendations</th>
<th>Regionally-Significant Arterials</th>
<th>Priced Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Corridor Recommendations</td>
<td>Roadway Project Listing</td>
<td>Transit Project Listing</td>
</tr>
</tbody>
</table>
FINANCIAL PLAN REQUIREMENTS

- Plan must be financially constrained
- Include all reasonably expected sources of revenue
- Year of expenditure dollars
- Balance priorities with available revenues

\[
\text{Revenues} \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \quad \q
# Preliminary Financial Plan Cost

## MOBILITY 2045

<table>
<thead>
<tr>
<th>Strategy Area</th>
<th>MOBILITY 2045</th>
<th>MOBILITY 2045 Update</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximize Existing System</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructure Maintenance</td>
<td>36.8</td>
<td>39 B, 5% ▲</td>
</tr>
<tr>
<td>Management &amp; Operations</td>
<td>9.5</td>
<td>10 B, 0% ▲</td>
</tr>
<tr>
<td>Growth, Development, &amp; Land Use Strategies</td>
<td>3.2</td>
<td>1 B, 60% ▼</td>
</tr>
<tr>
<td><strong>Strategic Infrastructure Investment</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail &amp; Bus</td>
<td>33.3</td>
<td>42 B, 25% ▲</td>
</tr>
<tr>
<td>HOV/Managed Lanes + Freeways/Tollways and Arterials</td>
<td>53.6</td>
<td>56 B, 5% ▲</td>
</tr>
<tr>
<td><strong>Total, Actual $, Billions</strong></td>
<td>136.4 Billion</td>
<td>~150 Billion, 10% ▲</td>
</tr>
</tbody>
</table>
**Baseline Revenue**

- Funds flowing through State Highway Fund and TxDOT UTP (Categories 1-12)
- System revenue
- Transit revenue (sales tax, federal, local, etc.)
- Local funds/local match

**Adjusted Baseline**

- New state and federal funds expected to start flowing through State Highway Fund
- New federal funds for transit
- Private and local funds for transit

**Revenue Enhancements**

- Reasonably anticipated future revenue, equivalent of increases in gas tax and vehicle registration fees
- Local option vehicle registration fees
REVENUE ENHANCEMENTS IN PREVIOUS MOBILITY PLANS

- Mobility 2030 Amendment: 4%
- Mobility 2035: 13%
- Mobility 2035 Update: 14%
- Mobility 2035 Amendment: 14%
- Mobility 2040: 9%
- Mobility 2045: 7%
- Mobility 2045 Update: 5%
Financial constraint expected

Forecast stage: developing/refining costs and revenues

Final stage: confirming final costs and revenues

FINANCIAL CONSTRAINT IN PROGRESS

~150 B
8 B Revenue Enhancements
41 B Baseline Adjustments
99 B Baseline Revenue
# TIMELINE

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

Direct staff to take the MTP draft recommendations, air quality conformity, and nondiscrimination analysis to public meetings.
CONTACT US

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

Brendon Wheeler, PE
Principal Transportation Planner
bwheeler@nctcog.org
(682) 433-0478

nctcog.org/PlanInProgress
mobilityplan@nctcog.org
UPDATES TO REGIONAL TRANSPORTATION DEVELOPMENT CREDIT (TDC) PROGRAM_ALLOCATIONS AND ANNUAL TDC REPORT

Regional Transportation Council
March 10, 2022
BACKGROUND

• Transportation Development Credits = TDCs

• TDCs are “earned” by the region when toll revenues are used to fund capital projects on public highways

• TDCs are not money or cash

• They do not increase funding for a given project

• They are eligible to “match” a federal funding award

• The Dallas-Fort Worth Region has been allocated 994,351,658 TDCs

• As of September 30, 2021*, the Dallas-Fort Worth Region has 742,545,274 TDCs available for future allocation

* Date of last TDC report for FY2021
# TDC BALANCES AS OF FY2021 REPORT

<table>
<thead>
<tr>
<th>Category</th>
<th>Current Allocation</th>
<th>Awarded in 2013-2020</th>
<th>Awarded in 2021</th>
<th>Total Awarded</th>
<th>Remaining for Future Programming</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Strategic Awards to Small Transit Providers</td>
<td>26,000,000</td>
<td>18,846,382</td>
<td>2,623,023</td>
<td>21,469,405</td>
<td>4,530,595</td>
</tr>
<tr>
<td>2 - RTC has Revenue</td>
<td>20,000,000</td>
<td>12,821,313</td>
<td>2,461,375</td>
<td>15,282,688</td>
<td>4,717,312</td>
</tr>
<tr>
<td>3 - Local Agency has Revenue (RETIRED CATEGORY)</td>
<td>16,691,115</td>
<td>16,691,115</td>
<td>0</td>
<td>16,691,115</td>
<td>0</td>
</tr>
<tr>
<td>4 - Selling TDCs to Other MPOs/TxDOT</td>
<td>150,000,000</td>
<td>100,000,000</td>
<td>0</td>
<td>100,000,000</td>
<td>50,000,000</td>
</tr>
<tr>
<td>5 - Regional Programs/Management and Operations</td>
<td>56,919,016</td>
<td>32,785,803</td>
<td>24,133,213</td>
<td>56,919,016</td>
<td>0</td>
</tr>
<tr>
<td>6 - MTP Policy Bundle</td>
<td>100,000,000</td>
<td>32,929,881</td>
<td>8,514,279</td>
<td>41,444,160</td>
<td>58,555,840</td>
</tr>
<tr>
<td>7 - For Future Reallocation</td>
<td>624,741,527</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>624,741,527</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>994,351,658</strong></td>
<td><strong>214,074,494</strong></td>
<td><strong>37,731,890</strong></td>
<td><strong>251,806,384</strong></td>
<td><strong>742,545,274</strong></td>
</tr>
</tbody>
</table>
## Proposed TDC Allocation Updates

<table>
<thead>
<tr>
<th>Category</th>
<th>Current Allocation</th>
<th>Proposed Change</th>
<th>Revised Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Strategic Awards to Small Transit Providers</td>
<td>26,000,000</td>
<td>+15,000,000</td>
<td>41,000,000</td>
</tr>
<tr>
<td>2 - RTC has Revenue</td>
<td>20,000,000</td>
<td>+40,000,000</td>
<td>60,000,000</td>
</tr>
<tr>
<td>3 - Local Agency has Revenue</td>
<td>16,691,115</td>
<td>0</td>
<td>16,691,115</td>
</tr>
<tr>
<td>(Retired Category)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 - Selling TDCs to Other MPOs/TxDOT</td>
<td>150,000,000</td>
<td>0</td>
<td>150,000,000</td>
</tr>
<tr>
<td>5 - Regional Programs/Management and Operations</td>
<td>56,919,016</td>
<td>+30,000,000</td>
<td>86,919,016</td>
</tr>
<tr>
<td>6 - MTP Policy Bundle</td>
<td>100,000,000</td>
<td>0</td>
<td>100,000,000</td>
</tr>
<tr>
<td>7 - For Future Reallocation</td>
<td>624,741,527</td>
<td>-85,000,000</td>
<td>539,741,527</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>994,351,658</strong></td>
<td></td>
<td><strong>994,351,658</strong></td>
</tr>
</tbody>
</table>
# CATEGORY 1: STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS

<table>
<thead>
<tr>
<th>Goal</th>
<th>• Support public transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide the local match</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Action</td>
<td>• Increase allocation by 15,000,000</td>
</tr>
</tbody>
</table>
## CATEGORY 2: RTC HAS REVENUE

<table>
<thead>
<tr>
<th>Goals</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Advance initiatives of strategic importance</td>
<td></td>
</tr>
<tr>
<td>• Expedite delivery of projects</td>
<td></td>
</tr>
<tr>
<td>• Free up local or State funds for use on:</td>
<td></td>
</tr>
<tr>
<td>• Projects that can be expedited outside the federal process</td>
<td></td>
</tr>
<tr>
<td>• Projects not typically eligible for federal funds</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Proposed Action</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Increase allocation by 40,000,000</td>
<td></td>
</tr>
</tbody>
</table>
**CATEGORY 4: SELLING/TRANSFERRING TDCs TO OTHER MPOs/TxDOT**

<table>
<thead>
<tr>
<th>Goal</th>
<th>• Generate local revolving fund to cash flow federal programs administered by NCTCOG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Action</td>
<td>• Continue the category, but maintain the current allocation</td>
</tr>
</tbody>
</table>
## CATEGORY 5: REGIONAL PROGRAMS/MANAGEMENT AND OPERATIONS

| Goal | • Support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply |
| Proposed Action | • Increase allocation by 30,000,000 |
### CATEGORY 6: METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE

<table>
<thead>
<tr>
<th>Goal</th>
<th>• Provide support to agencies that implement policies that further Mobility Plan objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Action</td>
<td>• Continue the category, but maintain the current allocation</td>
</tr>
</tbody>
</table>
FUTURE TDC AWARDS

• If the proposed allocations are approved, our MPO would have approximately 539.7 million TDCs left for future allocation.

• If additional TDCs are awarded that exceed the current allocation, the RTC will be asked to approve the adjusted allocation to the respective category at the time.
  
  ▪ Example: Approval of transit projects using Category 1 TDCs will be accompanied by approval of an increased allocation for that category to cover the awarded amount, if needed.

• The TDC balances will then be adjusted to reflect the new allocations.
## REQUESTED ALLOCATION CHANGES

<table>
<thead>
<tr>
<th>Category</th>
<th>Current Allocation</th>
<th>Proposed Change</th>
<th>Revised Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Strategic Awards to Small Transit Providers</td>
<td>26,000,000</td>
<td>+15,000,000</td>
<td>41,000,000</td>
</tr>
<tr>
<td>2 - RTC has Revenue</td>
<td>20,000,000</td>
<td>+40,000,000</td>
<td>60,000,000</td>
</tr>
<tr>
<td>3 - Local Agency has Revenue (RETIRED CATEGORY)</td>
<td>16,691,115</td>
<td>0</td>
<td>16,691,115</td>
</tr>
<tr>
<td>4 - Selling TDCs to other MPOs/TxDOT</td>
<td>150,000,000</td>
<td>0</td>
<td>150,000,000</td>
</tr>
<tr>
<td>5 - Regional Programs/Management and Operations</td>
<td>56,919,016</td>
<td>+30,000,000</td>
<td>86,919,016</td>
</tr>
<tr>
<td>6 - MTP Policy Bundle</td>
<td>100,000,000</td>
<td>0</td>
<td>100,000,000</td>
</tr>
<tr>
<td>7 - For Future Reallocation</td>
<td>624,741,527</td>
<td>-85,000,000</td>
<td>539,741,527</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>994,351,658</strong></td>
<td></td>
<td><strong>994,351,658</strong></td>
</tr>
</tbody>
</table>
REQUESTED ACTION

- RTC approval of the proposed TDC allocation changes
CONTACT/QUESTIONS?

Christie J. Gotti  
Senior Program Manager  
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cgotti@nctcog.org

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Cody Derrick  
Transportation Planner III  
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cderrick@nctcog.org
Cancellation of Trade Fair Partnerships with Lubbock and Rio Grande Valley Metropolitan Planning Organizations

Regional Transportation Council
March 10, 2022
Background

• On May 13, 2021, the Regional Transportation Council (RTC) approved a Trade Fair partnerships with the Lubbock and Rio Grande Valley Metropolitan Planning Organizations (MPOs).

• TxDOT has since coordinated with both the Lubbock and Rio Grande Valley MPOs and developed an alternative funding plan, which does not require borrowing from the North Central Texas Council of Governments’ (NCTCOG) allocations.

• Due to the availability of funding, NCTCOG is recommending to cancel the Trade Fair agreement.
Recommended Reversal of Original RTC Action

Previously Approved by the RTC May 2021:

◦ Trade Fair Partnership with the Lubbock MPO:
  ▪ Transferring $10,500,000 in Surface Transportation Block Grant (STBG) cash flow/allocation in FY2023
  ▪ Transferring $10,500,000 in STBG cash flow/allocation in FY2025
  ▪ Receiving $6,903,818 back in FY2028
  ▪ Receiving $6,994,465 back in FY2029
  ▪ Receiving $7,101,717 back in FY2030
Recommended Reversal of Original RTC Action (continued)

Previously Approved by the RTC May 2021:
- Trade Fair Partnership with the Rio Grande Valley MPO:
  - Transferring $14,578,845 in STBG cash flow/allocation in FY2022
  - Receiving $14,578,845 back in FY2026
Recommended Actions

RTC approval to:

• Reverse original May 2021 approval
• Cancel executed interlocal/interagency agreements with Lubbock and Rio Grande Valley MPOs
• Reverse any Transportation Improvement Program (TIP) or any other administrative document actions
Contact Information

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Ken Bunkley
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kbunkley@nctcog.org

Rylea Roderick
Senior Transportation Planner
Ph: (817) 608-2353
rroderick@nctcog.org
Overview

Proposed IH-20 Corridor Long-Distance Passenger Rail Connection between Dallas/Fort Worth and Atlanta

- 2007 MOU between East Texas and North Central Texas Region to coordinate planning
- Consistent with the long-range transportation plan
- 345-mile connection needed to create the route
- December 2021 Amtrak and Canadian Pacific Railway agreement to study the route, pending approval
Proposed IH-20 Rail Corridor
Action Requested

Request Approval of RTC Resolution

• Reaffirms support for intercity passenger rail connection between the Dallas/Fort Worth region and Atlanta region along the IH-20 corridor

• NCTCOG to continue planning for future passenger rail service along the IH-20 corridor
Contact Information

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682-433-0477
AV2.2/2.3 “Round 2” Projects

REGIONAL TRANSPORTATION COUNCIL
Michael Morris, Director
Transportation Department
Clint Hail, Transportation Planner
Transportation Innovation & Technology Program, NCTCOG
10 March 2022
AV 2.2/2.3 Funding Overview

2021
- Round 1 projects approved
- Remaining funds consolidated for Round 2

<table>
<thead>
<tr>
<th>Round 1</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas College</td>
<td>$ 8.7M</td>
</tr>
<tr>
<td>DART</td>
<td>$1.75M</td>
</tr>
<tr>
<td>FW Truckport</td>
<td>$4.79M</td>
</tr>
<tr>
<td>Paul Quinn College</td>
<td>$1.57M</td>
</tr>
<tr>
<td>Richardson</td>
<td>$4.8M</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td><strong>$21.6M</strong></td>
</tr>
<tr>
<td><strong>REMAINDER:</strong></td>
<td><strong>$8.3M</strong></td>
</tr>
</tbody>
</table>

2022
- Round 2 projects
- Completed funding allocations

<table>
<thead>
<tr>
<th>Round 2</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Arlington</td>
<td>$600K</td>
</tr>
<tr>
<td>DFWIA</td>
<td>$1.5M</td>
</tr>
<tr>
<td>McKinney/Dallas</td>
<td>$5M</td>
</tr>
<tr>
<td>Fort Worth</td>
<td>$4.2M</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td><strong>$11.3M</strong></td>
</tr>
<tr>
<td><strong>PROJECTS SHORTFALL:</strong></td>
<td><strong>$3M</strong></td>
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</tbody>
</table>

2021 Total: $21.6M

2022 Total: $11.3M

Remainder: $8.3M
Dallas College: AV Circulator/Workforce Dev
DART: AV LoveLink
Fort Worth: AV Truckport
Paul Quinn College: Food Desert Delivery
Richardson: IQ Testbed
Arlington: AV RAPID
DFWIA: AV Parking/Curb Mgmt.
McKinney/Dallas: AV Broadband Services
S/SE Fort Worth Projects

AV2.2/2.3 Project Map

Round 1
- Dallas College: AV Circulator/Workforce Dev
- DART: AV LoveLink
- Fort Worth: AV Truckport
- Paul Quinn College: Food Desert Delivery
- Richardson: IQ Testbed

Round 2
- Arlington: AV RAPID
- DFWIA: AV Parking/Curb Mgmt.
- McKinney/Dallas: AV Broadband Services
- S/SE Fort Worth Projects
# AV2.2/2.3 Technologies Portfolio

<table>
<thead>
<tr>
<th>Round 1</th>
<th>Round 2</th>
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</thead>
<tbody>
<tr>
<td>Automated Vehicle (AV) Shuttle</td>
<td>App-Based Ridesharing</td>
</tr>
<tr>
<td>AV Trucking</td>
<td>Automated Parking</td>
</tr>
<tr>
<td>Connected Vehicle (CV)</td>
<td>Broadband Access/Virtual Transport</td>
</tr>
<tr>
<td>Neighborhood Delivery Bots</td>
<td>CV Emergency Alerts</td>
</tr>
<tr>
<td>Public Transit Buses</td>
<td>CV Traffic Signals</td>
</tr>
<tr>
<td></td>
<td>Curb Management</td>
</tr>
<tr>
<td></td>
<td>AVs as Service Delivery Tools</td>
</tr>
<tr>
<td></td>
<td>Teleoperation</td>
</tr>
</tbody>
</table>
Arlington RAPID Tech Expansion

**Project:** Two-year continuation of Arlington RAPID, which has been growing ridership (200+/day) and has a predominately low-income/transit dependent ridership base. Adding teleoperation and emergency vehicle alert tech, which will help speed transition to fully driverless operation.

**Team:** Arlington, UTA, May Mobility (Toyota), Via

**Amount:** $600K (net of redeploy of Dallas College Eastfield AV project funds)
DFWIA: Self-Parking Vehicle/Curb Management/Parking Management Test Site

Project: Automated parking test bed
1. Automated Parking using Low-Speed Vehicle Automation (LSVA)
2. Supervisory Parking Management (SPM)
3. Active Curb Management (ACM)

Team: DFWIA, NREL
Amount: $1.5M
TRAVEL DEMAND SUBSTITUTION AND ACCESSIBILITY IMPROVEMENTS USING TECHNOLOGY: FOUNDATION FOR CLASSIFICATION OF A TRANSPORTATION MODE

TRAVEL DEMAND SUBSTITUTION BENEFITS:
- AIR QUALITY
- MOBILITY

ACCESSIBILITY IMPROVEMENTS:
- ACCESS TO NEEDS VIA TECHNOLOGY
CAUSES NEEDING ACCESSIBILITY IMPROVEMENTS

LACK OF VEHICLE

LACK OF TRANSIT

LACK OF BIKE / SIDEWALKS

INCOME CONSTRAINTS

AGE / DISABILITY CONSTRAINTS
TECHNOLOGY FAMILY

AUTONOMOUS MOBILE VEHICLE TO RESIDENTIAL LOCATIONS:
   PHASE 1 / EMERGENCY
   OPEN PLATFORM INCUBATOR

ACCESS TO BROADBAND:
   PHASE 2
   RETROFIT AND NEW LOCATION

PILOTS IMPLEMENTED TOGETHER
## Proposed Deployments

<table>
<thead>
<tr>
<th>TECHNOLOGY</th>
<th>PHASE 2</th>
<th>PHASE 1 / EMERGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>BROADBAND</td>
<td>AUTONOMOUS VEHICLES</td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>PHASE 2</th>
<th>PHASE 1 / EMERGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORT WORTH</td>
<td>MCKINNEY (A) / DALLAS (B)</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>TYPE</th>
<th>PHASE 2</th>
<th>PHASE 1 / EMERGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN</td>
<td>SUBURBAN / URBAN</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>LEAD PROCUREMENT</th>
<th>PHASE 2</th>
<th>PHASE 1 / EMERGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCTCOG</td>
<td>NCTCOG</td>
<td>NCTCOG</td>
</tr>
</tbody>
</table>
PHASE 1: VEHICLE-BASED TRANSPORTATION DEMAND MANAGEMENT AND ACCESSIBILITY

Use teleoperated and automated vehicles to deliver services to multiple users per vehicle/trip (Technology Incubator)

Takes users off the road for redundant trips

Provides access where none exist

Supports Congestion Management Plan (CMP) as part of Transportation Demand Management strategies supporting CMP

Project: McKinney/City of Dallas (subject to final approvals)
## Recommendations in South and Southeast Fort Worth

<table>
<thead>
<tr>
<th>Project</th>
<th>Funds</th>
<th>Source</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Technology Application of Expanded ZIPZONE Transit Service in Zip Code 76104</td>
<td>$700K</td>
<td>CMAQ with Regional TDC</td>
<td>Added to $300K Planning Submittal to FTA (two years)</td>
</tr>
<tr>
<td>Pilot Project on Design and Implementation of Equal Access to the Internet as a Travel Demand Management Tool: Southeast Fort Worth Lancaster and Rosedale</td>
<td>$3000K</td>
<td>STBG with Regional TDC</td>
<td>$200K RTC Local, Lancaster (new) and Rosedale (retrofit)</td>
</tr>
<tr>
<td>Western Application of Next Generation Traffic Signals: Emergency Vehicles and Transit Vehicles</td>
<td>$500K</td>
<td>STBG with Regional TDC</td>
<td>Hospital District (emergency) and Lancaster (transit)</td>
</tr>
</tbody>
</table>

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1 Supporting City of Fort Worth Resolution 5028-12-2018 (Task Force on Race and Culture)
Requested Action

Staff recommendation for RTC approval of:

(1) The proposed projects and funding under the AV2.2/2.3 program;

(2) Use of Regional Transportation Development Credits for local match requirements;

(3) Authorize staff to take all necessary and appropriate steps to administratively advance the projects and provide technical support to the local partners implementing the projects.

(4) Acceptance of TDM initiative to pursue equitable transportation solutions throughout the region.
Contacts

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**Clint Hail**  
Transportation Planner  
Transportation Technology & Innovation Program  
North Central Texas Council of Governments  
Email: chail@nctcog.org
Regional Transportation Council (RTC) – Information Item
FY 22 RAISE Discretionary Grant Program – Overview & Candidate Project Identification

March 10, 2022
Infrastructure Investment and Jobs Act (IIJA)
Preparing for USDOT Discretionary Grant Programs

- IIJA provides a five-year (FY 22-26) investment of $567.5 billion dedicated among all modes of transportation infrastructure

- Along with increased formula funding, extensive growth in the funding/amounts of competitive grant programs (see USDOT list – Electronic Item 12.2):
  - 11 existing programs (e.g., RAISE) with increased project/applicant eligibility and new/modified criteria
  - 28 new programs (bridges, resiliency, electrification/alternate fuels, equity/sustainability, etc…)
  - More accessibility for local governments/MPOs, non-traditional entities, and public-private partnerships

- Need to optimize resources for more effective/collective responses to greater competition
  - Multiple grant programs to be opened simultaneously
  - Notices of Funding Opportunity (NOFOs) with improved methods to assess competitiveness and award accountability
  - Many projects will have compatibility for multiple programs, inclusion of various multimodal elements can address vital requirements, and acknowledgment of known synergies can improve promotion and award coverage

- Regional collaboration and development of a comprehensive project/program decision “matrix” could help establish an effective “conveyor belt” for maximizing preparation and processing
Projects for electrification of heavy vehicles and equipment (via battery or fuel cell power sources) have potential to provide substantial air quality benefits.

IIJA introduced new initiatives on electrification and expanded inclusion within existing programs:
- Infrastructure for Rebuilding America (INFRA) Grant Program – Expected to include expanded electrification emphasis
- Port Infrastructure Development Grant Program
- Charging and Fueling Infrastructure Grant Program
- Reduction of Truck Emissions at Port Facilities Grant Program
- Department of Energy – Hydrogen Hubs

Project success likely to require private sector participation.

Proposed Call for Partners:
- Solicit teams for engagement in project development/packaging to prepare for competitive grant opportunities
- Proposals to include collaboratively scoped projects as a public-private partnership (PPP)
- Time – constrained for approximately one year, but would be re-initiated for future cycles
### RAISE Discretionary Grant Program

**FY 22 Overview – Funding, Cost, Award, & Eligibility Details**

<table>
<thead>
<tr>
<th>Funding Availability</th>
<th>Federal Cost Share / Match</th>
<th>Maximum Award</th>
<th>Minimum Award</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1.425 Billion</td>
<td>Up to 80%</td>
<td>$25 Million</td>
<td>$5 Million</td>
</tr>
<tr>
<td>– Capital Projects (Nation)</td>
<td>– Urban Areas</td>
<td>– per Project</td>
<td>– Urban Areas</td>
</tr>
<tr>
<td>$75 Million</td>
<td>Up to 100%</td>
<td>$225 Million</td>
<td>$1 Million</td>
</tr>
<tr>
<td>– Planning Grants (Nation)</td>
<td>a. Rural Areas</td>
<td>– per State (≤ 15%)</td>
<td>– Rural Areas</td>
</tr>
<tr>
<td>50% / 50%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>– Urban / Rural Areas</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Obligation Deadline:** September 30, 2026
- **Expenditure Deadline:** September 30, 2031
- **FY 2022 Appropriations Act** – RAISE funding may double per IIJA authorizations; likely 2nd round later this year
- Tribal, Federal Lands, TIFIA/RRIF Program funds can be considered as non-Federal revenue sources
- New project type eligibility: Airport surface transportation & stormwater runoff prevention
RAISE Discretionary Grant Program
Merit Criteria and Selection Methodology

- **Individual Merit Criteria Ratings:**
  - “High” – Primary purpose has significant benefits beyond common practice
  - “Medium” – Primary purpose has benefits aligned with common practice
  - “Low” – Ancillary/incidental benefits or limited assessment response
  - “Non-Responsive” – Negative effects or insufficient assessment response

- **Overall Merit Ranking:**
  - “Highly Recommended” – ≥ 5 “high” & no “non-responsive” ratings
  - “Recommended” – ≥ 1 “high”, ≤ 3 “low”, & no “non-responsive” ratings
  - “Acceptable” – ≤ 2 “non-responsive” (with no “high” rating), & ≥ 4 “low” ratings (with ≥ 1 “high” rating)
  - “Unacceptable” – ≥ 3 “non-responsive” ratings

- **Second-Tier Analysis:**
  - “Highly Recommended” projects automatically advance to this level
  - “Recommended” projects advance with “high” rating for safety, quality of life, environmental sustainability, or mobility/community connectivity
  - Senior review team evaluation including Economic (benefit-cost) Analysis, Environmental Risk Assessment, & Financial Completeness Assessment

- **Awards (to be announced by August 12, 2022):**
  - Secretary only awards highly-rated projects from the Second-Tier Analysis
  - Unawarded “Projects of Merit” identified to encourage future resubmittal
RAISE Discretionary Grant Program

Perspectives from FY 21 Awarded Projects

- **Project Size & Location:**
  - 31 – “Urban”/32 – “Rural”
  - 17 states, including TX, were awarded multiple projects (3 awards – AK, CA, IL, MO, NC, PA, & WA)

- **Project Type:**
  - 17 – Complete Streets
  - 11 – Active Transportation
  - 10 – Transit
  - 6 – Asset Management
  - 6 – New Roadway/Widening
  - 5 – Port/Intermodal Facilities
  - 5 – Freight/Intercity Passenger Rail
  - 3 – Grade Separation (Road/Rail)

- **Funding Breakdown:**
  - $953,500,540 RAISE funds awarded to 63 capital projects totaling $2,453,340,651
  - “Urban”:
    - **Project Cost:** Minimum = $12,772,600; Maximum = $212,889,578; Average = $46,181,919
    - **RAISE Award:** Minimum = $6,500,000; Maximum = $25,000,000; Average = $15,424,715
    - **Federal Share:** Minimum = 7.0%; Maximum = 80.0%; Average = 45.1% (2 projects = 80% Federal cost share)
  - “Rural”:
    - **Project Cost:** Minimum = $1,950,000; Maximum = $89,530,000; Average = $31,928,162
    - **RAISE Award:** Minimum = $1,650,000; Maximum = $25,000,000; Average = $14,854,205
    - **Federal Share:** Minimum = 11.9%; Maximum = 100.0%; Average = 59.8% (9 projects > 80%; 2 projects = 100%)
RAISE Discretionary Grant Program
Submittal Timeline (TENTATIVE)

January 28, 2022  FY 22 RAISE Grant Final NOFO Announced
February 25, 2022  STTC Information
March 10, 2022  RTC Information
March 18, 2022  STTC Agenda “Mail-Out” *(NCTCOG projects identified, with scope, cost, & funding sources/shares finalized)*
March 25, 2022  STTC Action
March 30, 2022  RTC Letter of Support Request Deadline *(for projects submitted by partnering agencies, submit to Kyle Roy – kroy@nctcog.org)*
April 14, 2022  RTC Action/Endorsement
April 14, 2022  FY 22 RAISE Grant Application Submittal Deadline – www.grants.gov
April 28, 2022  Executive Board Endorsement
March 10, 2022

Regional Transportation Council (RTC) – Information Item
FY 22 RAISE Discretionary Grant Program – Overview & Candidate Project Identification
2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DRAFT LISTINGS

Regional Transportation Council
March 10, 2022
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 submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)
FOCUS AREAS

• Draft Project Information
  • Reflects updates to projects provided by agencies and from recent/pending TIP Modifications
  • Financially constrained to the 2022 Unified Transportation Program (UTP) allocations plus anticipated carryover funding

• Fiscal Year 2023 Surveys
  • Surveys sent to agencies that have a project or phase in FY2023, the first year of the new TIP
  • Responses provide clarity on project schedules to help NCTCOG determine which project phases will be **TRULY** ready to commence in FY2023
  • Failure to provide a survey response could lead to your project being pushed to a later year
  • Doing this work now can help prevent carryover accumulations and the need for additional TIP Modifications/project delay actions in the future
SCOPE OF PROGRAMMING

- $7.05 Billion in the 2023-2026 TIP (Roadway and Transit)
  - $4.75 Billion in Federal Commitments
  - $1.14 Billion in State Commitments
  - $0.16 Billion in Regional Commitments
  - $0.63 Billion in Local Commitments
  - $0.37 Billion in Transit Formula Commitments
- 886 Active Projects (Roadway and Transit)
  - 418 Active Projects in 2023-2045
- 67 Implementing Agencies (Roadway and Transit)
REQUEST FOR REVIEW

• Please ensure agency staff review the listings for projects being implemented by your agency and within your jurisdiction to verify:
  • Start and end dates of each phase
  • Fiscal year(s) of each phase
  • Scope
  • Limits
  • Funding amounts

• If a project does not have funding in FY2023, FY2024, FY2025, or FY2026, it will not be in the new TIP.
  • FY2022 projects will not automatically carry over. We must determine now if projects could be delayed and should be “double-listed” in FY2023.
  • Projects in FY2027 and later will be in the environmental clearance appendix of the TIP (Appendix D).
## TIMELINE/ACTION

<table>
<thead>
<tr>
<th>Meeting/Task</th>
<th>Date</th>
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<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>Public Involvement - Draft Listings</td>
<td>March 2022</td>
</tr>
<tr>
<td><strong>Deadline for Providing Comments on Draft Listings</strong></td>
<td><strong>March 31, 2022</strong></td>
</tr>
<tr>
<td>Final Listings - STTC Action</td>
<td>April 2022</td>
</tr>
<tr>
<td>Final Listings - RTC Action</td>
<td>May 2022</td>
</tr>
<tr>
<td>Submit Final Document to TxDOT</td>
<td>June 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>
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QUESTIONS/COMMENTS

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