

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, April 22, 2022 North Central Texas Council of Governments

#### 1:30 pm Full STTC Business Agenda

- 1:30 – 1:35**      1. **Approval of March 25, 2022, Minutes**  
 Action       Possible Action       Information      Minutes: 5  
Presenter: Tanya Brooks, STTC Chair  
Item Summary: Approval of the March 25, 2022, meeting minutes contained in [Electronic Item 1](#) will be requested.  
Background: N/A
- 1:35 – 1:35**      2. **Consent Agenda (There are no items on the Consent Agenda)**  
 Action       Possible Action       Information      Minutes : 0
- 1:35 – 1:45**      3. **RAISE, Trinity Metro Partnership and “INFRA”: Making Partnerships in Constrained Scheduling Environments**  
 Action       Possible Action       Information      Minutes: 10  
Presenters: Michael Morris, NCTCOG  
Item Summary: Staff will update the Committee on the latest information on the RAISE grants submitted to the Regional Transportation Council. A proposed transit partnership with the City of Fort Worth and Trinity Metro and the resultant implications to the next round of “INFRA” grants.  
Background: [Electronic Item 3](#) contains the elements of a structured partnership in the western subregion, and the final RAISE project listing approved by the Regional Transportation Council. Staff is reviewing the next possible projects to be submitted to the US Department of Transportation in May 2022.  
  
Performance Measure(s) Addressed: Roadway, Transit
- 1:45 – 1:55**      4. **\$15M Dallas Area Rapid Transit/Garland Partnership that Expedited the IH 635 East Project**  
 Action       Possible Action       Information      Minutes: 10  
Presenter: Christie Gotti, NCTCOG  
Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) action to finalize a \$15 million funding exchange with Dallas Area Rapid Transit (DART) and the City of Garland to fulfill the funding partnership originally approved by the RTC in September 2019.  
Background: During the Texas Department of Transportation (TxDOT) procurement process for IH 635 East, potential contractors submitted alternative technical concepts at Garland Avenue. As a result, the City of Garland, TxDOT, and RTC staff developed a plan for the Garland Avenue area, which led to a lower cost but was not ideal for the City of Garland. In order to build IH 635 East as one project versus having to split this area out into a separate project due to complications at the Kansas City Southern Railroad, the City of Garland accepted

the design and the RTC agreed to offset elements of the recommendation that were not consistent with Garland's interest in a \$15 million partnership on a future project. Since that time, the City has worked on a development plan in the area, which is part of, and adjacent to, the South Garland Transit Center. As such, DART, the City, and RTC staff have agreed to a three-party partnership to allow the City to use local funds from DART for the work. Instead of the RTC's federal funding going to the City directly, the RTC funds would pay for a DART project. Additional information is provided in [Electronic Item 4](#).

Performance Measure(s) Addressed: Roadway, Transit

1:55 – 2:05

5. **Regional Transportation Council Policy for Transportation Infrastructure Requiring Certification**

Action       Possible Action       Information      Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Staff will introduce a draft policy outlining the guiding principles and process by which the Regional Transportation Council (RTC) may transparently coordinate with transportation infrastructure providers wishing to certify innovative transportation technology to move people and/or freight within the region. This draft policy serves to guide a consensus-building path among the RTC, interested local governments, and transportation technology providers in bringing innovative transportation solutions to our region with the end goal of a commercial application to serve a long-range transportation need.

Background: In February 2022, the RTC adopted Policy P22-01 to Advance High-Speed Rail in the Dallas-Fort Worth High-Speed Transportation Connections Study into the Phase 2 National Environmental Policy Act Process; this policy directed staff to advance high-speed rail on the Dallas to Fort Worth corridor along IH 30 and to monitor the advancement of hyperloop technology. The draft policy on a Transportation Infrastructure Certification Program is a follow-up to Policy P22-01 that provides a collaborative and transparent process for the RTC to pursue innovative technologies like hyperloop and others requiring certification. In recent months, the RTC and (NCTCOG) staff have been approached by other hyperloop companies and transportation infrastructure providers that are interested in proving their innovative transportation technology for the first time in the US or the world here in Dallas-Fort Worth. This outside interest began after the RTC responded to Virgin Hyperloop's Request for Proposals for a Certification Center site in early 2020 and continued through the Technology Forum outreach and coordination efforts as a part of the Dallas to Fort Worth High-Speed Transportation Connections Study. With Dallas-Fort Worth being a leader in advancing new technologies in transportation in the US, staff is introducing a formalized approach via the attached draft policy to outline the process that transportation technology providers may coordinate with the RTC and the region to prove their technology while serving a public transportation

need. The draft policy is provided in [Electronic Item 5.1](#). The RTC Policy, P22-01, is provided as [Electronic Item 5.2](#).

Performance Measure(s) Addressed: Goods Movement, Transit

2:05 – 2:15

6. **Title VI Program Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Kate Zielke, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of updates to the Metropolitan Planning Organization's Title VI Program, including the Title VI/Nondiscrimination Policy Statement and Language Assistance Plan.

Background: The Federal Transit Administration requires Metropolitan Planning Organizations update their Title VI Program every three years. Title VI is a component of the Civil Rights Act of 1964. The Title VI Program identifies actions (NCTCOG) takes to ensure nondiscrimination based on race, color, and national origin, including limited English proficiency. The Title VI Program includes information on how NCTCOG monitors its transit subrecipients for Title VI compliance. The Language Assistance Plan describes how NCTCOG addresses the needs of residents whose native language is not English and who have a limited ability to communicate in English. It is part of the Public Participation Plan. Both the Title VI Program update and the Language Assistance Plan update have undergone a public comment period. The Title VI Program update can be downloaded from <https://nctcog.org/TitleVI>. The Language Assistance Plan update can be downloaded from <https://nctcog.org/LAP>. Additional information is provided in [Electronic Item 6](#).

Performance Measure(s) Addressed: Administrative, Transit

2:15 – 2:25

7. **2023-2026 Transportation Improvement Program Draft Listings**

Action       Possible Action       Information      Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of the 2023-2026 Transportation Improvement Program (TIP) draft project listings and the ability to amend the Unified Planning Work Program (UPWP) and other planning/administrative documents. The Committee will also be briefed on changes being made to the TIP Development process as a result of recent discussions with the Federal Highway Administration.

Background: A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments, the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. [Electronic Item 7](#) contains an overview of the TIP development process and schedule. The financially constrained draft project listings

for the 2023-2026 TIP are available at the following weblink: <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2023-2026tip>. Projects in FY2023-2026 will be included in the 2023-2026 TIP, and projects in FY2027 and later will be placed in the Appendix D of the TIP. Projects in FY2022 and earlier are provided but will not be included in the 2023-2026 TIP.

Performance Measure(s) Addressed: Roadway, Transit

2:25 – 2:35

8. **Director of Transportation Report on Selected Items**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of current transportation items.

Background: Efforts continue to advance transportation in the region. Staff will highlight the following:

- Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery
- State safety efforts
- Regional Transportation Council (RTC) Executive Session follow-up
- Important Update Regarding Northern Collin County Rider Assistance Program
- RTC Bylaws Subcommittee announcement at RTC Meeting in May
- RTC Nominating Subcommittee announcement at RTC Meeting in May
- Dallas Area Rapid Transit (DART) D2 Interlocal Agreement
  - Dallas City Council-February 9, 2022
  - DART Board-February 22, 2022
  - NCTCOG Executive Board-April 28, 2022
  - RTC Requirements
- Spring 2022 Virtual Traffic Incident Management Executive Level Course Announcement - May 5, 2022 ([Electronic Item 8](#))

Performance Measure(s) Addressed: Safety, Roadway

2:35 – 2:45

9. **Dallas-Fort Worth Regional East/West Funding Distribution – Infrastructure Investment and Jobs Act**

Action       Possible Action       Information      Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Given that a new transportation funding bill has been enacted, staff will provide the Committee with information regarding proposed updates to the funding distribution between the Eastern (Dallas and Paris Districts) and Western (Fort Worth District) subregions. The latest East/West Equity quarterly report detailing transactions that affect the current distribution will also be provided.

Background: The Regional Transportation Council (RTC) selects projects to be funded with Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funds. To ensure equity within



the region, once these funds are distributed by the Texas Department of Transportation (TxDOT), the RTC seeks to program funding to the eastern and western subregions based on the proportion of each area's emissions, demographics, and activity. Generally, the RTC re-evaluates the funding distribution after each new transportation funding bill is approved by the US Congress. The Infrastructure Investment and Jobs Act was signed into law in November 2021, so staff has initiated the process to update the region's funding splits. Based on updated inputs (e.g., demographics, emissions), adjustments to both percentages are being proposed. [Electronic Item 9.1](#) provides additional information on the process for establishing the split and the proposed new splits for both mobility and air quality funds. [Electronic Item 9.2](#) contains the final East/West Equity report for the Fixing America's Surface Transportation Act.

Performance Measure(s) Addressed: Transit

- 2:45 – 2:55**    10.    **Disadvantaged Business Enterprise Goal Updates**
- Action             Possible Action     Information            Minutes:    10
- Presenter:        Emily Beckham, NCTCOG
- Item Summary:    Staff will provide an overview of the proposed Disadvantaged Business Enterprise (DBE) Participation goal for FY2023-FY2025 for United States Department of Transportation contracting opportunities.
- Background:      The North Central Texas Council of Governments (NCTCOG) is required by the Federal Transit Administration to revisit its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2022. Staff has developed proposed goals for the next three years and is ready to initiate public participation and comment. [Electronic Item 10](#) includes additional details.

Performance Measure(s) Addressed: Transit

- 2:55 – 3:05**    11.    **Mobility 2045 Update and Air Quality Conformity**
- Action             Possible Action     Information            Minutes:    10
- Presenters:        Amy Johnson and Jenny Narvaez, NCTCOG
- Item Summary:    Work continues on the region's next long-range transportation plan, Mobility 2045 Update, and corresponding 2022 Transportation Conformity. Staff will present a brief overview of the draft plan and draft conformity analysis results. In addition, staff will present information regarding:
- Any recent revisions
  - Public comments received
  - Schedule for completion
- The draft plan and the recommendations as identified graphically and in tabular format are available at [www.nctcog.org/PlaninProgress](http://www.nctcog.org/PlaninProgress).
- Background:      Mobility 2045 was adopted by the Regional Transportation Council (RTC) on June 14, 2018. Air quality conformity determination was achieved on November 21, 2018. Federal guidelines require the Dallas-Fort Worth region to update the

long-range transportation plan a minimum of every four years. Development of the Mobility 2045 Update is currently underway, which will include a new financial plan, updated demographic forecasts, updated travel demand modeling tool, and necessary refinements to policies, programs, and projects in the current Mobility 2045 plan. The Clean Air Act (CAA) requires Metropolitan Planning Organizations to perform an air quality analysis when a new Metropolitan Transportation Plan is developed to ensure the multimodal transportation system complies with applicable Motor Vehicle Emission Budgets (MVEB) established for the region. Per the CAA, staff has conducted a successful analysis for the required MVEB analysis year (2023), the Metropolitan Transportation Plan horizon year (2045), and interim years (2026 and 2036). The Committee is expected to take final action on the Mobility 2045 Update and 2022 Transportation Conformity in May 2022. The RTC is expected to take final action on both documents in June 2022.

Performance Measure(s) Addressed: Air Quality, Roadway

**3:05 – 3:10**    12.    **Status Report on Federal Highway Administration Alternative Fuel Corridors and the Bipartisan Infrastructure Law**

Action             Possible Action     Information            Minutes: 5

Presenter: Bailey Muller, NCTCOG

Item Summary: Staff will provide an overview of the Federal Highway Administration's (FHWA's) Alternative Fuel Corridors, as well as new funding programs allocated through the Bipartisan Infrastructure Law (BIL). Important next steps and relevance to North Texas will be presented.

Background: Alternative Fuel Corridors are designated by FHWA and are part of a national network of roadways that provide sufficient alternative fuel and charging facilities. Through the BIL, two new funding programs totaling \$7.5 billion for electric vehicle or alternative fuel infrastructure were established and funding eligibility is now associated with corridor designation. Programs include the National Electric Vehicle Infrastructure (NEVI) Formula Program and the Grants for Charging and Fueling Infrastructure for Corridors and Communities. The Texas Department of Transportation is currently drafting a plan for use of funds from the NEVI Formula Program and is seeking public input. (NCTCOG) has several initiatives underway to help capitalize on these opportunities. [Electronic Item 12](#) provides additional details.

Performance Measure(s) Addressed: Air Quality

**3:10 – 3:20**    13.    **Fiscal Year 2022 Multimodal Project Discretionary Grant Program**

Action             Possible Action     Information            Minutes: 10

Presenter: Jody Loza, NCTCOG

Item Summary: Staff will brief the Committee on the Fiscal Year (FY) 2022 Multimodal Project Discretionary Grant (MPDG) Program. This \$2.85 billion program solicits project applications for three funding opportunities: the National Infrastructure Project

Assistance Grants Program (MEGA), the Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA), and the Rural Surface Transportation Grant Program (RURAL). Staff will provide details highlighting grant requirements. Additionally, staff will discuss how this program highlights need to continue consideration of a collaborative and comprehensive regional “conveyor belt” process and strategic evaluation matrix to optimize the targeting of various future projects considered for the multiple discretionary grant opportunities set to occur via the new Bipartisan Infrastructure Law (BIL).

Background:

In March 2022, the United States Department of Transportation (US DOT) is announced the solicitation of project applications for the FY2022 MPDG Discretionary Grant Program. The Notice of Funding Opportunity (NOFO) combines three major discretionary grant programs in efforts to reduce burdens for State and local applicants, increase the pipeline of “shovel-worthy” projects now possible because of the BIL, and enable US DOT to get a more comprehensive view of projects in development nationwide. Applications are due to the US DOT by May 23, 2022, for the following funding programs (with additional details provided in

[Electronic Item 13](#):

- The National Infrastructure Project Assistance (MEGA) Program will provide \$1 billion in FY 2022 funding for major projects too large or complex for traditional funding programs. This is a new competitive grant program under the BIL.
- The Nationally Significant Multimodal Freight and Highway Projects Grant Program is a continuation of the existing Infrastructure for Rebuilding America (INFRA) Program, and it will provide \$1.55 billion in FY 2022 funding for highway, bridge, freight rail, intermodal, and marine transportation projects of regional and national significance.
- The Rural Surface Transportation Grant Program (RURAL) will provide \$300 million in FY 2022 funding supporting projects to improve/expand rural area surface transportation infrastructure for increased connectivity and enhanced safety and reliability of people and freight movements to generate regional economic growth and greater quality of life. This is another new competitive grant.

For agencies in the region submitting projects, please be aware you must complete the [www.grants.gov](http://www.grants.gov) registration process, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the RTC should be submitted to Kyle Roy by Thursday, May 12, 2022, at [kroy@nctcog.org](mailto:kroy@nctcog.org).

Performance Measure(s) Addressed: Roadway, Goods Movement

3:20 – 3:20

14. **Fast Facts**

Action       Possible Action       Information      Minutes: 0

Item Summary: Staff presentations will not be made. Please reference the material provided for each of the following topics.

1. Air Quality Funding Opportunities for Vehicles  
(<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
2. Dallas-Fort Worth Clean Cities Events  
(<https://www.dfwcleancities.org/events>)
3. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 14.1](#))
4. 2022 Ozone Season Updated ([Electronic Item 14.2](#))
5. Federal Register Comments sent to EPA/Clean School Bus ([Electronic Item 14.3](#))
6. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 14.4](#))
7. March Public Meeting Minutes ([Electronic Item 14.5](#))
8. May Public Meeting Notice
9. Public Comments Report ([Electronic Item 14.6](#))
10. Written Progress Reports:
  - Local Motion ([Electronic Item 14.7](#))
  - Partner Progress Reports ([Electronic Item 14.8](#))

15. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.

16. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on May 27, 2022.**

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE March 25, 2022**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, March 25, 2022, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of February 25, 2022, Minutes:** The minutes of the February 25, 2022, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Walter Shumac (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Modifications to the Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP) was requested. Action also included direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents administratively, as appropriate, to reflect the approved modifications will also be sought. The proposed amendments were provided as Electronic Item 2.1.1. Additional information was provided in Electronic Item 2.1.2.
  - 2.2. **May 2022 Transportation Improvement Program Revisions:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested. Action also included approval for staff to amend the Unified Planning Work Program and other planning documents. May 2022 revisions to the 2021-2024 TIP were provided as Electronic Item 2.2 for the Committee's consideration.

A motion was made to recommend approval of the two items on the Consent Agenda. Kelly Porter (M); Tim Palermo (S). The motion passed unanimously.

3. **Fiscal Year 2022 Rebuilding American Infrastructure With Sustainability and Equity Discretionary Grant Program:** Jeff Neal requested for a recommendation for Regional Transportation Council (RTC) approval of three grant projects to be submitted for consideration of funding through the Fiscal Year (FY) 2022 Rebuilding American Infrastructure With Sustainability and Equity (RAISE) Discretionary Grant Program. In January 2022, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY2022 RAISE Discretionary Grant Program, with \$1.5 billion in available funds dedicated to strategic capital investments in surface transportation projects that will have significant local or regional impacts. The RAISE Notice of Funding Opportunity (NOFO) was made available at <https://www.transportation.gov/RAISEgrants/raise-nofo>, and Electronic Item 3 included additional program details, application requirements, and information regarding potential candidate projects. He noted applications would be due to the US DOT by April 14, 2022. Mr. Neal highlighted the three grant projects proposed for approval. The South Dallas Improved Bicycle/ Pedestrian Routes to Rail & Transit Technology Upgrades project would

include construction of new active transportation accessibility links (sidewalks/trails), safety accommodations, bus stop amenities, and transit technology upgrades for locations near four Dallas Area Rapid Transit (DART) Blue Line light rail stations in the East Oak Cliff area of South Dallas (\$43.75 million total project cost; \$25 million RAISE grant funds, \$8.75 million local funds, \$10 million of new RTC funds, and \$6.05 million of leveraged funds). Mr. Neal noted that staff planned to utilize a comprehensive approach for the project. Level 1 would include signal improvements and sidewalks in partnership with the Federal Transit Administration in areas of persistent poverty (\$3.55 million). Level 2 would include the Automated Vehicles Program Round Two (\$2.5 million), followed by Level 3 which would include the RAISE Grant submittal funding to increase bicycle/pedestrian access with new sidewalks and off-street trail connections and transit technology upgrades (\$43.75 million). Level 4 would focus on the elimination of food deserts. The South Dallas County Inland Port Multimodal Connectivity project would include reconstruction of Belt Line Road, Sunrise Road, and Ferris Road for improved Inland Port multimodal capacity and access to/from IH 35E, IH 45, and Loop 9; add 5.1 miles of new shared-use path to link with existing Pleasant Run Road path; and implementation of a pilot for a headlight construction management software ( \$82.53 million total project cost; \$45 million of RAISE grant funds, \$15 million of local funds, \$12.53 million of new RTC funds and \$10 million available funds). The final proposed project was the International Parkway Advanced Mobility Program and would include reconstruction of aging International Parkway general purpose lane bridges, and rebuilding/reconfiguring Terminal A/B ramps for right-side accessibility and to improve safety, reliability, and initiate advancement of the DFW Airport Autonomous Vehicle Corridor (\$31.5 million total project cost; \$25 million in RAISE grant funds with a match of \$6.25 million from available funds). He also discussed a project submitted by NCTCOG for the FY2021 RAISE Program, the TEXRail near Southside Extension. He noted staff was expecting that as a result of greater ability for different agencies to be eligible, Trinity Metro may submit the project for the RAISE grant program this year and that the combined \$16,893,600 million in combined STBG/CMAQ funds, approved for the FY2021 application were reaffirmed for approval. He added that due to engineering refinements, the amount may need to be increased since costs/revenues were still under review. A motion was made to recommend Regional Transportation Council approval of the allocation of new RTC funds: \$10 million CMAQ/RTR funds for South Dallas Improved Bicycle/Pedestrian Routes to Rail & Transit Technology Upgrades and \$12,530,000 STBG funds, including 3,910,000 TDCs, for South Dallas County Inland Port Multimodal Connectivity; proposed three grant projects for funding consideration through the FY22 RAISE Discretionary Grant Program mentioned in the presentation; FY22 RAISE submittal by Trinity Metro, reaffirm RTC commitment of \$16,893,600 in CMAQ/STBG funds for the TEXRail Near Southside Extension Project (FY21 NCTCOG submittal); administratively amending the TIP, STIP, and other planning/administrative documents to include proposed projects, if selected for an FY22 RAISE Grant award. Chad Davis complimented NCTCOG staff on their hard work on this project.

Gus Khankarli (M); Robert Woodbury (S). The motion passed unanimously.

4. **Fair Park Trail Loop:** Daniel Snyder presented a recommendation for Regional Transportation Council (RTC) approval of funding for the southern portion of a shared-use path loop at Fair Park, including improved access to the Dallas Area Rapid Transit (DART) Fair Park station. Fair Park, the most visited attraction in Texas, is home to five museums and ten performance and sporting venues. On September 10, 2020, the RTC awarded \$1,603,876 of Transportation Alternatives Program (TAP) funding to Dallas County for Phase 1 of the Fair Park/East Dallas Trail which will connect to the existing Santa Fe Trail and extend around the northern perimeter of Fair Park generally along Washington St. and



DART right-of-way from the intersection of S. Haskell Ave./Parry Ave. to the intersection of S. Fitzhugh Ave./Lagow St. With the recent development of the Fair Park Master Plan, it was determined the Phase 1 northern trail alignment may have conflicts with vehicular parking areas for large events such as the State Fair and thus require the trail to be closed periodically. Therefore, the awarded federal Transportation Alternatives Program funds would not be a good fit for the northern trail alignment. As such, a partnership of Dallas County, City of Dallas, and the Fair Park First 501(c)3 non-profit organization agreed to design and construct the northern trail alignment entirely with local funding. In partnership with the local governments and Fair Park stakeholders, federal funding was requested to complete the remainder of the trail loop alignment around the west, south, and eastern sides of Fair Park within public rights-of-way of Parry Ave, Highway 352/Robert B. Cullum Blvd, and S. Fitzhugh Ave. This “southern loop” will improve bicycle access to the DART Fair Park Station and crossings of the Green Line light rail tracks. It will provide bicycle and pedestrian circulation along streets around the perimeter of Fair Park, improve safety at roadway crossings and access points to Fair Park, and connect with the surrounding community. Electronic Item 4 provided an overview of staff recommendations and the funding requested for implementation by the City of Dallas. A motion was made to recommend Regional Transportation Council approval of \$8 million in Congestion Mitigation and Air Quality Improvement Program funds and 1.6 million Regional Transportation Council Development Credits for the Fair Park Trail southern alignment to the City of Dallas, including the return of \$1,603,876 in Transportation Alternatives Program funds to the regional pool to be awarded in the 2022 Transportation Alternatives Program Call for Projects. Action also included a recommendation for Regional Transportation Council approval directing staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Gus Khankarli (M); Micah Baker (S). The motion passed unanimously.

5. **Avondale-Haslet/BNSF Railway Grade Separation Funding Partnership:** Michael Morris presented a recommendation for Regional Transportation Council (RTC) approval of a proposed partnership which would fund a grade separation at Avondale-Haslet Road and the Burlington Northern Santa Fe (BNSF) Railway line in the City of Haslet. The RTC, City of Haslet, Texas Department of Transportation (TxDOT), and Tarrant County have partnered to implement the Alliance Texas/Haslet Accessibility Improvement Project in the City of Haslet. This funding partnership includes a federal Better Utilizing Investments to Leverage Development (BUILD) Grant of \$20 million that was awarded to the project in 2018. The project is part of a series of improvements to a critical east-west corridor that includes SH 170, Haslet Parkway, and Avondale-Haslet Road. With the recent selection of Avondale-Haslet Road in the City of Fort Worth as a Tarrant County Bond Program Project, the next component of this system requires funding: a grade separation at the intersection of Avondale-Haslet Road and the BNSF line. Staff proposed that the RTC fund the grade separation to advance the system and provide crucial safety improvements to the grade separation. The partnership would fund the final piece of a series of improvements to the critical east-west corridor and improve safety by ensuring that vehicles and pedestrians do not have to cross the railroad tracks at-grade. More information on the proposed funding partnership was provided in Electronic Item 5. John Polster asked why staff proposed the use of Surface Transportation Block Grant Program funding instead of accessing the \$51 million that Alliance and the Federal Aviation Administer owed the North Central Texas Council of Governments (NCTCOG) on the extension of the runway. Michael Morris responded that NCTCOG was in negotiations on the repayment of the \$47 million for the runway extension. Mike Galizio asked if the \$16 million cost estimate came from TxDOT or from another source. Michael Morris noted the cost estimate came from TxDOT. A motion

was made to recommend Regional Transportation Council approval to fund the grade separation at Avondale-Haslet Road and the BNSF Railway line with \$14.5 million in RTC money, \$1.5 million from BNSF (10% contribution of the project costs), and 1.7 million Transportation Development Credits for a total project cost of \$16 million. Action also included a recommendation for Regional Transportation Council approval directing staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents as needed to incorporate the funding. Kelly Porter (M); Mike Galizio (S).  
The motion passed unanimously.

6. **Director of Transportation Report on Selected Items:** Michael Morris presented an overview of current transportation items. Efforts continue to advance transportation in the region. Mr. Morris noted that staff continued to work on statewide safety efforts, that Congress approved the Fiscal Year 2022 Omnibus Appropriations Bill consistent with the Infrastructure Investment and Jobs Act funding levels and provided an overview of the recent Regional Transportation Council Executive Session detailed in Electronic Item 6.
7. **Mobility 2045 Update and Nondiscrimination Analysis:** Amy Johnson provided an overview of efforts to update Mobility 2045, along with the results of the regionwide Nondiscrimination Analysis for the plan update. An overview of the schedule was provided. She noted the public comment period would begin April 1, 2022, and that draft plan materials and maps were available at [www.nctcog.org/PlanInProgress](http://www.nctcog.org/PlanInProgress) for review. Ms. Johnson noted draft plan revenues were estimated at \$148 billion, and that based on the estimated revenues financial constraint would be achieved. Sources of anticipated revenue identified in the plan update were highlighted, as well as future revenue sustainability. In addition, she highlighted public involvement opportunities used to inform recommendations for the plan and provided a summary of comments received to date. The Nondiscrimination Analysis analyzes the recommendations in the plan and the impact for protected classes compared to non-protected classes to ensure equity in regional long-range transportation planning; this analysis is updated for the Mobility 2045 Update. An overview of transportation conformity was also provided, including the purpose of the effort, the nonattainment area of the region, and associated planning assumptions. Additional information was provided in Electronic Item 7.
8. **Start of 2022 Ozone Season and Spring 2022 Car Care Awareness:** Nick Van Haasen provided an update on the start of the 2022 ozone season. The 2022 ozone season began on March 1 for the North Central Texas nonattainment areas. The region continues to monitor and work towards compliance with ozone National Ambient Air Quality Standards (NAAQS). As a reminder, the region has been preparing to be reclassified to a stricter standard for both the 2015 and 2008 NAAQS. Local governments, businesses, and the general public are encouraged to do what they can to assist in improving air quality, both during the ozone season and throughout the year. To aid in community outreach, the North Central Texas Council of Governments continues to promote air quality awareness through advertising partnering with local agencies, and community events.

Anthony Moffa highlighted information about the spring 2022 Car Care Awareness campaign. The Car Care Awareness campaign provides education and outreach to vehicle owners and the public about proper vehicle maintenance practices. Properly maintained vehicles pollute less and allow the public to take an active role in the regional air quality solution. As events become available within the ozone nonattainment region through partnering organizations, vehicle owners are invited to join and become more aware of how

to properly maintain their vehicles, prevent potentially costly repairs in a timely manner, and feel better prepared to pass the State's vehicle inspection program. NCTCOG maintains the North Texas Car Care website at [www.ntxcarcare.org](http://www.ntxcarcare.org) and offers car care tips, other vehicle information, and will post upcoming event locations. More details were provided in Electronic Item 8. Michael Morris complimented the team for its efforts to aggressively respond to on-road emissions and encouraged committee members to attend fairs/shops that address air quality issues.

9. **Fiscal Year 2023-2025 Disadvantaged Business Enterprise Goal Updates:** Emily Beckham provided a summary of the Disadvantaged Business Enterprise (DBE) Program requirements and schedule for updating the DBE Participation Goal for FY2023-FY2025. The goals are to ensure non-discrimination, create a level playing field/fair competition, narrowly tailor program to meet federal law, ensure DBE firms meet required eligibility standards, help remove barriers to DBE participation, and assist in development of firms to compete outside. As part of DBE goal development, North Central Texas Council of Governments (NCTCOG) staff initiates public input/stakeholder involvement, publishes the goal for public comment/review, and presents to the Surface Transportation Technical Committee and Regional Transportation Council for review/consideration. NCTCOG is required by the Federal Transit Administration to revise its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2022. Staff has developed a schedule to meet the deadline to updates its DBE goal that encourages and provides opportunity for public participation and comment. Electronic Item 9 included additional details.
10. **Title VI Program Update:** Kate Zielke briefed the Committee on updates to the Title VI Program and Language Assistance Plan. The Federal Transit Administration requires Metropolitan Planning Organizations update their Title VI Programs every three years. Title VI is a component of the Civil Rights Act of 1964. The Title VI Program identified actions in the North Central Texas Council of Governments (NCTCOG) takes to ensure nondiscrimination based on race, color, and national origin, including limited English proficiency. The Title VI Program includes information on how NCTCOG monitors its transit subrecipients for Title VI compliance. Ms. Zielke highlighted the Title VI policy statement: NCTCOG, as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Agency programs or activities. The Language Assistance Plan described how NCTCOG addressed the needs of residents whose native language is not English and who have a limited ability to communicate in English. It is part of the Public Participation Plan. Both the Title VI Program update and the Language Assistance Plan update have undergone a public comment period from February 7, 2022, through March 23, 2022. The final draft will be available for the Regional Transportation Council in April. Additional information was provided in Electronic Item 10.
11. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
  1. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
  2. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
  3. Status Report on Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 11.1)

4. Status Report on Vehicle Temporary Paper Tag Fraud (Electronic Item 11.2)
5. Spring 2022 Traffic Incident Management Executive Level Course Announcement (Electronic Item 11.3)
6. Designing Pedestrian Facilities for Accessibility Workshop (Electronic Item 11.4)
7. Public Comments Report (Electronic Item 11.5)
8. February Public Meeting Minutes (Electronic Item 11.6)
9. April Public Meeting Notice (Handout)
10. Comments to EPA on Proposed Clean School Bus Program and to TERP AFFP (Electronic Item 11.7) and (Electronic Item 11.8)
11. Written Progress Reports:
  - Local Motion  
(<https://www.nctcog.org/trans/about/publications/locmo/local-motion-march-2022>)
  - Partner Progress Reports (Electronic Item 11.9)

12. **Other Business (Old or New):** There was no discussion on this item.

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on April 22, 2022.

Adjourned at 2:50 PM.



SOURCE: <https://www.transportation.gov/RAISEgrants>

April 14, 2022

Regional Transportation Council (RTC) – Action Item  
FY 22 RAISE Discretionary Grant Program – Overview & Proposed Candidate Projects

# PROPOSED WESTERN PARTNERSHIP WITH FORT WORTH AND TRINITY METRO

2

PROJECT	PREVIOUS	PROPOSED
Rail Extension Into Hospital District	Trinity Metro Did Not Submit	RTC Δ \$
Katy Lofts	RTC Δ \$	Fort Worth Release, Will Still Proceed
Lancaster	?	RTC-INFRA
East Fort Worth Rail Station (Trinity Lakes Station)	Trinity Metro/RTC	RTC \$
Guaranteed Transit Pilot	RTC \$	RTC \$



# Proposed NCTCOG RAISE Grant Projects

## Complete List & Attributes

3

PROJECT		EAST/ WEST	PREVIOUS SUBMITTAL (Agency)	COST/FUNDING STATUS					
TITLE	DESCRIPTION/LIMITS			TOTAL COST	GRANT FUNDS	LOCAL FUNDS <sup>1</sup>	NEW RTC FUNDS <sup>2</sup>	AVAILABLE FUNDS <sup>3</sup>	LEVERAGED FUNDS <sup>4</sup>
<b>South Dallas Improved Bicycle/ Pedestrian Routes to Rail &amp; Transit Technology Upgrades</b>	Construct new active transportation accessibility links (sidewalks/trails), safety accommodations, bus stop amenities, transit technology upgrades, & job-housing balance policy applications for locations near four DART Blue Line light rail stations in the East Oak Cliff area of South Dallas	EAST	N/A	\$43.75 M	\$25.0 M	\$8.75 M <sup>A</sup>	\$10.0 M <sup>A</sup>		\$6.05 M <sup>A</sup>
<b>South Dallas County Inland Port Multimodal Connectivity</b>	Reconstruct Belt Line Road, Sunrise Road, & Ferris Road for improved Inland Port multimodal capacity & access to/from IH 35E, IH 45, & Loop 9; Add 5.1 miles of new shared-use path to link with existing Pleasant Run Road path; Implementation pilot for <i>Headlight</i> construction management software	EAST	TIGER 2016 (Dallas County)	\$82.53 M	\$45.0 M	\$15.0 M <sup>B</sup>	\$12.53 M <sup>B</sup>	\$10.0 M <sup>A</sup>	
<b>International Parkway Advanced Mobility Program</b>	Reconstruct aging International Parkway general purpose lane bridges, and rebuild/reconfigure Terminal A/B ramps for right-side accessibility, to improve safety, reliability, & initiate advancement of the DFW Airport Autonomous Vehicle Corridor	BOTH	BUILD 2020 (DFW Airport)	\$50.9M	\$25.0 M			\$25.9M <sup>B</sup>	

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

# FOLLOW UP ACTION ON GARLAND/IH 635 EAST PARTNERSHIP

SURFACE TRANSPORTATION TECHNICAL  
COMMITTEE

April 22, 2022



NCTCOG PRESENTATION

# BACKGROUND

- In September 2019, the Regional Transportation Council (RTC) approved a partnership with the City of Garland to aid in the implementation of the IH 635 East project.
- That action included approval of \$15 million but required that the specific project to be funded be brought back for RTC approval.
- Garland has identified a project of interest, which is land banking and redevelopment activities near the South Garland Transit Center.



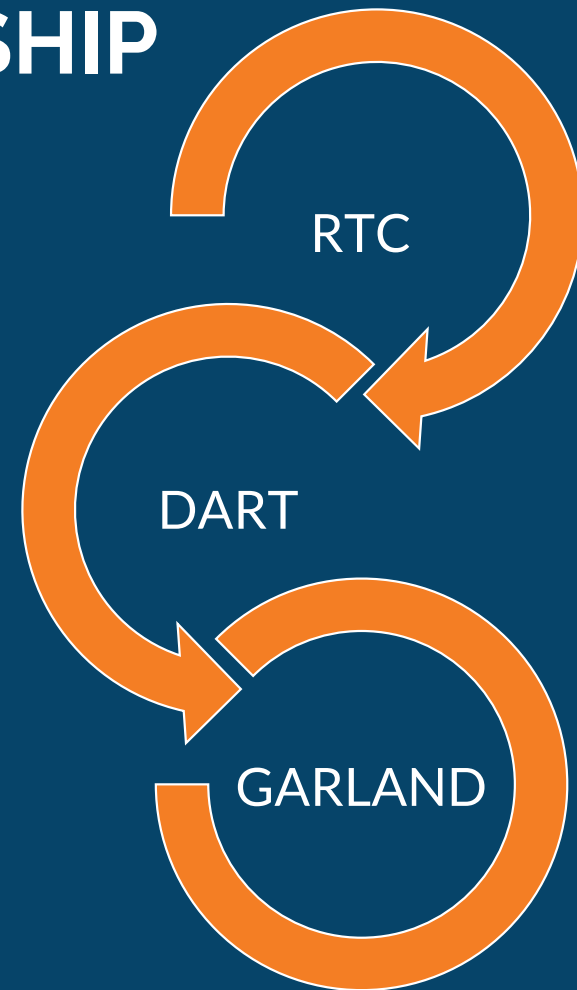
# PREVIOUS RTC ACTION ON CITY OF \$15 MILLION GARLAND PARTNERSHIP

- Thank City of Garland for Approval
- Mediate City of Garland Concerns with a New RTC Partnership Program Using New Funds
- Pursue a Solution for Approximately \$15M
- Bring Back for RTC Approval Specific Projects for Implementation



# THREE PARTY PARTNERSHIP

- The City prefers to use local funding for their redevelopment efforts at the South Garland Transit Center.
- Dallas Area Rapid Transit (DART) has agreed to aid in the partnership by providing local funds to the City if the RTC makes DART whole by providing the same amount of federal funds.
- DART proposes that the RTC funds be placed on the Silver Line Rail Project that is currently under construction.



# PROPOSED ACTION

- Recommendation for RTC approval of:
  - \$15 million in federal CMAQ funds for the Silver Line Rail Project (from DFW Airport Station to Shiloh Station); DART will match the federal funds with \$3.75M of local funds on the Silver Line project.
  - DART sending \$15 million in local funds to Garland in several installments
  - Garland using the funding for land banking and related redevelopment activities in the area surrounding the South Garland Transit Center
  - Administratively amending the TIP and other planning/administrative documents with this information/action





# QUESTIONS/CONTACTS



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Senior Program Manager

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**DRAFT**

Policy Support to Develop Process for the  
Innovative Transportation Technology Infrastructure Certification Program  
(P22-02)

The Dallas-Fort Worth region has positioned itself as an innovator in using advancing technology to address transportation issues. The North Central Texas Council of Governments (NCTCOG) continues to receive interest from technology developers on implementing new and innovative infrastructure technology that is not currently in operation for a commercial application anywhere in the United States. As is the case with many new technologies, these transportation infrastructure solutions require certification by the appropriate governing entities (either local, state, or federal). This certification requirement may come in many forms, depending on the application, including safety certification to ensure the safety and welfare of the traveling public, as well as certification for use within the region as required by NCTCOG.

This policy outlines the guiding principles and process by which the Regional Transportation Council (RTC) may choose to coordinate with a technology provider to implement a certification facility in the Dallas-Fort Worth region for commercial application. To ensure flexibility with the various types of infrastructure being developed, the following process is structured in a transparent way for potential technology developers and local governments/transportation entities to express interest and collaborate on implementation opportunities. This process would allow for periodic expressions of interest to be facilitated in a timely manner.

The following are the guiding principles of this Innovative Transportation Technology Infrastructure Certification Program:

- Potential projects must serve a long-range transportation need as identified in the recommendations of the Metropolitan Transportation Plan or be considered for inclusion in a future Metropolitan Transportation Plan.
- The technology developer is solely responsible for navigating any certification process(es) with the appropriate regulating authority(ies) for the developer's specific technology as required.
- If the proposed technology is implemented and fails to perform as intended, or the certification process ends or fails, the project-sponsoring local government must have verifiable assurances that the transportation need identified will still be appropriately addressed. It is encouraged that this contingency be included in any technology infrastructure proposal. Public funds may or may not be used for the certification needs of the emerging infrastructure technology.
- NCTCOG will facilitate mutual cooperation between local governments and transportation entities where potential project limits extend across multiple jurisdictional boundaries.
- When considering locations for proposed technology facilities, local governments and transportation entities should consider the following:
  - Expected timeframes for infrastructure to be operational for public use
  - Public use goals and performance expectations of proposed transportation infrastructure.

Following the guidelines listed above, the RTC directs staff to implement the following transparent process outlined in the steps below once NCTCOG or the RTC is approached by an infrastructure technology provider to enter into this process. This process is structured to allow for periodic solicitation or acceptance of proposed technology infrastructure solutions. The following process outlines how proposals brought to NCTCOG will be handled and does not

**DRAFT**

preclude local governments and transportation entities from engaging directly with technology entities.

- 1) NCTCOG staff will confirm infrastructure technology solution proposed by provider conforms with this policy and a long-range transportation need as identified in the Metropolitan Transportation Plan.
- 2) NCTCOG staff will provide RTC with a summary of the technology provider's proposal, including any requirements and available details on the proposed operation of the technology. The RTC will take action on whether to initiate the development process for certification of the infrastructure technology.
- 3) Upon RTC action, local governments will submit potential locations of interest that utilize public right-of-way and serve a regional long-range transportation need.
- 4) The technology provider will determine the preferred location and project development opportunity to pursue based on the proposals provided by the local governments through NCTCOG.
- 5) The RTC will initiate project development activities and coordination efforts among the appropriate transportation agencies, local governments, and the technology provider. The RTC will direct NCTCOG staff to provide support in the project development activities and coordination efforts as needed. Project development activities and coordination efforts may include appropriation of public funds for project development and implementation.

The RTC directs staff to provide regular briefings when proposals are received and during project development. The RTC also directs staff to integrate the resulting recommendations from projects that advance into future mobility, air quality, safety, and other regional planning activities as appropriate.

Approved: \_\_\_\_\_

Policy Support to Advance High-Speed Rail in the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2 National Environmental Policy Act Process (P22-01)

Existing Regional Transportation Council (RTC) policy, P21-01 (Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2), was adopted on July 8, 2021. Guiding the efforts of the North Central Texas Council of Governments (NCTCOG) staff, this existing policy outlined the desires of the RTC to advance both high-speed rail and hyperloop into the National Environmental Policy Act (NEPA) process in coordination with the Federal Railroad Administration and Federal Transit Administration.

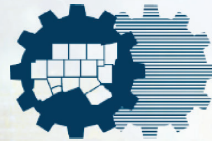
Following further coordination with the Federal Railroad Administration and Federal Transit Administration, hyperloop technology is unable to advance through the NEPA process to environmentally clear a specific corridor for a hyperloop facility at this time due to hyperloop's lack of safety certification and demonstration status.

The RTC is interested in maintaining the momentum of Phase 1 efforts, including public and private stakeholder consensus, and maintaining early opportunities for private investors and operators in high-speed rail to gain interest in the Dallas-Arlington-Fort Worth corridor. In order to achieve environmental clearance of the Interstate Highway (IH) 30 corridor for a high-speed mode in a timely manner, the RTC directs staff to advance high-speed rail along the IH 30 corridor into the NEPA process and to coordinate with the Federal Railroad Administration and Federal Transit Administration in determining the appropriate approval process for environmental clearance.

While not included in the federal NEPA process, the RTC directs staff to continue to monitor hyperloop technology advancement through the National Aeronautics and Space Administration's (NASA) Technology Readiness Levels index as identified in Phase 1. Staff will bring regular updates to the RTC on the progress of hyperloop's advancement.

The RTC directs staff to continue coordination with local governments and the Texas Department of Transportation in Phase 2 efforts, including preliminary engineering and environmental documentation required by the National Environmental Policy Act. Additionally, the RTC reaffirms support for a modally integrated IH 30 corridor, including high speed rail, managed lanes, general purpose freeway lanes, and frontage roads, consistent with the region's Metropolitan Transportation Plan.

RTC directs staff to integrate these alignment and mode recommendations into future mobility, air quality, safety, and other regional planning activities as appropriate.



NCTCOG

# 2022 TITLE VI PROGRAM AND LANGUAGE ASSISTANCE PLAN UPDATES

SURFACE TRANSPORTATION TECHNICAL  
COMMITTEE  
4.22.2022

# TITLE VI OF THE CIVIL RIGHTS ACT OF 1964



## WHO IS PROTECTED

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



## WHO MUST COMPLY

Any program or activity that  
receives federal funds or  
other federal assistance





# TITLE VI PROGRAM: METROPOLITAN PLANNING ORGANIZATION



## FREQUENCY

Update every three years



## CONTENTS

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



## REVIEW

Submit to Federal Transit Administration for review



# TITLE VI/NONDISCRIMINATION POLICY STATEMENT

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



# TITLE VI PROGRAM UPDATES OF NOTE

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

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

Schedule of subrecipient Title VI Program submissions

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

Forty-five day public comment period



# LANGUAGE ASSISTANCE PLAN UPDATES OF NOTE

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

Literacy rates for the 12-county area

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

Forty-five-day public comment period



Image Provided By Getty



# TIMELINE

Meeting/Task	Date
Public Meeting, Launch of 45-Day Public Comment Period	February 7, 2022
Close of Public Comment Period	March 23, 2022
STTC Information	March 25, 2022
RTC Information	April 14, 2022
STTC Action - Title VI/Nondiscrimination Policy Statement, Title VI Program, Language Assistance Plan	April 22, 2022
RTC Action - Title VI/Nondiscrimination Policy Statement, Title VI Program, Language Assistance Plan	May 12, 2022
Executive Board	May 26, 2022
Submittal Deadline	May 31, 2022



# REQUESTED ACTION

Recommend Regional Transportation Council Approval of:

Title VI/Nondiscrimination Policy Statement

Updates to MPO Title VI Program

Updates to MPO Language Assistance Plan



# CONTACT US



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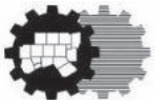


# 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DRAFT LISTINGS

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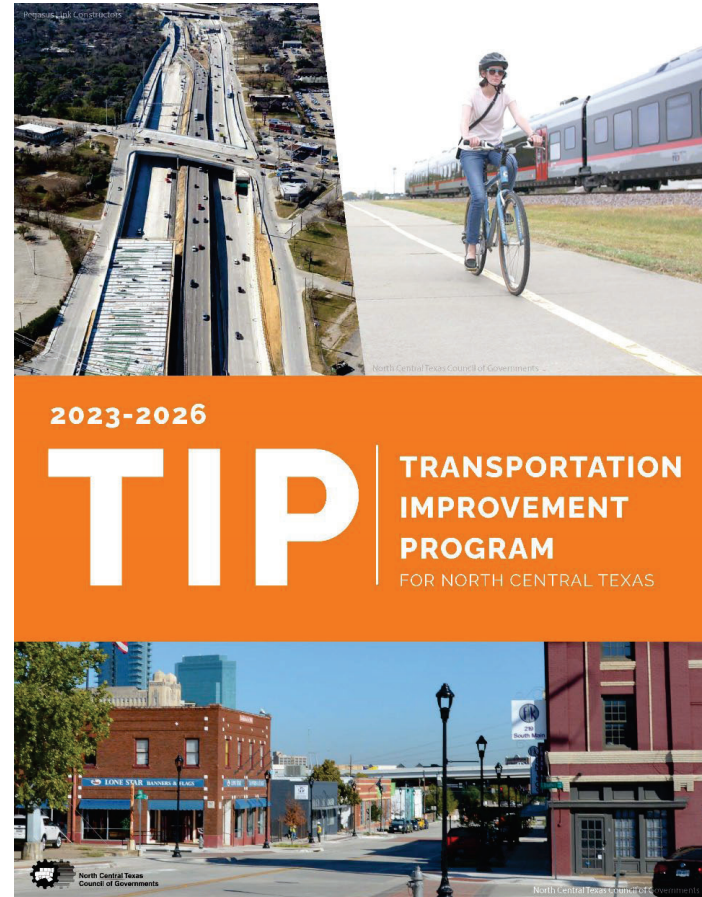
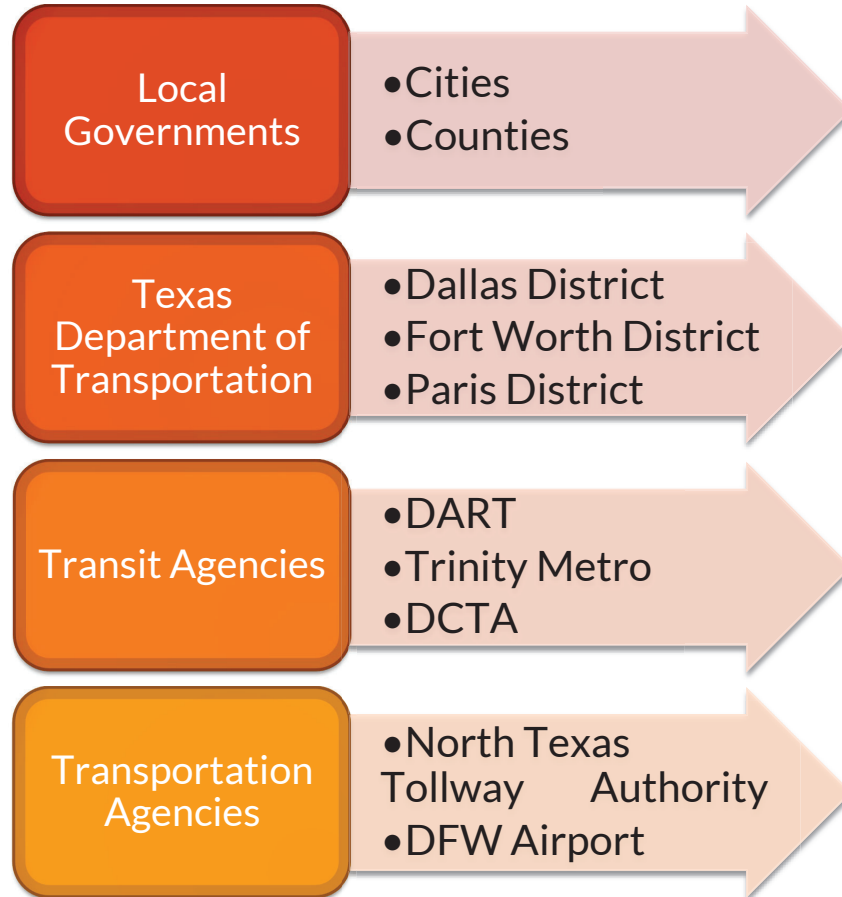
Surface Transportation Technical Committee

April 22, 2022



North Central Texas  
Council of Governments  
Transportation Department

# A COOPERATIVE EFFORT



# 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)**

# SCOPE OF PROGRAMMING

- \$9.03 Billion in the 2023-2026 TIP (Roadway and Transit)
  - \$5.27 Billion in Federal Commitments
  - \$1.45 Billion in State Commitments
  - \$0.14 Billion in Regional Commitments
  - \$1.23 Billion in Local Commitments
  - \$0.94 Billion in Transit Formula Commitments
- 977 Active Projects (Roadway and Transit)
  - 562 Active Projects in 2023-2045
- 68 Implementing Agencies (Roadway and Transit)

# CHANGES TO TIP DEVELOPMENT PROCESS

- Typically, the Committee, RTC, and public are provided with a “Double Entry” report that contains all active projects in which to review and comment. This report provides a more comprehensive picture of a project than the Statewide TIP (STIP) format that is required by TxDOT.
- Once approval of these listings is received, staff converts the data into the STIP report format required by TxDOT and submits it as part of the TIP document to TxDOT for inclusion in the STIP.
- FHWA recently informed staff that this process does not satisfy their requirements for getting review and comment on the TIP.
- To comply with federal regulations, staff will be bringing back the approved project listings in STIP report format, along with the full TIP Document.
  - The STIP report will only contain the project phases funded in FY 2023-2026
  - Given that the same information is slated for approval this month, we propose to ask for approval via consent agenda.

# TIMELINE/ACTION

Meeting/Task	Date
Meeting with Implementing Agencies	May-September 2021
Data Input, Financial Constraint, and Analysis	June 2021-February 2022
Draft Listings - STTC Information	February 2022
Draft Listings - RTC Information	March 2022
Draft Listings - Public Involvement	March 2022
Deadline for Providing Comments on Draft Listings	March 31, 2022
<b>Draft Project Listings - STTC Action</b>	<b>April 2022</b>
TIP Document and Final STIP Listing – Public Involvement	May 2022
Draft Project Listings – RTC Action	May 2022
TIP Document and Final STIP Listing – STTC Consent Agenda	May 2022
TIP Document and Final STIP Listing – RTC Consent Agenda	June 2022
Submit Final Document to TxDOT	June 2022
Anticipated TxDOT Commission Approval (for STIP)	August 2022
Anticipated Federal/State Approval (STIP)	October/November 2022

# REQUESTED ACTION

- Recommend RTC approval of:
  - The projects and project changes shown in the 2023-2026 TIP roadway Double Entry report and transit TIP listings
  - Amending the Unified Planning Working Program (UPWP) and other planning/administrative documents as needed
- Only projects in FY 2023-2026 will be included in the new TIP
  - Projects in FY 2022 and earlier are provided but will not be included in the new TIP
  - Projects in FY 2027+ will be included in Appendix D to allow project development activities to continue

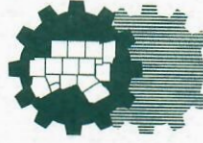


# QUESTIONS/COMMENTS

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North Central Texas Council Of Governments

TO: Regional Transportation Council  
 (Primary and Alternate Members)  
 Mayors, City Managers  
 Surface Transportation Technical Committee  
 County Sheriffs, Police Chiefs, Fire Chiefs  
 Medical Examiners and Transportation Providers

DATE: March 25, 2022

FROM: Michael Morris, P.E.  
 Director of Transportation

SUBJECT: Announcement for the May 2022 "Virtual" Traffic Incident Management Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2021, the 16-county Dallas-Fort Worth region experienced 128,847 total reportable crashes, of which 20,144 were injury crashes, and 876 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents is extremely important and have demonstrated the ability to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

Since February 2003, 123 classes have been offered at the first responder level to 3,358 students in the areas of police, fire, department of public safety, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 32 classes have been offered at the executive level to 1,201 decision and policy makers. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by Federal Highway Administration (FHWA); however, the NCTCOG course content is specific to the North Central Texas region. NCTCOG TIM Training Course participants can also earn continuing education credit for Texas Commission on Law Enforcement (TCOLE), Track Type II Fire, and Texas Department of State Health Services for EMS. For your reference, summaries of the regional attendance levels for the NCTCOG's First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training Program web page at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining).

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility assistance crews, etc. Understanding the importance of incident management training, the



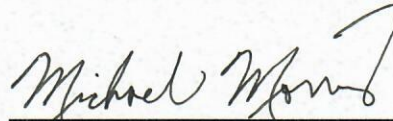
March 25, 2022

Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour FHWA Traffic Incident Management program for all certified firefighters before December 1, 2020. Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits as of April 1, 2020.

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course also includes a preview of the updated ANSI vest standards. Agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation and best practices. Important to note is that agency attendance, from both police and fire agencies, at the TIM training will continue to be a scoring component in future NCTCOG incident management-related funding opportunities.

You are invited to attend the virtual Traffic Incident Management Executive Level Course scheduled for Thursday, May 5, from 10 am to 12 pm. A link to the meeting information is included at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining).

Please register at [www.nctcog.org/TIMTraining](http://www.nctcog.org/TIMTraining) or contact Barbara Walsh of NCTCOG at [bwalsh@nctcog.org](mailto:bwalsh@nctcog.org) or 817-695-9245. We look forward to your participation on May 5, 2022.



Michael Morris, P.E.

CF:bw

cc: Natalie Bettger, Senior Program Manager, NCTCOG  
Ron Moore, Town of Prosper Fire Rescue Training Officer  
Lieutenant Daniel Plumer, Dallas County Sheriff's Department

# **DALLAS-FORT WORTH EAST/WEST FUNDING DISTRIBUTION - INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA)**

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Surface Transportation Technical Committee  
April 22, 2022



North Central Texas  
Council of Governments  
Transportation Department

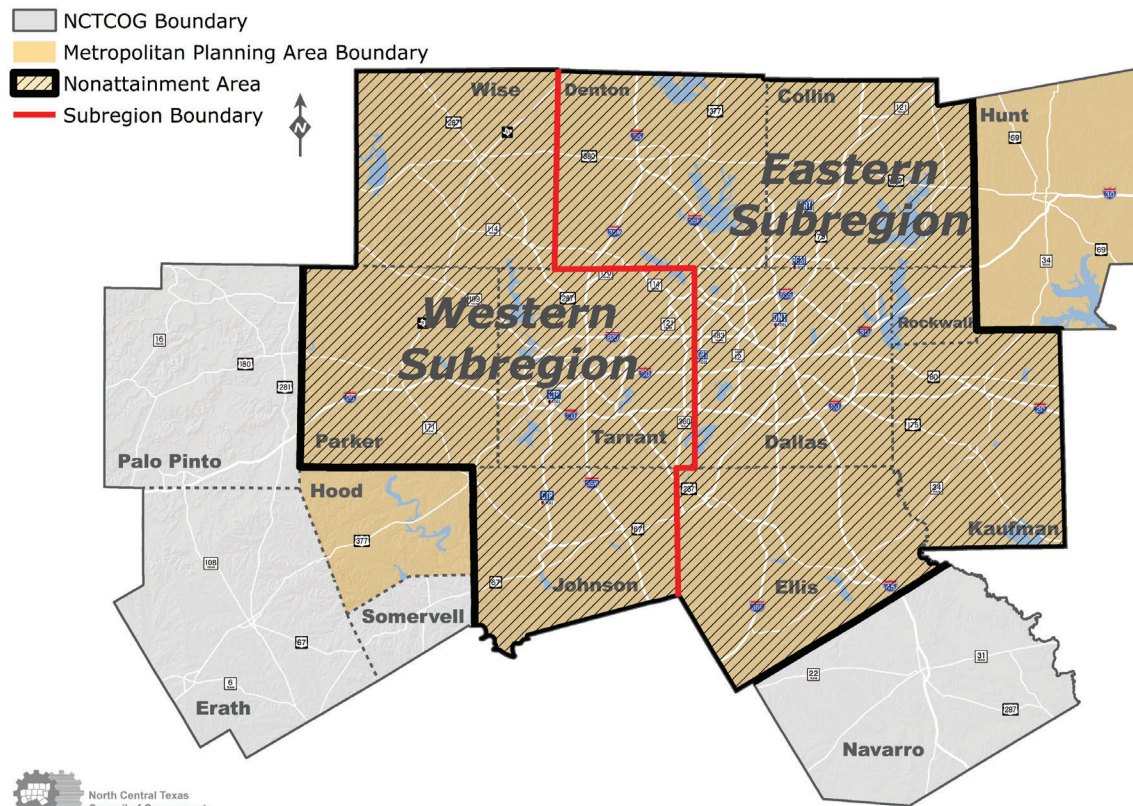
# BACKGROUND

- Federal funding comes to our region from federal transportation apportionments via the Texas Department of Transportation (TxDOT).
- Apportionments are based on several factors depending on the funding source (e.g., population, emissions).
- 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, which necessitates a review of the latest East/West funding distribution.



# WESTERN/EASTERN SUBREGION BOUNDARY AND NON-ATTAINMENT AREA

## North Central Texas Council of Governments Region



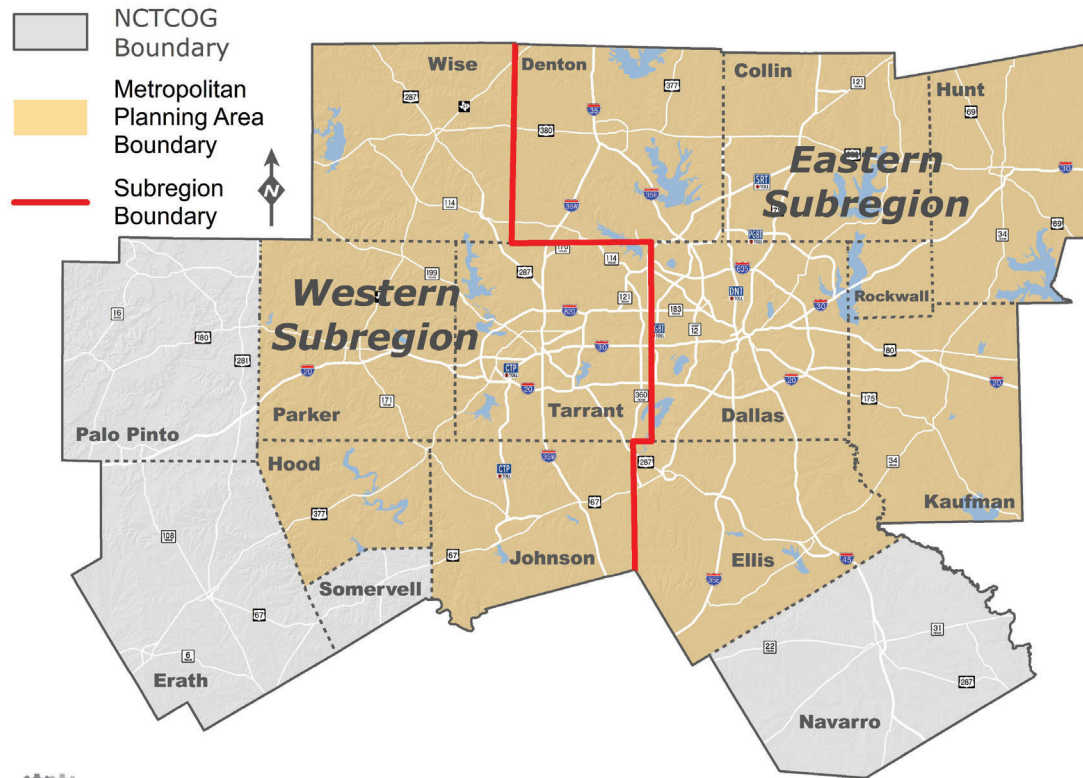
# AIR QUALITY FUNDS

- 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 (NO<sub>x</sub>)
- Generally, applies to Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Alternatives Set-Aside funds



# WESTERN/EASTERN SUBREGION BOUNDARY AND MPA BOUNDARY

North Central Texas Council of Governments Region



# 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 (UZA) in the region
- Resulting percentage split applies to the RTC's mobility funding categories (e.g., Surface Transportation Block Grant (STBG) and Category 2 funding)
- 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)

# PREVIOUS FUNDING DISTRIBUTION PERCENTAGES

Transportation Funding Bill	STP-MM/STBG		CMAQ	
	Western Subregion	Eastern Subregion	Western Subregion	Eastern Subregion
ISTEA (1991)	33%	67%	33%	67%
TEA-21* (1998)	32%	68%	32%	68%
	31%	69%	31%	69%
SAFETEA-LU (2005)	31%	69%	31%	69%
MAP-21 (2012)	32%	68%	34%	66%
FAST ACT (2015)	32%	68%	34%	66%

\* 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.

# FORMULA INPUTS FOR THE IIJA

<b>Mobility Funds</b> Based on 12-County MPA Boundary	<b>Western Subregion</b>	<b>Eastern Subregion</b>
Population <sup>1</sup>	33.38%	66.62%
Employment <sup>2</sup>	29.45%	70.55%
Activity (Pop+Emp Equalized)	31.42%	68.58%
Vehicle Miles of Travel (VMT) <sup>3</sup>	30.79%	69.21%
Average	31.26%	68.74%
Rounded Average	<b>31%</b>	<b>69%</b>
<b>Air Quality Funds</b> Based on 10-County Non-Attainment Area	<b>Western Subregion</b>	<b>Eastern Subregion</b>
Ozone Precursors tons per day <sup>4</sup> (%)	41.50 (36.06%)	73.59 (63.94%)
Ozone Precursors Tons of VOC and NOx (Rounded Average)	<b>36%</b>	<b>64%</b>

<sup>1</sup>Source: 2020 United States Census data

<sup>2</sup>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

<sup>3</sup>Source: Estimate from 2019 Roadway network (validation year)

<sup>4</sup>Source: NCTCOG forecast for 2022 Transportation Conformity ten-county analysis of 2023 roadway network.

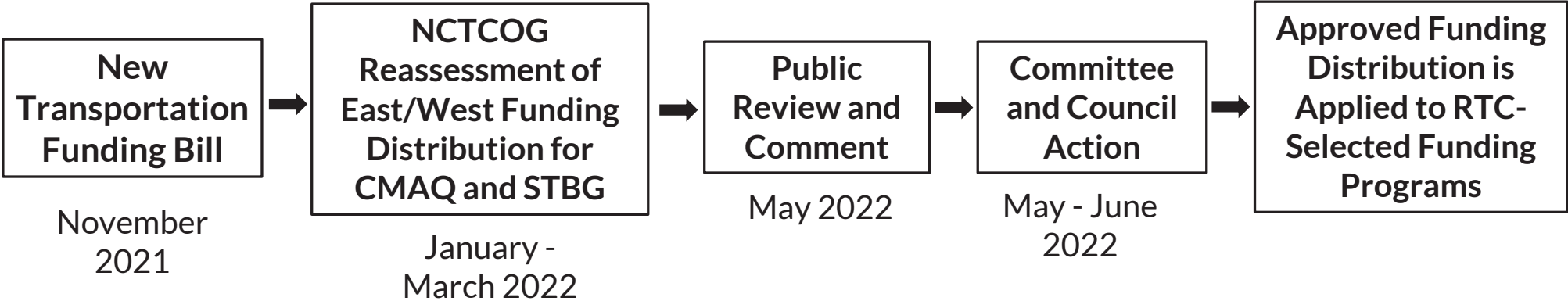
# EQUITY AND ENVIRONMENTAL JUSTICE – IJA ANALYSIS

- 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 funding distribution for the western and eastern regions that is being proposed.

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

Source: 2019 American Community Survey 5-Year Estimates

# FUNDING DISTRIBUTION FORMULA DEVELOPMENT PROCESS



# CONTACT/QUESTIONS?

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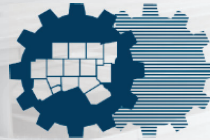
**Overview of Actions Affecting Eastern/Western Funding Shares**  
(\$ in Millions, as of March 2022)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)	\$0.00	\$34.00	\$1,070.74	\$2,442.40
Dec-18	Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program	\$5.80	(\$5.80)	\$1,076.54	\$2,436.60
Aug-19	Category 12 Clear Lanes funding for various projects in the region was awarded 69% East/31% West instead of being split 68% East/32% West, which gave the East a small amount of additional revenue compared to the West	\$0.00	\$33.59	\$1,076.54	\$2,470.19
Aug-19	Category 12 Strategic Priority funding for various projects in the East (IH 30 in Dallas County, IH 35 in Denton County, and IH 30 in Hunt County) and in the West (Southeast Connector in Tarrant County and SH 170 in Denton/Tarrant Counties) as approved in the 2020 Unified Transportation Program (UTP)	\$208.33	\$1,018.85	\$1,284.87	\$3,489.04
Jan-20	Transportation Alternatives (TA) Set-Aside funding for projects in Dallas County (City of Balch Springs) and Parker County (City of Hudson Oaks) awarded through the Statewide Safe Routes to School (SRTS) and TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in January 2020 (Minute Order #115662)	\$2.13	\$0.96	\$1,287.00	\$3,490.00

**Overview of Actions Affecting Eastern/Western Funding Shares**  
(\$ in Millions, as of March 2022)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Aug-20	Transfer of Regional Toll Revenue funds from Denton County to the Western Subregion in exchange for an equal amount of Surface Transportation Block Grant funds as approved by the Regional Transportation Council through the COVID-19 Infrastructure Program (Round 2)	\$30.00	\$30.00	\$1,317.00	\$3,520.00
Aug-20	Category 12 Strategic Priority funding for the IH 30 Canyon project in Dallas County as approved by the Texas Transportation Commission in the 2021 Unified Transportation Program (UTP)	\$0.00	\$112.00	\$1,317.00	\$3,632.00
Sep-20	Additional Transportation Alternatives (TA) Set Aside funding awarded to the Eastern subregion through the 2020 TA Set Aside Call for Projects as approved by the RTC; Western subregion will receive an equal amount of CMAQ and/or STBG funding as part of a future project selection initiative to offset this extra funding.	(\$1.86)	\$1.86	\$1,315.14	\$3,633.86
Aug-21	Category 12 Strategic Priority and Texas Clear Lanes funding for various projects in the East (US 380 in Collin County, IH 30 in Dallas County, US 80 in Dallas County, IH 30 in Hunt County, and Regional Mobility Assistance Patrol) and in the West (IH 20 in Parker County, IH 30 in Tarrant County, and Regional Mobility Assistance Patrol) as approved in the 2022 Unified Transportation Program (UTP)	\$83.59	\$255.23	\$1,398.73	\$3,889.09
Oct-21	Transportation Alternatives (TA) Set-Aside funding for projects in Parker County (City of Aledo & City of Weatherford) awarded through the 2021 Statewide TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in October 2021 (Minute Order #116126)	\$1.60	\$0.00	\$1,400.33	\$3,889.09
<b>Updated FAST Act Equity Percentage Share as of March 2022</b>				<b>26.47%</b>	<b>73.53%</b>

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,400.33	\$3,889.09
Cumulative Percentage Shares	26.47%	73.53%
RTC Approved Target Shares	32%	68%



Disadvantaged Business  
Enterprise Program – Fiscal  
Year 2023-2025 Goal Update

# TRANSPORTATION

Emily Beckham | Surface Transportation Technical Committee  
April 22, 2022

# DBE Program Guidance and Thresholds

Requirement: [49 Code of Federal Regulations Part 26](#)

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

What are the requirements:  
Updated DBE goal every three years (new goal due August 1, 2022)  
Current Goal of 19.4% active through September 30, 2022, covered FY  
2020-2022

Publication of DBE Goal as Part of RFPs  
Certification of DBE Eligibility



# Process to Update DBE Goal

- ✓ Project Potential Contract Awards (FY 23-25)
- ✓ DBE Goal Development
- ✓ Initiate Public Input/Stakeholder Involvement
- ➔ Publish Goal for Public Comment/Review

Committee Review/Consideration

Implement New DBE Goal – October 1, 2022

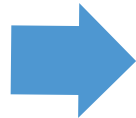


# Development of DBE Goal

## Step 1:

### Determine Relative Availability of Ready, Willing & Able DBE Firms

- Determined by Market Area
  - Dallas-Fort Worth MSA (NCTCOG)
  - Individual Market Areas for Transit Subrecipients (County)
- Includes weighting by Contract Opportunities for FY2023-2025
  - NCTCOG & Transit Agencies
  - Divided by Funding Source



## Step 2:

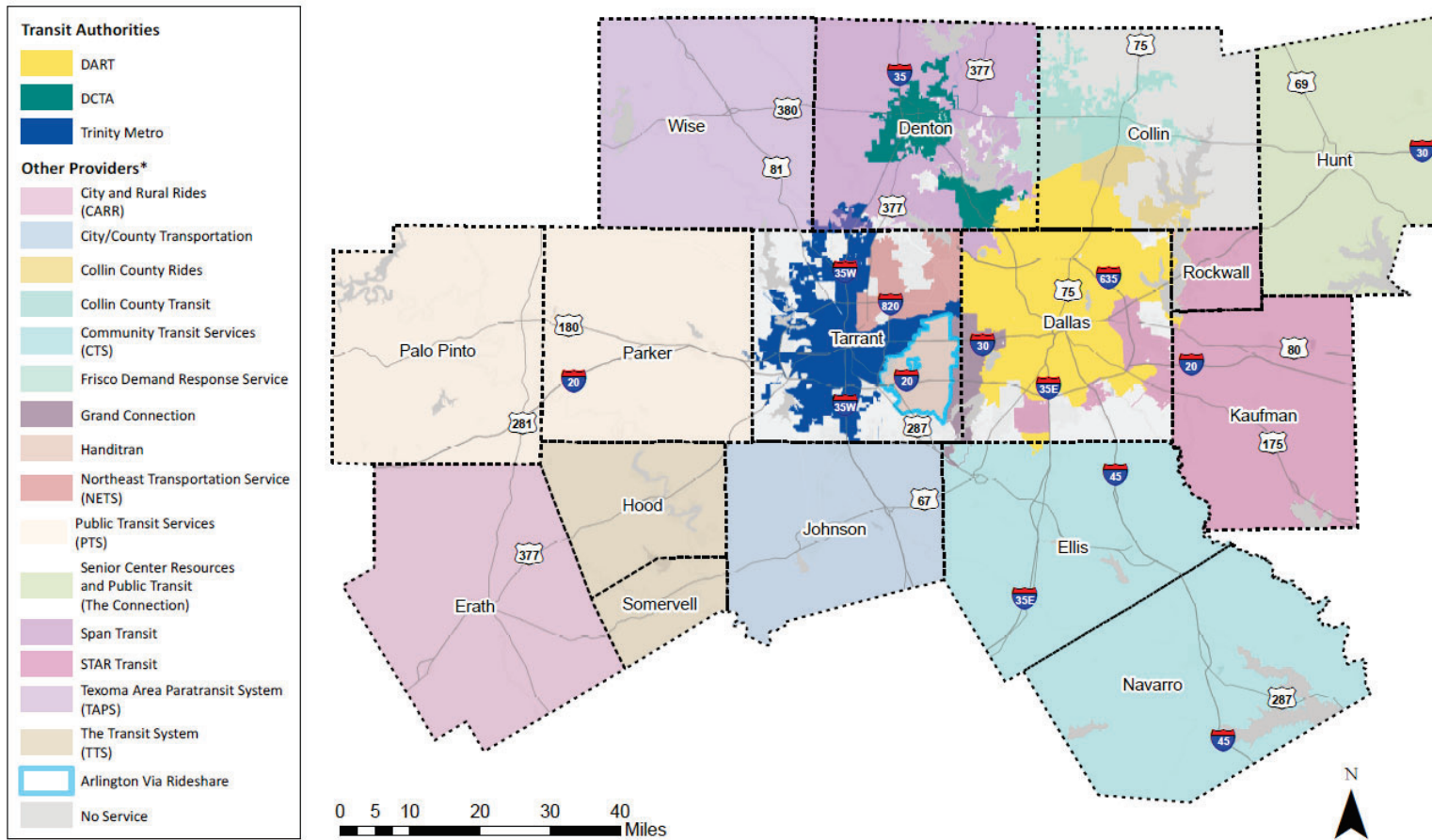
### Consideration of Other DBE Data

- Historical DBE expenditures
- Completed disparity studies
- DBE goals from other, similar agencies in the Dallas-Fort Worth market area





# Public Transportation Provider Service Areas



\*The types of service(s) rendered by Other Providers range from demand-response, shared-ride, to fixed-route. Some of these services are available only to individuals prequalified based on income, age, or disability.

Updated: August 2021



# Potential Awards

## *NCTCOG and Subrecipients*

Procurement Type	Potential Awards (in \$1,000s) FTA	Potential Awards (in \$1,000s) FHWA	Potential Awards (in \$1,000s) TOTAL
Building Construction	\$355	\$0	\$355
Marketing, Advertising, and Public Relations	\$191	\$1,800	\$1,991
Office Supplies & Equipment (Rental & Purchase)	\$449	\$573	\$1,002
Operational Administrative, Communications, Support Services	\$2,603	\$0	\$2,603
Planning/Engineering	\$0	\$9,225	\$9,225
Software and Ancillary Information Technology Professional Services	\$1,060	\$2,980	\$4,065
Transportation Equipment	\$13,000	\$0	\$13,000
Vehicle Maintenance and Operations Support	\$3,965	\$0	\$3,965
<b>TOTAL</b>	<b>\$21,603</b>	<b>\$14,578</b>	<b>\$36,206</b>





# Preliminary DBE Availability Analysis

## *NCTCOG and Subrecipients*

Procurement Type	Potential Awards (in \$1,000s)	DBE Firms	Total Firms	DBE Goal
Building Construction	\$355	413	975	42.4%
Marketing, Advertising, and Public Relations	\$1,991	427	1784	23.9%
Office Supplies & Equipment (Rental & Purchase)	\$1,002	35	629	5.6%
Operational Administrative, Communications, Support Services	\$2,603	890	11,220	7.9%
Planning/Engineering	\$9,225	972	2510	38.7%
Software and Ancillary Information Technology Professional Services	\$4,065	665	5088	13.1%
Transportation Equipment	\$13,000	22	251	8.8%
Vehicle Maintenance and Operations Support	\$3,965	71	2403	3.0%
<b>TOTAL</b>	<b>\$36,206</b>	<b>3495</b>	<b>24,860</b>	<b>14.1%</b>
<b>Total Weighted Summary</b>				<b>17.3%</b>



# Next Steps for DBE Goal Update

Complete Step 2: Consideration of Other DBE Data  
DBE Goals from other, similar Agencies  
Historical DBE Data  
Completed Disparity Studies

Consideration from Stakeholders/Public Comment

Consideration from Committees  
(STTC/RTC/Executive Board)



# Schedule

TASK	DATE	STATUS
STTC Meeting: Information Item on DBE Goal Update	March 25	✓
Consultation Meeting with Stakeholders	April 11	✓
Meeting: Information Item on DBE Goal Update	April 14	✓
STTC: Information Item on Proposed Goal	April 22	✓
RTC: Information Item on Proposed Goal	May 12	
Notice to Public of Proposed Goal (start 45-Day Public Comment Period)	May 13	
DBE Open House	June 6	
Public Meeting on DBE Goal Update Process	June 13	
STTC: Approval of DBE Goal	June 24	
End of 45-day Public Comment Period	July 5	
RTC: Action Item of DBE Goal	July 14	
Executive Board: Action Item	July 28	
Submit Final Electronically to FTA	August 1	
DBE Program Update and Goal Effective	October 1	



# CONTACT US



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NCTCOG PRESENTATION

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

Bailey Muller | Surface Transportation Technical Committee | 4.22.2022

# KEY TAKEAWAYS

## Round 6 Corridor Nominations

Federal Highway Administration (FHWA) Soliciting "Round 6" Request for Alternative Fuel Corridor Nominations

## \$5 Billion Formula Funding\*

National Electric Vehicle Infrastructure Formula Funds Program for Filling EV Corridors Through State DOTs

## \$2.5 Billion Competitive Funding\*

Competitive Grants for Charging & Fueling Infrastructure for Corridors & Communities

\*New Funding Programs for Alternative Fuel Infrastructure Established by the Bipartisan Infrastructure Law (BIL)

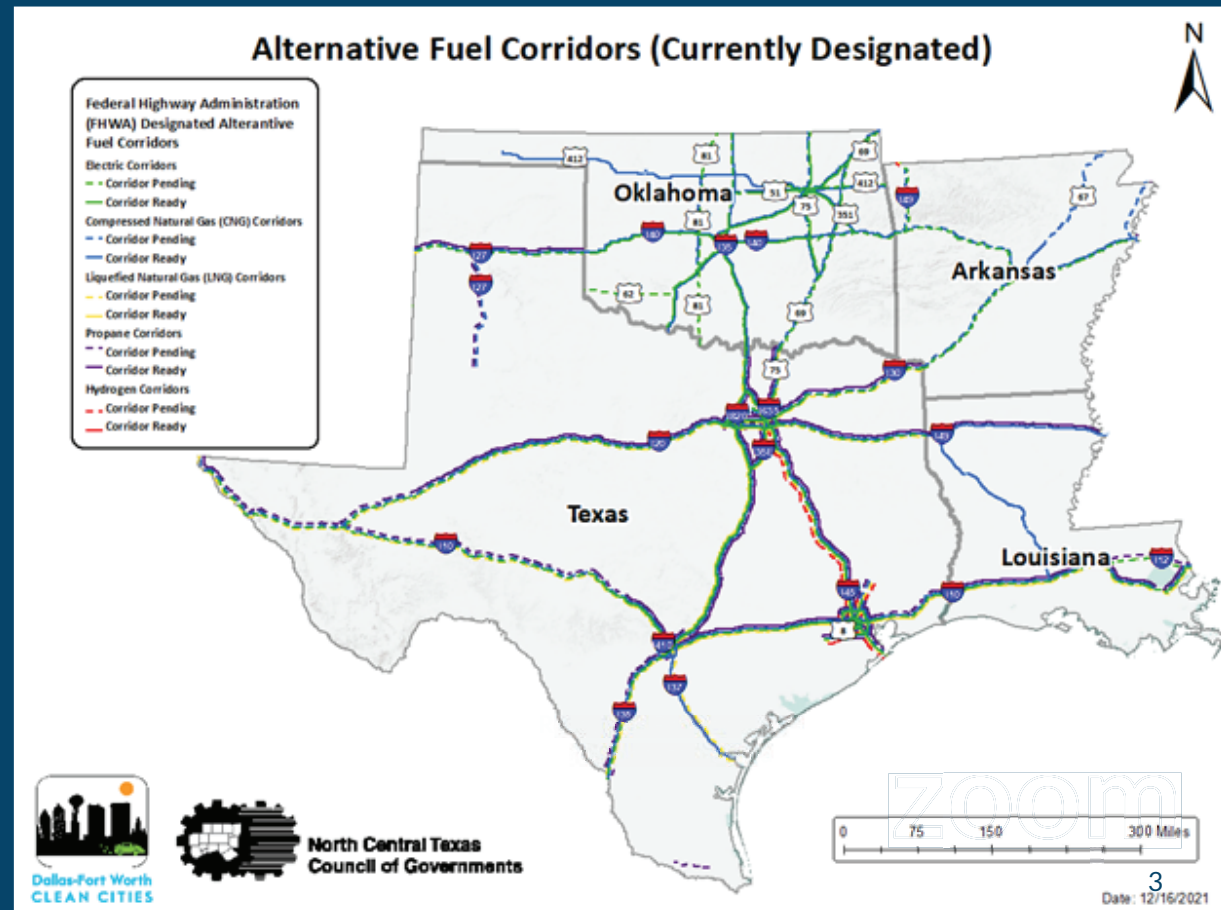


# ALTERNATIVE FUEL CORRIDORS

Round 6 Request for Nominations to Designate Additional Alternative Fuel Corridors

Due to FHWA by May 13, 2022

Corridor Designation Now Tied to Funding Eligibility for New Programs Under the BIL



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



North Central Texas Council of Governments



# NEW FUNDING PROGRAMS ASSOCIATED WITH CORRIDOR DESIGNATION

## **National Electric Vehicle Infrastructure (NEVI) Formula Program - \$5 Billion**

For filling EV designated corridors

All state DOTs to complete statewide infrastructure deployment plan in accordance to template provided by NEVI Formula Program

## **Grants for Charging & Fueling Infrastructure for Corridors & Communities - \$2.5 Billion**

EV, CNG, LNG, LPG, Hydrogen Infrastructure Competitive Grants

50% along designated corridors, 50% within communities

## **Joint DOT/DOE Deployment Support Program to Provide Tools & Technical Assistance to Funding Recipients - [www.driveelectric.gov](http://www.driveelectric.gov)**





# NEVI EV CHARGING INFRASTRUCTURE GUIDELINES

## SITES MUST:

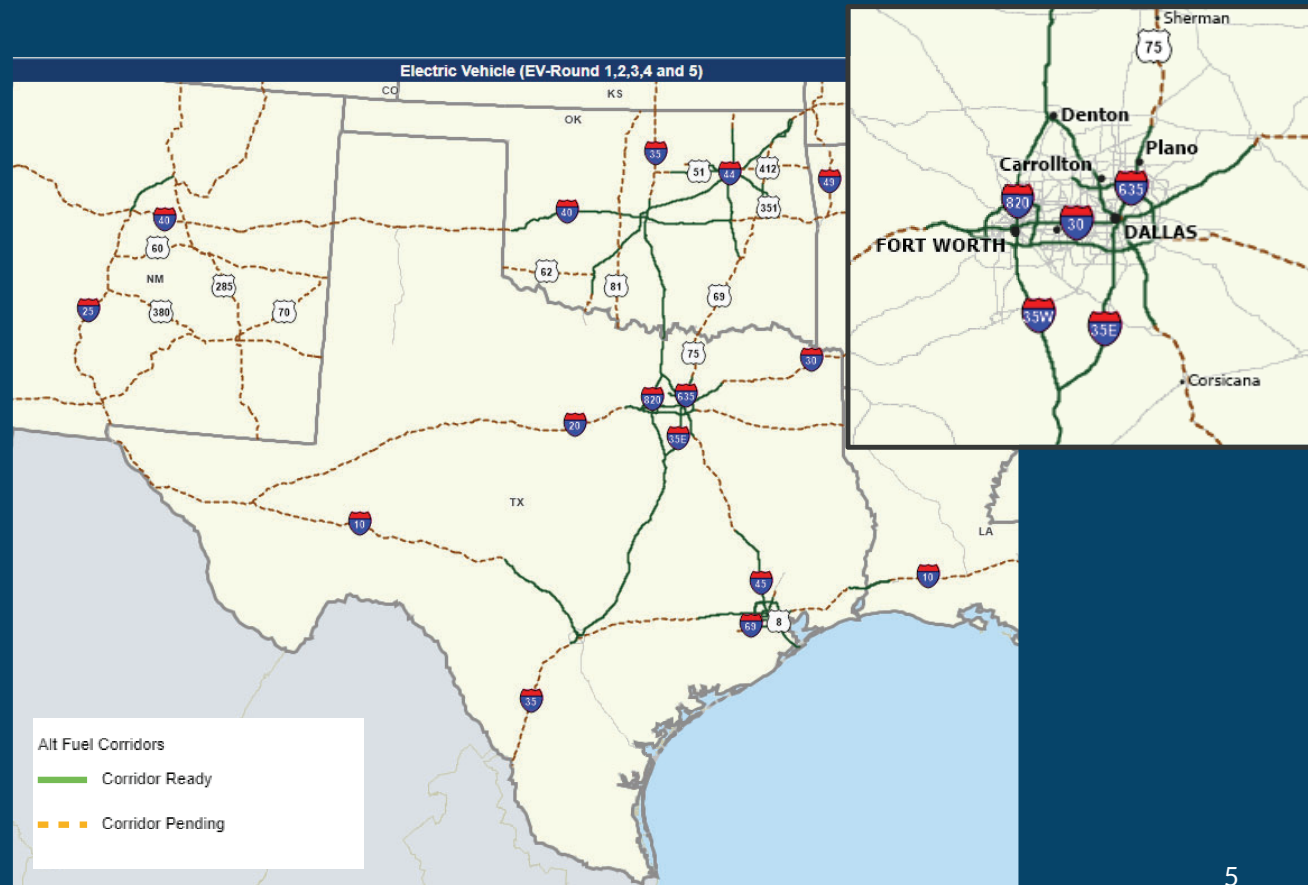
Be within 1 mile of designated EV corridor, at least every 50 miles be publicly accessible

Include at least 4 150 kW DC Fast Charge CCS, with minimum site capacity of 600 kW

Funding must stay along FHWA EV corridors until all designated highways are “saturated” and fulfills all station site requirements



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



# FORMULA FUNDING IMPACTS TO TEXAS

## NEVI FORMULA PROGRAM:

TxDOT Set to Receive ~\$408M Over 5 years for EV Charging

Initial Apportionment - \$60.3M (February 10 memo)

TxDOT to Complete NEVI Statewide Infrastructure Deployment Plan

## Potential MPO Role:

Portion of Funds May be Allocated to Projects Located Within in Each MPO Area After all Corridors Filled, with MPOs Having a Role in Recommending Station Siting & Design/Standards



# FEEDBACK REQUESTED: TxDOT NEVI PLAN

## FEEDBACK REQUESTED TO TxDOT NEVI PLAN BY MAY 15, 2022

Feedback can be submitted on the TxDOT EV Planning Webpage:

[https://txdot.mysocialpinpoint.com/tx\\_ev\\_plan](https://txdot.mysocialpinpoint.com/tx_ev_plan)

## OTHER SITE RESOURCES

Statewide Planning Map (under “Overlays, select “Alt Fuels – Electric”)

Public NEVI Planning Map (includes transmission lines and EV study areas)

TxDOT Open Data Portal (data available in multiple formats)

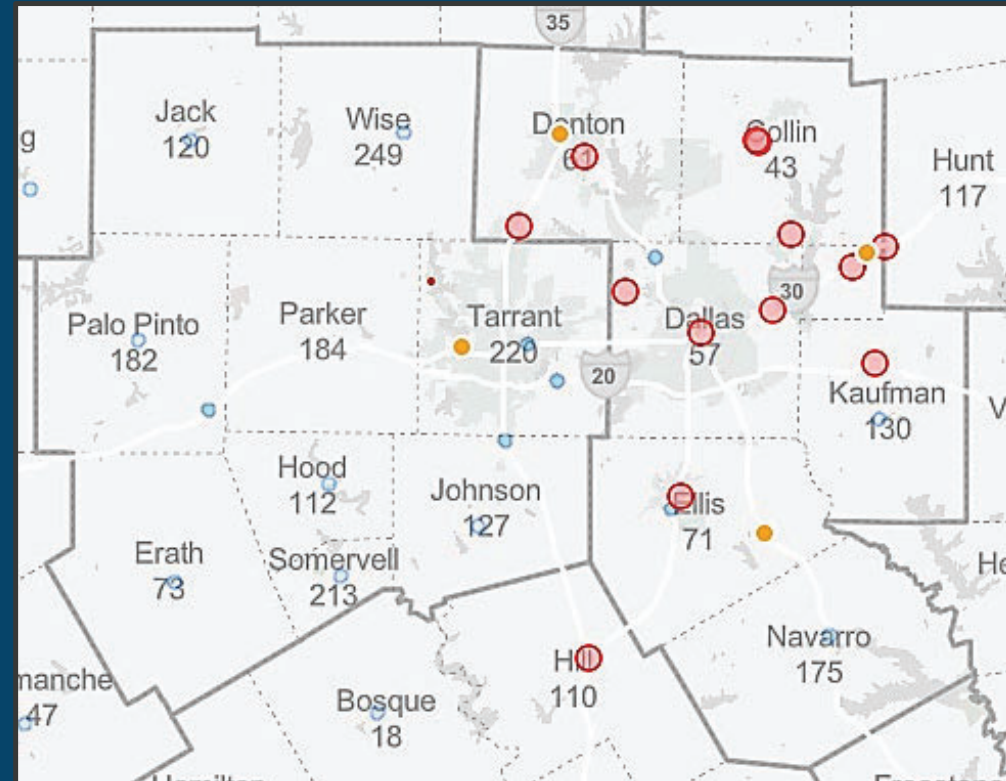
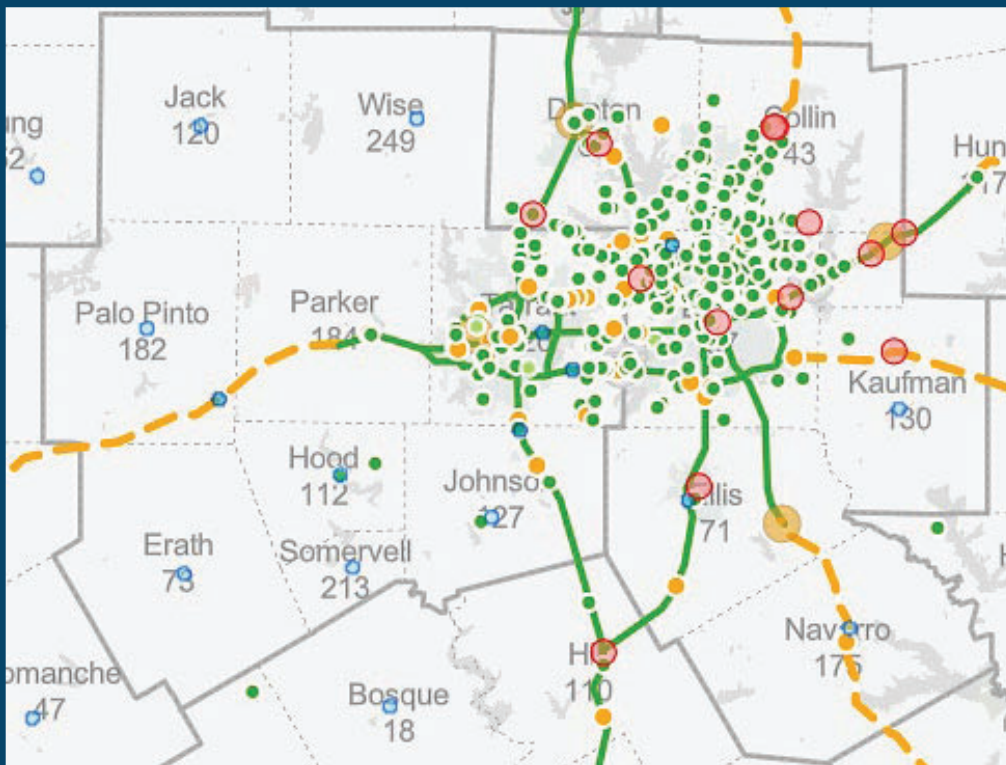
Tips for EV Drivers

EV Charging Station Dashboard

Texas Statewide EV Registration Tool



# TxDOT'S EV PLANNING MAPS



## Planned DC Fast Charge Stations



## EV Station Study Areas



Study Area - County Seats



Study Area - Electric Alt Fuel Corridor

## Alt Fuel Stations - Electric

### EV Charging Type

Level 1

Level 2

DC Fast

DC Fast - Round 6 Potential

## Alt Fuel Corridors

Corridor Ready

Corridor Pending

Source: [https://txdot.mysocialpinpoint.com/tx\\_ev\\_plan](https://txdot.mysocialpinpoint.com/tx_ev_plan)

# NCTCOG ENGAGEMENT & READINESS

## HOSTING REGIONAL PUBLIC EV INFRASTRUCTURE WORKING GROUP

NCTCOG facilitating a group of local governments to collaborate and discuss public EV charging infrastructure projects across North Texas and plan for grant funding for individual governments or regional scaled project

To join the working group, email Bailey at [bmuller@nctcog.org](mailto:bmuller@nctcog.org)

## PARTICIPATING IN TxDOT NEVI PLAN WORKING GROUP

## DEVELOPING REGIONAL-SCALE EV INFRASTRUCTURE PLAN FOR NORTH TEXAS CONSISTENT WITH NEVI GUIDANCE

Will expand content to include highway corridors that are not yet designated, as well as intraregional level 2 community-based charging needs

## EVALUATING OPTIONS TO PURSUE COMPETITIVE FUNDING FOR EV OR HYDROGEN CORRIDORS



**May 13, 2022**

Round 6 FHWA  
Alternative Fuel  
Corridor Nominations  
Due; Additional FHWA  
Guidance to be  
Released

**By August 31, 2022**

Initial Opportunity for  
Competitive Funding  
Expected (~\$300 Million)

**February 10, 2022**

FHWA Released  
NEVI Guidance

**May 15, 2022**

Public Feedback on  
TxDOT NEVI Plan  
Due

**August 1, 2022**

Deadline for TxDOT  
to Submit State NEVI  
Plan to FHWA

**September 30, 2022**

Deadline for FHWA  
to approve/submit plan

## TIMELINE

Upon Approval from FHWA, TxDOT  
can Access Formula Funding and  
Begin Implementing NEVI Plan

NCTCOG will Continue to Monitor  
Guidance and Timing Updates for the  
Competitive Grants for Charging &  
Fueling Infrastructure for Corridors  
& Communities

# HOW TO GET INVOLVED



Begin Mapping Sites for EV Charging and Alternative Fueling and Develop a Local Project Pipeline

(see [White House BIL Guidebook](#) Pages 460-461)



Submit Input to TxDOT NEVI Plan by May 15, 2022



Start Evaluating Areas Within Your Jurisdiction Where Charging Stations are Warranted



Get Involved in the Working Group to Coordinate With Peers on Grant and Project Preparation



# CONTACT US

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# MULTIMODAL PROJECTS DISCRETIONARY GRANT (MPDG) PROGRAM



April 14, 2022

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

# Multimodal Projects Discretionary Grant (MPDG) Program

## National Infrastructure Project Assistance Program (MEGA)

2

### Available Funds (Project Type)

**\$1 Billion**

– All Projects (FY 22)

**Cost > \$500 M**

– 50% Available Funds

**Cost \$100-500 M**

– 50% Available Funds

### Federal Cost Share / Match

**Up to 60%**

– MEGA Grant Request  
(no award min./max.)

**Up to 80%**

– Federal (overall)

### Eligibility (Applicants)

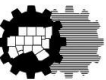
1. State or group of States (DOTs)
2. Metropolitan Planning Organization (MPOs)
3. Local governments
4. Political subdivision of a State
5. Special purpose district or public authority w/ transportation function (incl. port authority)
6. Tribal government or consortium of Tribal governments
7. Amtrak partnership w/ one or entities above
8. Group of all above entities

### Eligibility (Project Types)

1. Highway/bridge project
  - a) National Multimodal Freight Network
  - b) National Highway Freight Network
  - c) National Highway System
2. Freight intermodal (including public ports) or freight rail project with public benefit
3. Railroad/roadway grade separation or at-grade crossing elimination project
4. Intercity passenger rail project
5. Public transportation project (Ch. 53 of Title 49) or part of any project types described above

■ **No statutory obligation deadline**

■ **USDOT “seeks projects that will begin construction before September 30, 2025.”**



# Multimodal Projects Discretionary Grant (MPDG) Program

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

3

### Available Funds (Project Type)

**\$1.55 Billion**

– All Projects (FY 22)

**85% – Large**

– Costs > \$100 M

**15% – Small**

– Costs < \$100 M

### Federal Cost Share / Match

**Up to 60%**

– MEGA Grant Request  
(no award minimum)

**Up to 80%**

– Federal (overall)

### Award Size

**No Maximum**

– All Projects

**\$25 Million**

– Minimum (Large)

**\$5 Million**

– Minimum (Small)

### Eligibility (New)

#### Applicants:

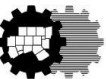
1. Federal land management agency w/ State or group of States
2. Multi-state corridor organization

#### Project Types:

1. Wildlife crossing
2. Surface transportation project at international border crossing
3. Marine highway project w/ NHFN functional connection
4. National Multimodal Freight Network highway/bridge/freight

■ **Obligation Deadline: September 30, 2025**

■ **Construction Start Deadline: March 30, 2027**



# Multimodal Projects Discretionary Grant (MPDG) Program

## Rural Surface Transportation Grant Program (RURAL)

4

### Available Funds (Project Type)

**\$300 Million**

– All Projects (FY 22)

**Lane Departures**

– 15% (not TX)

**Appalachians**

– 25% (not TX)

### Federal Cost Share / Match

**Up to 80%**

– RURAL Grant Request  
(no award minimum)

**Up to 100%**

– Federal (overall)

### Award Size

**No Maximum**

– All Projects

**\$25 M Minimum**

– 90% of projects

**No Minimum**

– 10% of projects

### Project/Location Eligibility

#### Rural (2010 Census):

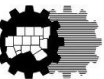
1. Outside an Urbanized Area (UA)
2. In Census-defined Urban Cluster
3. UA w/ population < 200,000

#### Project Types:

1. Highway, bridge, or tunnel
  - a) National Hwy Performance Program
  - b) Surface Transportation Block Grant
  - c) Tribal Transportation Program
2. Hwy freight (NHFP)/safety (HSIP)
3. Access to rural economic support
4. Integrated mobility & travel/on-demand management system

- **Obligation Deadline: September 30, 2025**  
(same as INFRA)

- **Construction Start Deadline: March 30, 2027**  
(same as INFRA)



# Multimodal Projects Discretionary Grant (MPDG) Program

## Statutory Requirements

5

- **Generates national or regional economic, mobility, and/or safety benefits – ALL**
- **Cost effectiveness – ALL**
- **Contributes to MAP-21 (23 U.S.C. 150) program goals – INFRA/RURAL**
- **Based on the results of preliminary engineering – INFRA/RURAL**
- **Availability of one or more stable/dependable funding or financing sources – MEGA/INFRA**
- **Significant need of or inability to complete easily/efficiently w/o Federal funds – MEGA/INFRA**
- **Reasonable expectation for construction within 18 months of obligation – INFRA/RURAL**
- **Applicant(s) have/will have sufficient legal, financial, & technical to carry out project – ALL**

# Multimodal Projects Discretionary Grant (MPDG) Program

## Uniform Selection Criteria

6

### ■ Project Outcomes

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

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

### ■ Economic Analysis (Benefit-Cost Ratio)

### ■ Project Readiness Analysis

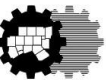
- *Technical Assessment* – Delivery history, project feasibility, Federal compliance/requirements, ROW acquisition plan
- *Financial Completeness* – Detailed budget, design/contingency status, cost overrun plan, obligation target certainty
- *Environmental Review/Risk Assessment* – Detailed schedule, required approval/permit status, risk mitigation plan

# Multimodal Projects Discretionary Grant (MPDG) Program

## Submittal Timeline (DRAFT)

7

March 22, 2022	FY 22 MPDG Grant Notice of Funding Opportunity (NOFO) Announced
<b>April 14, 2022</b>	<b>RTC Information</b>
April 22, 2022	STTC Information
<b>May 6, 2022</b>	<b>RTC Agenda “Mail Out”</b> <i>(Scope, cost, &amp; funding source/share details finalized for proposed NCTCOG project selections)</i>
May 12, 2022	RTC Action
<b>May 12, 2022</b>	<b>RTC Letter of Support Request Deadline</b> <i>(for projects submitted by partnering agencies, submit to Kyle Roy – <a href="mailto:kroy@nctcog.org">kroy@nctcog.org</a>)</i>
<b>May 23, 2022</b>	<b>FY 22 MPDG Grant Application Submittal Deadline – <a href="http://www.grants.gov">www.grants.gov</a></b>
May 26, 2022	Executive Board Endorsement
May 27, 2022	STTC Endorsement





# Upcoming Grant NOFO Announcements in 2022

## New/Existing Programs with NCTCOG/Partner Eligibility

8

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

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

USDOT Grant Portal: <https://www.transportation.gov/grants>

USDOT (Upcoming Grant Opportunities): <https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>

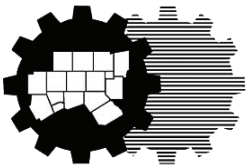
Multimodal Projects Discretionary Grant (MPDG) Program: <https://www.transportation.gov/grants/mpdg-announcement>

April 14, 2022

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

# STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

Surface Transportation Technical Committee  
April 22, 2022



North Central Texas  
Council of Governments

**UPDATED**

Find New or Updated Information  
Marked with Red Icon

# OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed; Awards Final	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed; Awards Final	\$9,448,544 Requested \$5,863,995 Awarded
	Freight and Port Drayage Vehicles	\$6,677,032	Closed; Awards Final	\$8,961,832 Requested \$7,929,979 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$31.3 Million	ZEV Infrastructure – Level 2 Rebate	\$10,465,958 (Statewide)	Closed; Awards Still in Progress	\$11,005,500 Requested \$10,400,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	\$20.9 Million (Statewide)	Closed; Awards Final	\$89,852,581 Requested All Available Funds Awarded

\*Data reflects information posted at [www.texasvwfund.org](http://www.texasvwfund.org) as of April 7, 2022

# PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



Data reflects information posted at [www.texasvfund.org](http://www.texasvfund.org) as of April 7, 2022

# REMAINING FUNDS BY FUNDING ROUND

Priority Area	Balance from Previously Completed Funding Rounds, Based on Awards Issued			
	Bus	Refuse	Local Freight	Total
Austin	\$0	\$2,399,888	\$2,011,645	<b>\$4,411,533</b>
Beaumont/Port Author	\$0	\$1,595,063	\$1,085,198	<b>\$2,680,261</b>
Bell County	\$0	\$520,766	\$271,056	<b>\$791,822</b>
Dallas/Fort Worth	\$0	\$2,482,295	-\$1,252,947*	<b>\$1,229,348</b>
El Paso	\$1,690,461	\$2,199,386	\$3,165,166	<b>\$7,055,013</b>
Houston/Galveston/Brazoria	\$0	\$6,518,440	\$3,393,859	<b>\$9,912,299</b>
San Antonio	\$0	\$12,944,273	\$8,715,344	<b>\$21,659,617</b>
<b>Total</b>	<b>\$1,690,461</b>	<b>\$28,660,111</b>	<b>\$18,642,268</b>	<b>\$48,992,840**</b>

\* TCEQ shifted unused funds from the Dallas-Fort Worth allocation for the Refuse funding round to provide additional awards for Dallas-Fort Worth area projects under the Local Freight round. An additional \$1.2 million awards were made.

\*\* The total row reflects the balance leftover from previous funding rounds and does not account for the additional funds shifted to the Dallas-Fort Worth Local Freight Round allocation

# AWARDS TO DFW AREA PUBLIC SECTOR ENTITIES

## Bus Replacements:

Aledo ISD
Argyle ISD
Arlington ISD
Birdville ISD
Chico ISD
Cleburne ISD
Community ISD
Denton ISD
Everman ISD
Godley ISD
Grapevine-Colleyville ISD
Hurst-Euless-Bedford ISD
Maypearl ISD
Sanger ISD
Venus ISD
Waxahachie ISD

## Refuse Vehicle Replacements:

City of Cleburne
City of Dallas
City of Hurst
City of Midlothian
City of Plano
City of Princeton
City of River Oaks
City of Watauga
City of Weatherford
Denton County
Tarrant County
Town of Hickory Creek

## Freight Vehicle Replacements:

City of Cleburne
City of Weatherford
Dallas County
Ellis County
Kaufman ISD
Mansfield ISD
Tarrant County

## Level 2 Charging Stations:\*

City of Arlington
City of Corinth
City of Dallas
City of Duncanville
City of Farmers Branch
City of Southlake
City of Weatherford
Dallas County MHMR
Texas Parks and Wildlife
The University of Texas at Dallas

\* Funds still being awarded

Data reflects information posted at [www.texasvwfund.org](http://www.texasvwfund.org) as of April 7, 2022

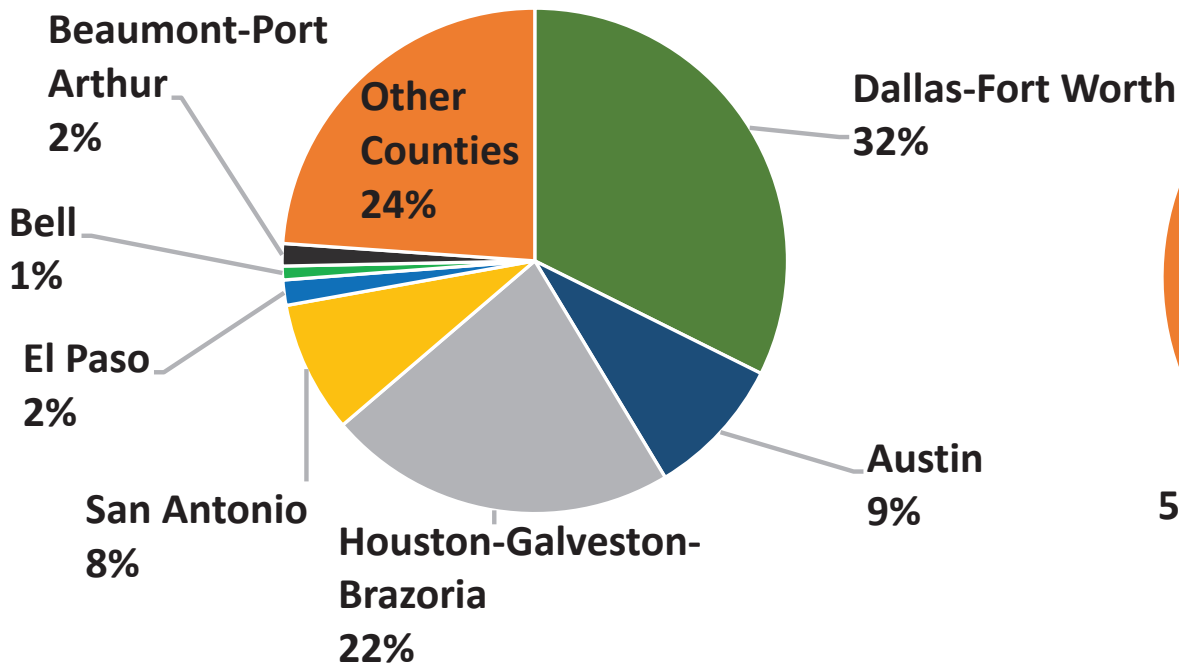


# TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

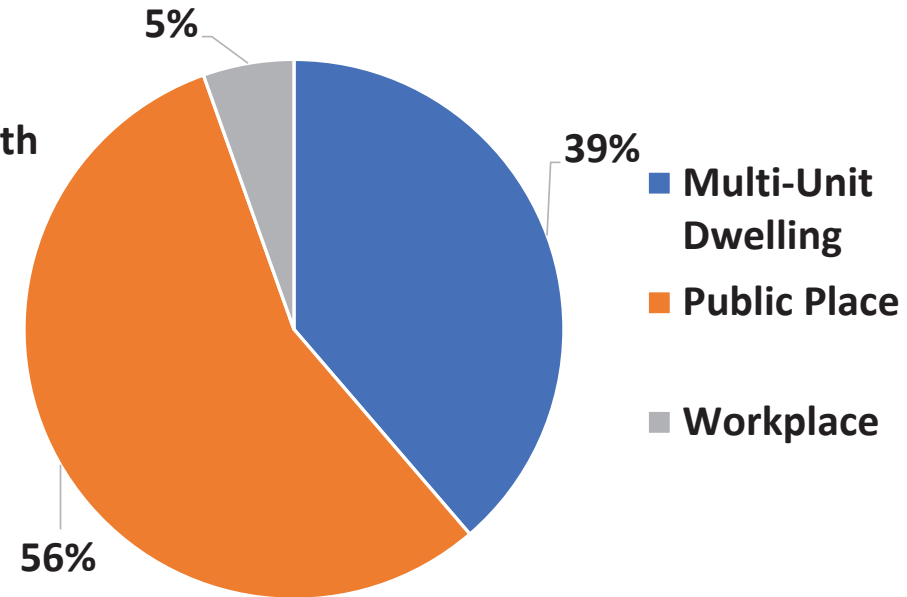
UPDATED

Total Awarded = \$10,400,000 to 4,160 Sites

### Geographic Distribution of Awards (7 Priority Areas + Rest of State)



### Type of Sites Awarded Regionwide



# GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING AWARDED

**UPDATED**

**Applications Awarded in 169 of 254 Counties, Increasing Charger Access Statewide**

## Priority Areas

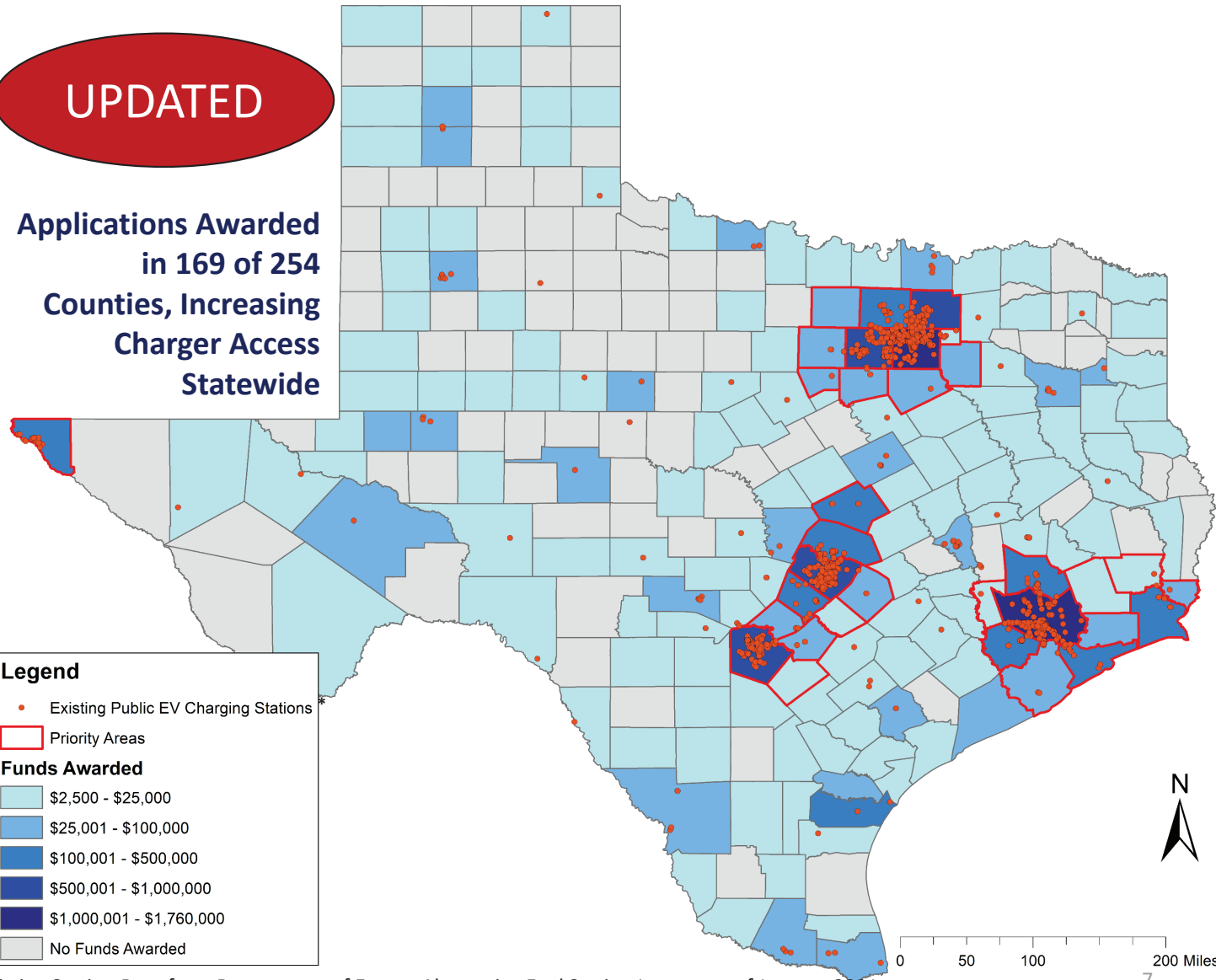
Area	Counties
Dallas-Fort Worth Area	Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller
San Antonio Area	Bexar, Comal, Guadalupe, Wilson
Austin Area	Bastrop, Caldwell, Hays, Travis, Williamson
El Paso County	El Paso
Bell County	Bell
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange

**Legend**

- Existing Public EV Charging Stations\*
- Priority Areas

**Funds Awarded**

- \$2,500 - \$25,000
- \$25,001 - \$100,000
- \$100,001 - \$500,000
- \$500,001 - \$1,000,000
- \$1,000,001 - \$1,760,000
- No Funds Awarded



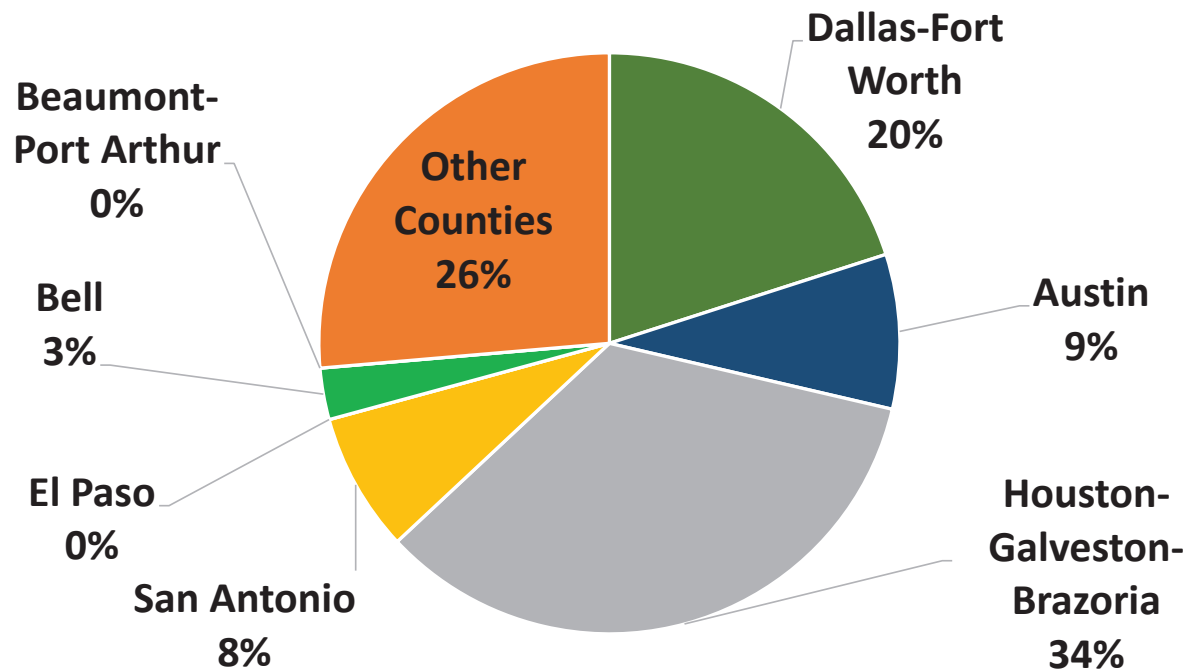
\*Existing Station Data from Department of Energy Alternative Fuel Station Locator as of January 2021

# TXVEMP ZEV INFRASTRUCTURE DC FAST CHARGE REBATE

NEW

Total Awarded = \$ 20,934,042 to 170 Sites

Geographic Distribution of Sites Awarded  
(7 Priority Areas + Rest of State)



Over 96% of DC Fast Charge rebates have been awarded to convenience store locations.

Other locations include grocers, auto dealers, and warehouses.

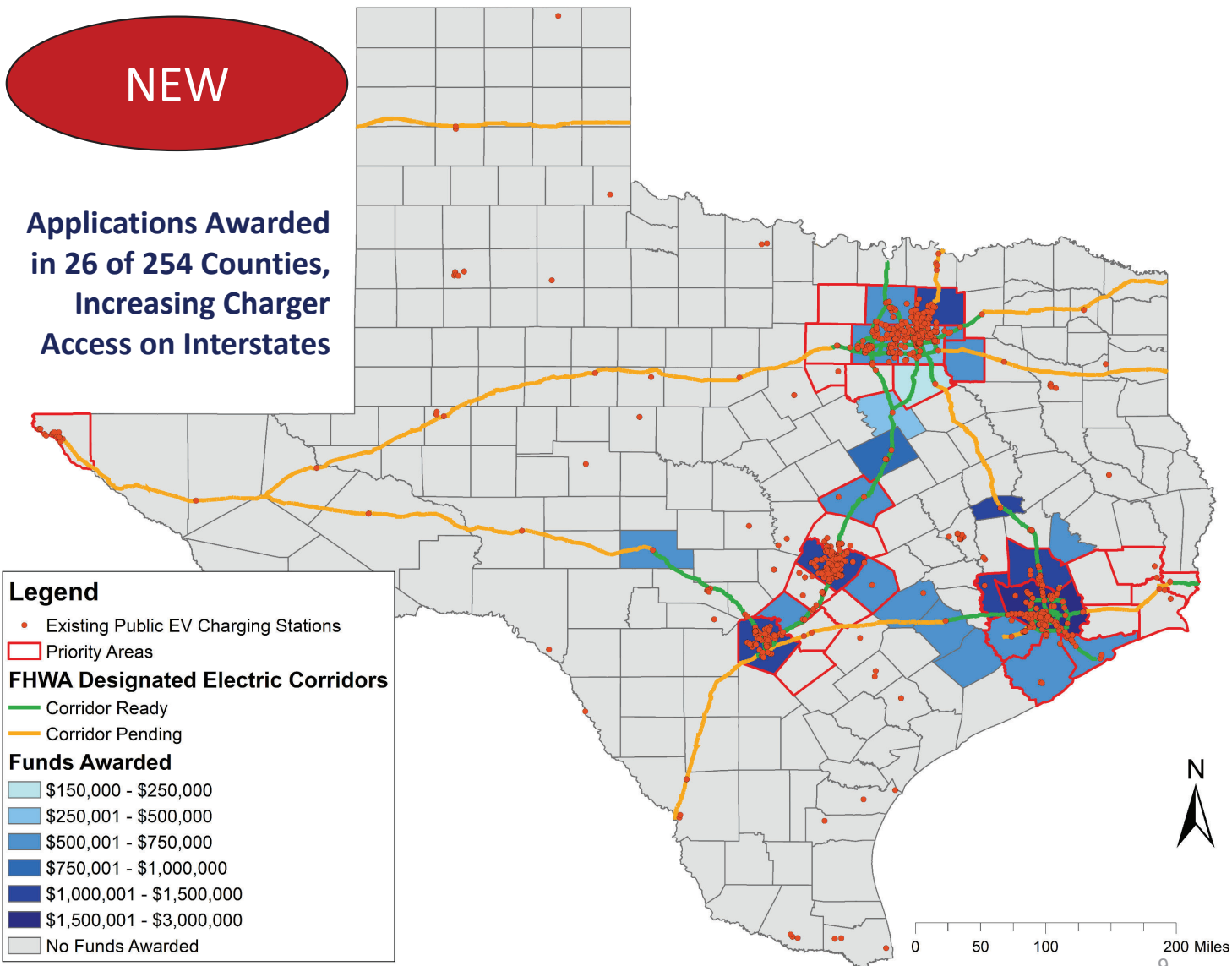
# GEOGRAPHIC DISTRIBUTION OF DCFC FUNDING AWARDED

## Priority Areas

Area	Counties
Dallas-Fort Worth Area	Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller
San Antonio Area	Bexar, Comal, Guadalupe, Wilson
Austin Area	Bastrop, Caldwell, Hays, Travis, Williamson
El Paso County	El Paso
Bell County	Bell
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange

**NEW**

**Applications Awarded in 26 of 254 Counties, Increasing Charger Access on Interstates**



\*Existing Station Data from Department of Energy Alternative Fuel Station Locator as of January 2021

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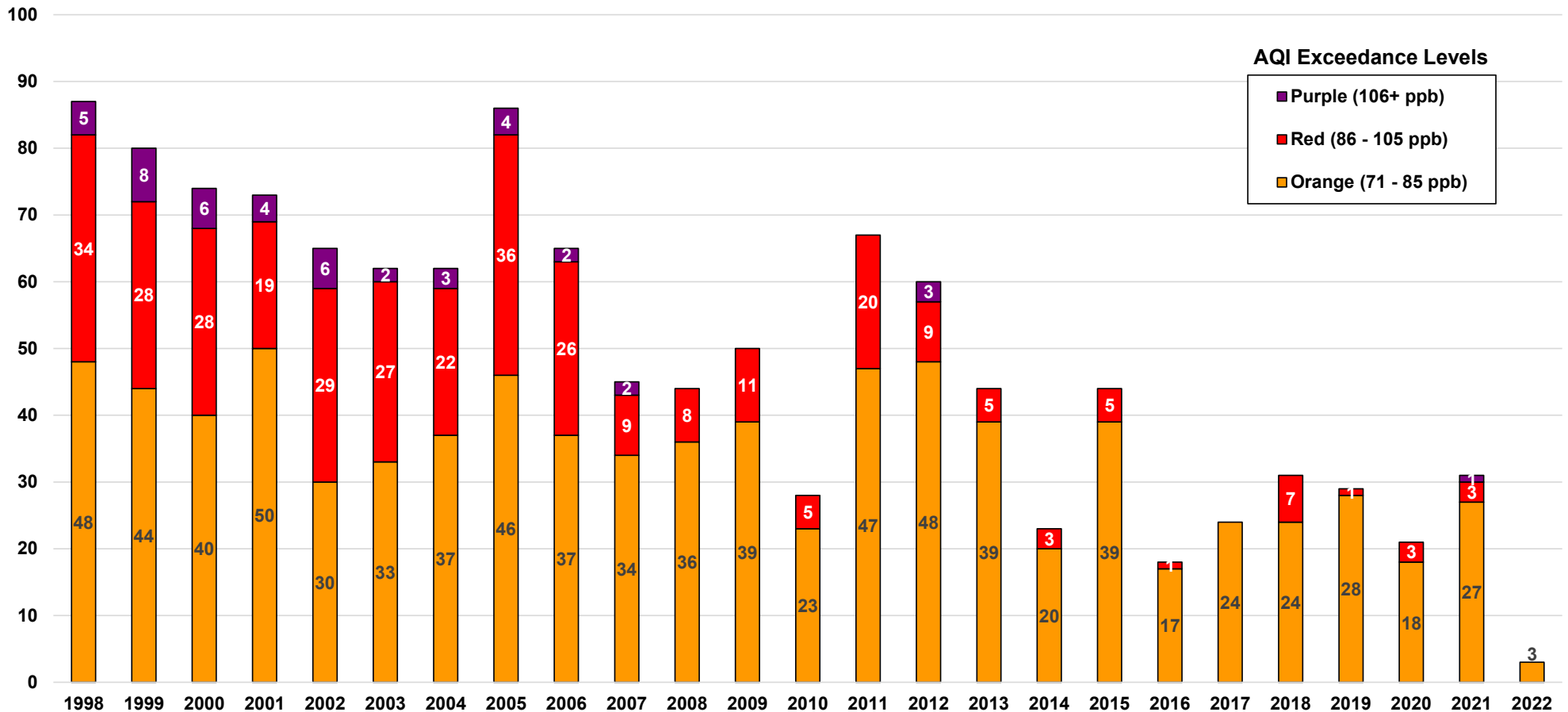
Also see “Hot Topics” at [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)



**North Central Texas  
Council of Governments**

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of April 6, 2022)

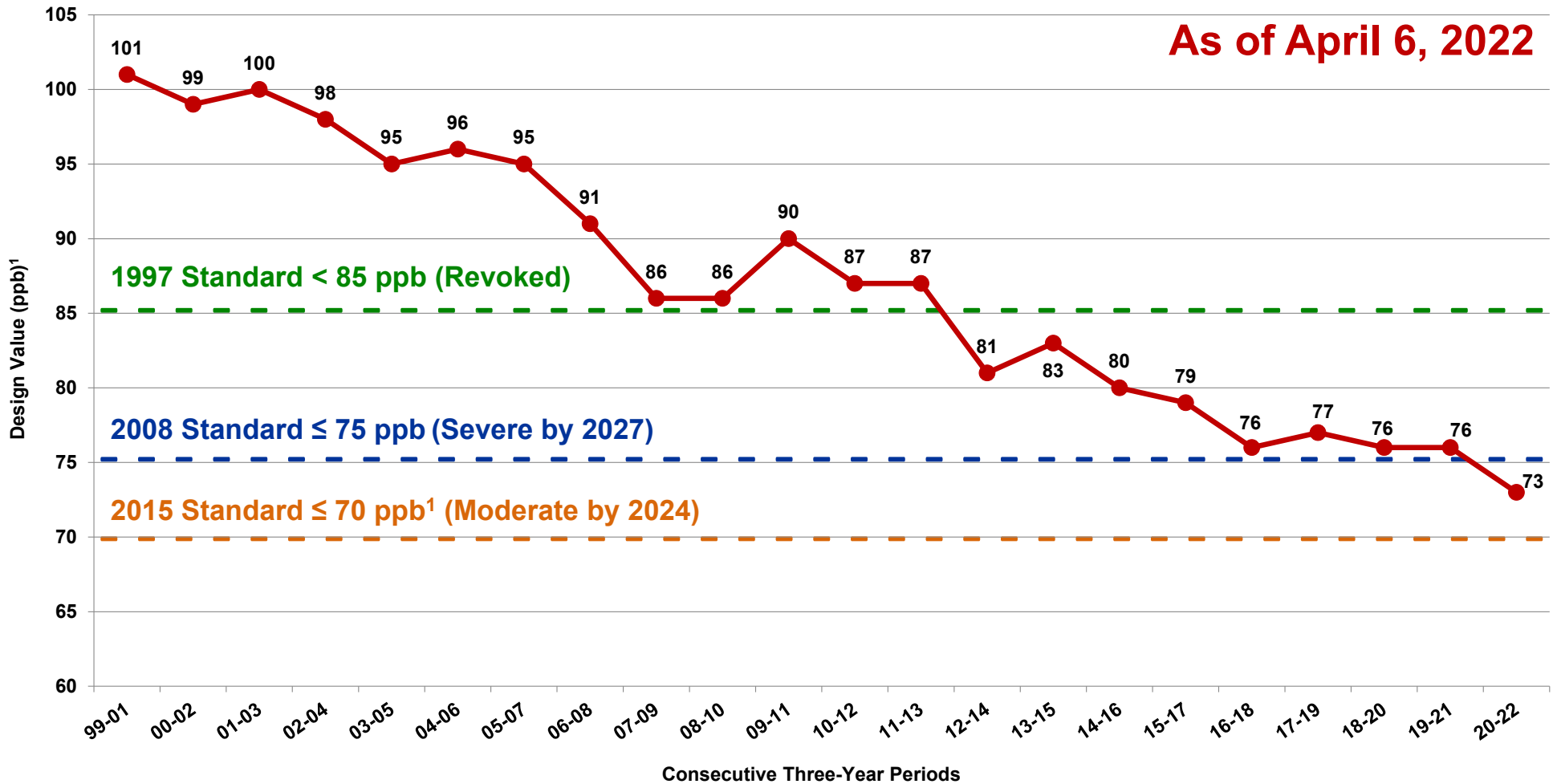


Exceedance Level indicates daily maximum eight-hour average ozone concentration.  
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)  
ppb = parts per billion

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of April 6, 2022



<sup>1</sup>Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).



## FOR MORE INFORMATION

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



North Central Texas Council of Governments

April 4, 2022

Jason Wilcox  
Office of Transportation and Air Quality  
Environmental Protection Agency  
1200 Pennsylvania Avenue NW  
Washington, DC 20460

Dear Mr. Wilcox:

On behalf of the **Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG)**, the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, we would like to provide input on the Proposed Information Collection Request published on February 2, 2022, for Diesel Emissions Reduction Act (DERA) and Clean School Bus (CSB) Rebate Programs, Docket No. EPA-HQ-OAR-2012-0103.

NCTCOG appreciates EPA's consideration of these comments. If you have any questions, please feel free to contact Jason Brown, NCTCOG Principal Transportation/Air Quality Planner, at (817) 704-2514 or at [jbrown@nctcog.org](mailto:jbrown@nctcog.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Klaus".

Chris Klaus  
Senior Program Manager  
North Central Texas Council of Governments

TP:kw  
Attachment

cc: Jason Brown, Principal Air Quality Planner, NCTCOG

## WRITTEN COMMENTS

### Request for Applications (RFA)

NCTCOG recommends the RFA document be condensed in size and scope for purposes of lessening the complexity of reviewing and completing related documents on the part of the entity applying for grant or rebate awards.

Examples: Organize project information in one section per project type instead of splitting up information throughout the RFA in different sections. This would reduce the risk of pertinent information being missed for a specific project.

- Eligible Project: Diesel Vehicle Replacement
  - Description
  - Project Description Criteria
  - Eligible and Ineligible Costs
  - Other Requirements (i.e., ownership, usage, remaining life)
  - Funding Limits
- Eligible Project: Locomotive Idle Reduction Technologies
  - Description
  - Project Description Criteria
  - Eligible and Ineligible Costs
  - Other Requirements (i.e., ownership, usage, remaining life)
  - Funding Limits

### Narrative Components of the Application

NCTCOG believes there is an opportunity to shorten the narrative portion of the RFA, easing the administrative burden of both the applicants and the EPA. To achieve this, NCTCOG recommends the following:

- The EPA could provide a detailed outline for information needed for each narrative section and discourage applicants from providing additional information beyond what is needed for choosing projects.
  - If the EPA is only looking for specific information (such as whether the applying entity is located in a nonattainment area), this information could be collected through a question requiring a “yes” or “no” answer rather than a narrative section.
- The narrative could be provided to applicants as a fillable PDF document with a character limit for each section, similar to how applications are collected by the Federal Transit Administration for their [Low or No Emission Vehicle Program](#)<sup>1</sup>.
- Under Section 6: Environmental Results - Outputs, Outcomes, and Performance Measures, rather than requiring a narrative and requesting a table, the EPA could provide one table for applicants to provide the activity, outputs, specific outcomes, and any additional details relevant to that activity. For the outcomes, NCTCOG recommends only quantitative information be requested, such as annual emissions reductions, lifetime emissions reductions, and lifetime total project cost. There could be an additional column in the table for “Additional Details” where applicants could provide qualitative information related to their project. Requesting only specific quantitative outcomes may streamline comparison and scoring for different applicants. Additionally, it would limit the redundancy which could result from requesting both a table and a narrative. Finally, this would also benefit the reporting process by having a uniform reporting format for all awardees.

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<sup>1</sup> [Low or No Emission Vehicle Program - 5339\(c\) | FTA \(dot.gov\)](#)

- Under Section 7: Programmatic Capability and Past Performance, applicants should only be required to report on past performance details for federally funded assistance agreements *not* administered by the EPA, since the EPA would already have this information on file. If EPA finds that its own agreements are the preferred source for assessing capability, NCTCOG recommends that applicants only provide the Project Title, Grant Number (FAIN), Project Officer, and EPA Grant Specialist and that EPA consult internally to determine if performance has been completed in a satisfactory manner.



# High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical  
Committee Meeting

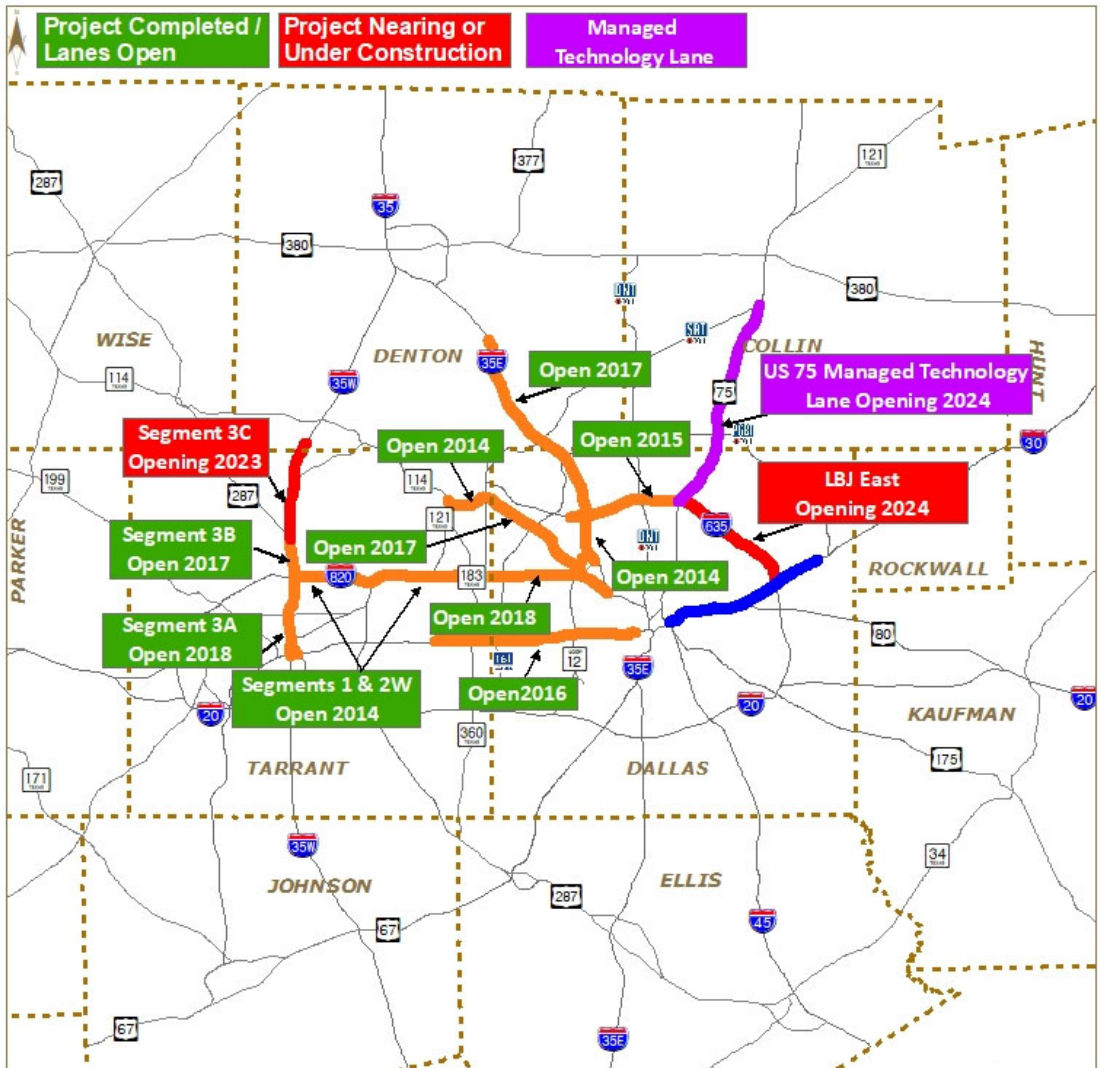
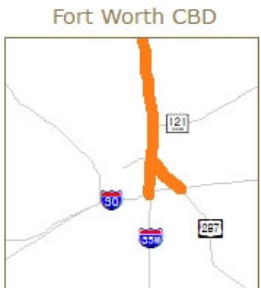
April 22, 2022



# Managed Lane System

**Current Express/HOV + New Managed Lanes**

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



# Toll Managed Lane Data Monitoring

*Cumulative December 2013 – February 2022*

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

*\$ 7,071,745 as of February 2022*

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

*\$ 12,407 from October 2014 – February 2022*

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

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

Have there been any additional NTTA customer service needs?

*No, minimal impact*

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

*No*



# Toll Managed Lane Data Monitoring

## Cumulative December 2013 – February 2022

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <ul style="list-style-type: none"> <li>• SH 183/121 from IH 35W to SH 121</li> <li>• IH 35W from IH 30 to US 287</li> </ul>	\$3,651,234	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>• IH 635 from Preston Road to Greenville Avenue</li> <li>• IH 35E from Loop 12 to IH 635</li> </ul>	\$3,420,511	Negligible	0
<b>DFW Connector</b> SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
<b>IH 35E Managed Lanes</b> IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through March 31, 2022



## HOV Users

January 24, 2020 – March 31, 2022

Users: 50,498

Vehicles: 50,255

Occupant Passes: 8,911



# Total and HOV Transactions

January 24, 2020 – March 31, 2022

Total Transactions – 2,331,303

LBJ/NTE Partners – 1,560,942

TxDOT – 770,361

Total HOV Transactions – 967,390 (~41%)

LBJ/NTE Partners – 654,350

TxDOT – 313,040

March 2022 - 49%

Unique Vehicles – 41,029



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**MINUTES**

**Regional Transportation Council  
PUBLIC MEETING**

**Mobility 2045 Update**

**Autonomous Vehicles 2.2/2.3 Projects: Round 2**

**2023-2026 Transportation Improvement Program (TIP)**

**Regional Parking Utilization Database**

**Proposed Modifications to the List of Funded Projects**

**Unified Planning Work Program (UPWP) Modifications**

**Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, March 14, 2022, at noon at the North Central Texas Council of Governments (NCTCOG) in Arlington. Patrons could attend in person, via phone, or view the live stream at [www.nctcog.org/input](http://www.nctcog.org/input). Dan Lamers, Senior Program Manager, moderated the meeting, attended by 57 people.

**Public Meeting Purpose and Topics**

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on November 8, 2018. Staff presented information about:

- Mobility 2045 Update – **presented by Brendon Wheeler**
- Autonomous Vehicles 2.2/2.3 Projects: Round 2 – **presented by Clint Hail**
- 2023-2026 Transportation Improvement Program (TIP) – **presented by Cody Derrick**
- Regional Parking Utilization Database – **presented by Catherine Osborn**

Modifications to the 2021-2024 Transportation Improvement Program (TIP) and the Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program (UPWP) were also posted online for public review and comment.

The public meeting was held to educate, inform, and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at [www.nctcog.org/input](http://www.nctcog.org/input).

**Summary of Presentations**

***Mobility 2045 Update presentation:***

[https://nctcog.org/getmedia/3070b3db-1e89-45d0-aae3-b18ce0165e76/Mobility-2045-Update 1.pdf.aspx](https://nctcog.org/getmedia/3070b3db-1e89-45d0-aae3-b18ce0165e76/Mobility-2045-Update%201.pdf.aspx)

Mobility 2045 is the Metropolitan Transportation Plan (MTP) that defines a long-term vision for the region's transportation system and guides spending of federal and State transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities, and other programs that reduce congestion and improve air quality.

The Plan was adopted by the Regional Transportation Council (RTC) on June 14, 2018, and Transportation Conformity was achieved on November 21, 2018. Mobility 2045 has nine goals and its vision is to improve the region's mobility today and tomorrow by embracing technology and innovation.

NCTCOG staff is working on an update to Mobility 2045 and focused on finalizing the draft plan as well as financial forecasts. Updates to the Plan include information related to financial plan expenditures, maximizing the existing system of infrastructure maintenance, and land use strategies. Additionally, strategic infrastructure investments include rail, bus, managed lanes, freeways, tollways, and arterials.

The official comment period will begin April 1, 2022 and end on May 31, 2022. The RTC will take action on the Mobility 2045 - 2022 Update on June 9, 2022.

***Autonomous Vehicles 2.2/2.3 Projects: Round 2 presentation:***

<https://nctcog.org/getmedia/00ea725e-482c-4150-b1e8-196fc6db93c6/Autonomous-Vehicles-2-22-3-Projects-Round-2.pdf.aspx>

NCTCOG staff is seeking approval from the RTC for a second round of project proposals for the Automated Vehicle 2.2 and 2.3 programs. The first round of projects was approved in July 2021 as part of the larger Automated Vehicle 2.0 (AV2.0) initiative. The purpose of AV2.0 is to deepen transportation innovation within the region, provide a level playing field for all communities to participate, and apply relevant technology solutions to transportation challenges in situations where the market may lag.

In Round 2, funding was allocated to projects located in Arlington, McKinney, Dallas, and Fort Worth. Some of the benefits of utilizing autonomous vehicle technology include improving air quality, mobility, and access to needs.

For more information and a break down of the funding allocations, visit [www.nctcog.org/input](http://www.nctcog.org/input) and click on "public input archive."

***2023-2026 Transportation Improvement Program (TIP) presentation:***

<https://nctcog.org/getmedia/35edf999-f916-4aac-98a5-0776729e70e3/2023-2026-Transportation-Improvement-Program.pdf.aspx>

The TIP is a funding document and inventory of transportation projects within the Dallas-Fort Worth metropolitan planning boundary. It is mandated by the federal and State governments and contains funding from federal, State, and local sources. A new TIP is developed every two years and updated on a quarterly basis.



NCTCOG staff are currently reviewing existing projects, gathering information on additional locally funded projects, making needed revisions to existing project schedules and funding, and developing revised project listings for Fiscal Years 2023 through 2026.

The draft 2023-2026 TIP roadway and transit listing includes approximately \$8.09 billion in funding and 955 roadway and transit projects. Members of the public can provide feedback on the draft through April 12, 2022.

The RTC will take action on the 2023-2026 TIP on May 12, 2022.

***Regional Parking Utilization Database presentation:***

<https://nctcog.org/getmedia/d008cdf9-ea17-40a3-b064-cbed2d6f9696/Regional-Parking-Utilization-Database.pdf.aspx>

NCTCOG is launching a Regional Parking Database to study the demand and options for more efficient parking in the DFW region. The effects of too much parking can include car dependence, less tax base contributions, increased development costs, and the loss of land for housing and other development.

The Regional Parking Database will aid in better communication on how to develop more efficient parking and collect information related to utilization and supply, building occupancy, site characteristics, and area context. NCTCOG staff is currently recruiting sites for the study, and a final data analysis and report is expected to be completed some time in 2023.

Citizens are encouraged to share the study with property owners and managers and can also submit a property to participate in the study by filling out a property characteristics survey. For more information, visit [www.nctcog.org/parking](http://www.nctcog.org/parking).

**Summary of Online Review and Comment Topics**

***Proposed Modifications to the List of Funded Projects handout:***

<https://nctcog.org/getmedia/91733584-322a-4bc4-9d47-fbf086f325a6/May-2022-TIP-Modification-Public-Meeting-Report.pdf.aspx>

A comprehensive list of funded transportation projects through 2024 is maintained in the TIP. Projects with committed funds from federal, State, and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Dallas, Denton, Ellis, Parker, Tarrant, and Wise counties. Additionally, financial adjustments related to public transportation services managed by the Denton County Transportation Authority are also included.

***Work Program Modifications handout:***

<https://nctcog.org/getmedia/e77bb995-12de-4df5-bd9b-b4dead2f6e49/Unified-Planning-Work-Program-Modifications.pdf.aspx>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. The UPWP is divided into five major task areas:

- Administration and Management

- Transportation Data Development and Maintenance
- Short-Range Planning and Programming and Air Quality and Transit Operations
- Metropolitan Transportation Plan
- Special Studies and System Operations

The modifications in this round of proposed modifications to the Fiscal Year 2022 and Fiscal Year 2023 UPWP address new project updates and funding adjustments. The RTC will take action on the Fiscal Year 2022 and Fiscal Year 2023 UPWP modifications on April 14, 2022.

## **COMMENTS RECEIVED DURING THE MEETING**

### **Autonomous Vehicles 2.2/2.3 Projects: Round 2**

#### **Eric Pirayesh, Community Impact**

- A. Vision for automated vehicle technologies

*Question:* What is the big picture vision for regional automated vehicle implementation?

*Summary of response by Clint Hail:* It's tied to the larger industry and how it develops. It'll only take one or two projects to make it a reality. We picture it unfolding with automated freight movement since it's generally easier to move things and not people, and our region has become a hub for automated trucking. Other things are happening already too. For example, here in Arlington we're conducting smaller on-demand shuttle movements. Sidewalk delivery robots, especially in corporate and university settings, are also happening.

### **Regional Parking Utilization Database**

#### **Phyllis Silver, Citizen**

- A. Example of regional parking utilization

*Comment:* I used to hear about shared parking years ago. For example, at a transit center there would be spaces for people to park their vehicles during the day so they could take the train to work and then at night, nearby restaurants and businesses would utilize the spaces for patrons and customers.

*Summary of Response by Catherine Osborn:* For this particular study, we're focused on one specific parking site. What you're describing is more on the district level. We are more than happy to take down your contact information and connect with you offline to provide additional information.

#### **Adam Polter, Citizen**

- A. Factors that should be considered during the study

*Comment:* When reviewing parking space utilization, please include retail centers with excess/insufficient parking, and also multi-family residential development parking standards. With inflation and increasing housing costs, multi-generational housing is expanding and thus

the number of occupants and vehicles per unit. Current standards requiring 1.5 spaces per unit are insufficient.

*Summary of Response by Catherine Osborn:* The elements you are referring to will be considered in the scope of this study.

## **Other**

### **Adam Polter, Citizen**

#### A. Electric vehicles

*Comment:* When or where might we receive an update related to the regional need to expand public EV charging stations and movement of municipal fleets to EV? Rising gas prices are increasing the urgency for this move which also parallels new and pending EV releases from our major vehicle manufacturers.

*Summary of response by Dan Lamers:* We don't have a presentation today on electric vehicles, but it's something our staff works on regularly. More information can be found at [www.dfwcleancities.org](http://www.dfwcleancities.org).

## **COMMENTS SUBMITTED DURING THE COMMENT PERIOD VIA WEBSITE, EMAIL, SOCIAL MEDIA & MAIL**

## **Website**

### **Mobility 2045 Update**

#### **Megan Morris, Citizen**

#### A. Alternative forms of transportation in Parker County

*Comment:* 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.

### **Autonomous Vehicles 2.2/2.3 Projects: Round 2**

#### **Nirav Patel, Citizen**

#### A. Autonomous Vehicles

*Comment:* I applaud your efforts in modernizing transportation in North Texas. The Arlington project is especially exciting. Closed loop autonomous shuttles on demand will allow most users to construct a plan to avoid many solo auto trips. The car agnostic technology chosen for Arlington will allow repurposing of existing vehicles for autonomous transport. As more of these come online, the cost for each will decrease and soon we will have usable public transport for North Texas without expensive rail. Also, consider improving level 3 charging access so that rideshare drivers with EVs can lower their cost per mile.

**Mail**

**Other**

**Phyllis Silver, Citizen**

Please see attachment for comments submitted via postal mail.

March 22, 2022

Comments on Regional Transportation Plan  
Input Opportunity due April 12, 2022

Mobility 2045 Update - March 14, 2022 Public Meeting

Comments  
Page 6 Shows the no-build map which shows the dramatic spread of severe congestion and delays if there would be no roads or improvements in public transportation. Clearly, we do have to build. It is a little discouraging, though, to see that the areas of congestion/delays are expected to expand even with the proposed improvements (Pages 5). It appears that it is projected that in 2045, current areas of severe congestion will remain and that severe congestion will expand to additional areas.

Question - With these projections, is it possible to devise additional methods so that congestion and delays will be further mitigated in the next 20+ years? Perhaps making public transportation more attractive would entice more people to use it. Currently, when a bus breaks down or when there are not enough bus operators to cover the routes on a given day, riders have to endure long delays in completing their trips. I realize this is a function of the individual transit agencies. If NCTCOG would work with the transit agencies, perhaps some solutions can come about. Currently, in the North Texas Region, not enough people are taking public transit thereby not reducing congestion. If it was a more attractive alternative, more riders would choose it.

I think that additional innovative strategies can be developed to further reduce future congestion / delays.

AV 2.2 / 2.3 "Round 2" Projects - Public Meeting - March 14, 2022

Comment  
With the current situation of driver shortages (in the trucking industry and in public transportation), the development of AV technology has become even more important for the mobility of goods and people.

Phyllis Silver

S

over, please →

## North Texas Regional Parking Database

comment

The creation of the Parking Database is an innovative initiative to maximize the efficiency of land use. I think this a worthwhile project

**PUBLIC COMMENTS REPORT**

**WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

**Purpose**

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018.

This report is a compilation of general public comments submitted by members of the public from Sunday, February 20, through Saturday, March 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. Transit comments were in the majority.

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were 10 bicycle and pedestrian comments, 20 roadway comments and 11 transit comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

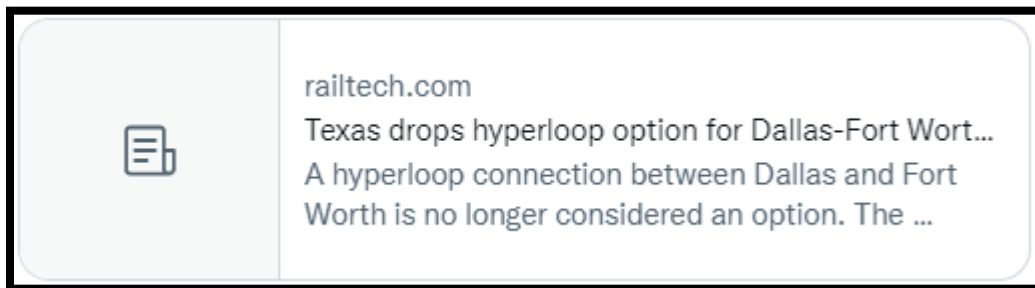
**High-Speed Transportation**

**Twitter –**

1. "A hyperloop connection between Dallas & Fort Worth is no longer considered an option..."

@NCTCOGtrans

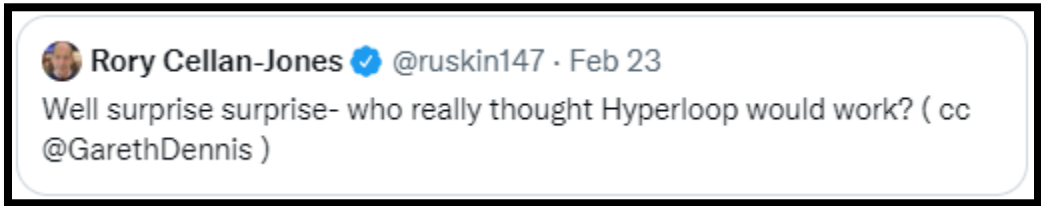
announced they will focus "solely on high-speed rail as part of its plans to develop the Interstate 30 rail corridor between Dallas and Fort Worth" – Loren S. (@txbornviking)



Are you ok? – Emily M. Farris (@emayfarris)



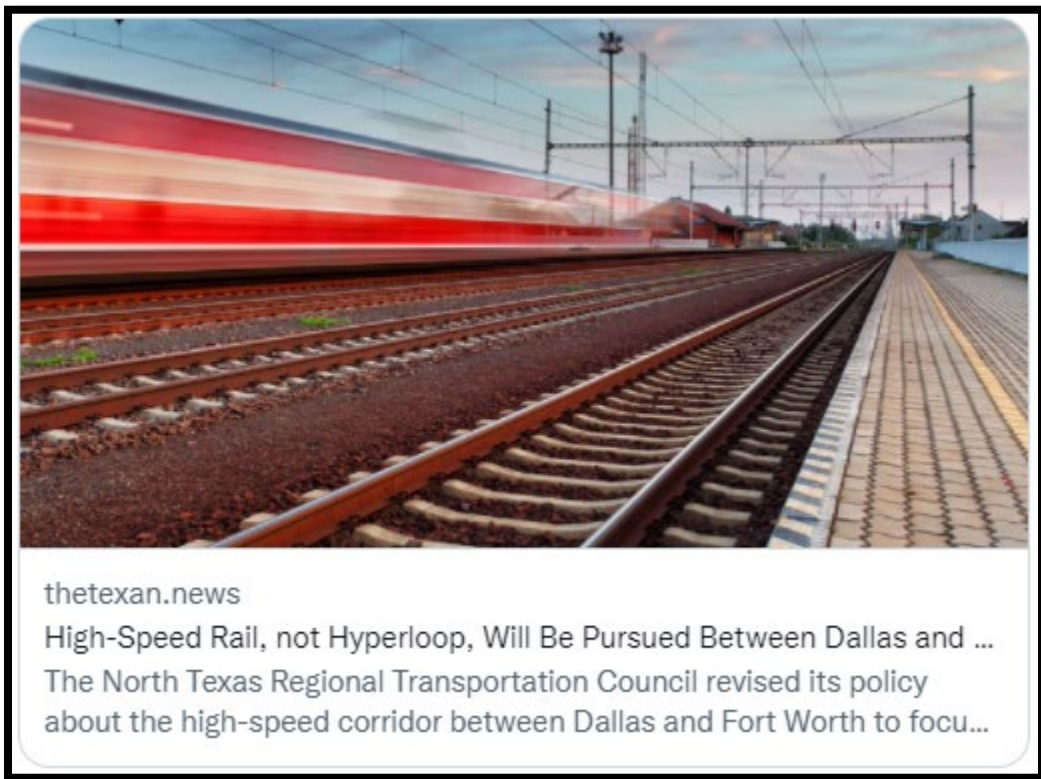
2. So @virginhyperloop minus the hype? @NCTCOGtrans ditches hyperloop for high-speed trains. Sensible. – Peter J LeCody (@railadvo)



[https://en.wikipedia.org/wiki/Missouri\\_Hyperloop](https://en.wikipedia.org/wiki/Missouri_Hyperloop)

It's crowd on I-70 Friday evening, has drivers take their boat to the Lake of the Ozarks. Back to the St. Louis area, Sunday evening. – K M Stanton (@KevinS63103)

3. @NCTCOGtrans selects #HighSpeedRail over #Hyperloop for Dallas <-> Fort Worth corridor. 🗺️ 🏡 🐵 #BuildHSR #FundHSR – US High Speed Rail (@USHSR)



#winning – Electric Regional/National Rail to NA when? (@hsrgood)

Cause @TexasCentral is making such great progress... – Brian Bundridge (@dafuq\_mac)

## Innovative Vehicles & Technology

### Twitter –

1. On-demand #autonomous public #transportation service marks major milestone

<https://uta.edu/news/news-releases/2022/03/18/rapid-one-year>

#SelfDrivingCars #AI #IoT #5G #AutonomousVehicles #autonomous #Robots #startup #startups #SmartCity #Travel #Tech #technology #Robot #MachineLearning #Mobility #delivery #BigData – guidaautonoma (@guidaautonoma)



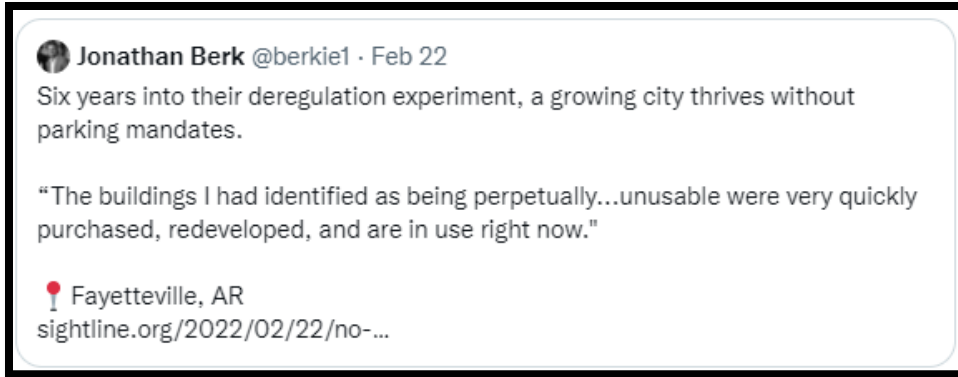
## Sustainable Development

### Twitter –

1. How much parking does DFW need as it continues to grow? @NCTCOGtrans is conducting a study & developing a database as the region continues to welcome new residents. Visit <http://NCTCOG.org/parking> for more details. #FortWorth #TarrantCounty #NorthTexas #Parking – Tarrant Transit Alliance (@TarrantTransit)



#BanParkingMinimums and unlock economic potential! – Loren S. (@txbornviking)



2. @NCTCOGtrans tackling subject of parking in North Texas. – Thomas Bamonte (@TomBamonte)



Good lord that should be shortest study of all time – Eric Haney (@EricHeartsMath)

I can help them: Yes – Doyle Rader (@DoyleRader)

### Transit

#### Twitter –

1. TexRail is such an interesting case study in the issues of American transit. It's a new, modern rail line with clockface schedules. But it's rather ineffective, thanks to: - Uday Schultz 🎧 (@A320Lga)



who would have thought that regional planning is actually important – Alan Fisher (@alanthefisher)

I hate to bring the bad news but regional "planning" has been part of this. Bad regional planning is also how DART ended up with the longest light-rail system but terrible ridership per mile.

Sadly the @NCTCOGtrans has a auto-first mindset. – Loren S. (@txbornviking)



2. From landing to the north at DFW, looking west towards Fort Worth:

(left) Union Pacific's Dallas Subdivision

(right) Trinity Railway Express' former Rock Island route - which now also hosts Amtrak's Texas Eagle after shift from UP, it runs it faster & more reliably. – RAIL Magazine (@RAILMag)



Shifting @Amtrak Texas Eagle off the @UnionPacific Dallas sub to the Trinity Railway Express was thanks to heavy lifting from @NCTCOGtrans @dartmedia @TrinityMetro @TxDOT @USDOTFRA @TXRailAdvocate @BNSFRailway and many others.  
#Tower55 – Peter J LeCody (@railadvo)

3. Hey @NCTCOGtrans & @TxDOT, if your 2045 plan doesn't call for the equivalent of this then you're wasting our time. – Andrew Wallace (agwallace92)





**Facebook –**

1. Registration for the 2022 TTA Transit Academy, sponsored by The University of Texas at Arlington, closes in just 2 weeks!

In Session 2, learn about the needs of the community and how they intersects with transit access. Students will also discover how misconceptions and public perception can influence planning factors and will gain an understanding of the roles of various local and regional elected officials and institutions.

For attending this session, students can receive 2.25 LUs AIA and AICP CMs.

Join our speakers: Beth Watson of United Way of Tarrant County, Matt Jacobs of Catholic Charities Transportation Services, Alisha Wilkinson Marrero of Catholic Charities Transportation Services, Shannon Stevenson of NCTCOG Transportation Department, Chad Edwards of Trinity Metro by registering NOW at [bit.ly/tafb22](https://bit.ly/tafb22)

Thank you to our session sponsor, United Way of Tarrant County!

#ContinuingEducation #TransitAcademy #Transit #TarrantCounty #ArlingtonTX #PublicTransit #TransitRider #PublicTransport #TransitOrientedDevelopment #UrbanDesign #CommunityDesign – Tarrant Transit Alliance



**Programs**

**Twitter –**

1. Check out the @GoCarmaTeam app for HOV discounts on the TEXpress Lanes 👉 👉 – TEXpress Lanes 🚗 (@TEXpressLanes)



**Project Planning**

**Twitter –**



1. @NCTCOGtrans What is the status of the US-75 Corridor HOV Pilot Project? Has anything changed since the plans first made news in 2019? Is construction on the "technology lane" still slated to start in summer of this year? – Lunchbox (@CravenTHC)

Hi! Apologies for the delayed response! The construction has been delayed a little, but construction is still expected to begin in the summer 2022 timeframe. Hopefully it's not too difficult to read, but more information in the image. – NCTCOGTransportation (@NCTCOGtrans)

**INCENTIVING HOV LANE USAGE TO IMPROVE SAFETY AND TRAFFIC FLOW ON US 75**

**BACKGROUND**

The current US 75 HOV lanes offer a single, concurrent lane in each direction separated by pylons. The lane is only available for High-Occupancy Vehicle (HOV) users and is enforced by visual inspection by the Dallas County Sheriff's Department. As configured currently, the lanes are under-utilized, and they pose ongoing maintenance and enforcement challenges.

TxDOT is currently designing an operational improvements project for the HOV lanes to convert them to Technology Lanes and address the goals listed below.

**Technology lanes** are lanes that utilize vehicular or roadside equipment to influence operations, incentivize vehicle occupancy, impact time of day travel decisions, or provide other opportunities to accommodate the dynamic fluctuation in traffic flow and transportation needs.

**GOALS FOR THE US 75 CORRIDOR**

- Reduce fatalities and crashes by improving traffic flow.
- Improve response to crashes through multi-city traffic incident management.

**PROJECT TIMELINE**

Aut 2018 - Letters Approved  
 Spring 2021 - STPA Award Received  
 Winter 2021 - Initial User Agreement & High-Risk / Low-Occupancy Pilot  
 Spring 2021 - P&ID Complete  
 Winter 2022 - P&ID Complete  
 Fall 2022 - High-Risk / Low-Occupancy Pilot  
 Spring/Summer 2022 - High-Risk / Low-Occupancy Construction Project

**ESTIMATED CONSTRUCTION COSTS**

Technology Lanes	\$17.7 M
Ridgecrest Drive Interchange	\$26.1 M
<b>Estimated Total Cost*</b>	<b>\$43.8 M</b>

\*Not-in-kind charges: \$400,000

**DEMONSTRATION PROJECT COST** \$10,000,000

**FUNDING SOURCE**

STPA Grant	\$5,000,000
Carma	\$4,075,000
NCTCOG	\$925,000
<b>Total</b>	<b>\$10,000,000</b>

Source: TxDOT award / 2021 years

**HOW THE GoCARMA APP WORKS**

- After obtaining a toll tag, users download the GoCarma app, create an account and quickly add their vehicle details to get started.
- The app activates automatically when driving on US 75 Technology Lanes. No user interaction required at any time.
- The app verifies HOV status and forms a road transaction WITHOUT reliance to a toll tag or toll gantry.
- An accounting framework is modeled based upon large volumes of high-performance transaction data.
- Variable credits are awarded for target locations to inspire user behavior change.

**CONTACT INFORMATION**  
 John Hudgorth, PE  
 NCTCOG Dallas District - Director of Transportation, Planning and Development  
 (214) 526-4231  
 john.hudgorth@nctco.org

Dallas District Office  
 477 E. Highway 60  
 Mesquite, TX 75049

TEXAS DEPARTMENT OF TRANSPORTATION | SUMMER - Q3 2021

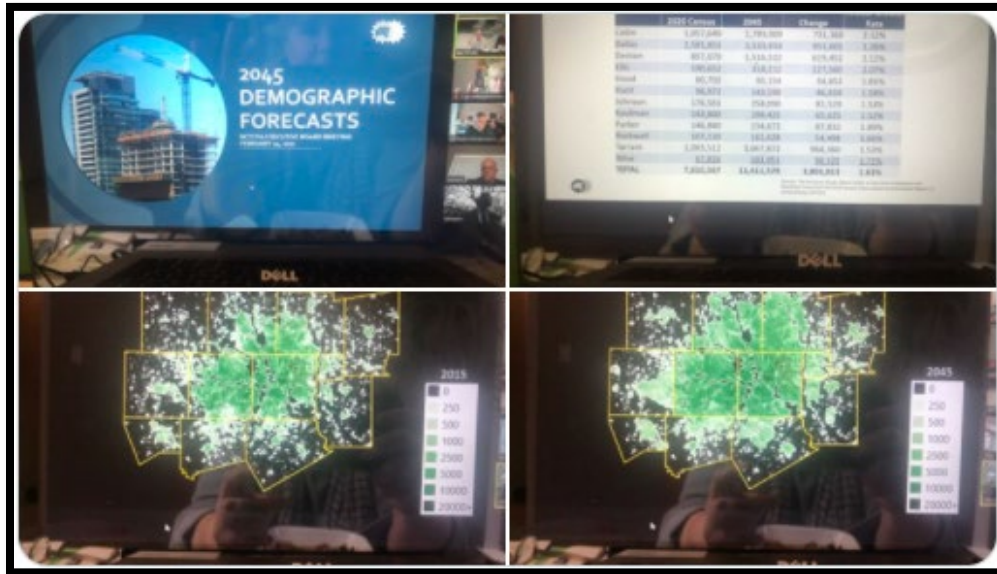
This was informative and helpful. I'm not exactly looking forward to the construction effort since it will likely impact my commute somewhat, but excited that the end result may reduce congestion and keep traffic moving. Thank you! – Lunchbox (@CravenTHC)

We totally understand. Hopefully the improvements made after construction make the temporary inconvenience worth it. Reach out if you have any other questions! – NCTCOGTransportation (@NCTCOGtrans)

**Other**

**Twitter –**

1. .@NCTCOGtrans executive committee meeting was moved to zoom due to weather. We're about to accept the 2045 Demographic Forecast. Every part of North Texas is growing and will continue to grow! – caraathome (@🏠) (@caraathome)



2. If you weren't at JBJ Management's virtual event today....where were you?

Thank you to Cong. Colin Allred and @NCTCOGtrans Director of Transportation Michael Morris for speaking and answering questions regarding the Bipartisan Infrastructure Bill!  
#Transportation #Dallas – JBJ Management (@JBJ\_Management)





A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

**April 2022**

## INSIDE

### **Car Care Awareness Spring Campaign**

Are you Car Care Aware? April is National Car Care Awareness Month and that means taking a few extra steps to ensure your vehicle is in good shape.

Critical attention must be paid to the systems that keep your vehicle operating cleanly and efficiently.

The check engine light is one of the most important indicators of how your vehicle is functioning. If it is illuminated, it must be investigated because it means your vehicle is potentially polluting more than it should.

For more car care tips, read the article on page 2.

### **NCTCOG resuming in-person outreach in April**

For the first time since the pandemic began, the North Central Texas Council of Governments is returning to in-person outreach.

NCTCOG's spring outreach season begins April 1, with UNT's University Day in Denton, where the Transportation Department will visit with students and other attendees about transportation and air quality programs and how they can become involved in the planning process. There will be several other opportunities across the region throughout April to interact with NCTCOG staff about transportation and air quality planning. Staff will be available to answer questions and talk with residents face-to-face at community events in Oak Cliff, Arlington, Fort Worth, Richardson and Lewisville. Here are the details:

Event	Location	When
UNT University Day	UNT, Denton	11 a.m. April 1
Oak Cliff Earth Day	Lake Cliff Park	Noon April 3
UT Arlington Earth Day Fair	University Center Mall	10 a.m. April 20
UNT Health Science Center Earth Day Fair	Fort Worth	11 a.m. April 21
UT Dallas Earth Day Fair	Richardson	11 a.m. April 21
ColorPalooza	Old Town Lewisville	10 a.m. April 23

The pandemic forced outreach to be conducted virtually beginning in spring 2020, and that continued for two years, with a few exceptions. NCTCOG conducted high-speed transportation open houses last fall and has begun holding hybrid public meetings, allowing residents to either attend monthly public meetings in person or watch them live online.

We are excited to once again enjoy some of the community events the region has to offer and hope to see you there!



North Central Texas  
Council of Governments

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department.



## NCTCOG encourages Car Care Awareness in April

Are you Car Care Aware? April is National Car Care Awareness Month, and that means taking a few extra steps to ensure your vehicle is in good shape. Critical attention must be paid to the systems that keep vehicles operating cleanly and efficiently.

The check engine light is one of the most important indicators of how your vehicle is functioning. If it is illuminated, it must be investigated because it means your vehicle is potentially polluting more than it should, affecting regional air quality for all of us. It can also cost you more money the longer you wait for repairs as more components and parts start to break down. Another obvious sign of vehicle trouble is visible smoke emitting from the tailpipe. Not only does that smoke make it harder to breathe, but it may be a sign the vehicle needs attention and repair.



April is a good time to take a few simple steps to ensure your vehicle is running safely and efficiently.

Before those April showers can bring May flowers, you may have to drive through some wet weather. Make sure your windshield wipers are doing their job and are not brittle and hard to the touch. Wipers should be replaced if they leave streaks as they wipe, affecting visibility.

While your tires may be doing their job when it is dry, worn treads can seriously impact a car's ability to stop in the rain. If your tread depth is less than 4/32", you should consider replacing the tires. Also, if you hear squeaking brakes, that is your vehicle's way of telling you that there may be an issue that needs attention. Stay safe, and remember to be Car Care Aware! For more car care tips and check engine light information, visit [www.ntxcare.org](http://www.ntxcare.org).

## Official comment period for Mobility 2045 Update begins April 1

Planners have sought input on the Mobility 2045 Update from the public through various methods, including public input opportunities, meetings and the online public engagement tool, [Map Your Experience](#).

With the RTC scheduled to adopt the Dallas-Fort Worth area's next long-range transportation plan in June, the official comment period begins April 1. Residents will have until May 31 to weigh in on the plan, which is a multimodal blueprint of transportation system improvements scheduled through 2045. As the Dallas-Fort Worth area's Metropolitan Planning Organization, NCTCOG is responsible for developing and maintaining a Metropolitan Transportation Plan. Mobility 2045 lays out the spending of federal and state transportation funds in accordance with regional goals.

Once the RTC approves the plan, the US Department of Transportation must determine if the plan complies with federal air quality regulations, allowing current and future transportation projects to proceed. Keep up with the progress of the Mobility 2045 Update at [www.nctcog.org/PlaninProgress](http://www.nctcog.org/PlaninProgress).

## **RTC**

### **Policy body welcomes return of in-person gatherings**

Regional Transportation Council Chair Theresa Daniel struck a joyful tone while calling the March 10 meeting to order, the first meeting held in person and on the NCTCOG campus in Arlington since the COVID-19 pandemic began.

“Looking around this room, the smiles are evident,” Daniel said. “It certainly gives you chills to be doing that again,” she said after meeting attendees recited together the pledge to the US and Texas flags.

The RTC held its December meeting at the Irving Convention Center, allowing members an initial opportunity to gather in person for the first time in almost two years.

One benefit of the return of in-person meetings is the strengthening of relationships, camaraderie between members and more discussion on agenda items.

NCTCOG and the RTC will continue to monitor available data regarding the state of the pandemic to ensure safety of staff and those attending meetings.

Even with the return of in-person gatherings, some people may choose to continue watching online. They may watch live at [www.nctcog.org/video](http://www.nctcog.org/video). Those unable to view live can watch a recording posted after each meeting.

# REGIONAL News

## **RTC approves Automated Vehicle 2.0 projects**

The RTC approved funding in March for the second round of projects being pursued as part of the Automated Vehicle 2.0 Program.

AV2.0 was developed in 2018 to guide NCTCOG through the next generation of connected and automated vehicle (CAV) and connected infrastructure developments.

The following were approved as part of Round 2:

- \$600,000 for a two-year continuation of Arlington’s RAPID service. Arlington began RAPID, which provides autonomous vehicle rides downtown and on the campus of the University of Texas at Arlington, last spring. The RTC’s investment will help the system as it transitions to fully driverless operations in the future.
- \$1.5 million for Dallas Fort Worth International Airport’s automated parking test bed project.
- \$5 million to McKinney and Dallas for a program using AVs to deliver key services to residents in underserved communities.
- \$4.2 million to Fort Worth for projects that include increasing broadband access to communities in southeast Fort Worth to improve access to virtual transportation, providing them with more mobility options and optimizing traffic signals for transit and emergency vehicles.

This action follows the RTC’s approval last summer of \$21.6 million in projects as part of the effort through AV2.0 to provide the funding and technical assistance to partners as they prepare for increasing vehicle and roadway automation.

Last year, NCTCOG and a consultant team launched the Connecting North Texas Communities with Emerging Transportation Technologies Program, which is a regional planning exercise included in the overall AV2.0 program.

The initiative will help community leaders plan for the future of transportation in North Texas. For more on this initiative, visit [www.connectntxfutures.org](http://www.connectntxfutures.org).

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

**Trinity Metro**  
RideTrinityMetro.org

## By the Numbers

**\$11.3 million**

The amount of funding approved by the RTC as part of AV 2.0 Round 2.

# **PUBLIC** *Involvement*

## **NCTCOG to give project updates April 11**

NCTCOG will share updates on current and upcoming projects at the next public meeting, April 11 at noon. Presentation topics will include updates to the Metropolitan Transportation Plan, the department's Car Care Awareness campaign, electric vehicle charging and the Fort Worth to Dallas Regional Trail Branding and Wayfinding Project.

NCTCOG is responsible for developing and maintaining a metropolitan transportation plan. Staff has initiated the development of an update to the current MTP, Mobility 2045, and will provide an overview of Mobility 2045's nondiscrimination analysis, as well as draft plan materials, available at [www.nctcog.org/planinprogress](http://www.nctcog.org/planinprogress).

Staff will also present an ozone season update and strategies to help reduce air pollution, including the Car Care Awareness effort. The Dallas-Fort Worth area currently does not meet attainment for federal ozone standards. The Car Care Awareness campaign helps educate vehicle owners about proper maintenance so they can actively contribute to the regional air quality solution.

Additionally, NCTCOG is offering grant funding for the installation of Level 2 and Direct Current Fast Charge electric vehicle charging stations. All public entities are eligible to apply, and the stations must be publicly accessible. Applications are being accepted until April 22, for the first round. Additional details on the call for projects will be provided.

Staff will also present an overview and upcoming input opportunities of the Regional Trail Branding and Wayfinding project, the effort to develop a unified identity for the 60-mile-plus Fort Worth to Dallas Regional Trail.

Information on the department's interactive map tool, Map Your Experience; the Regional Smoking Vehicle Program; vehicle incentive opportunities; and Fair Treatment and Meaningful Involvement efforts will also be highlighted. Attend in person or watch the presentations live at [www.nctcog.org/input](http://www.nctcog.org/input). A video recording will be made available afterward. To attend the meeting via phone, dial 855-925-2801 then enter code 7747.

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Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation. Imagery provided by NCTCOG staff.



## DALLAS DISTRICT

## PROGRESS

Monthly Report on Dallas District Projects and Topics

\*\*\*

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

# 'CAMPAIGN' SEASON

**STATEWIDE** – Last year, 4,480 died on Texas roads, making it the second deadliest year since we started tracking this data in 1940. We have not seen a year this deadly in 40 years.



**Though we can't speculate** on the exact reason for the spike in numbers, (there are many theories out there,) we can look at the top causes for some of these fatal crashes. Those include speeding, driving under the influence, and not wearing a seatbelt.

Remember, the last deathless day on our roadways to date was November 7, 2000.

So, how do we reverse this trend and #EndTheStreakTX? This is where our safety campaigns come in, and why they are so important.

**We must remind ourselves** we all share the roadway collectively as a community, and each person around us is our neighbor.

## "Drive Sober. No Regrets" campaign

In March, TxDOT visited college campuses across the state ahead of spring break, urging them to find a sober ride and not drink and drive.

Students at UT Arlington got the



Photo credit: Sherry Matthews Group

**UT Arlington students** get behind the virtual wheel of the drunk driving simulator.

chance to try out a virtual drunk driving simulator, giving them a real sense of what it's like to get behind the wheel after having too much to drink.

**Those who engaged** in the event's activities received an Uber gift card.

Learn more about the "Drive Sober No Regrets" campaign here: <https://soberrides.org/media-center/>

## Stats (In 2020):



- There were **23,166** DUI-alcohol related traffic crashes in Texas, resulting in 963 fatalities and 2,102 serious injuries.



• **More on the BACK PAGE...** •



## MARCH 2022 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M) <sup>3</sup>	CONTRACTOR	
1	0095-04-069	US 80	At SH 205/ FM 148	Construct intersection improvements (sidewalks and turn lanes)	\$12.87	\$15.84	23.12%	\$17.97	Sterling Delaware Holding Co., Inc.	
2	1310-01-043	FM 407	Gulf Ave. to west of Sage Dr.	Realign existing 2 to 2 lane roadway to address lane safety issue	\$1.61	\$1.88	17.07%	\$2.65	Ed Bell Construction Co.	
3	2374-03-091	I-20	I-35E to I-45	Planing, concrete full depth repair, overlay, & pavement markings	\$13.25	\$15.31	15.54%	\$16.46	Austin Bridge & Road Services, LP	
*Unmapped.					<b>EST. MARCH 2022 TOTALS</b>	\$27.72	\$33.03	19.14%	\$37.07	
<sup>1</sup> District FY 2022 Letting Volume Cap includes the IH 35E Phase II project for \$708,268,750.					<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>	\$932.00	\$937.31			
<sup>2</sup> District Volume Cap subject to change pending final FIN Division Approval.					<b><sup>3</sup>DALLAS DISTRICT FY LETTING VOLUME CAP</b>	<b>\$1,388,769,377<sup>1</sup></b>				
<sup>3</sup> Estimated Total Project Costs includes estimated PE, ROW, E, Indirect Costs and Potential Change Order Costs at the time of bid.										

## APRIL 2022 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0816-03-020	FM 455	At Pecan Creek	Replace bridge and approaches	\$3.86
2	0816-03-021	FM 455	At Mustang Creek	Replace bridge and approaches	
3	0918-47-248	Malcolm X Blvd.	At Elsie Faye Heggins St.	Improve traffic signals	\$1.93
4	0918-47-253	Akard St.	At Cadiz St.	Improve traffic signals	
5	0918-47-255	Elm St.	At St Paul St.	Improve traffic signals	
6	0918-47-259	Old Seagoville Rd.	At St Augustine Dr.	Improve traffic signals	
7	0918-47-260	Malcolm X Blvd.	At Pennsylvania Ave.	Improve traffic signals	
8	0918-47-268	Bennett Ave.	At Ross Ave.	Improve traffic signals	
<b>ESTIMATED TOTAL</b>					<b>\$5.80 M</b>

## COMPLETED CONSTRUCTION PROJECTS (FROM MARCH 1-31, 2022)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0009-02-040	SH 78	In Garland from I-635 to Forest Lane	Traffic signals & intersection improvements	\$4.60	3/30/2022
2	0009-02-069	SH 78	Garland Rd from S of Tranquilla to SP 244 (Northwest Highway)	Nine intersection improvements	\$8.69	3/30/2022
<b>ESTIMATED TOTAL</b>					<b>\$13.29</b>	

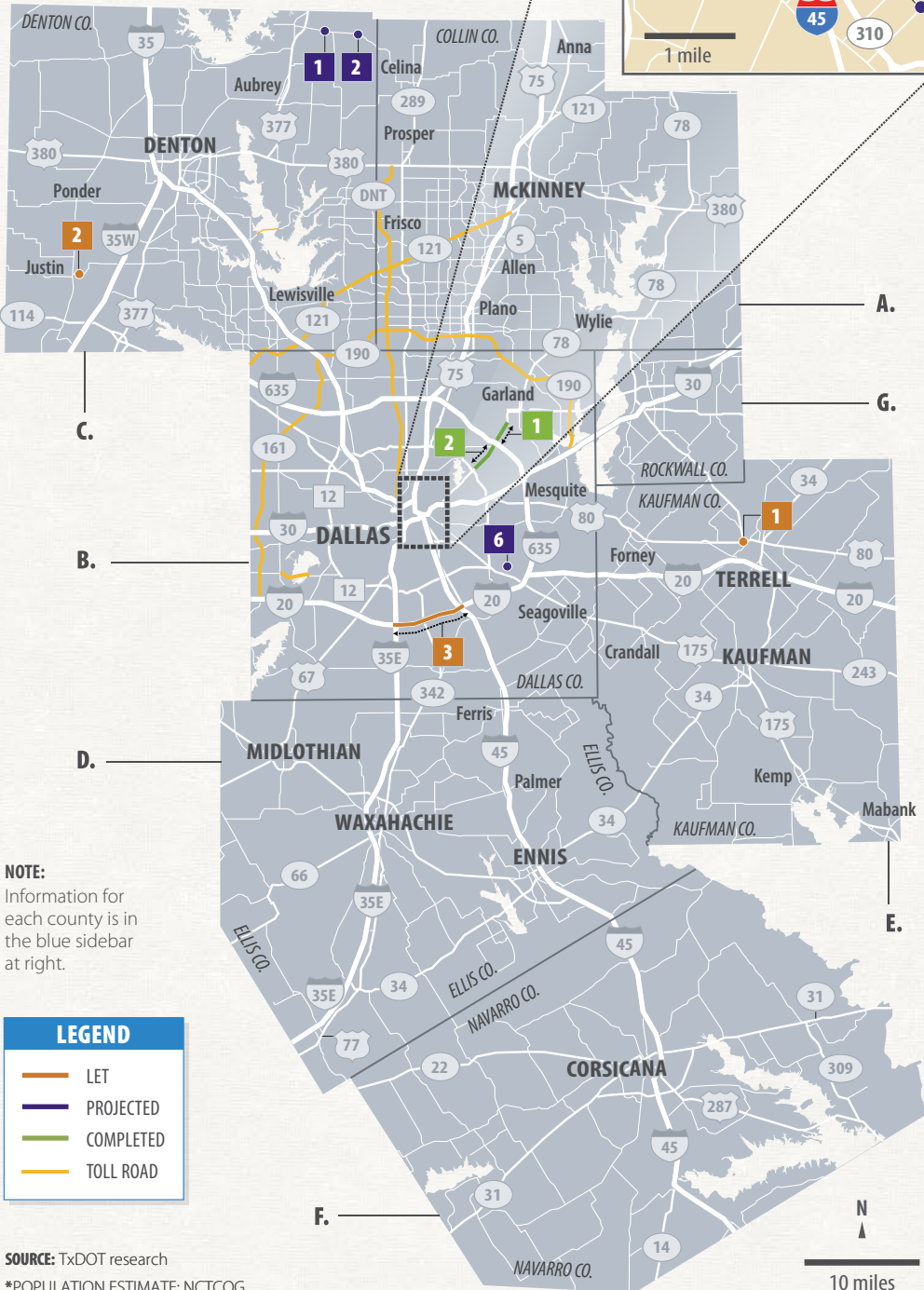
SOURCE: Texas Department of Transportation

Credit: TxDOT graphics



# DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **March 2022**, are projected to let in **April 2022**, or have recently been **completed**.

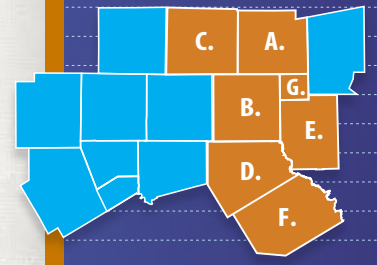


**NOTE:**  
Information for each county is in the blue sidebar at right.

**LEGEND**

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

**SOURCE:** TxDOT research  
\*POPULATION ESTIMATE: NCTCOG



## 2021 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,451,460  
\*POPULATION ESTIMATE | 5,046,435  
LANE MILES | 10,945.063

**A. | COLLIN COUNTY**  
VEHICLE REGISTRATION: 815,746  
\*POPULATION ESTIMATE: 1,033,046  
LANE MILES: 1,554.718

**B. | DALLAS COUNTY**  
VEHICLE REGISTRATION: 2,006,193  
\*POPULATION ESTIMATE: 2,647,576  
LANE MILES: 3,374.238

**C. | DENTON COUNTY**  
VEHICLE REGISTRATION: 694,485  
\*POPULATION ESTIMATE: 886,563  
LANE MILES: 1,665.964

**D. | ELLIS COUNTY**  
VEHICLE REGISTRATION: 665,303  
\*POPULATION ESTIMATE: 188,464  
LANE MILES: 1,541.650

**E. | KAUFMAN COUNTY**  
VEHICLE REGISTRATION: 128,716  
\*POPULATION ESTIMATE: 135,410  
LANE MILES: 1,207.916

**F. | NAVARRO COUNTY**  
VEHICLE REGISTRATION: 47,117  
\*POPULATION ESTIMATE: 52,013  
LANE MILES: 1,252.710

**G. | ROCKWALL COUNTY**  
VEHICLE REGISTRATION: 93,900  
\*POPULATION ESTIMATE: 103,363  
LANE MILES: 347.867



Continued from Cover Story



- **25 percent** of total traffic crash fatalities in Texas were DUI-alcohol related. Although there was a 6 percent decrease in DUI-alcohol related traffic crashes in Texas in 2020 compared to 2019, there was a 5 percent increase in fatalities during that period, even during the pandemic.

**“Click It or Ticket” campaign**

May 2022 marks the 20th anniversary of our “Click It or Ticket” campaign, urging Texans to buckle up.



TxDOT will hold a media event next month in Fort

Worth to discuss how seatbelts can further save lives, and the impact the campaign has had at the state level.

**Stats (In 2020):**



- **The number of people** who died while not wearing a seat belt increased by more than **19 percent** over 2019.

- **1,073 unbuckled drivers** and passengers were killed on Texas roadways.



- **The National Highway Traffic Safety Administration (NHTSA)** estimated the “Click It or Ticket” campaign has saved **6,234 lives** and prevented more than **100,000 serious injuries**. Further, it also estimates the

campaign has saved Texas more than **\$23.6 billion** in related economic costs. ■

**Other safety campaigns to come this spring/summer**

- Work Zone Safety campaign (04/01-04/15)
- Distracted Driving campaign; Talk.Text.Crash. (04/15-4/30)
- Turn Around Don't Drown (04/15-4/30)
- Motorcycle Awareness Campaign (05/01-05/15)
- Speed Campaign (06/01-06/15)

**DRIVE SOBER. NO REGRETS.**  
#EndTheStreakTX TxDOT

**A factory-themed metaphorical take** on the business of how TxDOT builds roadways:

**I. FUNDING SOURCES**



Motor Fuel Taxes



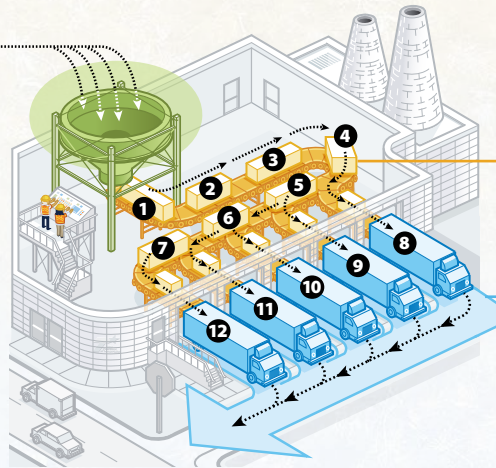
Vehicle Registration Fees



Prop 1/Prop 7



Federal Reimbursements



**II. ADVANCED PLANNING**

- |                         |                           |
|-------------------------|---------------------------|
| 1. Public Involvement   | 4. Engineering            |
| 2. Feasibility Analysis | 5. Right of Way           |
| 3. Environmental        | 6. Utility Adjustment     |
|                         | 7. Contractor Procurement |

**III. MOBILITY AND MAINTENANCE PROJECTS**

- |                 |                         |
|-----------------|-------------------------|
| 8. Connectivity | 11. Mobility            |
| 9. Preservation | 12. Roadway Maintenance |
| 10. Safety      |                         |

SOURCE: Texas Department of Transportation

DEAN HOLLINGSWORTH/TxDOT Information Specialist



**KUDOS! : Project-Related Comments for the Texas Department of Transportation**

**THIS MONTH'S COMMENT:** "Not a complaint! Thank you to all the work crews making the roads driveable and safe so quickly despite the ice!" – Mike K from Frisco, Texas.

SOURCE: Texas Department of Transportation

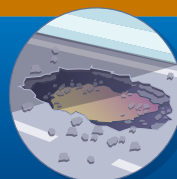
TxDOT graphics

DALLAS DISTRICT | PROGRESS



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**REPORT A POTHOLE:**

Visit <https://www.txdot.gov/inside-txdot/contact-us/contact-us/reportIssueSubPage/roadNeedsRepair.html> or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>