

Electric Vehicle Charging Station Call for Projects

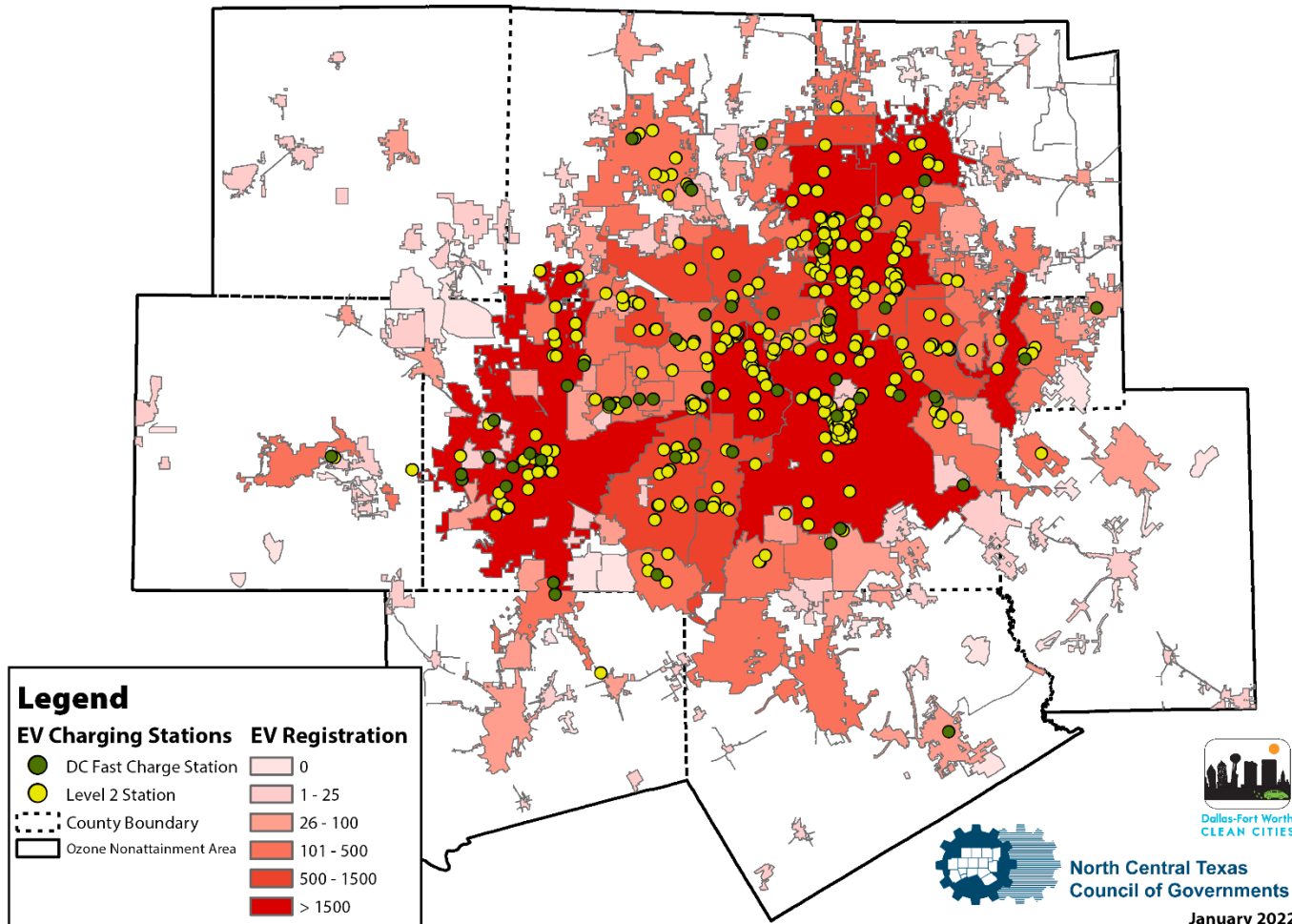
**AMY HODGES,
PRINCIPAL AIR QUALITY PLANNER**

**SURFACE TRANSPORTATION
TECHNICAL COMMITTEE**

FEBRUARY 25, 2022

Regional Needs

EV Registration and EVSE in Ozone Nonattainment Area



Filling Infrastructure Gaps

Enabling Fleet Electrification

57% of Surveyed Fleets Want to Electrify

In 2020, 63 Electric Vehicles Across 13 Fleets



Funding and Scope

Funding:

Up to \$1 Million Congestion Mitigation and Air Quality Improvement Program Funds

Applicant Eligibility:

Public Sector Entities

Adoption of RTC Clean Fleet Policy Required by Application Deadline

Eligible Activities and Costs:

Both Level 2 and Direct Current Fast Charge Stations

Design, Engineering, Purchase, Installation, and Construction Costs

Maintenance and Operation Costs NOT Eligible



Structure and Requirements

Publicly-Accessible Stations

Up to 100% Federal Funding, Transportation Development Credits as Match
2 Application Windows (Round 1 and Round 2)
Competitive Evaluation of Projects Within Each Round

All Stations Must:

Be Located in the 10-County Ozone Nonattainment Area
Be Located on Applicant-Owned Property and Owned by the Applicant Entity
Be Co-Located with Existing Parking/Development
Include J1772 or SAE Combined Charging System (CCS) Port(s)
Meet Federal Highway Administration Buy America Requirements
Be Complete and Operational by July 31, 2023



Scoring Criteria

Advancing Electrification – Up to 75 Points

Fill Gaps in Existing Infrastructure Network and/or Enable New Fleet Electrification

Located In a Jurisdiction with No Existing Charging Stations

Serves a Public Fleet with No Existing EVs

Number and Type of Fleet Vehicles Expected to Use Charging Stations

Ability to Charge Multiple EVs at One Time or Multiple Locations in One Application

Applicant Identifies Broader, Long-Range Plan to Electrify

Serve Communities Prioritized by the Justice 40 Initiative

Include Strategies to Minimize Grid Impacts

Features Such as Managed Charging, Integrated Storage, etc.

Chargers with Vehicle to Grid Capabilities

Subrecipient Oversight Criteria – Up to 25 Points



Schedule

Milestone	Target Date
RTC Action to Open Call for Projects	February 10, 2022
STTC Endorsement of Call for Projects	February 25, 2022
Call for Projects Opens	Upon STTC Endorsement
Round 1 Application Deadline	Friday, April 22, 2022 (8 Weeks)
Round 2 Application Deadline (If Funds Remain)	Friday, May 20, 2022 (12 Weeks)
STTC Recommendation of Awards	Phase 1: May 27, 2022 Phase 2 (if applicable): June 24, 2022
RTC Recommendation of Awards	Phase 1: June 9, 2022 Phase 2 (if applicable): July 14, 2022
Executive Board Authorization of Awards	Phase 1: June 23, 2022 Phase 2 (if applicable): July 28, 2022
Project Completion/Reimbursement Deadline	July 31, 2023



Action Requested

STTC Endorsement of RTC Authorization to Open Call for Projects, Including:

Eligibility Requirements

Scoring Criteria and Point Structure

Schedule, Including 2 Application Windows



Contact Us



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Relevance to Regional Planning

Air Quality Emphasis Areas

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

Federal Performance Measure:

Air Quality

Mobility 2045:

Air Quality Policy AQ3-004:

Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions

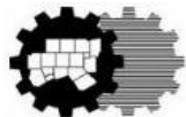
Mobility 2045 Chapter 4 – Environmental Considerations

Appendix C – Environmental Considerations

UPDATES TO REGIONAL TRANSPORTATION DEVELOPMENT CREDIT (TDC) PROGRAM ALLOCATIONS AND ANNUAL TDC REPORT

Surface Transportation Technical Committee

February 25, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Transportation Development Credits = TDCs
- TDCs are “earned” by the region when toll revenues are used to fund capital projects on public highways
- TDCs are not money or cash
- They do not increase funding for a given project
- They are eligible to “match” a federal funding award
- The Dallas-Fort Worth Region has been allocated 994,351,658 TDCs
- As of September 30, 2021*, the Dallas-Fort Worth Region has 742,545,274 TDCs available for future allocation

* Date of last TDC report for FY 2021

TDC BALANCES – AS OF FY 2021 REPORT

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

PROPOSED TDC ALLOCATION UPDATES

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

CATEGORY 1: STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS

Goal	<ul style="list-style-type: none">• Support public transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide the local match
Proposed Action	<ul style="list-style-type: none">• Increase allocation by 15,000,000

CATEGORY 2: RTC HAS REVENUE

Goals	<ul style="list-style-type: none">• Advance initiatives of strategic importance• Expedite delivery of projects• Free up local or State funds for use on:<ul style="list-style-type: none">• Projects that can be expedited outside the federal process• Projects not typically eligible for federal funds
Proposed Action	<ul style="list-style-type: none">• Increase allocation by 40,000,000

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

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

CATEGORY 5: REGIONAL PROGRAMS/MANAGEMENT AND OPERATIONS

Goal	<ul style="list-style-type: none">• Support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply
Proposed Action	<ul style="list-style-type: none">• Increase allocation by 30,000,000

CATEGORY 6: METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE

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

FUTURE TDC AWARDS

- If the proposed allocations are approved, our MPO would have approximately 539.7 million TDCs left for future allocation.
- If additional TDCs are awarded that exceed the current allocation, the RTC will be asked to approve the adjusted allocation to the respective category at the time.
 - Example: Approval of transit projects using Category 1 TDCs will be accompanied by approval of an increased allocation for that category to cover the awarded amount, if needed.
- The TDC balances will then be adjusted to reflect the new allocations.

REQUESTED ALLOCATION CHANGES

Category	Current Allocation	Proposed Change	Revised Allocation
1 - Strategic Awards to Small Transit Providers	26,000,000	+15,000,000	41,000,000
2 - RTC has Revenue	20,000,000	+40,000,000	60,000,000
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7 - For Future Reallocation	624,741,527	-85,000,000	539,741,527
Total	994,351,658		994,351,658

REQUESTED ACTION

- Recommend RTC approval of the proposed TDC allocation changes

CONTACT/QUESTIONS?

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MOBILITY 2045 UPDATE

SCHEDULE AND DRAFT PLAN PROGRESS

February 25, 2022

Surface Transportation Technical Committee

PLAN SCHEDULE

4-Year Federal
Requirement

June 2018

Mobility 2045
Adopted

November
2018

**Air Quality
Conformity
Determination**

May/June
2022

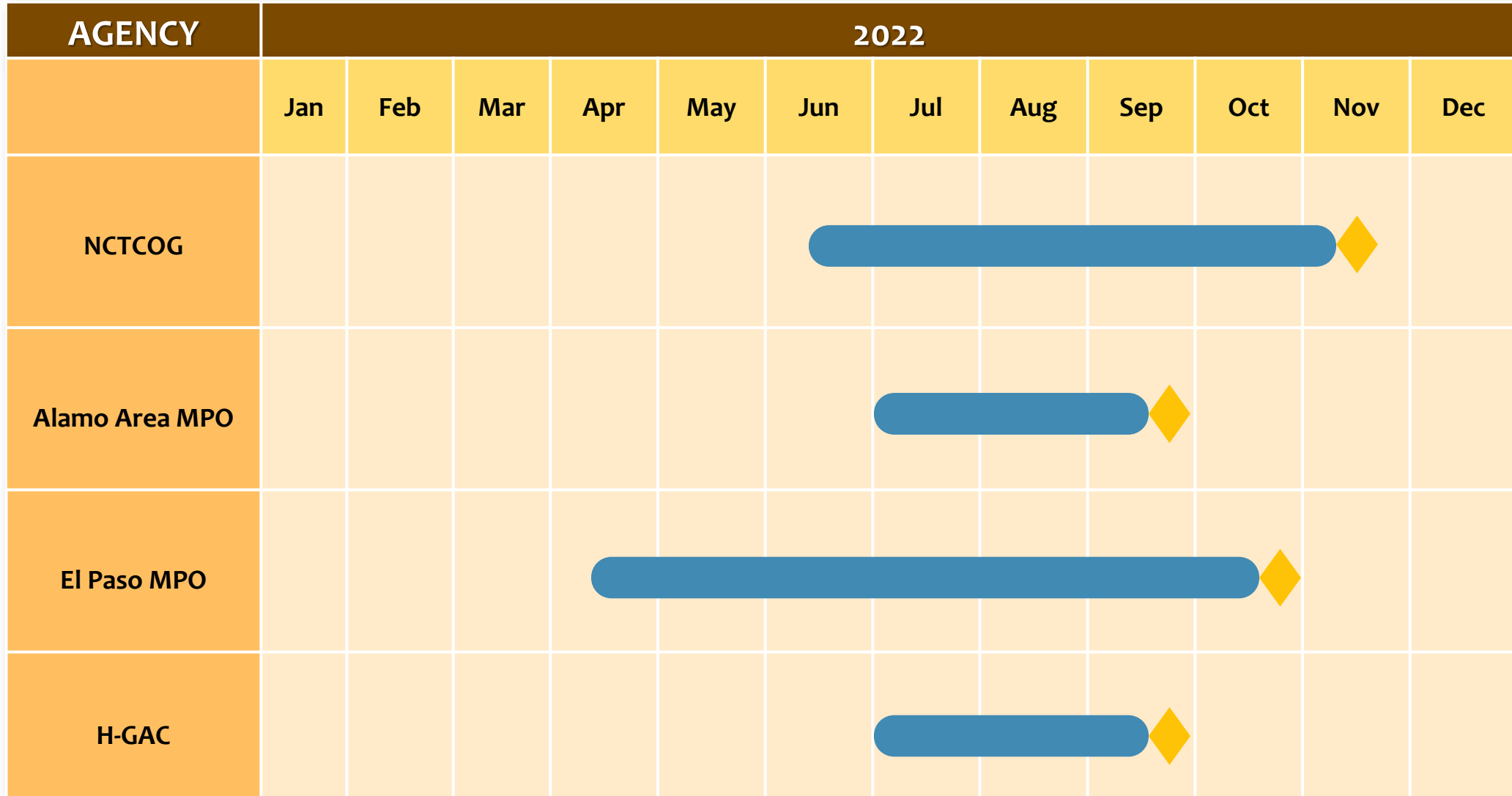
ACTION
Mobility 2045
Update



November
2022

DEADLINE 
**Air Quality
Conformity**

Texas Conformities in 2022 (Tentative Schedule)

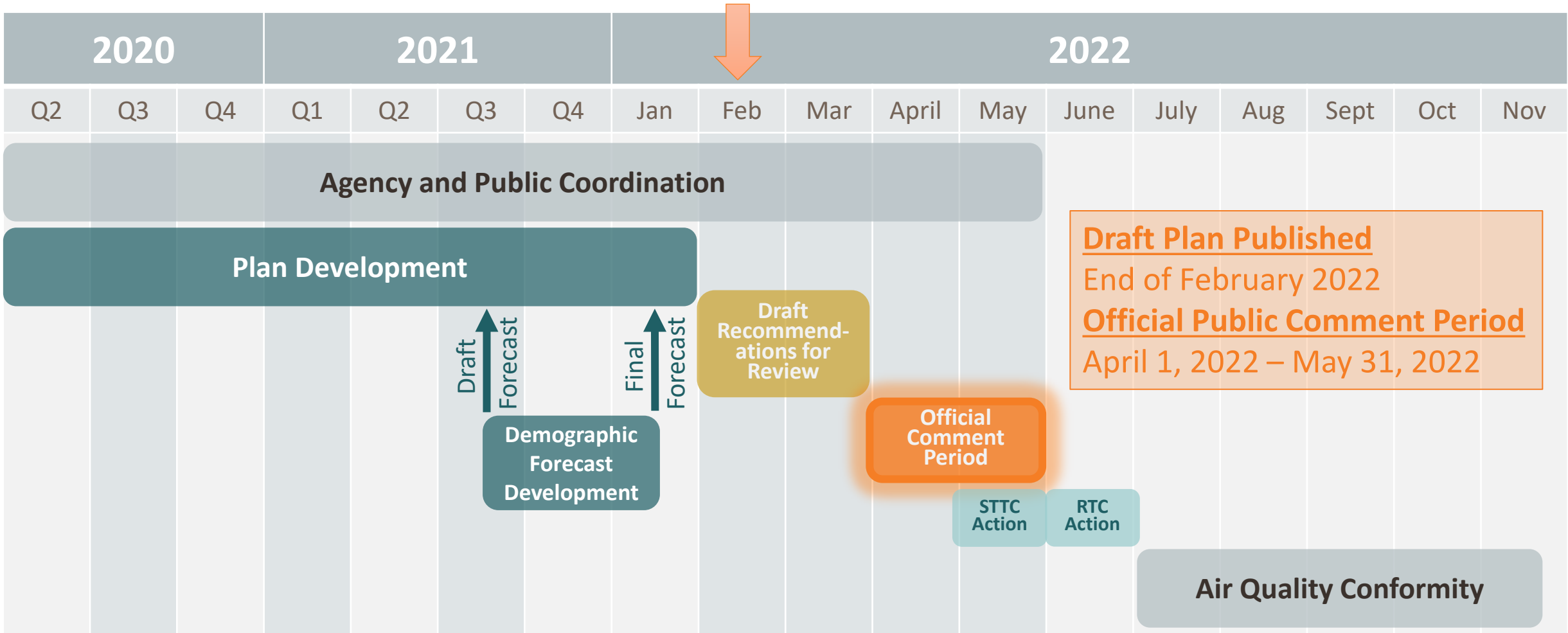
DRAFT



 = Conformity Documents Partners' Review
 = Potential USDOT Conformity Determination

Source: NCTCOG and TTI (For Other Area MPOs)

PLAN SCHEDULE



Notes:

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

MAJOR PLAN UPDATE EMPHASIS

Updated travel and demographic data

Updated travel demand forecasting tool

Updated financial forecast

Project, Program, and Policy refinements

Updated performance-based planning framework

Updated Policy Bundle

Draft Policy and Program Listing
www.nctcog.org/PlanInProgress



HIGHLIGHTED POLICY AND PROGRAM UPDATES



Safety

References new Pedestrian Safety Action Plan endorsed by the Regional Transportation Council on June 10, 2021



Health Accessibility Program

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



Environmental Considerations

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



TDM Strategies

RTC Resolution R21-04 supports the establishment of a regional SOV trip reduction target of 20% annually

HIGHLIGHTED TECHNOLOGY PROGRAM UPDATES



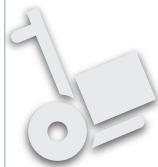
Advance High-Speed Transportation recommendations

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



Safe Integration of Vertical Mobility Technology in the NCTCOG region

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



Advance Automated Transportation Systems (ATS)

Apply ATS technology in passenger and freight applications for local circulation and first/last mile access to regional rail



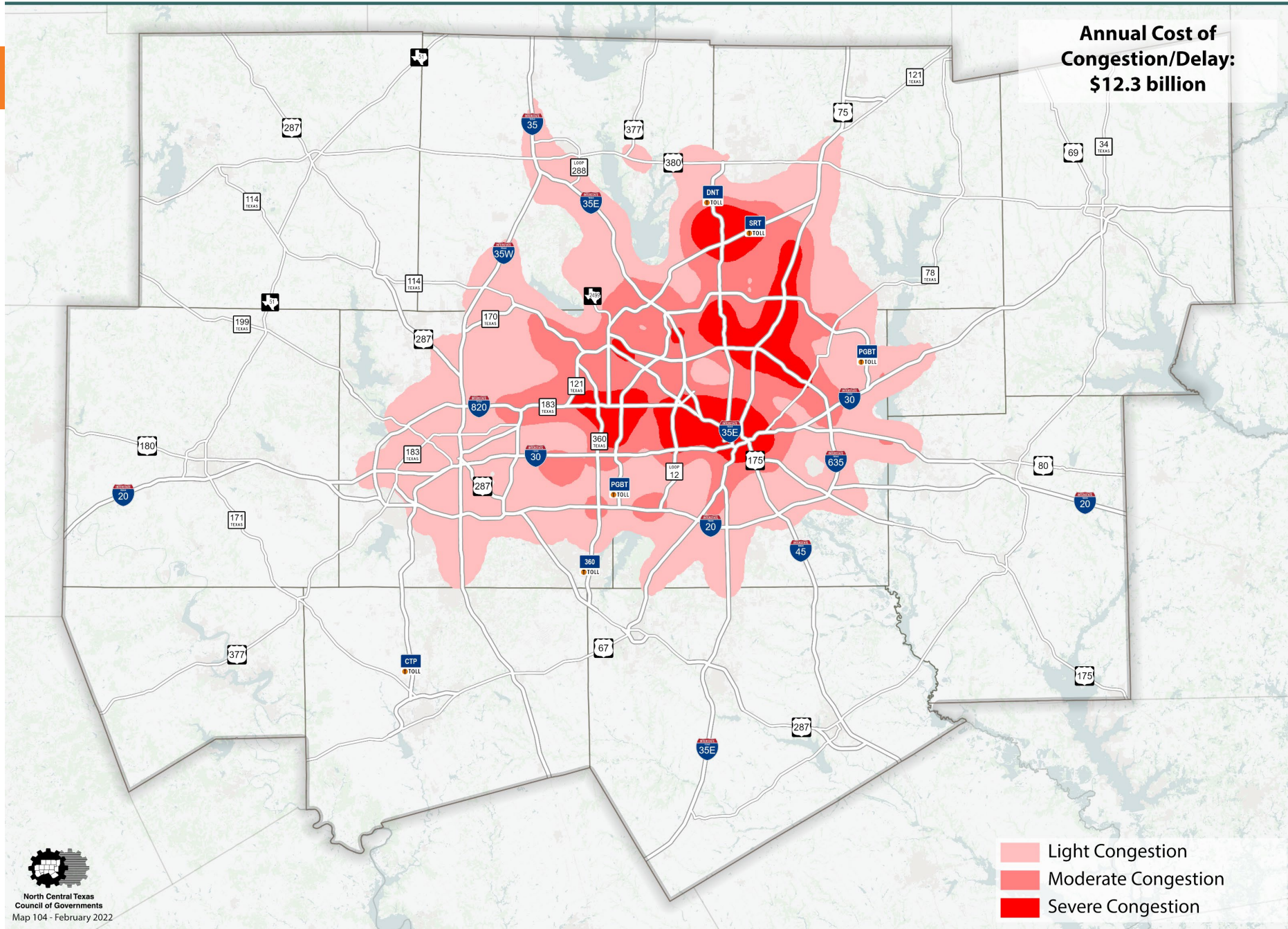
Automated Vehicles

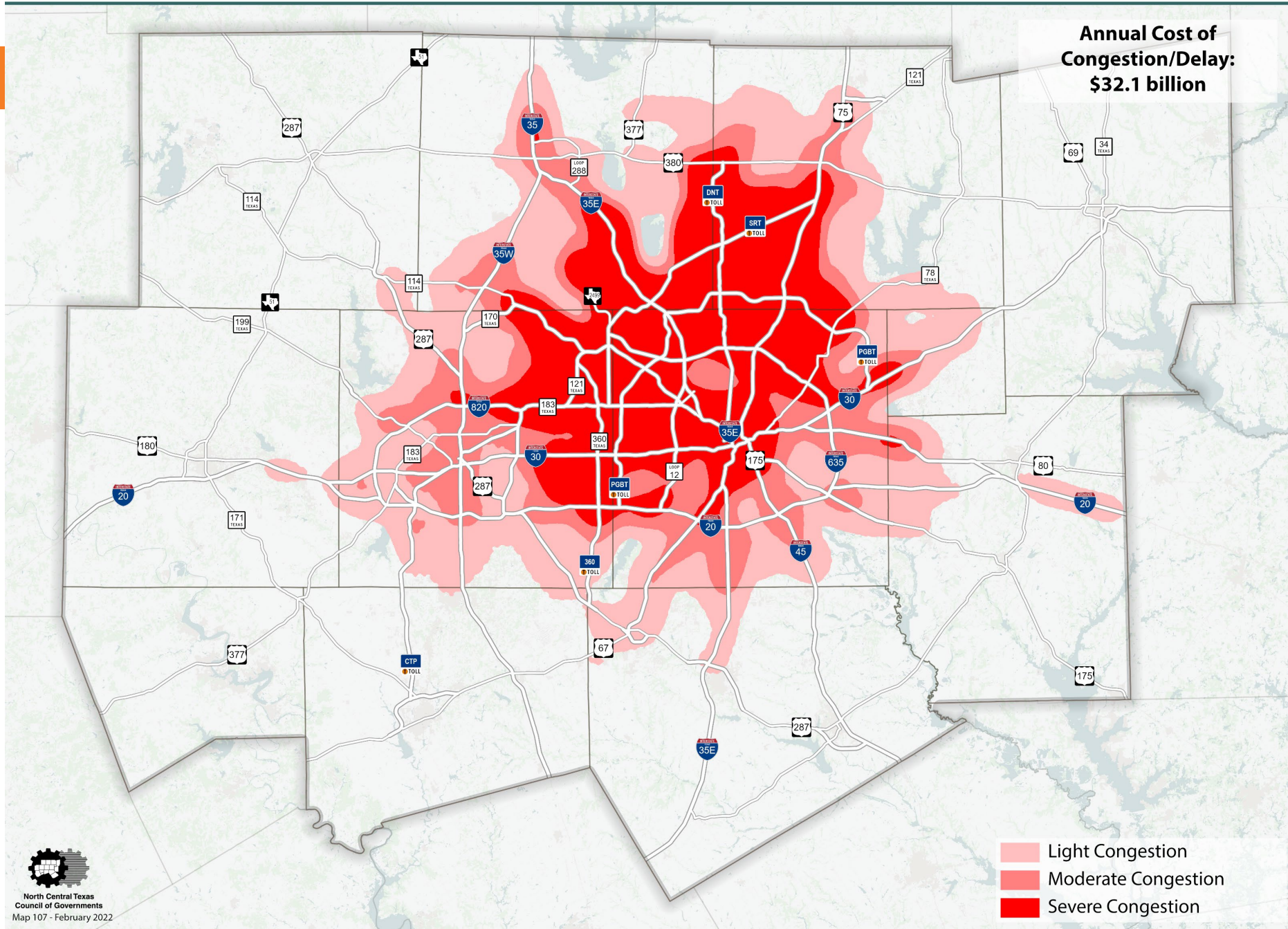
Incorporate the new Automated Vehicle 2.0 initiative launched since the adoption of the last Mobility Plan

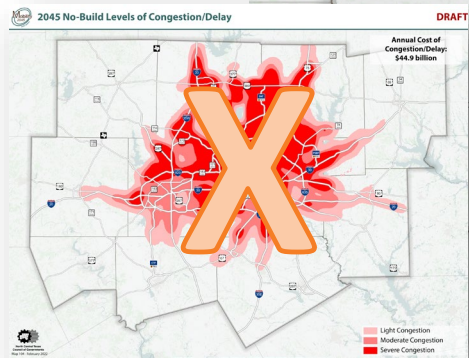
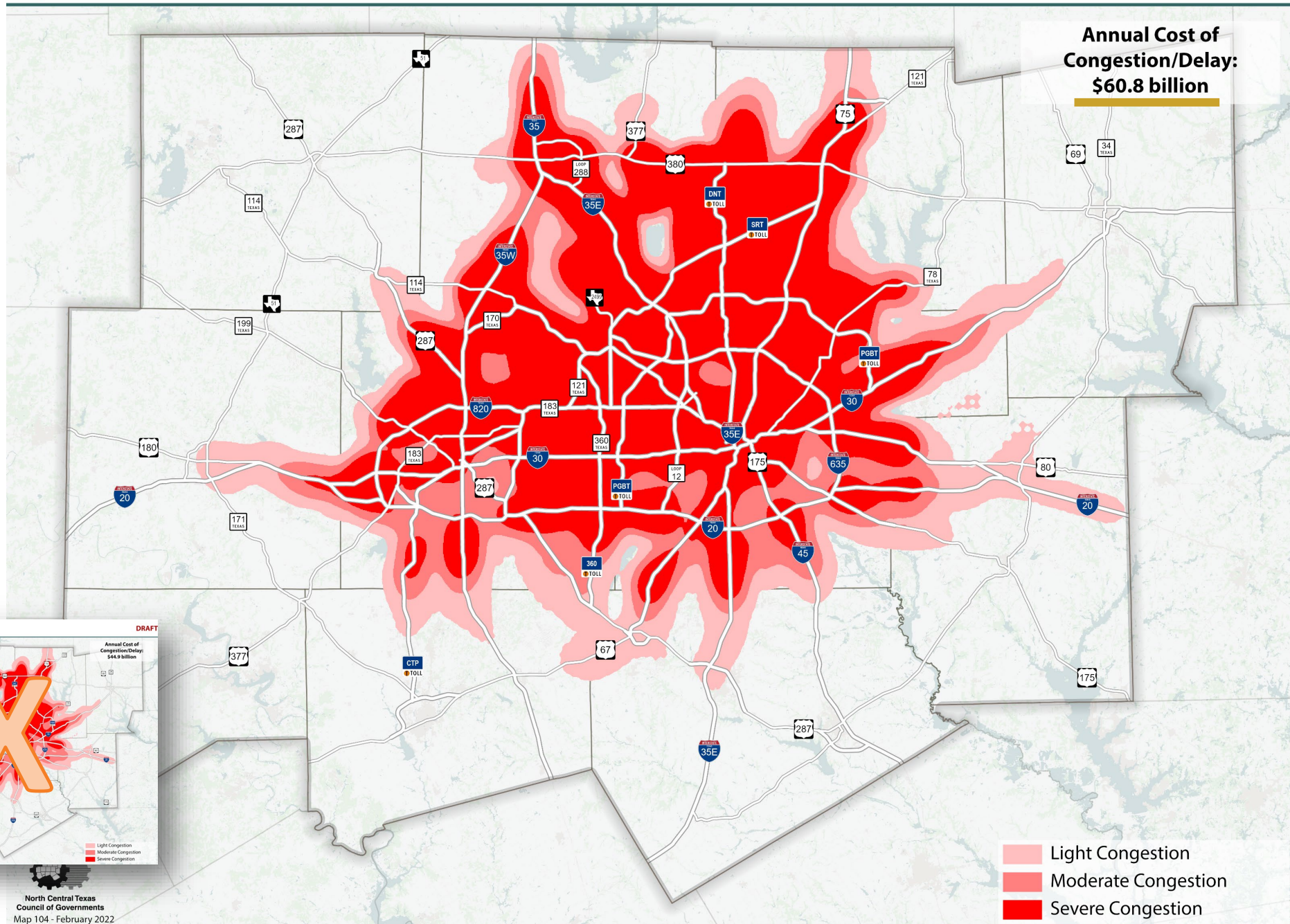


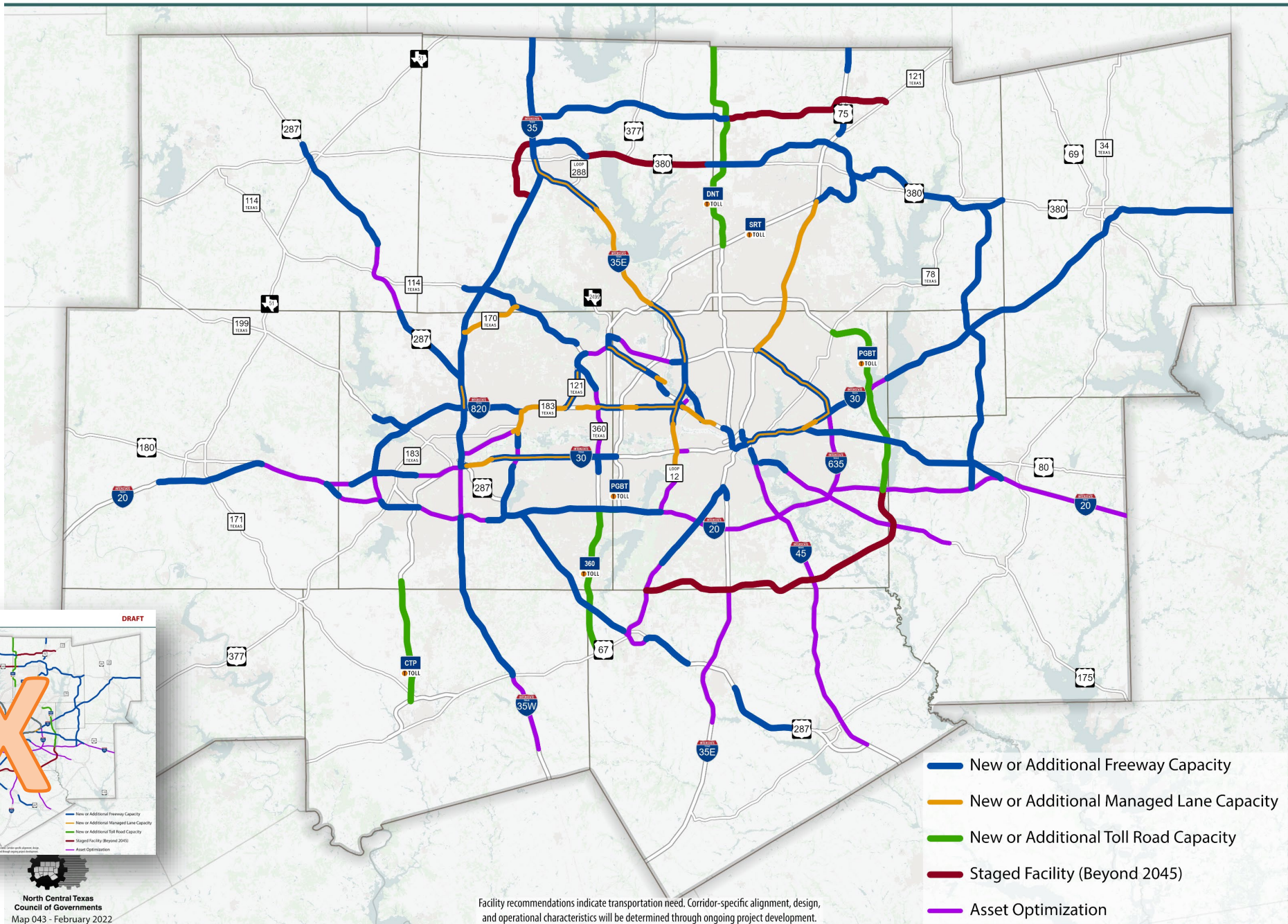
Internet and Broadband

Incorporates a new topic of broadband internet through discussion of access, infrastructure, the intersection of communications and transportation, and potential uses

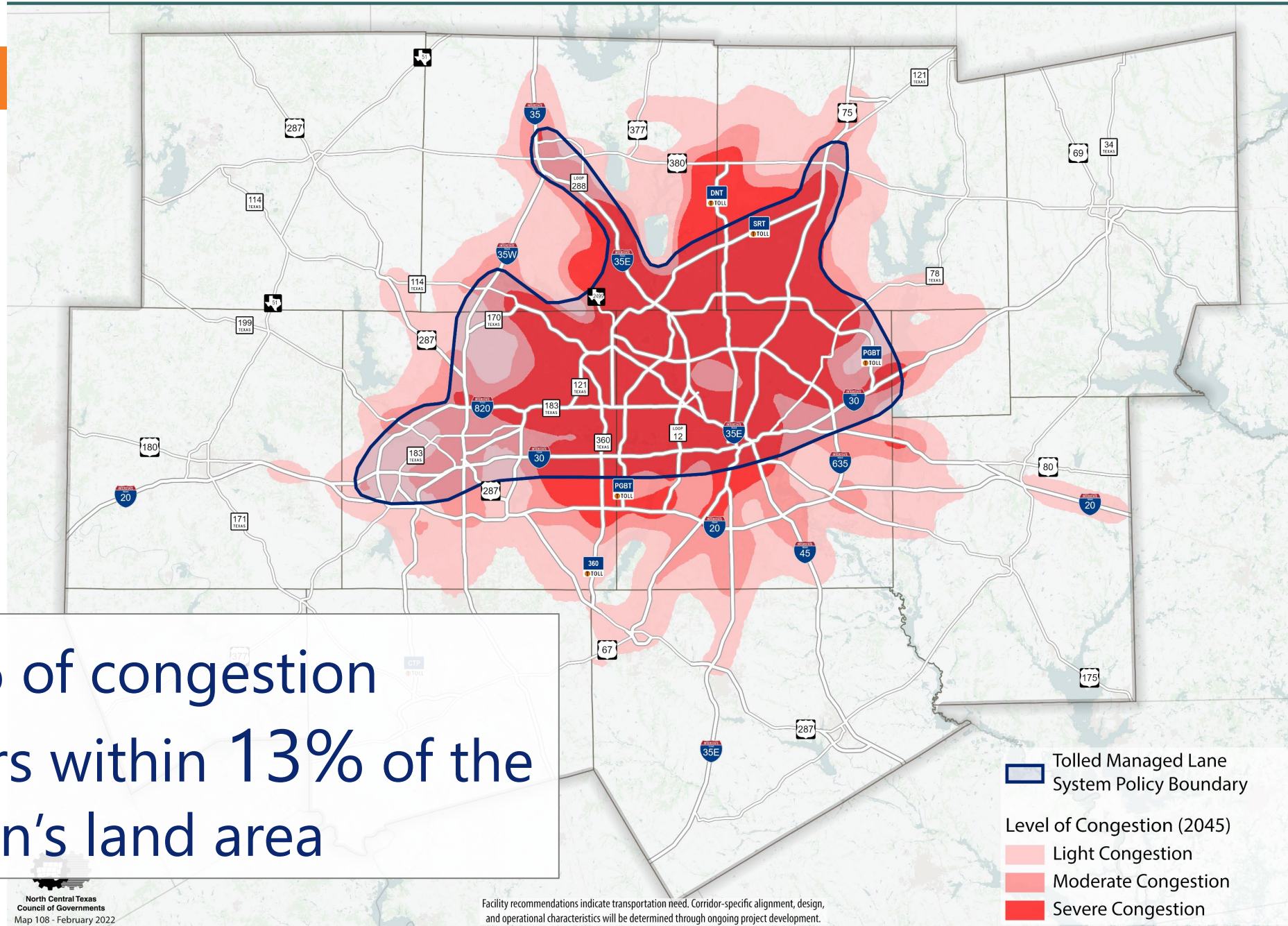




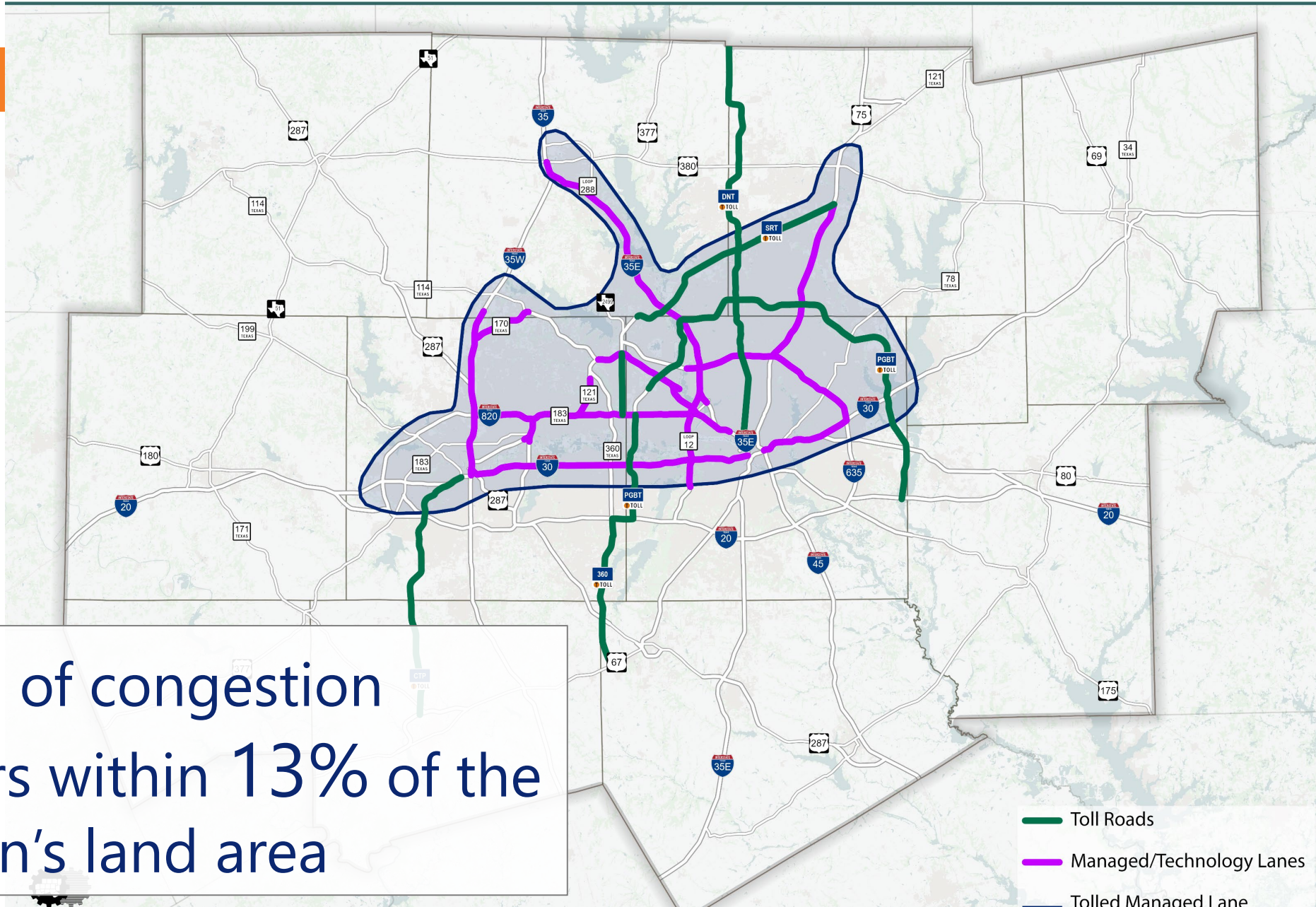




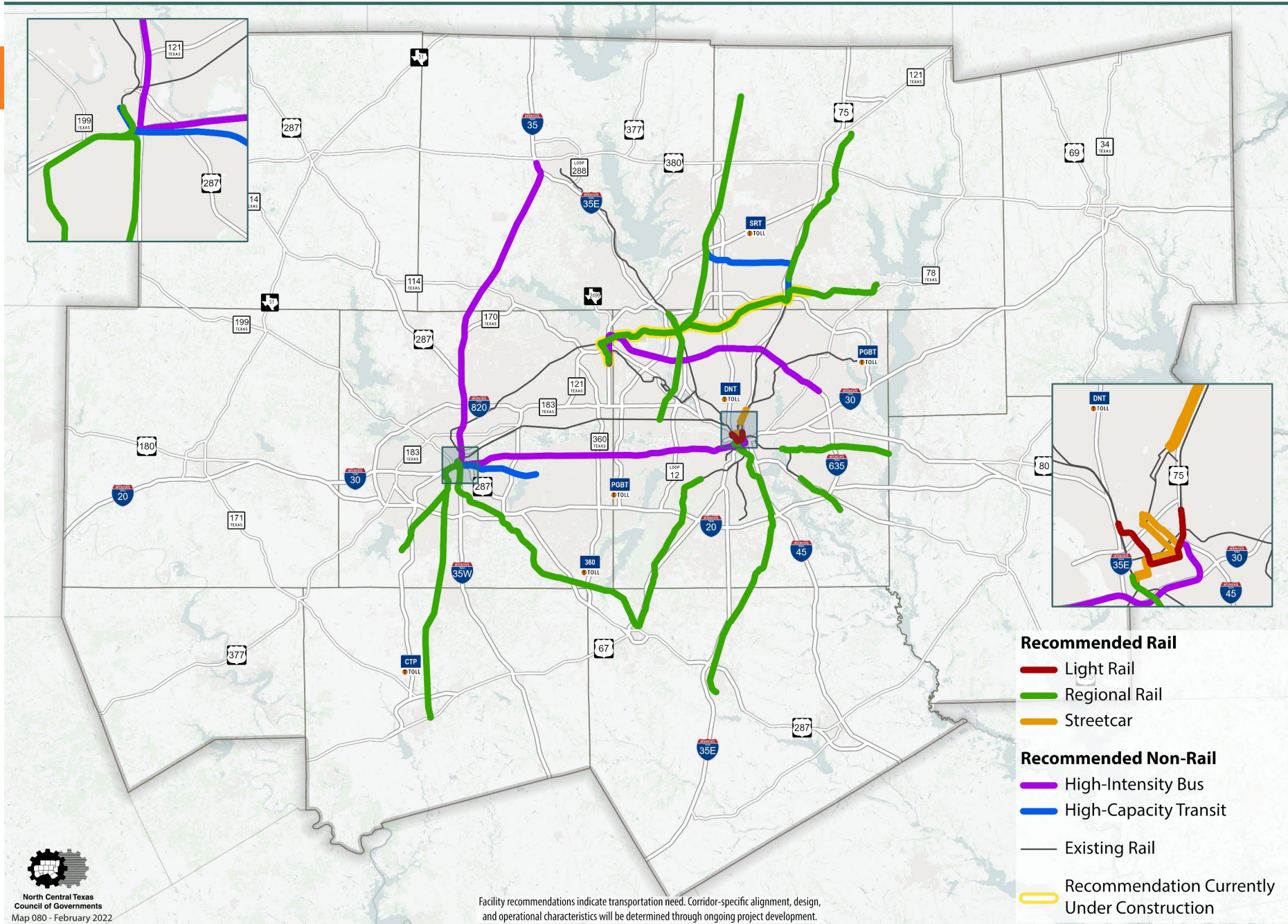
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



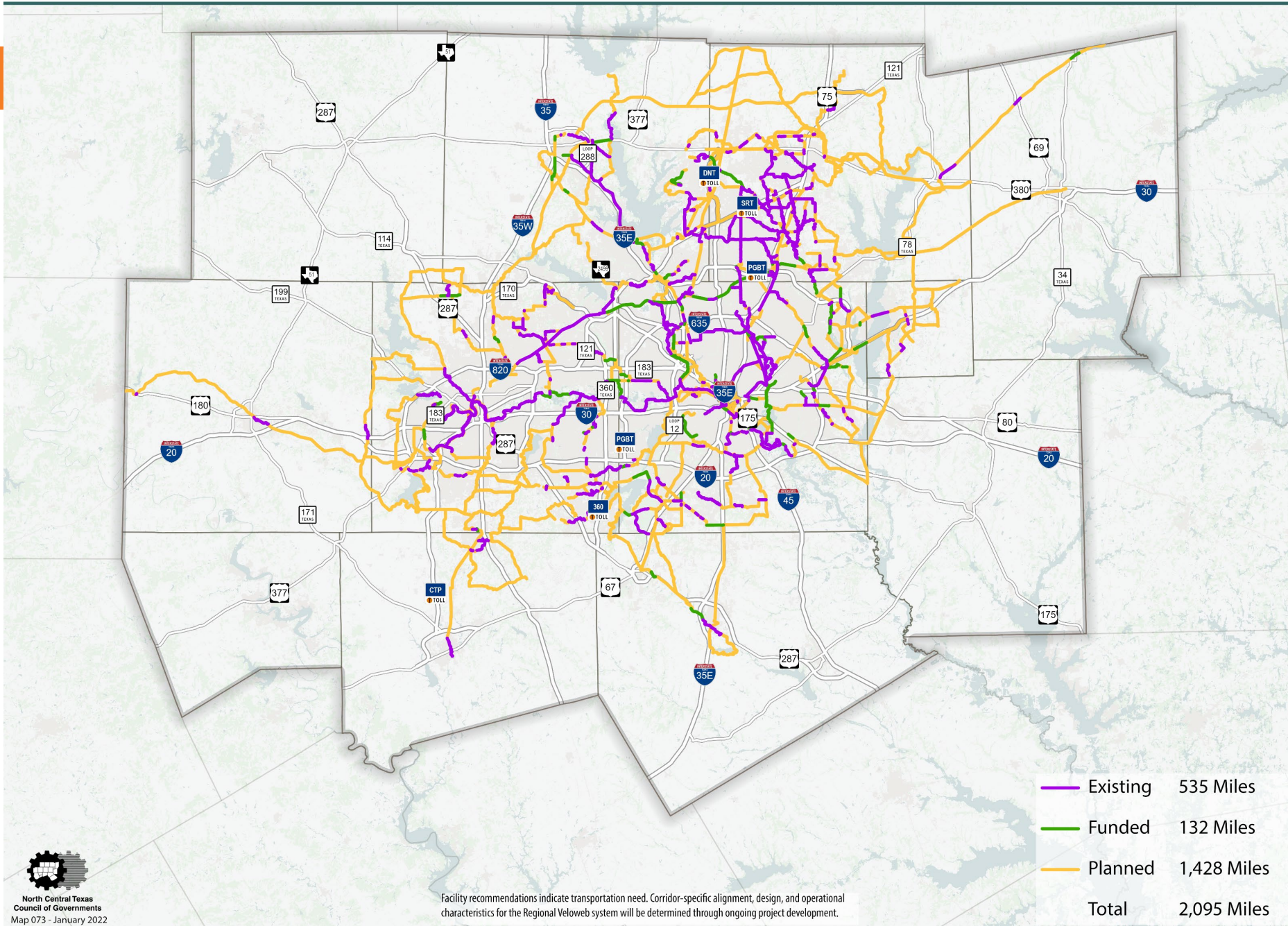
78% of congestion occurs within 13% of the region's land area



78% of congestion occurs within 13% of the region's land area



- Recommended Rail**
- Light Rail
 - Regional Rail
 - Streetcar
- Recommended Non-Rail**
- High-Intensity Bus
 - High-Capacity Transit
 - Existing Rail
 - Recommendation Currently Under Construction



MORE DRAFT MAPS AND RECOMMENDATIONS TABLES AVAILABLE ONLINE

www.nctcog.org/PlanInProgress



Major Roadway
Recommendations

Regionally-
Significant
Arterials

Priced Facilities

Transit Corridor
Recommendations

Roadway Project
Listing

Transit Project
Listing

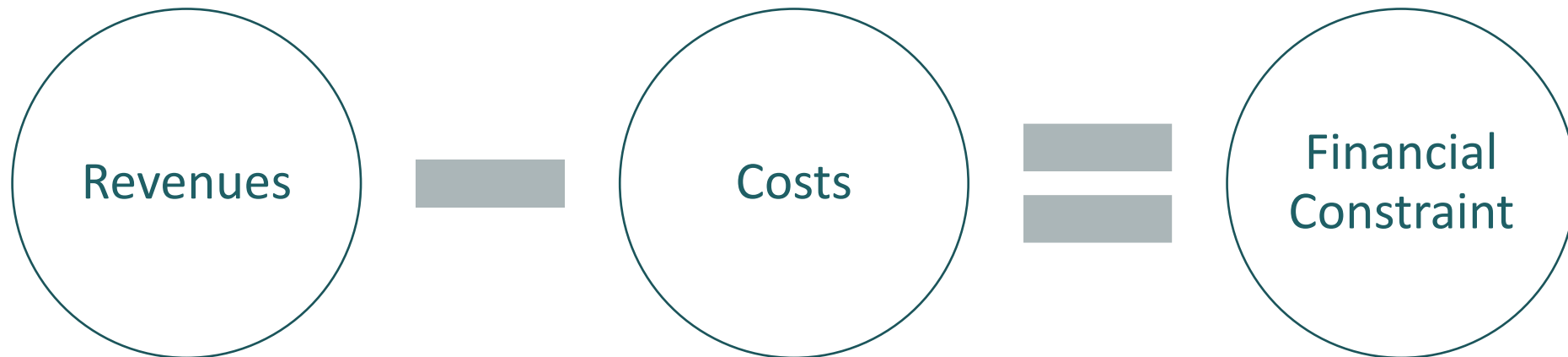
FINANCIAL PLAN REQUIREMENTS

Plan must be financially constrained

Include all reasonably expected sources of revenue

Year of expenditure dollars

Balance priorities with available revenues



PRELIMINARY FINANCIAL PLAN COST

		MOBILITY 2045	MOBILITY 2045 UPDATE	
MAXIMIZE EXISTING SYSTEM	Infrastructure Maintenance	36.8	30 B	15% ▼
	Management & Operations	9.5	10 B	0% ▲
	Growth, Development, & Land Use Strategies	3.2	1 B	60% ▼
STRATEGIC INFRASTRUCTURE INVESTMENT	Rail & Bus	33.3	40 B	25% ▲
	HOV/Managed Lanes + Freeways/Tollways and Arterials	53.6	60-70 B	25% ▲
Total, Actual \$, Billions		136.4 Billion	140-150 Billion	10% ▲

~145 Billion

REVENUE SOURCES

Baseline Revenue

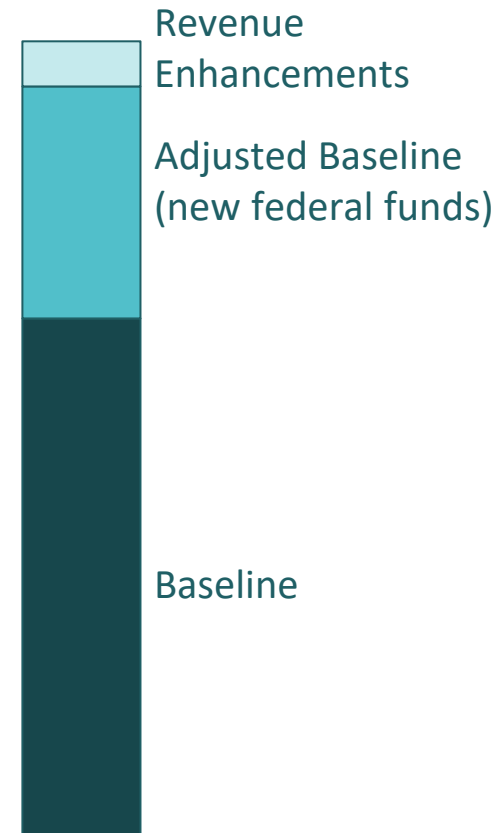
- Funds flowing through State Highway Fund and TxDOT UTP (Categories 1-12)
- System revenue
- Transit revenue (sales tax, federal, local, etc.)
- Local funds/local match

Adjusted Baseline

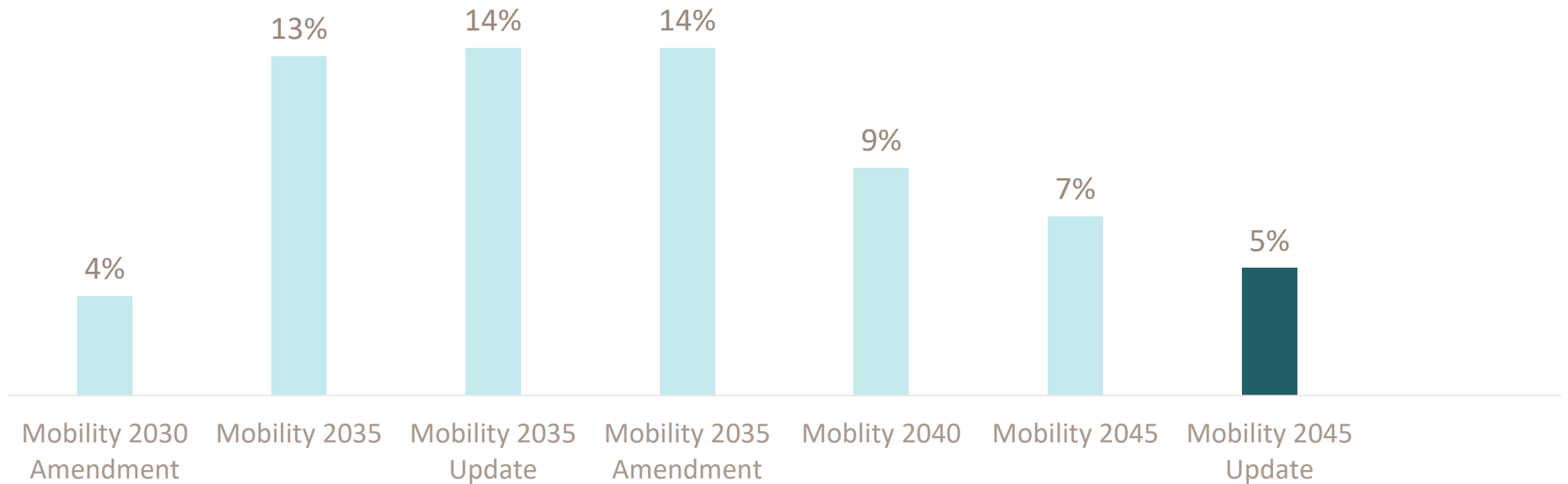
- New state and federal funds expected to start flowing through State Highway Fund
- New federal funds for transit
- Private and local funds for transit

Revenue Enhancements

- Reasonably anticipated future revenue, equivalent of increases in gas tax and vehicle registration fees
- Local option vehicle registration fees



REVENUE ENHANCEMENTS IN PREVIOUS MOBILITY PLANS



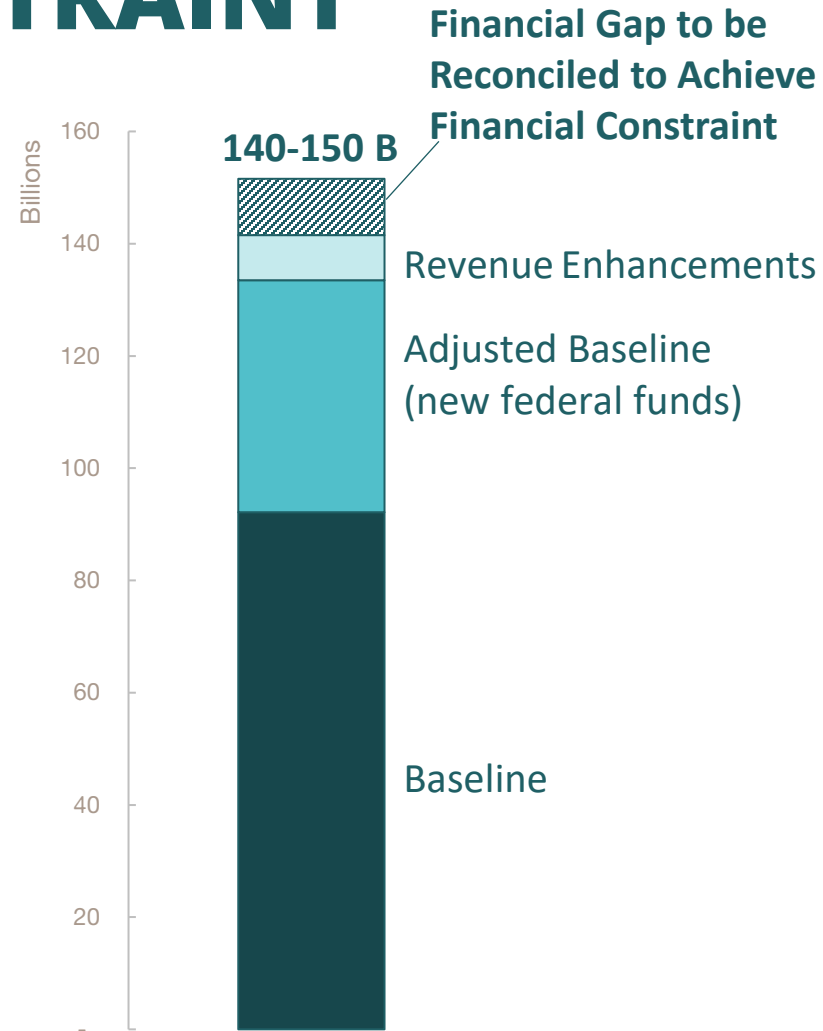
FINANCIAL CONSTRAINT

IN PROGRESS

Financial constraint expected

Forecast stage: developing/refining costs and revenues

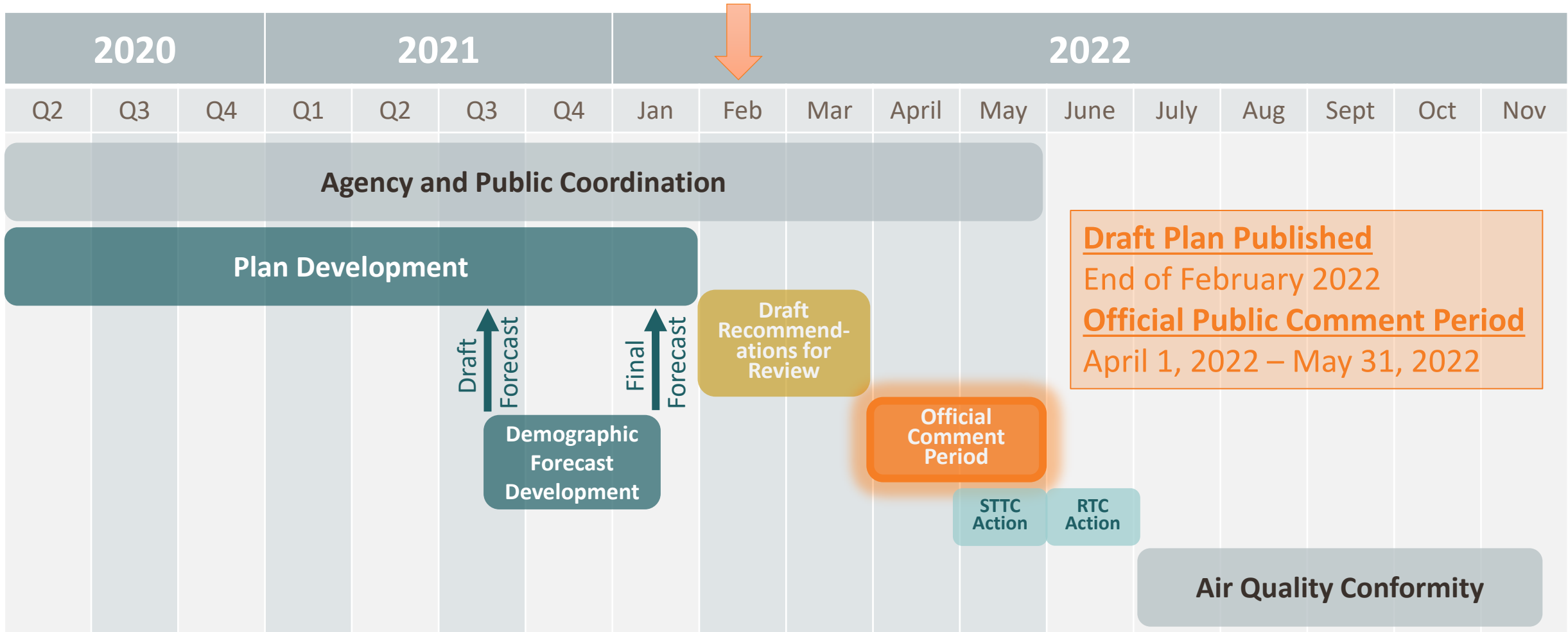
Final stage: confirming final costs and revenues



TIMELINE

DATE	ACTIVITY
April – December 2021	RTC & STTC – Mobility Plan Update Schedule, Project Selection, and Demographic Assumptions
January 2022	RTC – Mobility Plan Update Progress
January 2022	STTC – Mobility Plan Update Progress
February 2022	RTC – Mobility Plan Update Progress
February 2022	STTC – Action Requested: Recommend RTC Direct Staff to Enter Public Comment Period
March 2022	RTC – Action Requested: Direct Staff to Enter Public Comment Period
March 2022	STTC – Mobility Plan Update Progress
April 2022	Official Public Comment Period
April 2022	RTC – Mobility Plan Update Progress
April 2022	STTC – Mobility Plan and Air Quality Conformity
May 2022	RTC – Mobility Plan and Air Quality Conformity
May 2022	STTC – Action Requested: Recommend RTC Adopt Mobility 2045 - 2022 Update
June 2022	RTC – Action Requested: Adopt Mobility 2045 - 2022 Update

MOBILITY PLAN SCHEDULE



Notes:

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



ACTION

Recommend that RTC direct staff to take the MTP draft recommendations, air quality conformity, and environmental justice analysis to public meetings

CONTACT US



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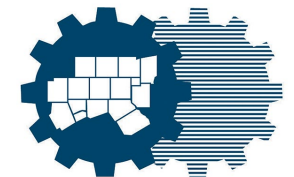
(682) 433-0478

AV2.2/2.3 “Round 2” Projects

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Transportation Innovation & Technology Program, NCTCOG

25 February 2022



**North Central Texas
Council of Governments**

AV 2.2/2.3 FUNDING OVERVIEW

2021

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

2022

- Round 2 projects
- Completed funding allocations

Round 1	
Dallas College	\$ 8.7M
DART	\$1.75M
FW Truckport	\$4.79M
Paul Quinn College	\$1.57M
Richardson	\$4.8M
TOTAL:	<u>\$21.6M</u>
REMAINDER:	<u>\$8.3M</u>

Round 2	
Arlington	\$600K
DFWIA	\$1.5M
McKinney/ Dallas (NCTCOG)	\$5M (Revised)
Fort Worth (NCTCOG)	\$4.2M ✓
TOTAL:	<u>\$11.3M</u>
PROJECTS SHORTFALL:	<u>\$3M</u>

TRAVEL DEMAND SUBSTITUTION AND ACCESSIBILITY IMPROVEMENTS USING TECHNOLOGY: FOUNDATION FOR CLASSIFICATION OF A TRANSPORTATION MODE

TRAVEL DEMAND SUBSTITUTION BENEFITS:

AIR QUALITY

MOBILITY

ACCESSIBILITY IMPROVEMENTS:

ACCESS TO NEEDS VIA TECHNOLOGY

CAUSES NEEDING ACCESSIBILITY IMPROVEMENTS

LACK OF VEHICLE

LACK OF TRANSIT

LACK OF BIKE / SIDEWALKS

INCOME CONSTRAINTS

AGE / DISABILITY CONSTRAINTS

TECHNOLOGY FAMILY

AUTONOMOUS MOBILE VEHICLE TO RESIDENTIAL LOCATIONS:

PHASE 1 / EMERGENCY

OPEN PLATFORM INCUBATOR

ACCESS TO BROADBAND:

PHASE 2

RETROFIT AND NEW LOCATION

PILOTS IMPLEMENTED TOGETHER

PROPOSED DEPLOYMENTS

	<u>PHASE 2</u>	<u>PHASE 1 / EMERGENCY</u>
TECHNOLOGY	BROADBAND	AUTONOMOUS VEHICLES
LOCATION	FORT WORTH	MCKINNEY (A) / DALLAS (B)
TYPE	URBAN	SUBURBAN / URBAN
LEAD PROCUREMENT	NCTCOG	NCTCOG

PHASE 1: VEHICLE-BASED TRANSPORTATION DEMAND MANAGEMENT AND ACCESSIBILITY

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

Takes users off the road for redundant trips

Provides access where none exist

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

Project: McKinney/City of Dallas (subject to final approvals)

CONTACTS

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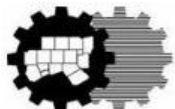
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Cancellation of Trade Fair Partnerships with Lubbock and Rio Grande Valley Metropolitan Planning Organizations

Surface Transportation Technical Committee
February 25, 2022



North Central Texas
Council of Governments
Transportation Department

Background

- On May 13, 2021, the Regional Transportation Council (RTC) approved a Trade Fair partnership with the Lubbock and Rio Grande Valley Metropolitan Planning Organizations (MPOs)
- TxDOT has since coordinated with both the Lubbock and Rio Grande Valley MPOs and developed an alternative funding plan which does not require borrowing from the North Central Texas Council of Governments' (NCTCOG) allocations
- Due to the availability of funding, NCTCOG is recommending to cancel the Trade Fair agreement

Recommended Reversal of Original RTC Action

Previously Approved by the RTC May 2021:

- Trade Fair Partnership with the Lubbock MPO:
 - Transferring \$10,500,000 in STBG cash flow/allocation in FY2023
 - Transferring \$10,500,000 in STBG cash flow/allocation in FY2025
 - Receiving \$6,903,818 back in FY2028
 - Receiving \$6,994,465 back in FY2029
 - Receiving \$7,101,717 back in FY2030
- Trade Fair Partnership with the Rio Grande Valley MPO:
 - Transferring \$14,578,845 in STBG cash flow/allocation in FY2022
 - Receiving \$14,578,845 back in FY2026

Recommended Actions

Recommend RTC approval to:

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

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NCTCOG | Transportation Department

North Texas Regional Parking Database

Surface Transportation Technical
Committee 2.25.2022

Planning For a Growing Region

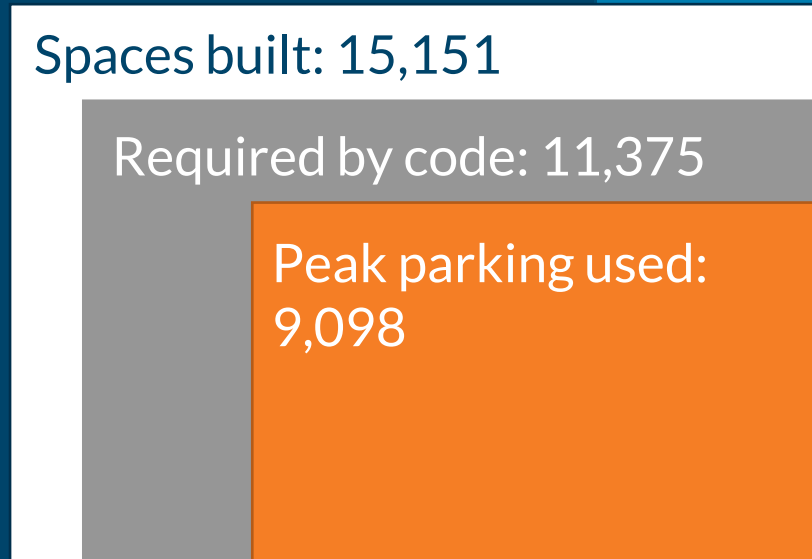
11.4 million by 2045

Challenges from oversupplied free parking



- LESS** contribution to tax base
- MORE** expensive development
- LESS** land for housing/ other development
- MORE** dependence on our cars for all trips

2018 DART Transit-Oriented Development Parking Study
(16 sites – NCTOG.org/TOD)



We need updated local data to grow more efficiently



Regional Parking Database

Data collection of parking utilization counts from across the region

Specific to **North Texas**, a regional “clearinghouse” of data

Context-specific to various land uses with different transportation options

Tool to inform development codes and evaluate standard parking requirement formulas for various land uses

Interviewed 6 other regions with similar studies, 35 to 390 sites for parking counts .
NCTCOG goal of over 100 sites



Data Collection

Step 1 – Communication and Identifying Sites

Property Owner/Manager Survey

- Documents property approval to conduct counts on-site
- Building occupancy
- Site characteristics

Properties located in NCTCOG's 12-county region
Most commercial property types, including:

- Industrial/warehouse uses
- Office
- Entertainment/theaters/gyms
- Hospitality/hotels
- Restaurants
- Multi-family residential/apartments
- Retail (all types)
- Mixed-use site

North Central Texas Council of Governments

Section 2: Property Contact Information

Building Name (if applicable)	
Property Address	Street:
	City: Zip:
Property Management Company Name	
Property Management Contact (this is who NCTCOG staff will contact with follow-up questions and to arrange access to parking facilities)	Name:
	Email:
	Phone:

Section 3: Property Characteristics

How would you describe the land use(s) at the property? (E.g., movie theater)

Which land use classification best fits the land use(s) described above?

- Mixed-use, e.g., 2 or more uses per building (complete sections 4, 5, and 6)
- Hospitality (complete section 4)
- Restaurant (complete section 5)
- Retail (complete section 5)
- Office (complete section 5)
- Industrial/Warehouse (complete section 5)
- Entertainment (complete section 5)
- Multi-family residential (complete section 6)
- Other: (complete sections 4, 5, and 6)

Section 4: Hospitality Land Use: Property Characteristics
(only complete this section if the property includes "hotel" uses)

Total number of hotel units	
Total square feet of meeting/conference space	

Section 5: Commercial Land Use: Property Characteristics
(only complete this section if the property includes any kind of commercial use)

Total square feet of leasable tenant space	
Square feet of tenant space currently occupied	
Total square feet of commercial common space (space not leasable by tenants)	

Section 6: Residential Land Use: Property Characteristics
(only complete this section if the property includes any kind of residential use)

What kind of housing is available? (e.g., student housing, senior living, assisted living, etc.)

	Studio	1 Bedroom	2 Bedroom	3+ Bedroom	Total
Total Number of units					
Number of vacant units only					
Current monthly average rent/price per square foot					
Number of units reserved for affordable housing* (enter zero if none)					

* for the purpose of this survey, "affordable housing" is defined as housing that is subsidized or rent-regulated and that is occupied by a household that is "low-income". A "low-income" household is a household earning less than 80% Area Median Income (AMI). Source: Fort Worth Comprehensive Plan Chapter 5: Housing, US Department of Housing and Urban Development (HUD).

Page 2 of 4



Data Collection

Step 2 – Parking Utilization Counts

NCTCOG and others on-site to count parking space occupancy

Step 3 – Analysis of Site Context factors and data

E.g. Utilization rates for transit vs. non-transit neighborhoods

Data and reports available in 2023



How to Help

We need commercial real estate property **contacts**

Property representatives to fill out the survey or be contacted by NCTCOG

Share the project with relevant city departments and related contacts

Visit our website for survey and communications materials

www.NCTCOG.org/Parking



Contact Us



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Transportation Planner

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

February 25, 2022

Surface Transportation Technical Committee (STTC) Information Item
FY 22 RAISE Discretionary Grant Program – Overview & Candidate Project Identification

RAISE Discretionary Grant Program

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

2

Funding Availability

\$1.425 Billion

– Capital Projects (Nation)

\$75 Million

– Planning Grants (Nation)

50% / 50%

– Urban / Rural Areas

Federal Cost Share / Match

Up to 80%

– Urban Areas

Up to 100%

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

Maximum Award

\$25 Million

– per Project
(Capital or Planning)

\$225 Million

– per State ($\leq 15\%$)

Minimum Award

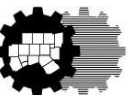
\$5 Million

– Urban Areas
(Capital or Planning)

\$1 Million

– Rural Areas
(Capital or Planning)

- **Obligation Deadline: September 30, 2026**
- **Expenditure Deadline: September 30, 2031**
- **FY 2022 Appropriations Act** – Overall funding availability may double per IJA program authorizations
- Tribal, Federal Lands, TIFIA/RRIF Program funds can be considered as non-Federal revenue sources
- New project type eligibility: Airport surface transportation & stormwater runoff prevention



RAISE Discretionary Grant Program

Merit Criteria and Selection Methodology

3



■ Individual Merit Criteria Ratings:

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

■ Overall Merit Ranking:

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

■ Second-Tier Analysis:

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

■ Awards (to be announced by August 12, 2022):

- Secretary only awards highly-rated projects from the Second-Tier Analysis
- Unawarded “Projects of Merit” identified to encourage future resubmittal

RAISE Discretionary Grant Program

Perspectives from FY 21 Awarded Projects

4

■ Project Size & Location:

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

■ Project Type:

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

■ Funding Breakdown:

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

RAISE Discretionary Grant Program

List of Potential FY 22 Candidate Projects – East Subregion

5

PROJECT		PREVIOUS SUBMITTAL (Agency)	STATUS				
TITLE	DESCRIPTION/LIMITS		TOTAL COST	GRANT FUNDS	AVAILABLE FUNDS	NEPA	DELIVERY OPTIONS
Southern Gateway Park – Phase Two	Design/Construct underlying IH 35E deck infrastructure to extend Southern Gateway Park to Marsalis Avenue, including associated complete street improvements	RAISE 2021 (City of Dallas – Planning Grant)	\$60.0 M	\$25.0 M	\$20.0 M	PENDING	NCTCOG -or- TxDOT (DAL)/ City of Dallas
Glenn Heights Gateway Improvement Project	Reconstruct 4-lane divided Bear Creek Road with shared-use path/sidewalk from Hampton Road to IH 35E, plus frontage road bridge replacements & interchange improvements	N/A	\$39.1 M	\$11.0 M	\$28.1 M	CLEARED	NCTCOG -or- TxDOT (DAL)
Enhancing Access & Mobility in the Dallas Asian Trade District	Build missing IH 35E frontage road gaps with side paths from Royal Lane to Manana Drive for continuous 1-way surface accessibility through the Dallas Asian Trade District	RAISE 2021 (Dallas County)	\$15.4 M	\$11.4 M	\$4.0 M	CLEARED	NCTCOG -or- Dallas County
3D Partnership Project – Daniel Dale Road Corridor	Reconstruct Daniel Dale Road to a 4-lane divided roadway with bicycle/pedestrian accommodations from the Duncanville/Desoto City Limit to IH 35E	RAISE 2021 (Dallas County)	\$32.2 M	\$23.9 M	\$8.3 M	PENDING	NCTCOG -or- Dallas County
Routes to Rail Priority Package – DART Red & Blue Line Study	Construct high-priority sidewalk connections, plus other mobility/safety improvements, for improved DART Red/Blue Line LRT station walk/bike accessibility	N/A	\$20.0 M	\$15.0 M	\$5.0 M	PENDING	NCTCOG -or- DART/ City of Dallas
Trinity River “Connect” Project	Complete street improvements, off-street bicycle/pedestrian accommodations, and new safety/wayfinding amenities to establish the northernmost of three future east-west opportunity portals connecting West Dallas and the Dallas CBD to Harold Simmons Park along the Trinity River	N/A	TBD	TBD	TBD	PENDING	NCTCOG -or- City of Dallas

RAISE Discretionary Grant Program

List of Potential FY 22 Candidate Projects – West Subregion

6

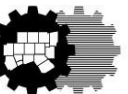
PROJECT		PREVIOUS SUBMITTAL (Agency)	STATUS				
TITLE	DESCRIPTION/LIMITS		TOTAL COST	GRANT FUNDS	AVAILABLE FUNDS	NEPA	DELIVERY OPTIONS
International Parkway Advanced Mobility Program – Infrastructure Modernization	Reconstruct aging International Parkway general purpose lane bridges, and rebuild/reconfigure ramps for Terminal A/B accessibility to/from the right side	BUILD 2020 (DFW Airport)	\$35.3 M	\$25.0 M	\$10.3 M	PENDING	NCTCOG <i>-or-</i> DFW Airport
TEXRail Near Southside/Medical District Extension	Extend TEXRail from the Fort Worth T&P Station to the proposed Near Southside/Medical District Station	RAISE 2021 (NCTCOG)	\$127.5 M	\$25.0 M	\$60.5 M	PENDING	NCTCOG <i>-or-</i> Trinity Metro/ City of Fort Worth
Heritage Trace Parkway Extension & BNSF (Fort Worth) Grade Separation	Construct missing gap of 4-lane divided (ultimate 6-lane) Heritage Trace Parkway with side paths from Wagley Robertson Road to FM 156, including a grade separation over the BNSF Fort Worth Subdivision rail corridor	N/A	\$28.9 M	\$21.7 M	\$7.2 M	PENDING	NCTCOG <i>-or-</i> City of Fort Worth

RAISE Discretionary Grant Program

Submittal Timeline (TENTATIVE)

7

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

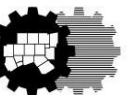


Infrastructure Investment and Jobs Act (IIJA)

Preparing for USDOT Discretionary Grant Programs

8

- IIJA provides a five-year (FY 22-26) investment of **\$567.5 billion** dedicated among all modes of transportation infrastructure:
- Along with increased formula funding, extensive growth in the funding/amounts of competitive grant programs (*see USDOT list – Electronic Item 9.2*):
 - 11 existing programs (e.g., RAISE) with increased project/applicant eligibility and new/modified criteria
 - 28 new programs (bridges, resiliency, electrification/alternate fuels, equity/sustainability, etc...)
 - More accessibility for local governments/MPOs, non-traditional entities, and public-private partnerships
- Need to optimize resources for more effective/collective responses to greater competition
 - Multiple grant programs to be opened simultaneously
 - Notices of Funding Opportunity (NOFOs) with improved assessment methodologies for accountability
 - Many projects will have compatibility for multiple programs, inclusion of various multimodal elements can address vital requirements, and acknowledgment of known synergies can improve promotion and award coverage
- Regional collaboration and development of a comprehensive project/program decision “matrix” could help establish an effective “conveyor belt” for maximizing preparation and processing

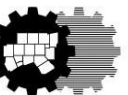


Strategy to Prepare for IJA Competitive Grants

Proposed Zero-Emission Vehicle Call for Partners

9

- Projects for electrification of heavy vehicles and equipment (via battery or fuel cell power sources) have potential to provide substantial air quality benefits
- IJA introduced new initiatives on electrification and expanded inclusion within existing programs
 - Infrastructure for Rebuilding America (INFRA) Grant Program – Expected to include expanded electrification emphasis
 - Port Infrastructure Development Grant Program
 - Charging and Fueling Infrastructure Grant Program
 - Reduction of Truck Emissions at Port Facilities Grant Program
 - Department of Energy – Hydrogen Hubs
- Project success likely to require private sector participation
- Proposed Call for Partners:
 - Solicit teams for engagement in project development/packaging to prepare for competitive grant opportunities
 - Proposals to include collaboratively scoped projects as a public-private partnership (PPP)
 - Time – constrained for approximately one year, but would be re-initiated for future cycles



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February 25, 2022

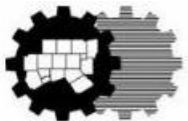
Surface Transportation Technical Committee (STTC) Information Item

FY 22 RAISE Discretionary Grant Program – Overview & Candidate Project Identification

2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DRAFT LISTINGS

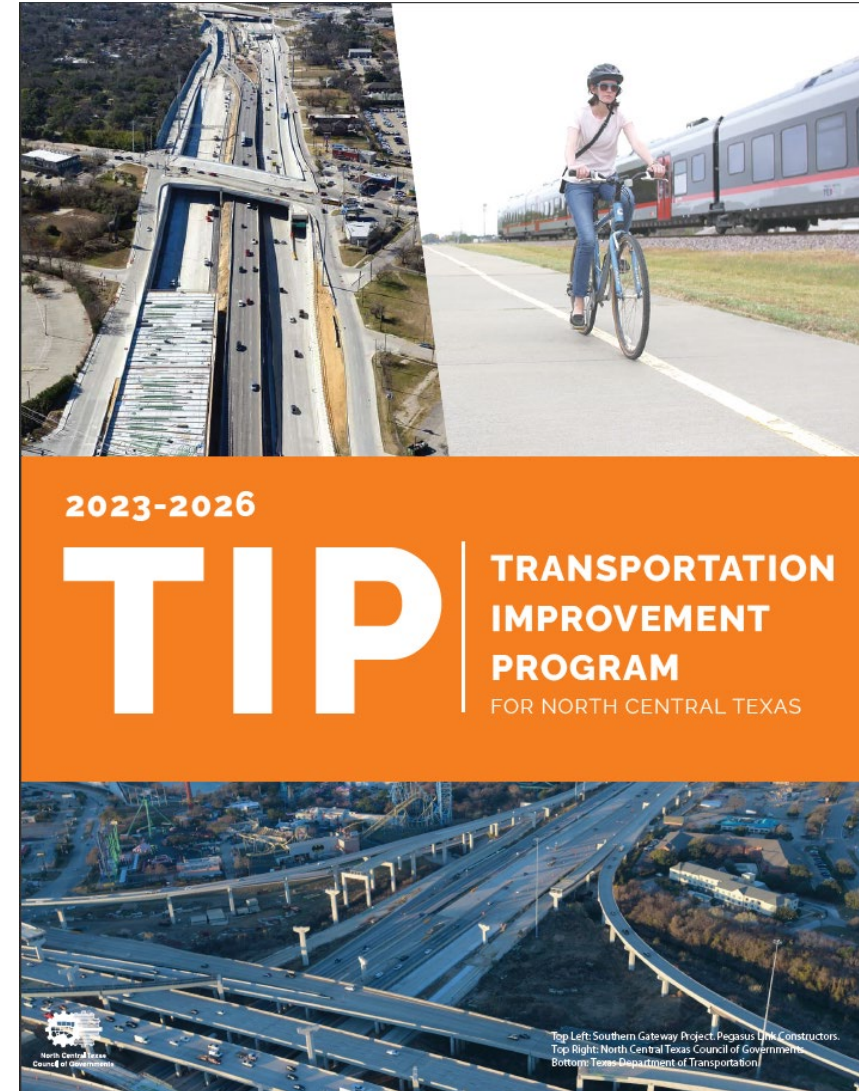
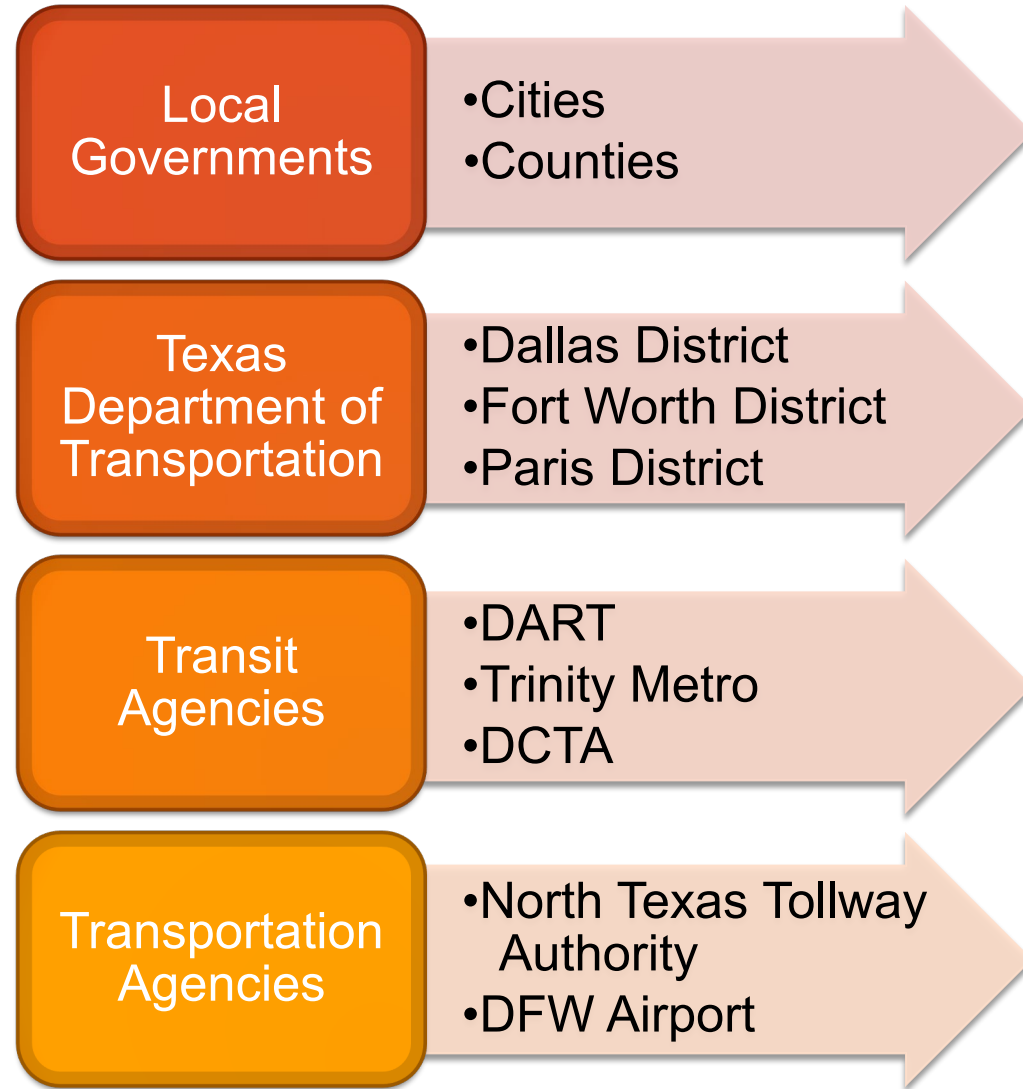
Surface Transportation Technical Committee

February 25, 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)

FOCUS AREAS

- Draft Project Information
 - Reflects updates to projects provided by agencies, and from recent/pending TIP Modifications
 - Financially constrained to the 2022 Unified Transportation Program (UTP) allocations plus anticipated carryover funding
- Fiscal Year 2023 Surveys
 - Surveys sent to agencies that have a project or phase in FY2023, the first year of the new TIP
 - Responses provide clarity on project schedules to help NCTCOG determine which project phases will be ready to commence in FY2023
 - Failure to provide a survey response could lead to your project being pushed to a later year
 - Doing this work now can help prevent the need for additional TIP Modifications in the future

SCOPE OF PROGRAMMING

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

REQUEST FOR REVIEW

- Please review the listings for projects being implemented by your agency and within your jurisdiction to verify:
 - Start and end dates of each phase
 - Fiscal years of each phase
 - Scope
 - Limits
 - Funding amounts
- If a project does not have funding in FY2023, FY2024, FY2025, or FY2026, it will not be in the new TIP.
 - FY2022 projects will not automatically carry over. We must determine now if projects should be “double-listed” in FY2023 if they could be delayed.
 - Projects in FY2027 and later will be in the environmental clearance appendix of the TIP (Appendix D).

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
Public Involvement - Draft Listings	March 2022
Deadline for Providing Comments on Draft Listings	March 31, 2022
Final Listings - STTC Action	April 2022
Final Listings - RTC Action	May 2022
Submit Final Document to TxDOT	June 2022
Anticipated TxDOT Commission Approval (for STIP)	August 2022
Anticipated Federal/State Approval (STIP)	October/November 2022

QUESTIONS/COMMENTS

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