

FY 2022 BRIDGE INVESTMENT PROGRAM (BIP): NCTCOG REGION - POOR CONDITION BRIDGES (2022 NBI DATA)

Formal project yet to be identified, confirmed, or advanced into NEPA

IDENTIFICATION				CLASSIFICATION					AGE & SERVICE					STRUCTURE		CONDITION					GEOMETRIC DATA							LOAD RATING		APPRAISAL		RESPONSE												
Structure Number	County Code/ Name	Feature(s) Intersected	Facility Carried	Latitude	Longitude	Highway System of Inventory	Functional Classification	Designated National Truck Network	Maintenance Responsibility	Owner	Year Built	Year Reconstructed	Type of Service (On/Under)	Lanes on Structure	Average Daily Traffic (ADT)	Average Daily Truck Traffic	Bypass Detour Length - miles	Structure Type, Main	Structure Type, Design	Deck	Superstructure	Substructure	Channel Protection	Culvert	Structure Length - feet	Sidewalk Width - feet (L)	Sidewalk Width - feet (R)	Roadway Width - feet	Deck Width - feet	Approach Roadway Width - feet	Total Horizontal Clearance - feet	Min. Vertical Clearance - Over	Min. Vertical Clearance - Under	Min. Lateral (H) Clearance - Under	Min. Lateral (L) Clearance - Under	Bridge Posting	Structure Status	Scour Critical	Inspection Date	TIP/UTP Improvement (Project Known)	Improvement Type	Status		
DALLAS DISTRICT: Total = 57 "Poor" Condition Bridges (31 - NHS); "On-System" - 39 (30 - NHS); "Off-System" - 18 (1 - NHS)																																												
18043002795005	085 - Collin	Pittman Creek	W Parker Rd	33.04111	-96.75877	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Plano	1974	1995	Highway/Waterway	6	31,559	947	1.9	1 - Concrete	19 - Culvert	N/A	N/A	N/A	8 - Stable	4 - Significant Deterioration	28.9	9.8	9.8	65.9	101.7	65.9	33.1	N/A	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Oct-20	CS# 0918-24-285 Plano 2022-5-9(R)	Replacement	Funded (FY 26) /Pre-NEPA	
18057000100029	113 - Dallas	Keller Branch	Behl Line Rd	32.58516	-96.75061	1 - NHS	16 - Urban Minor Art	No	Municipal	City of Lancaster	1960	N/A	Highway/Waterway	2	3,673	N/A	1.2	2 - Concrete Continuous	1 - Slab	7 - Good	7 - Good	4 - Poor	5 - Poor	N/A	N/A	102	0	0	25.9	28.9	24	25.9	N/A	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Apr-21	SDCIP Multimodal Connectivity (IMPGD)	Reconstruction	Funded (FY 22) /Pending Grant
18057000911396	113 - Dallas	St. Francis Ave (NB)	IH 30	32.79529	-96.69176	0 - Non NHS	19 - Urban Local	No	State DOT	TxDOT	1959	N/A	Highway/Highway	2	6,050	303	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	7 - Good	N/A	N/A	323.2	0	3.3	22	29.2	24	22	N/A	13.8	3.9	1.6	5 - Equal to or above	Posted for load	N/A	Jun-21	CS# 0009-11-250	Repair	Under Construction		
180570237402444	113 - Dallas	SH 78 & ATSF R/R	IH 635 EB	32.86824	-96.66835	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Rail	5	76,110	9,894	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	7 - Good	N/A	N/A	308.1	0	0	69.2	70.5	67.9	69.2	N/A	22.2	1	0.9	5 - Equal to or above	Open	N/A	Aug-21	CS# 2374-02-053 IH 635 LBI East	Reconstruction	Under Construction		
180570237402110	113 - Dallas	KCS R/R	IH 635 EB	32.8705	-96.67437	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Rail	4	76,110	9,894	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	317.9	0	0	56.1	70.9	56.1	56.1	N/A	22.5	15.7	N/A	5 - Equal to or above	Open	N/A	Aug-21	CS# 2374-02-053 IH 635 LBI East	Reconstruction	Under Construction		
18057009502332	113 - Dallas	US 80 EB Conn A (IH 635 NB)	IH 635 EB	32.79178	-96.62735	1 - NHS	12 - Other Fray/Expy	No	State DOT	TxDOT	1971	N/A	3rd Level (Interchange)/Highway-Waterway	1	N/A	N/A	3.7	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	7 - Good	6 - Satisfactory	7 - Satisfactory	N/A	N/A	1630.9	0	0	24	25.9	24	24	18	16.9	9.8	5.9	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	May-20	CS# 2374-02-162 IH 635/US 80 Interchange	Reconstruction	Funded (FY 27) /Scheduled	
18057009502331	113 - Dallas	US 80/HI 635	US 80 WB Conn B (IH 635 SB)	32.79042	-96.62569	1 - NHS	12 - Other Fray/Expy	No	State DOT	TxDOT	1971	N/A	3rd Level (Interchange)/Highway	1	N/A	N/A	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	7 - Good	6 - Satisfactory	N/A	N/A	1367.1	0	0	24	25.9	24	24	16.8	17	9.5	5.9	5 - Equal to or above	Open	N/A	May-20	CS# 2374-02-162 IH 635/US 80 Interchange	Reconstruction	Funded (FY 27) /Scheduled		
18057000911372	113 - Dallas	St. Francis Ave (SB)	IH 30	32.79607	-96.69221	0 - Non NHS	19 - Urban Local	No	State DOT	TxDOT	1959	N/A	Highway/Highway	2	6,050	303	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	6 - Satisfactory	N/A	N/A	323.2	3.3	0	22	29.2	24	22	N/A	14.9	3.9	1.6	5 - Equal to or above	Posted for load	N/A	Jun-21	CS# 0009-11-250	Repair	Under Construction		
18057000911363	113 - Dallas	IH 30/Riverfront Blvd/Trinity River	Jefferson Blvd	32.76361	-96.81172	0 - Non NHS	17 - Urban Collector	No	Municipal	City of Dallas	1975	N/A	Highway/Bike-Ped/Highway-Waterway-Rail	3	3,050	580	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	6 - Satisfactory	7 - Satisfactory	N/A	N/A	552.0	0	3.6	17.4	32.8	18	62.3	N/A	22.8	9.8	10.4	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Jul-20				
18057000911357	113 - Dallas	IH 635	IH 30 WB Frontage	32.82474	-96.6283	1 - NHS	17 - Urban Collector	No	State DOT	TxDOT	1971	N/A	Highway/Highway	1	N/A	N/A	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	7 - Good	5 - Fair	N/A	N/A	1888.1	0	0	24	25.9	25.9	24	18.4	16.4	9.5	2.2	5 - Equal to or above	Open	N/A	Apr-20	CS# 2374-02-053 IH 635 LBI East	Reconstruction	Under Construction		
18057000911353	113 - Dallas	IH 635	IH 30 WB	32.82357	-96.62936	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	1998	1st/2nd Level Overpass (Interchange)/Highway	3	81,504	6,520	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	350.1	0	0	50.9	54.1	47.9	50.9	16.7	16	28.5	6.5	5 - Equal to or above	Open	N/A	May-20	CS# 2374-02-053 IH 635 LBI East	Reconstruction	Under Construction		
18057094360012	113 - Dallas	Parking Lot (Fair Park)/UP Rail	S Fitzhugh Ave	32.7803	-96.74832	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Dallas	1973	N/A	Highway/Rail	3	7,500	150	1.2	3 - Steel	5 - Box Beam or Girders (Multiple)	6 - Satisfactory	3 - Serious	6 - Satisfactory	N/A	N/A	595.1	3.9	5.6	32.8	43.6	33.1	32.8	N/A	22.9	78.4	N/A	4 - 0.1-9.9% below	Open	N/A	Jan-21					
180570237402341	113 - Dallas	US 80/HI 635	IH 635 NB Conn D (US 80 WB)	32.79035	-96.62413	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	N/A	4th Level (Interchange)/Highway	1	16,420	2,135	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	3 - Serious	6 - Satisfactory	5 - Fair	N/A	N/A	2067.9	0	0	24.3	25.9	24	24.3	N/A	17	3	4.2	4 - 0.1-9.9% below	Open	N/A	Aug-21	CS# 2374-02-162 IH 635/US 80 Interchange	Reconstruction	Funded (FY 27) /Scheduled		
180570237402340	113 - Dallas	US 80/HI 635	IH 635 SB Conn C (US 80 EB)	32.79457	-96.62636	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1971	N/A	4th Level (Interchange)/Highway	1	16,420	2,135	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	3 - Serious	7 - Good	6 - Satisfactory	N/A	N/A	1592.8	0	0	24.3	25.9	24	24.3	N/A	16.8	8.9	10.1	4 - 0.1-9.9% below	Open	N/A	Jun-21	CS# 2374-02-162 IH 635/US 80 Interchange	Reconstruction	Funded (FY 27) /Scheduled		
180570237402110	113 - Dallas	TAP RR	IH 635 EB	32.8705	-96.67467	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Rail	5	76,110	9,894	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	317.9	0	0	68.6	70.9	67.9	68.6	N/A	22.5	15.7	N/A	5 - Equal to or above	Open	N/A	Aug-21	CS# 2374-02-053 IH 635 LBI East	Reconstruction	Under Construction		
180570237402066	113 - Dallas	TAP RR	IH 635 WB	32.87075	-96.67389	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1967	N/A	Highway/Rail	5	76,110	9,894	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	317.9	0	0	68.2	70.9	67.9	68.2	N/A	23.7	15.4	N/A	5 - Equal to or above	Open	N/A	Aug-21	CS# 2374-02-053 IH 635 LBI East	Reconstruction	Under Construction		
1805700935005	113 - Dallas	Ten-Mile Creek	Pleasant Run Rd	32.60429	-96.84335	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Desoto	1966	1986	Highway/Waterway	5	6,000	N/A	1.9	1 - Concrete	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	6 - Satisfactory	4 - Poor	6 - Fair	N/A	N/A	200.1	4.9	4.9	66.6	92.2	65.9	33.1	N/A	N/A	N/A	N/A	3 - 10.0-19.9% below	Open	5 - Foundations stable	Mar-21				
1805709M5880021	113 - Dallas	White Rock Creek Trlbry	Military Pkwy	32.7777	-96.71938	0 - Non NHS	16 - Urban Minor Art	No	Municipal	City of Dallas	1940	1965	Highway/Waterway	4	9,390	N/A	1.2	1 - Concrete	19 - Culvert	N/A	N/A	N/A	4 - Severely Damaged	4 - Significant Deterioration	25.9	0	0	N/A	N/A	44	22	N/A	N/A	N/A	N/A	N/A	1 - 30.0-39.9% below	Open	4 - City Street	Jan-21	Dallas 2017 Bond Prgm ID#102550	Replacement	Funded (FY 26) /Scheduled	
18057009201048	113 - Dallas	S Lamar/Budd Sp/UP RR	SH 310	32.74017	-96.75767	1 - NHS	14 - Other Principal Art	No	State DOT	TxDOT	1953	N/A	Highway/Highway-Rail	4	9,068	363	6.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	5 - Fair	N/A	N/A	1908.1	0	0	52.2	62	56.1	25.9	N/A	22	7.5	N/A	0 - Greater than 39.9% below	Posted for load	N/A	May-20	CS# 0092-01-057	Replacement	Under Construction		
18057000911079	113 - Dallas	IH 30/Riverfront Blvd/Trinity River	Houston St	32.76979	-96.80884	0 - Non NHS	17 - Urban Collector	No	Municipal	City of Dallas	1911	N/A	Highway/Rail-Bike-Ped/Highway-Waterway-Rail	2	3,050	580	N/A	3 - Steel	2 - Stringer/Multi-beam or Girder	4 - Poor	5 - Fair	6 - Satisfactory	6 - Fair	N/A	N/A	4774	3.9	9.5	25.3	52.5	46.9	33.1	N/A	16.9	7.5	9.8	5 - Equal to or above	Open	3 - Scour Critical; Foundations unstable	Jul-20				
180570019603190	113 - Dallas	IH 35E SB	Spr 348 NB to IH 35E NB	32.86875	-96.89824	1 - NHS	12 - Other Fray/Expy	Yes	State DOT	TxDOT	1970	N/A	Highway/Highway	3	66,000	2,640	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	419.9	0	0	56.1	57.7	56.1	56.1	N/A	16.6	1	3.6	5 - Equal to or above	Open	N/A	May-20					
180570058102010	113 - Dallas	BNSF/TRE/Drainage	Loop 12 SB	32.81498	-96.92189	1 - NHS	12 - Other Fray/Expy	No	State DOT	TxDOT	1948	1969	Highway/Rail-Waterway	4	58,703	4,109	1.2	3 - Steel	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	4 - Poor	7 - Satisfactory	N/A	N/A	405.8	0	0	63.3	65.9	64	63.3	N/A	21.7	9.5	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	May-20	CS# 0581-01-151	Rehabilitation	Under Construction	
180570019603103	113 - Dallas	Turtle Creek	IH 35E NB Frontage	32.79857	-96.81805	0 - Non NHS	17 - Urban Collector	No	State DOT	TxDOT	1959	N/A	Highway/Waterway	2	12,920	775	1.2	1 - Concrete	2 - Stringer/Multi-beam or Girder	4 - Poor	4 - Poor	7 - Good	6 - Fair	N/A	N/A	121.1	3.6	5.2	24	34.1	24	24	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Apr-20	CS# 0196-03-268 Lowell Stemmons (CS# 0197-02-131 Dallas Loop Trail RAISE)	Rehabilitation	Complete	
180570019702145	113 - Dallas	US 175	Lake June Rd	32.73359	-96.71336	1 - NHS	16 - Urban Minor Art	No	State DOT	TxDOT	1964	N/A	Highway/Highway	2	10,510	N/A	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	232	0	0	27.9	32.5	27.9	27.9	N/A	15.3	8.9	8.3	5 - Equal to or above	Open	N/A	May-20	CS# 0196-03-268 Lowell Stemmons (CS# 0197-02-131 Dallas Loop Trail RAISE)	Rehabilitation	Complete		
180570092023216	113 - Dallas	Malloy Bridge Rd	IH 45 SB	32.56118	-96.66502	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1995	N/A	Highway/Highway	3	28,266	6,501	1.2	5 - Prestressed Concrete	5 - Box Beam or Girders (Multiple)	5 - Fair	4 - Poor	7 - Good	N/A	N/A	149.9	0	0	49.9	52.5	49.9	52.5	N/A	16.7	15.4	N/A	5 - Equal to or above	Open	N/A	Mar-20	CS# 0092-02-135	Repair	Funded (FY 23) /Scheduled		
180570092023215	113 - Dallas	Malloy Bridge Rd	IH 45 NB	32.56121	-96.66475	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1995	N/A	Highway/Highway	3	26,991	6,208	1.2	5 - Prestressed Concrete	5 - Box Beam or Girders (Multiple)	5 - Fair	4 - Poor	7 - Good	N/A	N/A	149.9	0	0	51.8	5															

FY 2022 BRIDGE INVESTMENT PROGRAM (BIP): NCTCOG REGION - POOR CONDITION BRIDGES (2022 NBI DATA)

Formal project yet to be identified, confirmed, or advanced into NEPA

IDENTIFICATION				CLASSIFICATION						AGE & SERVICE				STRUCTURE				CONDITION				GEOMETRIC DATA								LOAD RATING		APPRAISAL		RESPONSE									
Structure Number	County Code/ Name	Feature(s) Intersected	Facility Carried	Latitude	Longitude	Highway System of Inventory	Functional Classification	Designated National Truck Network	Maintenance Responsibility	Owner	Year Built	Year Reconstructed	Type of Service (On/Under)	Lanes on Structure	Average Daily Traffic (ADT)	Average Daily Truck Traffic	Bypass Detour Length - miles	Structure Type, Main	Structure Type, Design	Deck	Superstructure	Substructure	Channel Protection	Culvert	Structure Length - feet	Sidewalk Width - feet (L)	Sidewalk Width - feet (R)	Roadway Width - feet	Deck Width - feet	Approach Roadway Width - feet	Total Horizontal Clearance - feet	Min. Vertical Clearance - Over	Min. Vertical Clearance - Under	Min. Lateral (R) Clearance - Under	Min. Lateral (L) Clearance - Under	Bridge Posting	Structure Status	Scour Critical	Inspection Date	TIP/UTP Improvement Projects (Projects)	Improvement Type	Status	
FORT WORTH DISTRICT: Total = 32 "Poor" Condition Bridges (10 - NHS); "On-System" - 12 (7 - NHS); "Off-System" - 20 (3 - NHS)																																											
02112DA0291002	221 - Hood	Walnut Creek	Old Granbury Rd P4	32.48916	-97.68063	0 - Non NHS	No	County	Hood County	1921	N/A	Highway/Waterway	2	221	0	14.3	1 - Concrete	1 - Slab	4 - Poor	4 - Poor	5 - Fair	7 - Satisfactory	N/A	22	0	0	21	23	18	21	N/A	N/A	N/A	N/A	N/A	N/A	5 - Equal to or above	Posted for load	8 - Foundations stable; Scour above top of footing	Apr-21	CS# 0902-51-029	Replacement (Design - 30%)	Funded (FY 25) /Scheduled
021120038502012	221 - Hood	Weaver Brook	FM 4	32.51773	-98.04275	0 - Non NHS	No	State DOT	TxDOT	1947	N/A	Highway/Waterway	2	1,512	151	5	1 - Concrete	1 - Slab	6 - Satisfactory	6 - Satisfactory	4 - Poor	6 - Fair	N/A	49.9	0	0	23.6	25.3	20	23.6	N/A	N/A	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Dec-20	CS# 0385-02-030	Replacement (Design - 30%)	Funded (FY 25) /Scheduled
021270001403194	251 - Johnson	IH 35W SB Alvarado Exit Ramp	IH 35W NB	32.42056	-97.22823	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1963	N/A	Highway/Highway	2	12,590	3,022	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	210	0	0	37.7	41.7	49.9	37.7	N/A	14.1	23	6.8	N/A	Open	N/A	0 - Greater than 39.9% below	Oct-20	CS# 0014-03-087 NFRA - NTKS Bridge	Removal (Design - 100%)	Funded (FY 22) /Scheduled
021840031401006	367 - Parker	Brazos River	IH 20 Frontage (N)	32.66697	-98.03242	0 - Non NHS	17 - Urban Collector	No	State DOT	TxDOT	1934	N/A	Highway/Waterway	2	1,160	348	N/A	3 - Steel	10 - Truss (Thru)	5 - Fair	4 - Poor	7 - Good	6 - Fair	N/A	892.1	0	0	24	27.2	32.2	24	14.8	N/A	N/A	N/A	N/A	2 - 20.0-29.9% below	Posted for load	7 - Countermeasures installed for mitigation	Sep-20	CS# 0314-01-084	Replacement	Funded (FY 26) /Scheduled
021840C01410002	367 - Parker	Branch of Rock Creek	Knight Rd	32.82248	-98.05661	0 - Non NHS	19 - Urban Local	No	Municipal	City of Mineral Wells	1942	N/A	Highway/Waterway	2	50	0	1.9	7 - Wood or Timber	2 - Stringer/Multi-beam or Girder	5 - Fair	6 - Satisfactory	1 - Imminent Failure	6 - Fair	N/A	65	0	0	24.3	24.9	22	24.3	N/A	N/A	N/A	N/A	0 - Greater than 39.9% below	Closed	5 - Foundations stable	Feb-21	CS# 0902-38-129	Replacement	Under Construction	
021840C01410001	367 - Parker	Branch of Rock Creek	Knight Rd	32.82262	-98.05665	0 - Non NHS	19 - Urban Local	No	Municipal	City of Mineral Wells	1932	N/A	Highway/Waterway	2	50	0	1.9	7 - Wood or Timber	2 - Stringer/Multi-beam or Girder	2 - Critical	2 - Critical	7 - Satisfactory	N/A	N/A	48.9	0	0	24	24.9	22	24	N/A	N/A	N/A	N/A	0 - Greater than 39.9% below	Closed	5 - Foundations stable	Feb-19	CS# 0902-38-129	Replacement	Under Construction	
021840A0229002	367 - Parker	Walnut Creek Tributary	McVoid Rd (PCT 1)	32.9949	-97.6273	0 - Non NHS	9 - Rural Local	No	County	Parker County	1949	N/A	Highway/Waterway	2	205	N/A	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	4 - Poor	6 - Fair	N/A	26.9	0	0	19.4	19.4	17.1	19.4	N/A	N/A	N/A	N/A	1 - 30.0-39.9% below	Posted for load	5 - Foundations stable	Jan-20				
021840A041001	367 - Parker	Three Mile Brook Tributary	Harmony Circle	32.68167	-97.81409	0 - Non NHS	9 - Rural Local	No	County	Parker County	1944	N/A	Highway/Waterway	1	160	N/A	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	3 - Serious	7 - Satisfactory	N/A	38.1	0	0	16.7	18	13.1	16.7	N/A	N/A	N/A	N/A	2 - 20.0-29.9% below	Posted for load	5 - Foundations stable	Dec-21				
021840A0259001	367 - Parker	Browders Creek	Lynch Bend Rd (PCT 2)	32.95081	-97.69598	0 - Non NHS	9 - Rural Local	No	County	Parker County	1991	N/A	Highway/Waterway	2	100	N/A	1.9	3 - Steel	2 - Stringer/Multi-beam or Girder	7 - Good	6 - Satisfactory	4 - Poor	5 - Poor	N/A	65.9	0	0	24	24.9	18	24	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	8 - Foundations stable; Scour above top of footing	Nov-21				
022200001416192	439 - Tarrant	IH 35W SB	SH 121 WB	32.76516	-97.31879	1 - NHS	14 - Other Principal Art	No	State DOT	TxDOT	1961	N/A	Highway/Highway	3	28,470	854	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	N/A	N/A	196.9	5.9	5.9	38.1	51.8	38.1	38.1	N/A	15	10.5	0.9	5 - Equal to or above	Open	N/A	Sep-21	CS# 0014-16-268 NTE Seg. 3A Ultimate	Reconstruction	EA Re-Eval/ CDA	
022200036303014	439 - Tarrant	SH 121	N Sylvania Ave	32.76745	-97.30878	0 - Non NHS	19 - Urban Local	No	State DOT	TxDOT	1963	N/A	Highway/Highway	4	11,374	N/A	1.9	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	234.9	4.3	4.3	74.8	103.7	47.9	44	N/A	14	8.9	10.8	5 - Equal to or above	Open	N/A	May-21	CS# 0014-16-268 NTE Seg. 3A Ultimate	Reconstruction	EA Re-Eval/ CDA	
022200017206067	439 - Tarrant	Carey St	US 287 NB	32.69341	-97.24328	1 - NHS	12 - Other Freeway/Expwy	No	State DOT	TxDOT	1965	N/A	Highway/Highway	3	34,052	1,703	N/A	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	149	0	0	54.1	55.8	54.1	46.6	N/A	14	15.7	N/A	5 - Equal to or above	Open	N/A	Jun-21	CS# 0172-06-080 Southeast Connector	Reconstruction	Funded (FY 22) /Let	
022200809850040	439 - Tarrant	International Pkwy & N Service Rd	Terminal E Ramp (Inbound)	32.89148	-97.0396	1 - NHS	19 - Urban Local	No	Municipal	DFW Airport	1974	N/A	Highway/Highway	2	3,000	60	N/A	4 - Steel Continuous	5 - Box Beam or Girders (Multiple)	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	754.9	0	0	29.9	33.8	29.9	29.9	N/A	15.6	18.7	4.5	5 - Equal to or above	Open	N/A	May-20	DFW Airport (Airport Terminal Program)	Reconstruction	FONS/ Partial Funding (ATP)	
02220080985028	439 - Tarrant	International Pkwy & N Service Rd	Terminal C Ramp (Inbound)	32.89669	-97.03869	1 - NHS	19 - Urban Local	No	Municipal	DFW Airport	1974	N/A	Highway/Highway	2	3,000	60	N/A	4 - Steel Continuous	5 - Box Beam or Girders (Multiple)	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	754.9	0	0	29.9	33.8	29.9	29.9	N/A	15.5	27.2	4.9	5 - Equal to or above	Open	N/A	May-20	DFW Airport (Airport Terminal Program)	Reconstruction	FONS/ Partial Funding (ATP)	
02220080985019	439 - Tarrant	International Pkwy & S Service Rd	Terminal B Ramp (Inbound)	32.90365	-97.0415	1 - NHS	19 - Urban Local	No	Municipal	DFW Airport	1974	N/A	Highway/Highway	2	3,000	60	N/A	4 - Steel Continuous	5 - Box Beam or Girders (Multiple)	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	754.9	0	0	29.9	33.8	29.9	29.9	N/A	15	18.7	4.9	5 - Equal to or above	Open	N/A	May-20	DFW Airport (Airport Terminal Program) Int'l Pkwy AMP Terminal A/B - RAISE Grant	Reconstruction	FONS/ Partial Funding (RAISE)	
022200A0428001	439 - Tarrant	Gilmore Branch	Grants Ln	32.93843	-97.45497	0 - Non NHS	No	County	Tarrant County	1939	N/A	Highway/Waterway	2	100	0	N/A	1 - Concrete	19 - Culvert	N/A	N/A	N/A	7 - Satisfactory	4 - Severe Deterioration	N/A	24	0	0	20	23	18	20	N/A	N/A	N/A	N/A	5 - Equal to or above	Posted for load	8 - Foundations stable; Scour above top of footing	Nov-21	CS# 0902-48-850	Replacement	Complete	
022200L0020001	439 - Tarrant	Big Bear Creek	S White Chapel Blvd	31.91985	-97.15778	0 - Non NHS	17 - Urban Collector	No	Municipal	City of Colleyville/Southlake	1971	N/A	Highway/Waterway	2	7,923	158	3.7	1 - Concrete	1 - Slab	6 - Satisfactory	6 - Satisfactory	4 - Poor	4 - Severely Damaged	N/A	75.1	0	0	23	24.9	20	23	N/A	N/A	N/A	N/A	5 - Equal to or above	Posted for load	5 - Foundations stable	Dec-20	CS# 0902-48-893	Replacement	Complete	
022200NN00450001	439 - Tarrant	Marshall Branch	J T Ottinger Rd	32.90939	-97.21574	0 - Non NHS	17 - Urban Collector	No	Municipal	Town of Westlake	1989	N/A	Highway/Waterway	2	500	25	3.7	3 - Steel	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	6 - Satisfactory	4 - Poor	4 - Severely Damaged	N/A	36.1	0	0	23	23.3	19	23	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Jul-20	CS # Pending AFA Initiated	Replacement	Funded (FY 26) /Scheduled	
022200H0243002	439 - Tarrant	Village Creek Trib	Kennedale-New Hope Rd	32.62553	-97.21906	0 - Non NHS	No	County	Tarrant County	1939	N/A	Highway/Waterway	2	1,961	39	1.9	2 - Concrete Continuous	1 - Slab	4 - Poor	4 - Poor	5 - Fair	5 - Poor	N/A	N/A	21	0	0	25.9	35.4	25.9	25.9	N/A	N/A	N/A	N/A	5 - Equal to or above	Posted for load	5 - Foundations stable	Feb-20	CS# 0902-90-057	Replacement	Funded (FY 22) /Let	
022200254528003	439 - Tarrant	Live Oak Creek	Silver Creek Rd	32.79281	-97.49294	0 - Non NHS	17 - Urban Collector	No	Municipal	City of Fort Worth	1940	N/A	Highway/Waterway	2	5,269	105	6.8	1 - Concrete	4 - Tee Beam	6 - Satisfactory	4 - Poor	6 - Satisfactory	6 - Fair	N/A	105	0	0	22	24	20	22	N/A	N/A	N/A	N/A	5 - Equal to or above	Posted for load	5 - Foundations stable	Apr-20	CS# 0902-48-502	Replacement	Funded (FY 23) /Scheduled	
0222002P0500001	439 - Tarrant	West Fork Trinity River	Riverside Dr SB	32.75088	-97.30349	0 - Non NHS	19 - Urban Local	No	Municipal	City of Fort Worth	1931	N/A	Highway/Waterway	3	19,680	4,920	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	4 - Poor	6 - Satisfactory	6 - Satisfactory	6 - Fair	N/A	292	0	0	40	44.9	40	40	N/A	N/A	N/A	N/A	3 - 10.0-19.9% below	Posted for load	5 - Foundations stable	Mar-20	CS# 0902-90-019	Rehabilitation	Funded (FY 23) /Scheduled	
0222002L6780004	439 - Tarrant	Little Fossil Creek	Long Ave WB	32.80991	-97.29148	0 - Non NHS	19 - Urban Local	No	Municipal	City of Fort Worth	1980	N/A	Highway/Waterway	3	7,580	1,137	1.2	5 - Prestressed Concrete	5 - Box Beam or Girders (Multiple)	7 - Good	4 - Poor	6 - Satisfactory	5 - Poor	N/A	180.1	4.3	5.6	36.4	48.6	37.1	36.4	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Apr-21	CS# 0902-48-894	Replacement	Funded (FY 23) /Scheduled	
0222002L6780003	439 - Tarrant	Little Fossil Creek	Long Ave EB	32.80965	-97.29126	0 - Non NHS	19 - Urban Local	No	Municipal	City of Fort Worth	1980	N/A	Highway/Waterway	3	7,580	1,137	1.2	5 - Prestressed Concrete	5 - Box Beam or Girders (Multiple)	8 - Very Good	4 - Poor	6 - Satisfactory	6 - Fair	N/A	180.1	4.3	5.6	36.4	48.6	37.1	36.4	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	5 - Foundations stable	Apr-21	CS# 0902-48-894	Replacement	Funded (FY 23) /Scheduled	
02220000813136	439 - Tarrant	IH 820	SH 183 WB	32.80909	-97.20959	1 - NHS	14 - Other Principal Art	Yes	State DOT	TxDOT	1963	N/A	Highway/Highway	2	15,963	1,756	1.2	4 - Steel Continuous	2 - Stringer/Multi-beam or Girder	5 - Fair	4 - Poor	6 - Satisfactory	N/A	N/A	348.1	4.9	0	25.9	33.1	25.9	25.9	N/A	16.4	1	0.9	5 - Equal to or above	Open	N/A	May-20	CS# 0008-13-221 Keep 820 Moving	Reconstruction	Under Construction	
02220000813122	439 - Tarrant	Wilbarger St	IH 820 SB	32.69755	-97.2373	1 - NHS	11 - Interstate	Yes	State DOT	TxDOT	1963	N/A	Highway/Highway	2	42,650	2,559	N/A	5 - Prestressed Concrete	2 - Stringer/Multi-beam or Girder	6 - Satisfactory	4 - Poor	6 - Satisfactory	N/A	N/A	168	0	0	32.2	35.4	36.1	32.2	N/A	13.9	7.9	N/A	5 - Equal to or above	Open	N/A	May-21	CS# 0172-06-080 Southeast Connector	Reconstruction	Funded (FY 23) /Scheduled	
022200017105017	439 - Tarrant	West Fork Trinity River	SH 199	32.76491	-97.35089	1 - NHS	14 - Other Principal Art	No	State DOT	TxDOT	1931	1993	Highway-Pedestrian/Waterway	4	24,072	1,444	5	2 - Concrete Continuous	4 - Tee Beam	6 - Satisfactory	7 - Good	2 - Critical	6 - Fair	N/A	485.9	4.9	4.9	40	53.1	40	40	N/A	N/A	N/A	N/A	5 - Equal to or above	Open	2 - Scour Critical (Extensive scour occurred - Immediate action required to provide scour countermeasures)	Jul-21				
022200106802057	439 - Tarrant	IH 30	SH 360 NB Frontage (Watson Rd)	32.75961	-97.0628	0 - Non NHS	17 - Urban Collector	No	State DOT	TxDOT	1956	1976	Highway/Highway	2	3,580	179	1.2																										



NCTCOG PRESENTATION

BRIDGE INVESTMENT PROGRAM (BIP) – 2022

JEFFREY C. NEAL – Senior Program Manager
SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC)
– INFORMATION ITEM

July 22, 2022

BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW

Funding Availability

\$20 Million
Planning Grants

\$1.17 Billion
Large Bridges (> \$100M)

\$1.013 Billion
Bridge Projects (≤ \$100M)

\$40 Million
Tribal Facilities

\$117 Million
Culvert Rehab / Replacement

**TOTAL FY 22 FUNDING:
\$2.36 BILLION**

Minimum Award

\$2.5 Million
Bridge / Culvert Projects

\$50 Million
Large Bridges

Maximum Award

50% of Cost
Large Bridges

80% of Cost
Bridge / Culvert Projects

Federal Cost Share Limit

80% of Cost
On-System Bridges ¹

90% of Cost
Off-System Bridges

Applicant Eligibility

1. State DOT (or group of State DOTs)
2. Metropolitan Planning Organization (MPO)
3. Local Government (or consortium)
4. Political Subdivision of State / Local Government
5. Special Purpose District / Public Authority
6. Federal Land Management Agency (FLMA)
7. Tribal Government (or consortium)
8. Multi-Jurisdictional Group of Above Entities

Project Cost Eligibility / Commitments

1. Development Phase Activities:
Planning, feasibility analyses, revenue forecasting, NEPA / design
2. Bridge Construction Activities:
Preservation, rehab, removal, replacement, or reconstruction
ROW / equipment acquisition
Operational improvements related to system performance
3. Bridge Protective Measures (e.g., seismic / scour defenses)
4. Federal Credit Assistance Subsidy / Administrative Costs
5. Maintenance (Responsible entity, lifecycle costs, & funding sources)
6. Bicycle / Pedestrian Accommodation ²



1. Bridges on roadways maintained by a State DOT.

2. Federal financial participation requires safe accommodation of bicyclists / pedestrians if such operations are allowed at each bridge end, and FHWA determines safe accommodation can be provided at a reasonable cost.

BRIDGE INVESTMENT PROGRAM (BIP) – OVERVIEW *(cont.)*

▪ Project Goals:

- Reduce number of & total person-miles traveled over bridges:
 - In poor condition, or in fair condition with risk of falling into poor condition within three years
 - Not meeting current geometric design standards
 - Not meeting load & traffic requirements of the regional transportation network
- Improve safety, efficiency, & reliability of people / freight movements over bridges
- Provide financial assistance leveraging & encouraging non-Federal contributions

▪ US DOT Priority Considerations:

- Bridge(s) in poor condition or at risk of falling into poor condition, plus one or more of the following:
- Large Bridge Projects (> \$100 Million):
 - Does not meet current geometric design standards
 - Total future eligible project costs > \$1 Billion
 - Grant need > \$100 Million
 - Readiness verifies award could be distributed over 4-year period
 - FLMA bridge to be divested to a non-Federal entity
 - Next delivery stage can proceed within 12 months of NEPA completion
 - Incorporates transit, such as bus express lanes
 - Demonstrates national or regional economic significance
- Bridge Projects (≤ \$100 Million):
 - Readiness for final design within 12 months of NEPA completion
 - Final design completion within 12 months of obligation
 - Construction initiation within 18 months of obligation
 - Construction could not begin without FY 22 grant before 9/30/2025



STATE OF REGIONAL BRIDGES – NATIONAL BRIDGE INVENTORY (NBI)

- Total (12-county NCTCOG MPA) = **9,265** bridges
- Asset Ownership/Maintenance:
 - TxDOT – 4,922 “On-system” bridges (2,818 on NHS facilities)
 - Others – 4,343 “Off-system bridges (697 on NHS facilities)
- Condition (2022 NBI Data):
 - “**Good**” – **4,611** total bridges (49.77% of total); **1,640** – NHS bridges (46.66% of total NHS)
 - “On-System” – 2,391 total (51.85%); 1,256 – NHS (76.59%)
 - “Off-System” – 2,220 total (48.15%); 384 – NHS (23.41%)
 - “**Fair**” – **4,562** total bridges (49.24% of total); **1,834** – NHS bridges (52.17% of total NHS)
 - “On-System” – 2,479 total (54.34%); 1,525 – NHS (83.15%)
 - “Off-System” – 2,083 total (45.66%); 309 – NHS (16.85%)
 - “**Poor**” – **92** total bridges (0.99% of total); **41** – NHS bridges (1.17% of total NHS)
 - “On-System” – 52 total (56.52%); 37 – NHS (90.24%)
 - “Off-System” – 40 total (43.48%); 4 – NHS (9.76%)
- Degradation of “Fair” Condition Bridges:
 - 3,000 “Fair” bridges exceed 40 years of age: 1,895 – “On-System” (1,142 – NHS); 1,105 – “Off-System” (147 – NHS)
 - NBI Forecast (“Poor” ≤ three years): **50** total (29 – NHS); 42 – “On-System” (28 – NHS); 8 – “Off-System” (1 – NHS)



STATE OF REGIONAL BRIDGES – NATIONAL BRIDGE INVENTORY (NBI)

- “Poor”/Imminent “Poor” Breakdown by TxDOT District (NCTCOG):
 - Poor: DAL – 57, FTW – 32, PAR – 3
 - Imminent Poor: DAL – 35, FTW – 15, PAR – 0
- INFRA (2019) – North Central Texas Strategic Bridge Program
 - Original Submittal – \$229 million (\$113 million INFRA requested) for 14 bridges (12 projects)
 - Selected Project – \$45.5 million for seven projects (3 – DAL ; 4 – FTW)
 - Implementation - \$28.5 million (\$8.8 million INFRA) for four projects (1 – DAL; 3 – FTW)
 - Three projects now under construction with the remaining project to be let prior to 2023
 - All projects from original submittal have treatments underway or funded/scheduled, except for two (still on “Poor” condition list)
- Identified Treatment Projects & Status:
 - “Poor” – Of 92 bridges, 75 confirmed projects funded/scheduled, with 21 let/under construction and four completed
 - “Fair” – Of 50 bridges, 32 confirmed projects funded/scheduled, with 18 let/under construction and one completed
- NCTCOG continues to coordinate with the TxDOT Bridge Division, local TxDOT Districts, and local governments to determine potential candidates
- BIP statutory requirements for rapid implementation have greatly narrowed the universe of possible projects; partners evaluating bridges with geometric, load, and traffic factors for extra possibilities



BRIDGE INVESTMENT PROGRAM (BIP) – DRAFT SCHEDULE

June 10, 2022	BIP Notice of Funding Opportunity (NOFO) Released
June 24, 2022	STTC Information
July 14, 2022	RTC Information
July 15, 2022	STTC Agenda Mail-Out <i>(Scope / cost / funding details finalized for <u>potential</u> NCTCOG “Large Bridge” candidates)</i>
July 22, 2022	STTC Possible Action/Information – “Large Bridge”
July 25, 2022	BIP Planning Grant Application Submittal Deadline – NOT TO BE PURSUED
August 5, 2022	RTC Agenda Mail-Out <i>(Scope / cost / funding details finalized for <u>potential</u> NCTCOG “Bridge” candidates)</i>
August 9, 2022	BIP “Large Bridge” Grant Application Submittal Deadline
August 11, 2022	RTC Endorsement – “Large Bridge” / RTC Action – “Bridge”
August 26, 2022	STTC Endorsement – “Bridge”
September 8, 2022	BIP “Bridge” Grant Application Submittal Deadline
September 22, 2022	Executive Board Endorsement – “Large Bridge” / “Bridge”



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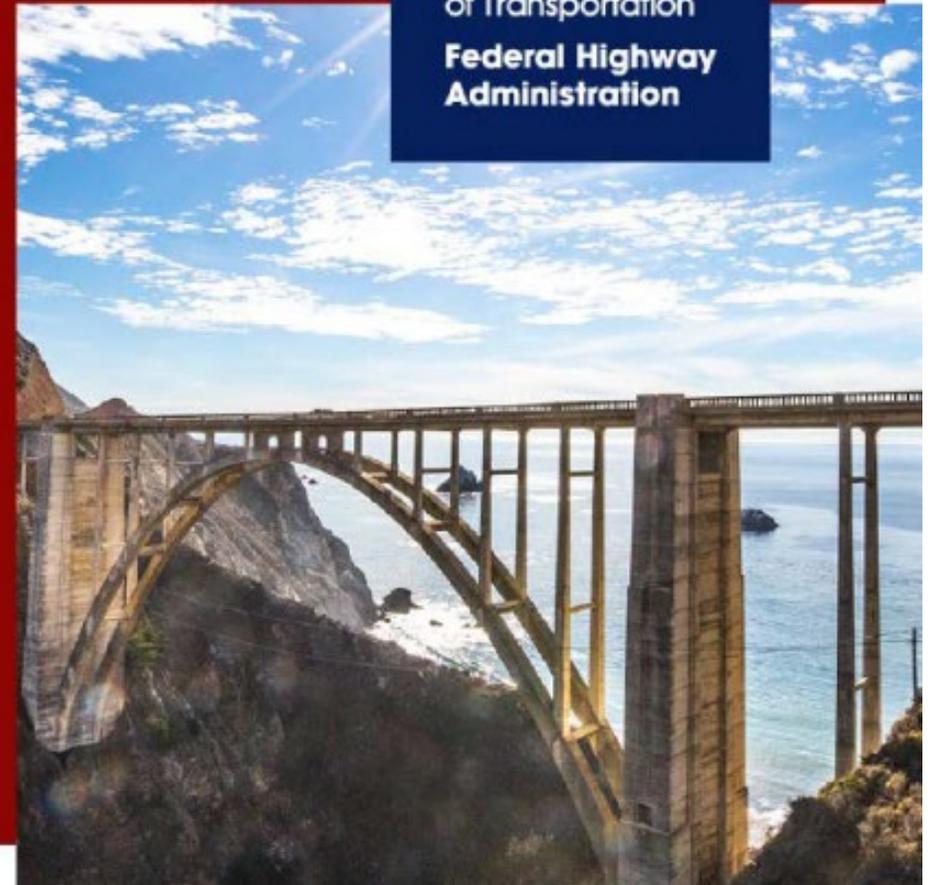
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U.S. Department
of Transportation
**Federal Highway
Administration**

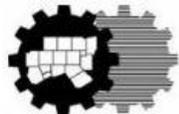


STTC Information Item – Bridge Investment Program

USDOT Bipartisan Infrastructure Law (BIL): <https://www.transportation.gov/bipartisan-infrastructure-law>
USDOT Bridge Investment Program (BIP): <https://www.fhwa.dot.gov/bridge/bip/>

2023 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Surface Transportation Technical Committee
July 22, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods.
- Includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016.
- This plan is updated annually in conjunction with the development of TxDOT's UTP.

ACTIVITIES SINCE LAST UPDATE

- Received feedback in early June from TxDOT Headquarters regarding the region's funding requests
 - Not all of the region's requested Category 2 funds were picked up
 - There are discrepancies between the carryover balances that TxDOT Headquarters and NCTCOG/TxDOT Districts are showing, leading to more funding being requested than is available.
- Several Category 2 projects that were part of the SL 9/US 287 funding exchange the RTC approved in 2021 must still be included in the UTP:
 - FM 429 (partial - \$5M of \$10M included)
 - SH 360 at Riverside (\$12.6M)
 - IH 20 from FM 1187 to US 180 (\$3.4M)
 - IH 820 at TRE (\$18M)
 - IH 35E Phase 2 Placeholder (\$25.7M) (cannot be added until actual project identified)

PROPOSED PATH FORWARD ON CATEGORY 2 REQUESTS

- Compromise
 - TxDOT Headquarters prefers not to include all projects at this time
 - Include IH 820 at Trinity Railway Express (TRE) project in the 2023 UTP as it lets May 2023 (\$18 million)
 - Remaining projects from the SL 9/US 287 trade to be added to the 2024 UTP
 - To stay under the available funding, the Category 2 request for US 81/US 287 from South of North Tarrant Parkway to Avondale Haslet Road must be reduced by \$18 million

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2023 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2023 UTPs

Funding Category	2017 Allocation	2018 Allocation	2019 Allocation	2020 Allocation	2021 Allocation	2022 Allocation	2023 Proposed Allocation
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132
Total Allocation	\$5.426	\$7.290	\$6.864	\$8.094	\$7.342	\$6.880	\$7.930

Amounts shown in billions

PROPOSED SOUTHEAST CONNECTOR FUNDING EXCHANGE (CATEGORY 2/CATEGORY 12 FUNDS)

- The Southeast Connector project came in \$800 million over the estimate
- The project was split into four pieces, with only the first one being fully funded
- Seeking funding for only one additional segment, which costs \$468 million
- A partnership with the TTC is being proposed to move Category 2 funds from existing projects in out-years to the Southeast Connector, with Category 12 funds replacing those Category 2 funds.
- If TxDOT and the TTC agree to this proposal, the RTC will request that an Interlocal Agreement be developed so the Category 12 funding cannot be rescinded.
- TxDOT has tentatively agreed with the proposal.

PROPOSED CATEGORY 2/CATEGORY 12 FUNDING EXCHANGE (CONTINUED)

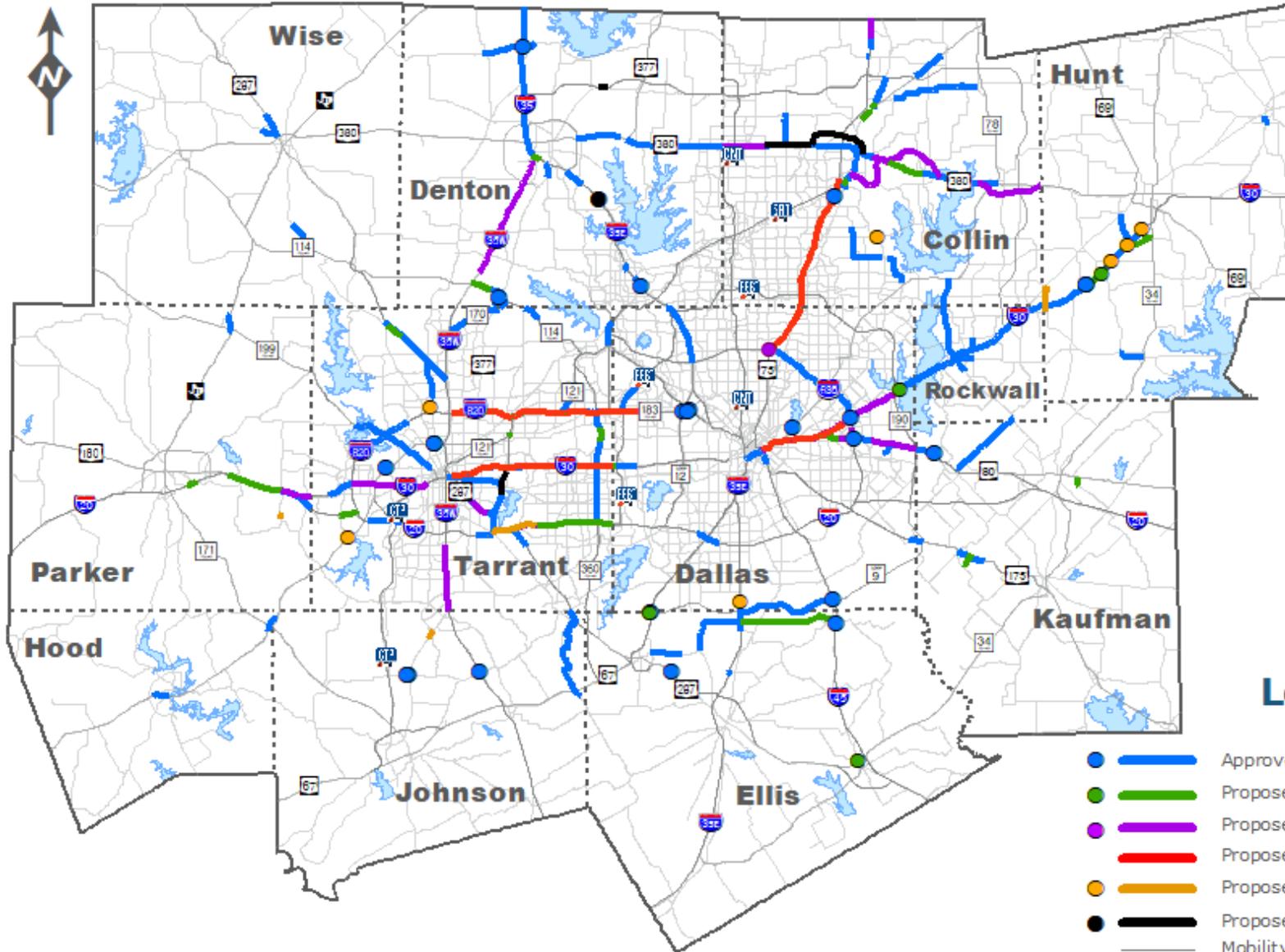
- Below are the projects with Category 2 funding (\$468 million in total) proposed to change to Category 12 to offset the funding being added to the Southeast Connector:
 - US 380 from JCT US 380/West University (West of McKinney) to JCT US 380/East of University (East of McKinney) [TIP 13070/CSJ 0135-15-002]
 - Exchange ~~\$283,996,800~~ \$286,513,136
 - US 380 from Coit Road to JCT US 380/University Drive [TIP 13067/CSJ 0135-02-065]
 - Exchange \$120,000,000
 - IH 35E at Dobbs Road [TIP 13033.5/CSJ 0196-01-113]
 - Exchange \$61,486,864
 - FM 428 Greenbelt
 - Exchange ~~\$2,516,336~~ \$0
- Instead of funding the FM 428 Greenbelt project, TxDOT is proposing to increase the amount of the swap on TIP 13070 by the same amount (to \$286,513,136).

PROPOSED SOUTHEAST CONNECTOR FUNDING EXCHANGE (CATEGORY 2/STBG FUNDS)

- Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, so a Category 2/STBG funding exchange is proposed.
- \$97.9 million of Category 2 funds currently on a section of the Southeast Connector project are proposed to be exchanged with STBG funds.
- Since this Southeast Connector section can go to construction in FY2022, the region will be able to quickly reduce the carryover balance of STBG funds and take advantage of additional STBG funding that became available to the State.
- To complete the exchange, 15 projects across the region that are currently funded with \$97.9 million of STBG funds are proposed to be funded with Category 2 funds instead (refer to comment section in Planned Project list for specific projects).
- **All projects/actions proposed in the exchange are included in the draft 2023 UTP.**

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2032



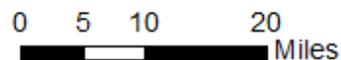
Dallas CBD



Fort Worth CBD

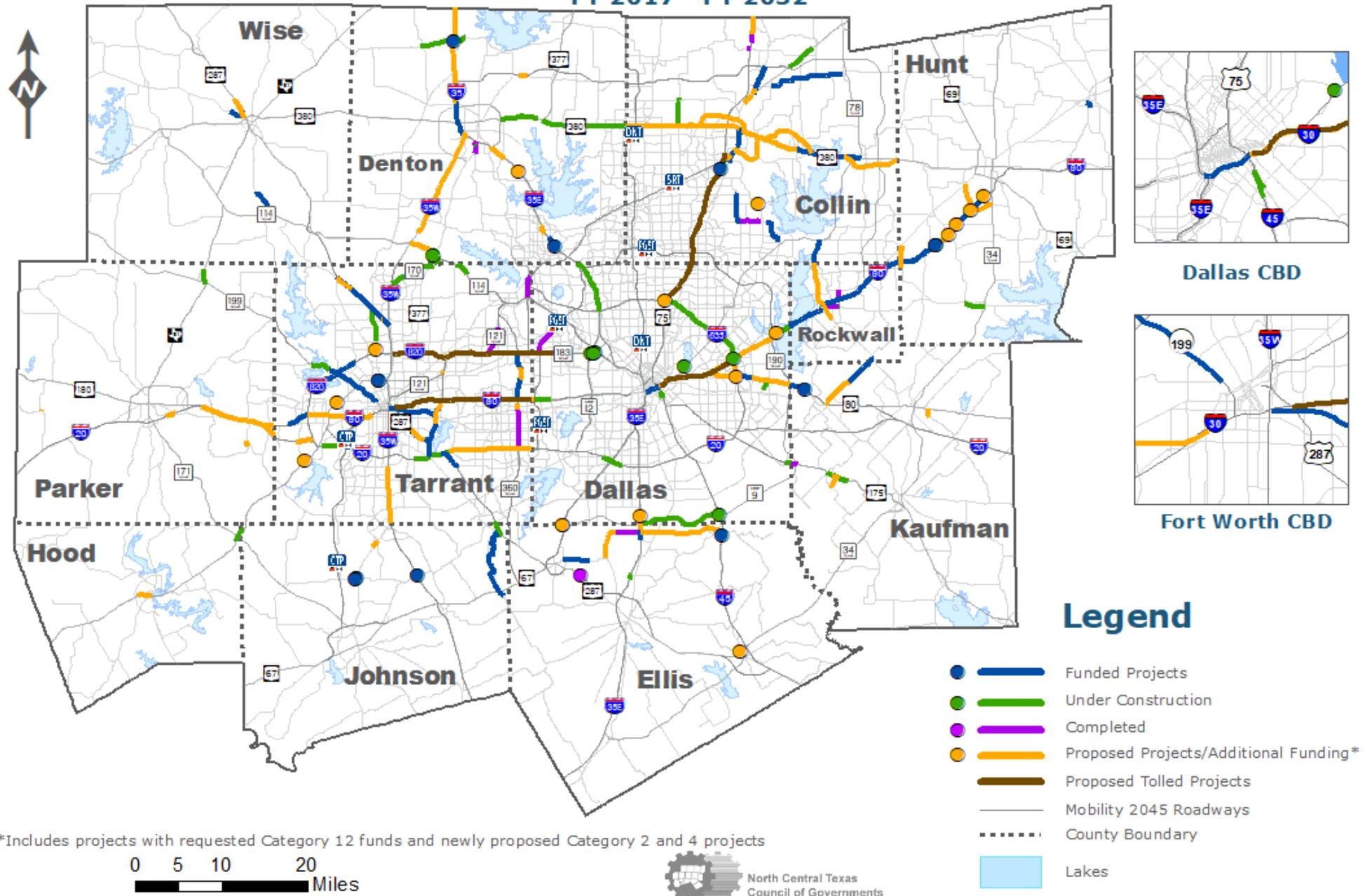
Legend

-  Approved 10 Year Plan Projects
-  Proposed New Category 2 and 4 Projects
-  Proposed New Category 12 Projects
-  Proposed Tolled Projects
-  Proposed STBG/Category 2 Funding Swap
-  Proposed Category 2/Category 12 Funding Swap
-  Mobility 2045 Roadways
-  County Boundary
-  Lakes



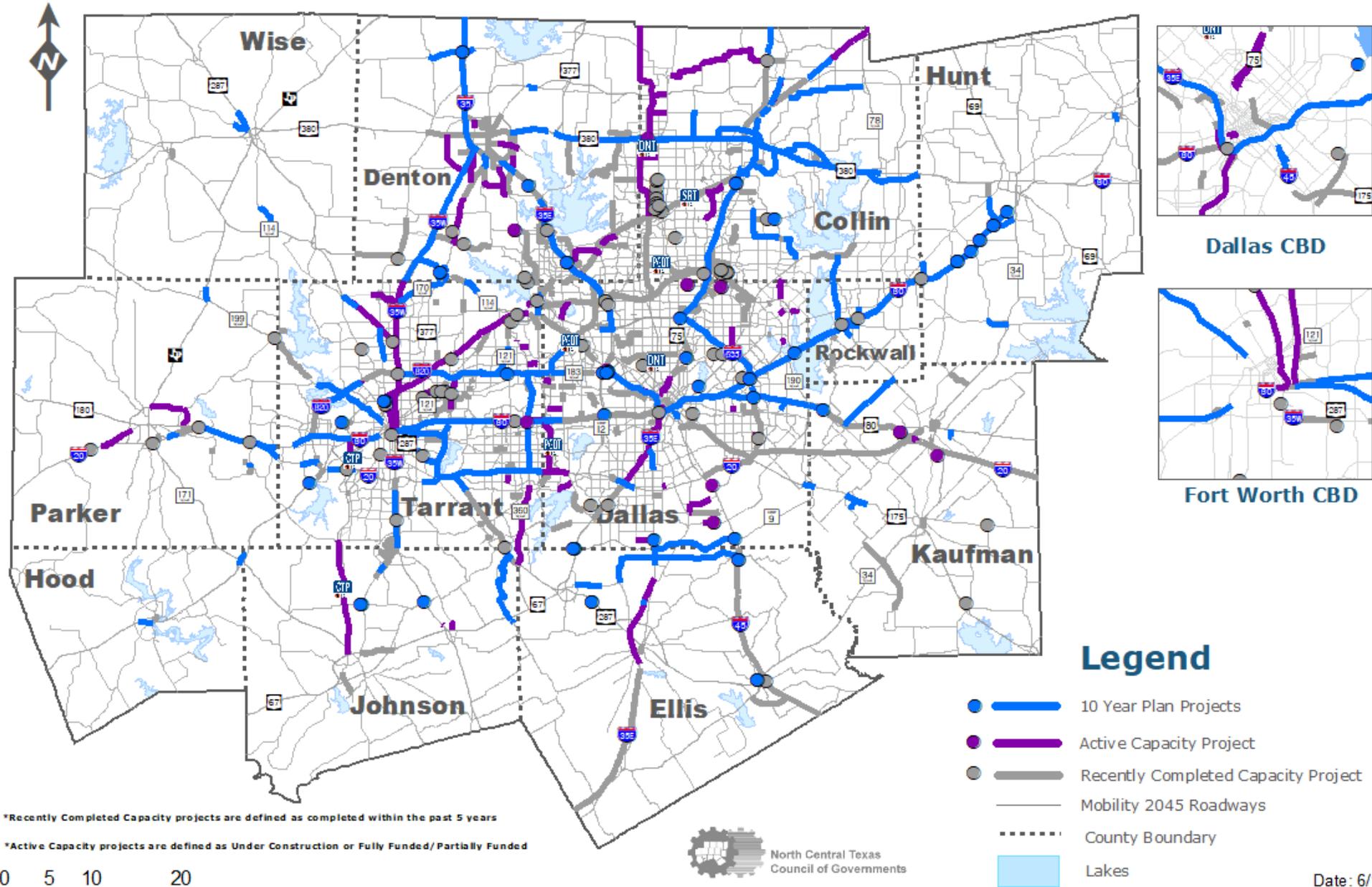
Dallas-Fort Worth Regional 10 Year Plan Project Status

FY 2017 - FY 2032



*Includes projects with requested Category 12 funds and newly proposed Category 2 and 4 projects

Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



*Recently Completed Capacity projects are defined as completed within the past 5 years

*Active Capacity projects are defined as Under Construction or Fully Funded/Partially Funded



NEXT STEPS

- Bring back any project changes (if needed) to the committees once the TTC approves the 2023 UTP
- Continue to coordinate with TxDOT on resolving issues with the region's Category 2 carryover balance
- Finalize overall distribution between the Western and Eastern subregions as a result of the trades/lettings over time

TIMELINE

MEETING/TASK	DATE
Funding Targets Received	February 2022
Initial draft list due to TxDOT	March 1, 2022
Public Involvement	June 2022
STTC Information	June 24, 2022
RTC Information	July 14, 2022
STTC Action	July 22, 2022
RTC Action	August 11, 2022
TxDOT Public Involvement for 2023 UTP	July 8–August 8, 2022
Anticipated TTC Approval of 2023 UTP	August 30, 2022

REQUESTED ACTION

- Recommend RTC approval of:
 - The 2022 Regional 10-Year Plan project listing
 - The proposed funding exchanges
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

CONTACT/QUESTIONS?

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North Central Texas Council of Governments

Regional Pedestrian Safety Action Plan (2022 Update)

Surface Transportation Technical Committee
7.22.2022

Julie Anderson

BACKGROUND

“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.”

Regional Safety Position,
approved by the Regional Transportation Council, December 14, 2017
and reaffirmed on February 14, 2019



BACKGROUND

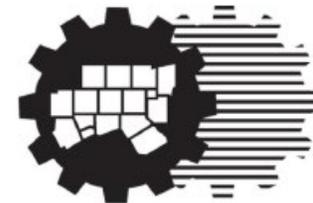
The **Regional Pedestrian Safety Action Plan (PSAP)** was endorsed by the RTC on June 20, 2021.

RTC adopted the Plan by reference as part of Mobility 2045 (2022 Update) on June 9, 2022.



2021

Regional Pedestrian Safety Action Plan



North Central Texas
Council of
Governments

The Surface Transportation Technical Committee took action to recommend the Plan on 05/28/2021, and action was taken by the Regional Transportation Council to endorse the Plan on:

06/10/21

ANNUAL IMPLEMENTATION SUMMARY REPORT

Action Item Status

Underway

Ongoing

Future

Action Item	Timeline	Status
1) Facilitate collaboration with TxDOT, local governments, and regional organizations in support of projects and programs that improve regional pedestrian safety.	Continuous	Ongoing
2) Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors.	2-3 years	Underway
3) Implement safety improvements based on RSA findings for pedestrian safety corridors.	10 years	Future
4) Develop performance measures to evaluate the effectiveness of implemented countermeasures based on measurable data.	2-5 years (short-term) 10 years (long-term)	Future



ANNUAL IMPLEMENTATION SUMMARY REPORT

Action Item
Status

Underway

Ongoing

Future

Action Item	Timeline	Status
5) Coordinate and/or support the development of educational workshops and webinars aimed at informing law enforcement of pedestrian rights and responsibilities and the importance of accurate pedestrian crash reporting.	2-3 years	Underway
6) Coordinate and/or support educational programs and marketing campaigns aimed at informing the public, including drivers and pedestrians, of their rights and responsibilities when traveling on the roadway. Education campaigns, including Look Out Texans, should be cognizant of their intended audience, based on the demographics historically involved in reported pedestrian crashes.	1-2 years; Continuous	Underway
7) Coordinate and/or support the development and implementation of policies, programs, and marketing campaigns aimed at improving safety and higher levels of physical activity for students.	10 years	Underway



ANNUAL IMPLEMENTATION SUMMARY REPORT

Action Item Status	Underway
	Ongoing
	Future

Action Item	Timeline	Status
8) Complete updates to the Regional Pedestrian Safety Action Plan at least every five years to integrate as part of the Metropolitan Transportation Plan, using updated data and regional analysis.	5 years	Underway
9) Conduct annual monitoring of pedestrian safety trends and reported crashes.	1-2 years; Continuous	Underway
10) Support a Regional Transportation Council (RTC) legislative program that addresses lower traffic speeds, yielding to pedestrians, and the use of wireless communication devices while operating a motor vehicle.	2-3 years	Future



PSAP (2022 UPDATE)

- ❑ Added Environmental Justice Analysis
- ❑ Added more information on annual monitoring and outcomes
- ❑ Removed duplicative tables of Safety Corridors in Appendix B

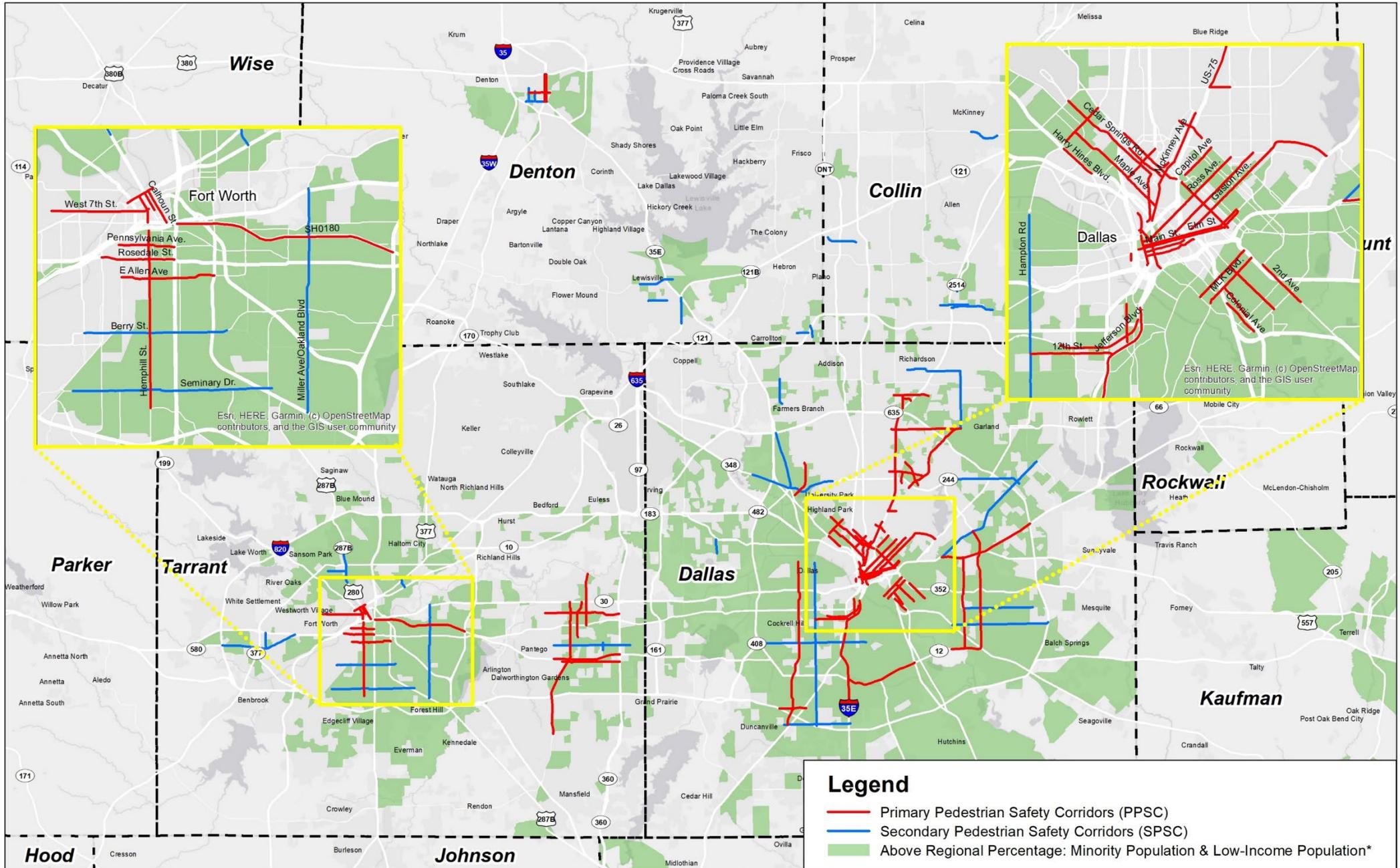
Public comment period open
June 21 – August 8

A redline version was posted to
the NCTCOG website.

Information was provided to
the PSAP Committee and the
Bicycle and Pedestrian Advisory
Committee to review and
provide comments.



Primary and Secondary Pedestrian Safety Corridors (PPSC/SPSC) Urbanized Area: Environmental Justice Index



* = Boundaries are from NCTCOG's 2021 Environment Justice Index (EJI) based on the 2015-2019 ACS 5-year Estimates



PSAP (2022 UPDATE)

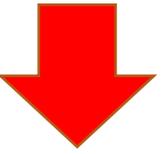


Table 5 Excerpt

Primary Pedestrian Safety Corridors (PPSC)										
Name	County	City	Begin Point	End Point	On / Off-System	# of Lanes	Length (Miles)	Total Crashes	Avg # of Crashes Per Mile	EJ Area ²⁵
Main St.	Tarrant	Fort Worth	Weatherford (N)	9th St (S)	Off	4	0.45	20	44.19	No
Lamar St.	Dallas	Dallas	Victory (N)	Canton (S)	Off	4	1.16	43	37.22	Partial
Cole Ave.	Dallas	Dallas	Lemmon Ave. (S)	Blackburn (N)	Off	3	0.16	5	31.22	No
Riverfront Blvd.	Dallas	Dallas	Reunion Blvd. (S)	Commerce St. (N)	Off	8	0.17	5	28.62	No
Knox St. Henderson Ave.	Dallas	Dallas	Abbott (N)	Homer (S)	Off	4	0.73	20	27.34	No
MLK Blvd.	Dallas	Dallas	Junis St. (N)	Parnell St. (S)	Off	4	1.52	39	25.60	Yes
Houston St.	Dallas	Dallas	Houston Viaduct (S)	McKinney (N)	Off	4	0.76	18	23.82	Partial
Taylor St.	Tarrant	Fort Worth	Belknap (N)	Lancaster (S)	Off	2	0.73	15	20.60	No
Shady Brook Ln.	Dallas	Dallas	Dallas Park Lane (N)	Southwestern (S)	Off	2	0.70	14	20.13	Yes
Belknap St.	Tarrant	Fort Worth	Lexington St (W)	N Pecan (E)	Off	5	0.75	14	18.56	No
McKinney Ave	Dallas	Dallas	N Akard (S)	Atwater Alley (N)	Off	4	2.94	49	16.69	No
Jackson St.	Dallas	Dallas	Houston (W)	S. Cezar Chavez Blvd. (E)	Off	5	1.01	16	15.77	No
Young St.	Dallas	Dallas	S Houston St. (W)	US 75 (as Canton St) (E)	Off	4	1.29	20	15.54	No
Oak Lawn Ave.	Dallas	Dallas	Maple (W)	Blackburn (E)	Off	4	1.01	14	13.89	No
Elm St	Dallas	Dallas	Houston (W)	Carroll (E)	Off	5	2.54	35	13.80	Partial
SL 12 (Ledbetter Dr)	Dallas	Dallas	Julius Schepps Loop (E)	IH 35E Service Rd. (W)	On	6	4.42	59	13.34	Yes
Maple Ave.	Dallas	Dallas	Inwood Dr. (W)	McKinney Ave. (SE)	Off	4	2.76	36	13.06	Yes
Inwood Rd.	Dallas	Dallas	Redfield (SW)	Lemmon (NE)	Off	6	1.16	15	12.94	Yes
Main St.	Dallas	Dallas	US 77 (SW)	S Carroll Ave. (NE)	Off	4	2.75	35	12.73	Partial
S Malcolm X Blvd.	Dallas	Dallas	Elsie Faye Heggins St. (SE)	Al Lipscomb Way (NW)	Off	4	1.53	19	12.40	Yes

81%

of identified **PEDESTRIAN SAFETY CORRIDORS**
are located in a low income/
minority population area.



Source: NCTCOG's 2021 Environmental Justice index, 2015-2019 ACS 5-year estimates

PSAP (2022 UPDATE)

Monitoring and Outcomes

- PSAP reviewed on an annual basis
- Produce an annual implementation summary report
- Track progress towards goal of zero pedestrian fatalities by 2050



PSAP (2022 UPDATE) Schedule

Date	Milestone
June 21 – August 17, 2022	Public Comment Period
June 21, 2022	PSAP Redline distributed to PSAP Committee and BPAC for review and comment
 July 22, 2022	STTC Action
August 8, 2022	Public meeting
August 18, 2022	RTC Action



REQUESTED ACTION

Recommend Regional
Transportation Council Approval
of the PSAP (2022 Update)



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Recommendations in South and Southeast Fort Worth¹

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

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

Proposed Preservation of BUILD Grant on Trinity Railway Express

BUILD Discretionary Grant \$25M

BNSF Construction Funds \$ 2M

Remaining Federal, Public and Private Funds \$46M

TOTAL PROGRAM \$73M



Proposed August RTC Action (Agreed to by All Parties)

Ratify RTC Transportation Director (Emergency) \$2M Backstop

Priority is to Get Grant Agreements Completed (*September 22, 2022*)

90 Day “Cooling Off” Period with Transportation Director Hosting Negotiations

Trackage Rights Agreement Amendment Triggers BNSF \$2M Commitment



CHANGING MOBILITY

**DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY**

**Surface Transportation Technical Committee
July 2022**

**Michael Morris, P.E.
Director of Transportation**

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+11%, May)

Toll Road (+7%, April)

Freeway Volumes (+2%, May)

Airport Passengers (1%, May)

0

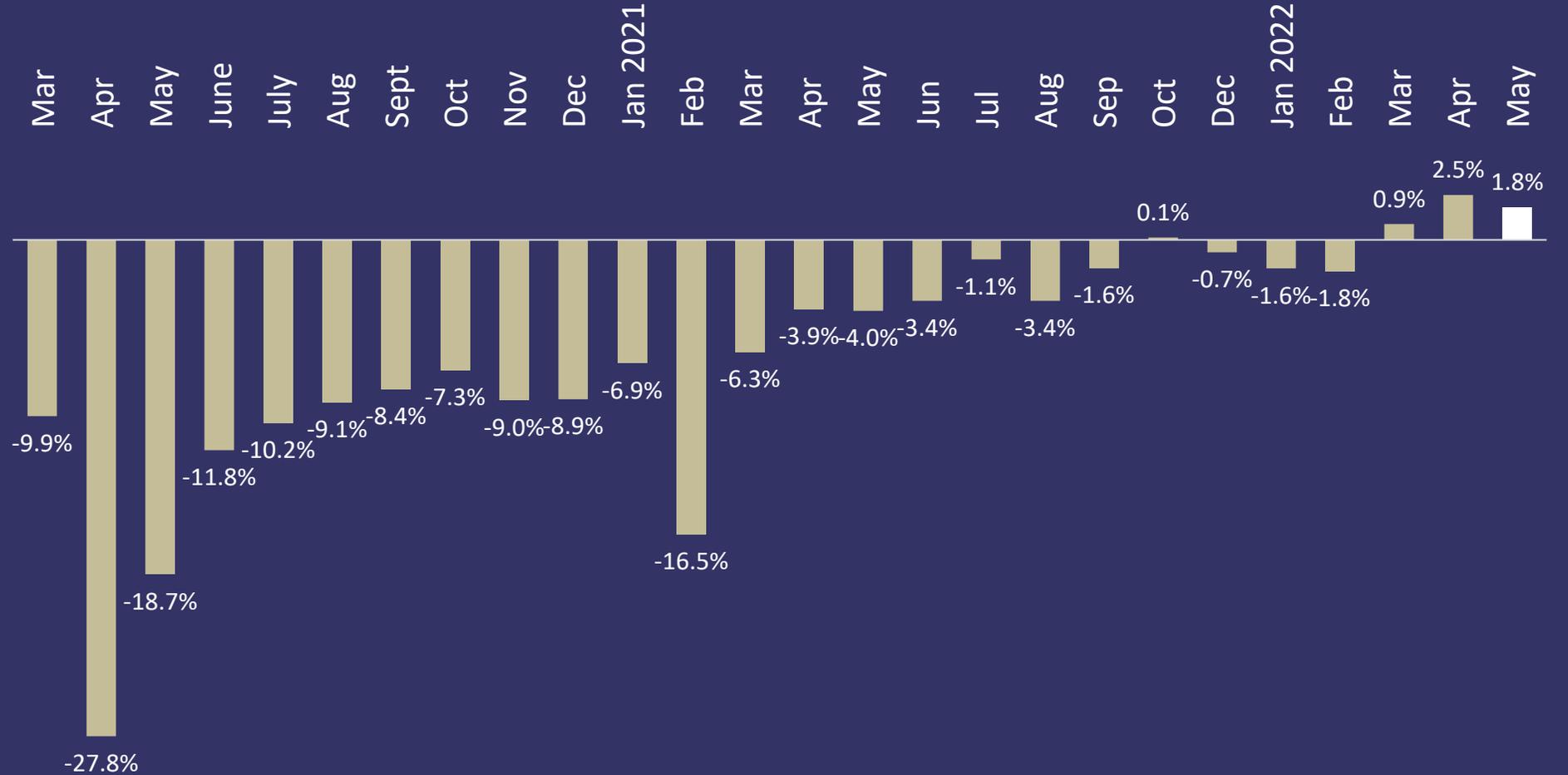
Transit Ridership (-39%, May)



ROADWAY TRENDS

Traffic Decrease vs Baseline

Average
Weekday
Freeway
Volumes



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020, growth was calculated based on Fort Worth.

Note: Baseline is March 2019-February 2020.

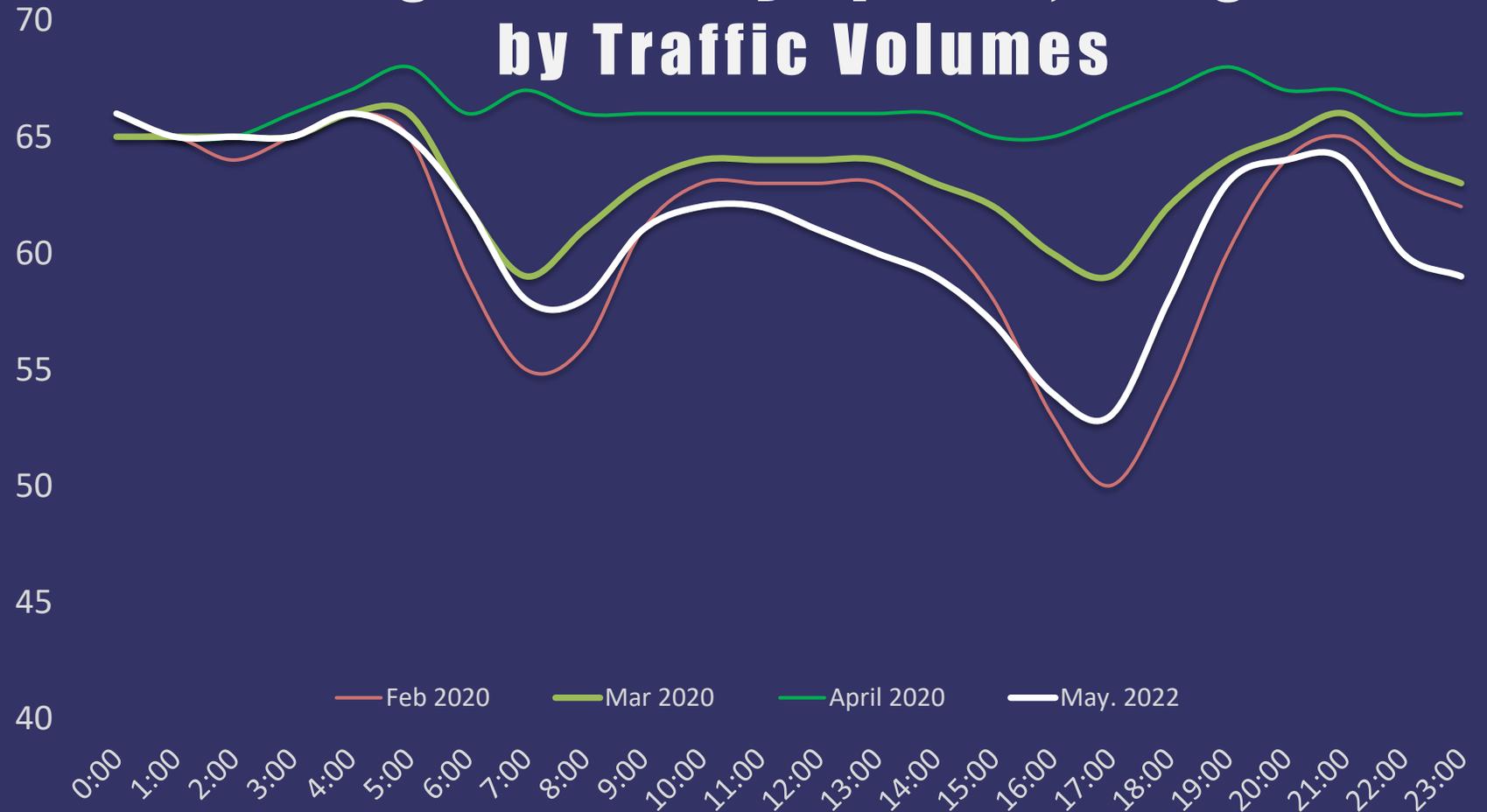
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

Note: Data for November 2021 was not collected for the majority of the locations.

ROADWAY TRENDS

Regional Average
Freeway Speeds

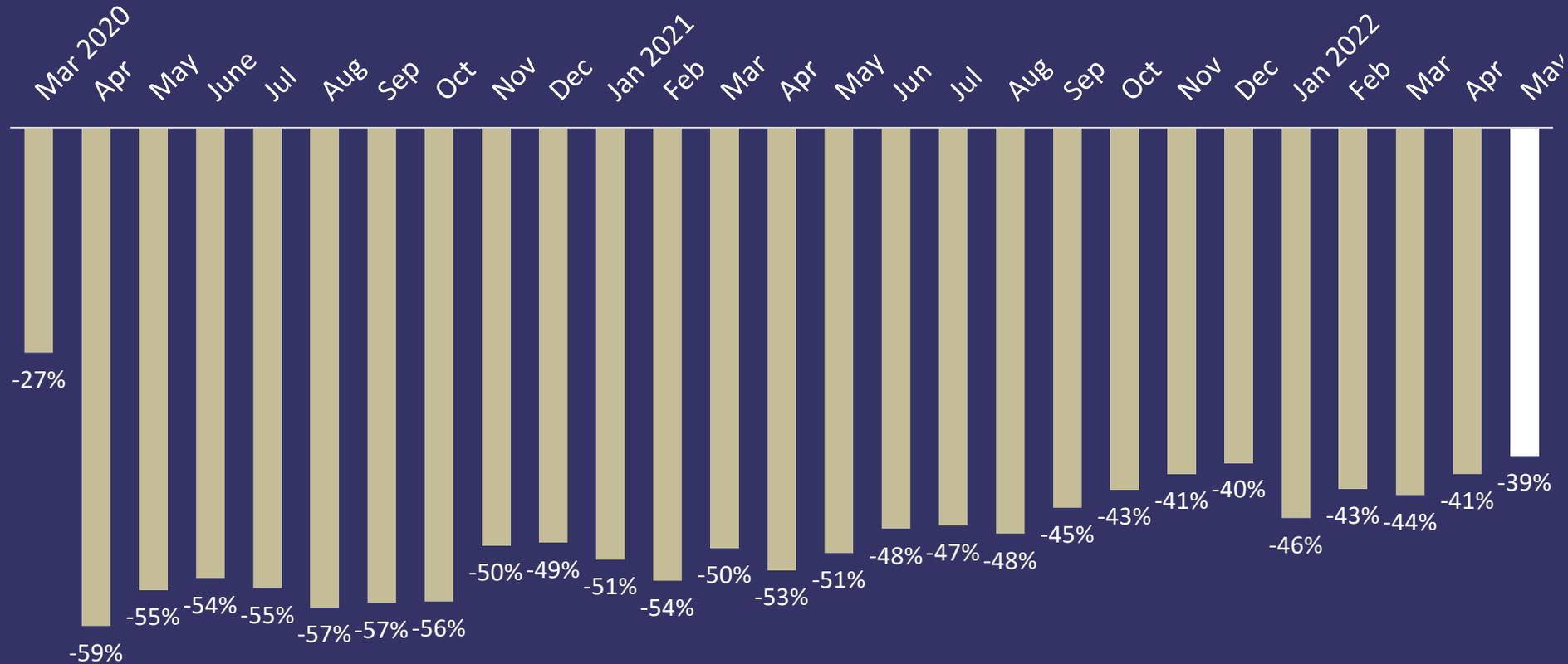
Average Weekday Speeds, Weighted by Traffic Volumes



TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

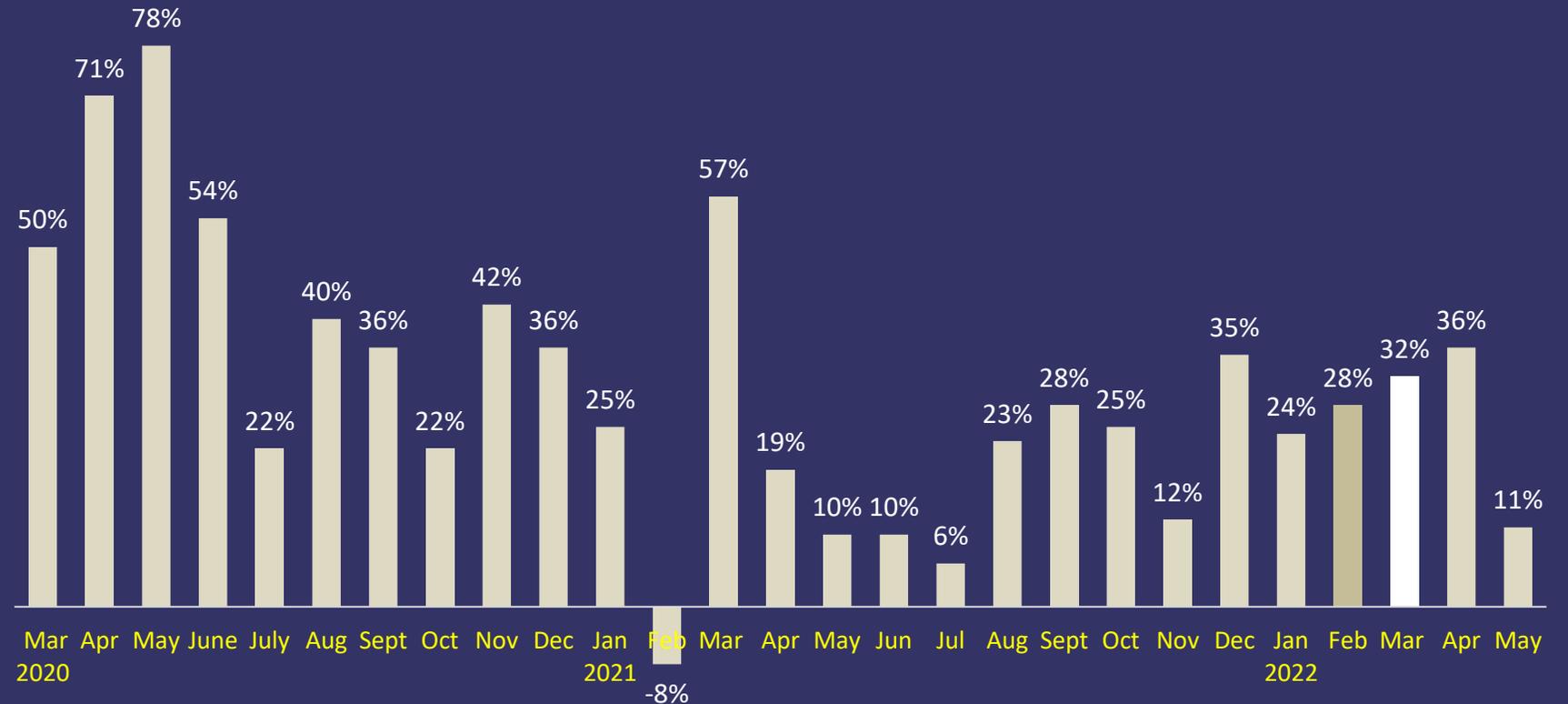
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage vs Baseline



Source: NCTCOG - collected at sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen

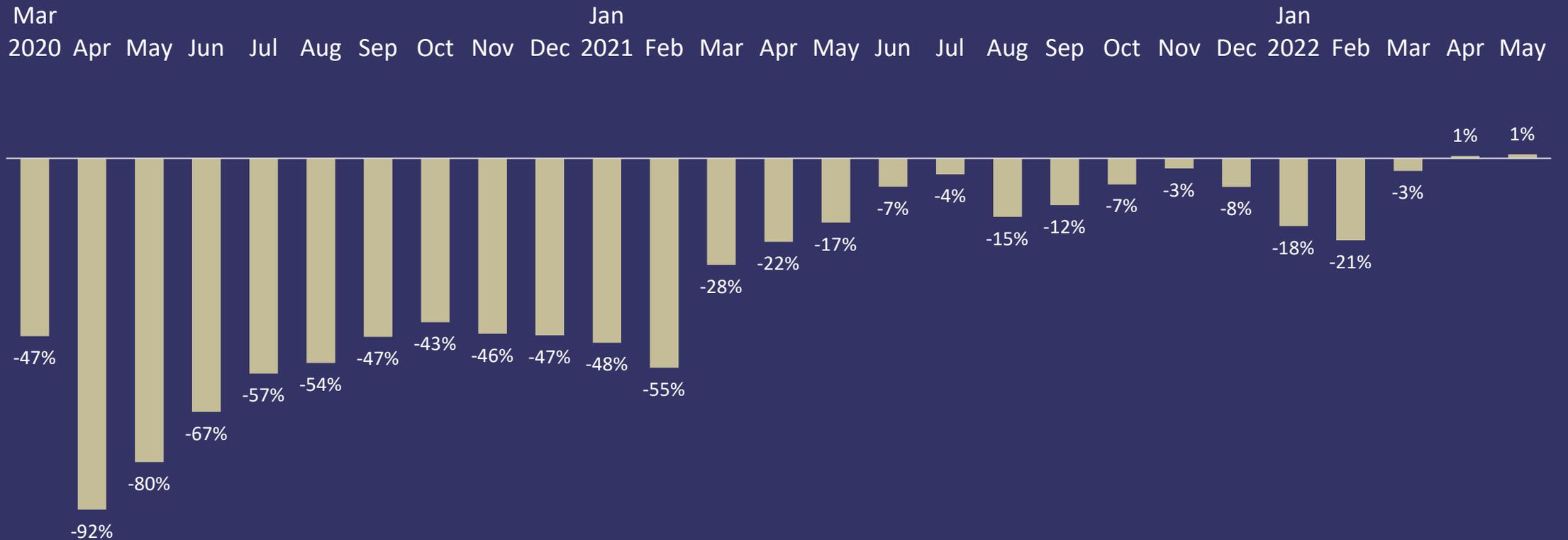
Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

Note: Trail usage impacted in Feb 2021 by week-long winter storm.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

Note: Baseline is March 2019-February 2020.

Note: Airlines experienced many flight cancellations in Dec. 2021 due to omicron variant affecting staff.

FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline



Source: NTTA

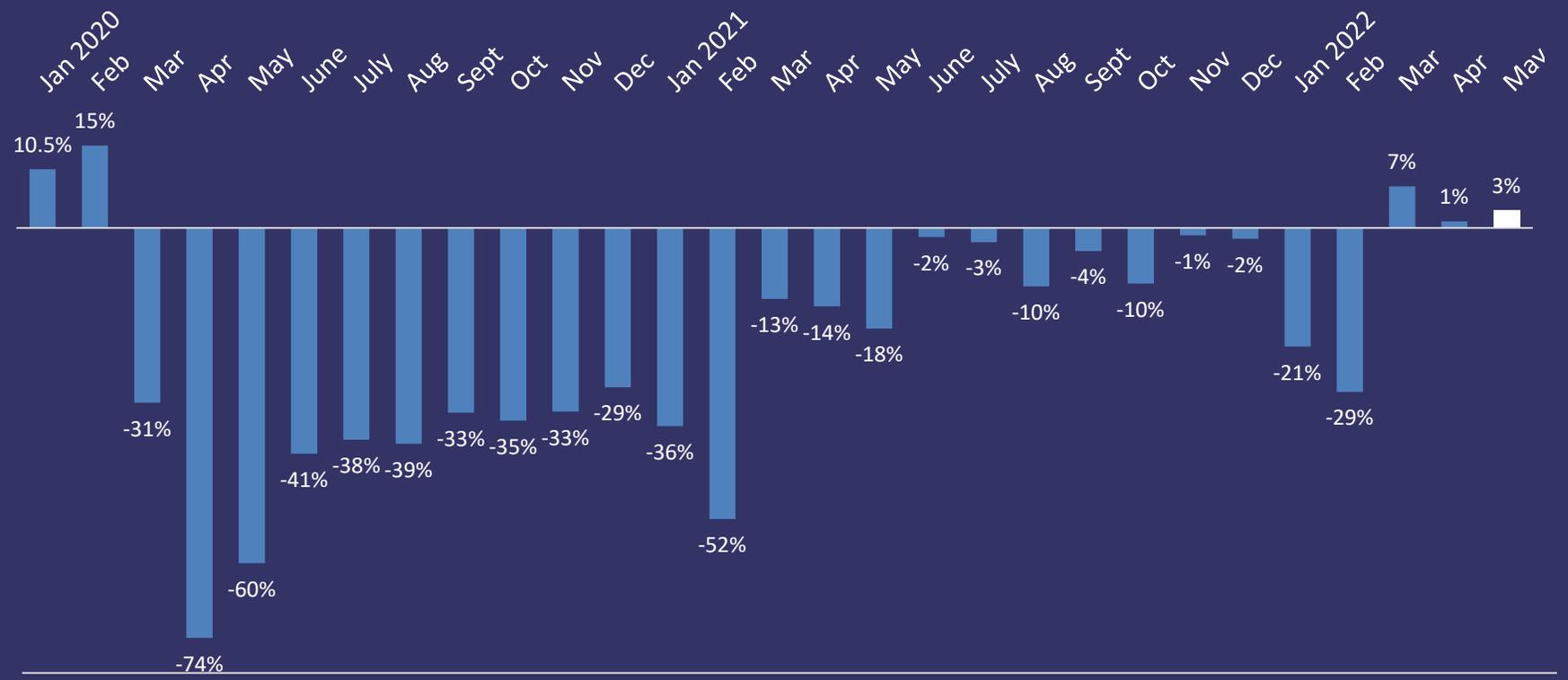
Notes: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

FUNDING IMPACT

I-35E TEXpress
Lane
Transactions

Change in Transactions vs Baseline



Source: TxDOT

Note: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

Parking Garage Funding Policy

The Regional Transportation Council directs North Central Texas Council of Governments staff to support publicly owned surface and structured parking for ~~strategic~~ **limited** purposes that generally meet criteria including, but not limited to:

- ~~reuse of public lands~~ **provide gap funding**
- advancing safety
- support of technology solutions and/or ~~companies~~ **economic development**
- support special event use or location needs
- significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions
- supports transit operation
- provides environmental, air quality, and/or equity benefits





North Central Texas Council of Governments

Safe Streets and Roads for All (SS4A) Regional Grant Application

Surface Transportation Technical Committee
7.22.2022

Julie Anderson

Federal Funding Overview

Bipartisan Infrastructure Law (BIL)

Active BIL Grant NOFOs – FY22

- **Safe Streets and Roads for All (SS4A)**
- Bridge Investment Program
- Railroad Crossing Elimination Program
- Reconnecting Communities Pilot Program

Pending BIL Grant NOFOs – FY22

- Strengthening Mobility & Revolutionizing Transportation (SMART) Program (September)

Completed MPO-eligible BIL solicitations

- Local and Regional Project Assistance Program* (RAISE)
- Multimodal Projects Discretionary Grant Program* (INFRA/MEGA/RURAL)
- Port Infrastructure Development Grant Program (PIDG)
- Federal-State Partnership for Intercity Passenger Rail Grant Program

**Submitted*



Safe Streets & Roads for All (SS4A) Grant Program

Funding Availability

\$400 Million

- Action Plan (Nation)

\$600 Million

- Implementation (Nation)

< 15% per State

- Overall Program

Minimum Award*

\$200,000

- Action Plan (All Applicants)

\$3 Million

- Implementation (Rural/Tribal)

\$5 Million

- Implementation (MPO/Group)

Maximum Award*

\$1 Million

- Action Plan (Local/Tribal/Rural)

\$5 Million

- Action Plan (MPO/Group)

\$30 Million

- Implementation (Local/Rural/Tribal)

\$50 Million

- Implementation (MPO/Group)

Cost Sharing

80% Federal | 20% non-Federal

Applicant/Condition Eligibility

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

* There is no minimum or maximum award amount; however, the NOFO provides expected minimum and maximum ranges for applicant consideration.



SS4A Purpose & Priorities

Purpose: Improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries; focused on all users.

Priorities:

- Promote safety
- Employ low-cost, high-impact strategies
- Ensure equitable investment in the safety needs of underserved communities
- Incorporate evidence-based projects and strategies
- Align with USDOT priorities of equity, climate sustainability, quality job creation, and economic strength and global competitiveness



**Application due
September 15**



SS4A Grant Types

Action Plan Grant

- Develop or complete a comprehensive safety action plan
- Conduct supplemental action plan activities (in support of an existing safety action plan)

**Application due
September 15**



SS4A Grant

Implementation Grant

- Implement projects and strategies
- Conduct planning and design
- Conduct supplemental action plan activities (in support of an existing safety action plan)

***Applicant must already have an established Action Plan in place.**

***Self-Certification Eligibility Worksheet**

SS4A – FY22 Implementation Grant

NCTCOG will submit an application based on the Regional Pedestrian Safety Action Plan (PSAP)

- Focused on addressing Pedestrian Safety Corridors
- Implementing Safety Countermeasures
- Conducting Roadway Safety Audits



SS4A FY22 Implementation Grant

Martin Luther King, Jr Blvd

- Complete street retrofit and reconstruction
- Implement safety countermeasures to address the safety of all modes of transportation including motor vehicles, transit, bicycle, and pedestrian

Of all the Primary Pedestrian Safety Corridors, MLK Jr Blvd is in the top ten of average crashes per mile



SS4A Grant



SS4A FY22 Implementation Grant

Additional Application Elements

Funding for supplemental planning activities to enhance the existing PSAP to conduct roadway safety audits (RSA) on prioritized pedestrian safety corridors in four counties:

- Collin
- Dallas
- Denton
- Tarrant

**Application due
September 15**



PEDESTRIAN AND BICYCLIST ROAD SAFETY AUDIT (RSA) GUIDE AND PROMPT LIST



SS4A Grant



U.S. Department of Transportation
Federal Highway Administration

SEPTEMBER 2020

Schedule

Date	Milestone
May 16, 2022	NOFO Released
July 22, 2022	STTC Information
August 18, 2022	RTC Information
August 26, 2022	STTC Action
September 8, 2022	RTC Action
September 15, 2022	Application Due
September 28, 2022	Executive Board Endorsement



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NCTCOG PRESENTATION

TRANSIT COVID RECOVERY CAMPAIGN

Carli Baylor



CAMPAIGN PURPOSE

In response to significant pandemic impacts, Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), Trinity Metro, and NCTCOG are coordinating on an educational campaign.

This campaign has three goals:

1. Ensure transit safety measures and technologies are understood by the public
2. Increase trust in public transportation
3. Increase ridership numbers





CAMPAIGN PHASES

Image Provided By Getty (source for external images only)

PHASE ONE

Grow Consumer Confidence

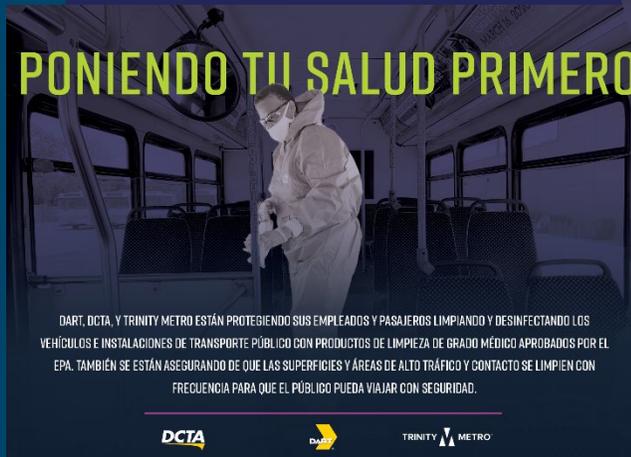
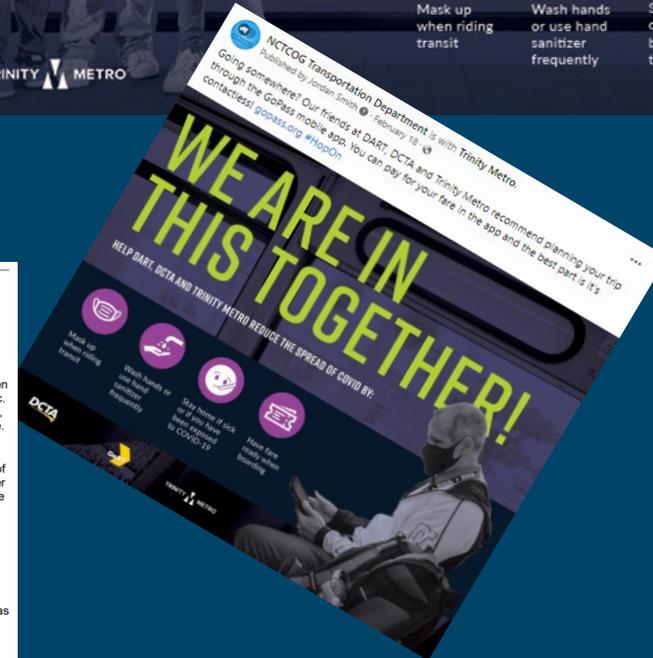
- Branded communication elements developed and created to support health and safety protocols on transit
 - Toolkit for local cities, counties, businesses, etc. (Includes newsletter articles, social media messaging, graphics, flyers, posters, etc.)
 - Online portal: www.nctcog.org/transitrecovery
 - Advertising budget for DART, DCTA, and Trinity Metro

Incorporate Influencers

- Utilizing local media personalities aids in establishing trust between transit agencies and riders
 - Social media, radio spots, and video



GROW CONSUMER CONFIDENCE TOOLKIT EXAMPLES



N. Texans encouraged to #HopOn public transit

With employers welcoming back their workers to offices, North Texans can ease back into their pre-pandemic routines by leaving the driving to someone else. The region's three major transit authorities – Dallas Area Rapid Transit, the Denton County Transportation Authority and Trinity Metro – have been providing service throughout the COVID-19 pandemic. Early on, they were a lifeline to healthcare, pharmacy, grocery store and other "essential" employees responsible for keeping people healthy and safe.

As the pandemic has evolved, transit providers have continued to serve riders as those riders were ready to come back. Data shows people have been steadily returning to transit, a mode of transportation hit especially hard by the pandemic. Bus and train ridership climbed each quarter last year, and weekday ridership made steady gains throughout 2021 after being down by more than 50% at the outset of the pandemic.

Work schedules are not the same as they were pre-pandemic. Transit providers can serve workers across the region, regardless of their hours. For example, it may be helpful to people doing shift work, running errands after school or traveling to social gatherings.

The region's public transportation providers have maintained strict cleaning protocols to keep customers and employees safe. This is a practice that continues, even as people in North Texas and beyond have begun to resume their pre-pandemic routines.

With gas prices remaining high, now might be a good time for people to board the bus or train again. North Texans may not be able to control gas prices, but they can choose how they get around and commute. In addition to saving money by filling the gas tank less, leaving the driving



INCORPORATE INFLUENCERS



Big Al Mack

KISS 106.1 FM

The Kidd Kraddick Show

6:00 A.M. - 10:00 A.M.



Ernie Brown

KLIF 570 AM

The Ernie Brown Show

4:00 P.M. - 7:00 P.M.



Jake Kemp

96.7 FM/1310 AM

The Hang Zone

12:00 P.M. - 3:00 P.M.



PHASE TWO

Promote “Transit Is Your Friend”

- Educate North Texans and business community on incentives and benefits of using transit, such as saving money and reducing stress
- Continue using materials and messaging developed and created for campaign
 - Updated newsletter images and articles

Increase Ridership Demand

- Implement an event to promote and increase ridership
- Target new riders and riders whose transit passes have lapsed



WHAT WE'VE DONE



WHAT WE'RE DOING

Summer 2022

- Outreach to chambers and local government contacts:
 - Leadership North Texas on 4/29
 - Rowlett Chamber of Commerce on 6/29
 - Summer partnership with City of Denton
- Utilize remaining budget for advertising and promotion
- Develop and implement an event to promote and increase ridership
 - Clean Air Action Day on 8/3



2022 QUARTER ONE RIDERSHIP BY AGENCY

Mode	DART	DCTA	Trinity Metro
Bus	4,987,026	306,377	590,530
Rail	4,002,834*	38,567	102,849

*TRE data is reported by and captured under DART, but it is jointly operated with Trinity Metro.

Dashboard: www.nctcog.org/transittrends



WE NEED YOUR HELP

As people reconnect to what they need, love, and aspire to achieve, public transportation will be there every step of the way. Help NCTCOG and transit staff aid in COVID recovery by spreading the word about this educational campaign.

Campaign Portal

www.nctcog.org/transitrecovery



CONTACT US



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Communications Supervisor

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FEDERAL PERFORMANCE MEASURES UPDATE

SYSTEM PERFORMANCE, FREIGHT, AIR QUALITY (PM₃),
TRANSIT ASSET MANAGEMENT, and
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

JENNY NARVAEZ

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

7.22.2022

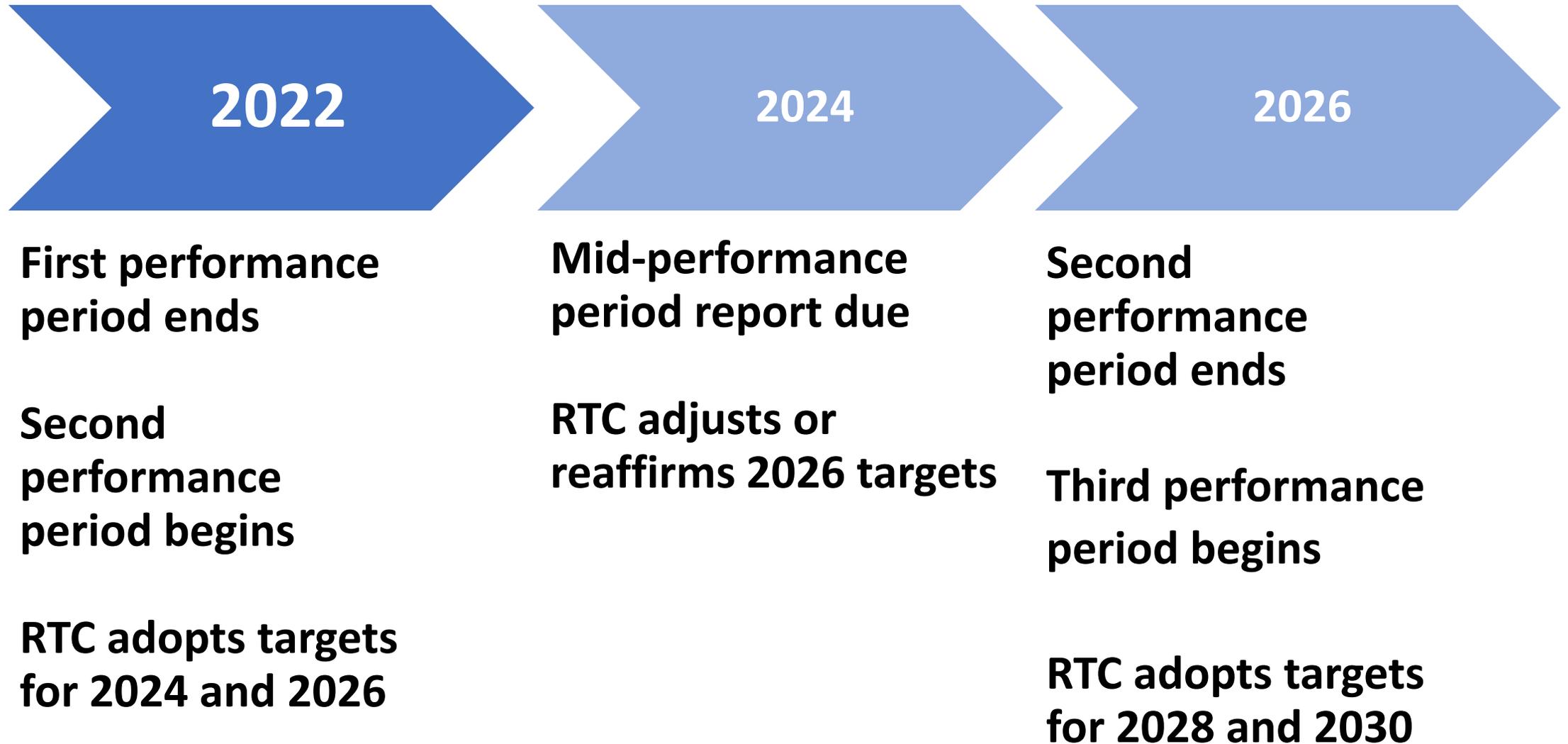
Federal Performance Measure Rules

Rulemaking	Next Anticipated STTC Action	Next Anticipated RTC Action	Upcoming Measure Milestone
PM1 – Roadway Safety	Late 2022	Late 2022 Early 2023	February 27, 2023 180-day mark for MPOs to agree with DOT targets or establish their own
PM2 – Pavement and Bridge	Early 2023	Early 2023	April 2023 180-day mark for MPOs to agree with DOT targets or establish their own
PM3 – System Performance, Freight, and CMAQ	August 26, 2022	September 8, 2022	September 19, 2022 MPOs submit Planning Management Forms to DOT
Transit Safety (PTASP)	Early 2025	Early 2025	Early 2025 Provide targets to TxDOT and FTA
Transit Asset Management	August 26, 2022	September 8, 2022	October 2022 Provide targets to TxDOT and FTA



PM3: System Performance, Freight, and CMAQ

PM3 Schedule



Interstate Reliability

Percentage of travel on Interstates in the MPA meeting federal threshold for reliability measures predictability of travel times

Higher values indicate improvement

Measure has been steadily improving over time

Somewhat impacted by COVID-19 pandemic

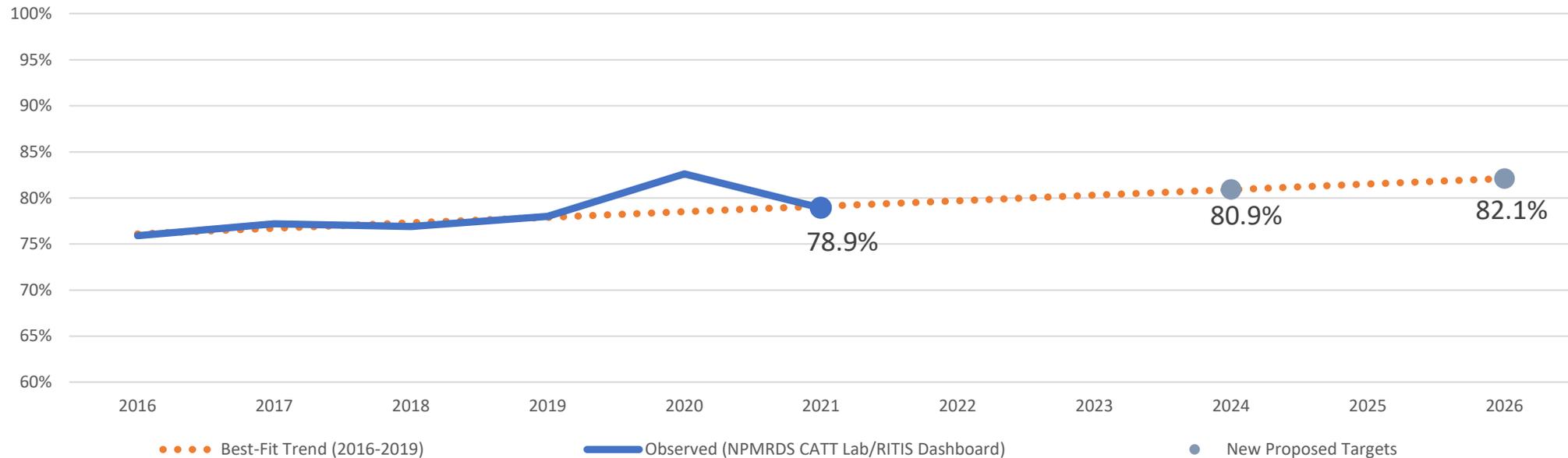
2021 values returned to near normal

The RTC continues to implement policies and programs aimed at maximizing the existing system capacity, reducing demand through implementation of travel demand management strategies, and strategically adding new Interstate capacity.



Interstate Reliability

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Interstate Reliability	↗	78.6%	79.5%	78.9%	80.9%	82.1%



Non-Interstate Reliability

Percentage of travel on Non-Interstates in the MPA meeting federal threshold for reliability

Higher values indicate improvement

Measures predictability of travel times

Measure has been steadily improving over time

More significantly impacted by COVID-19 pandemic

2021 values remain high, but expected to return to normal patterns over time similarly to Interstates

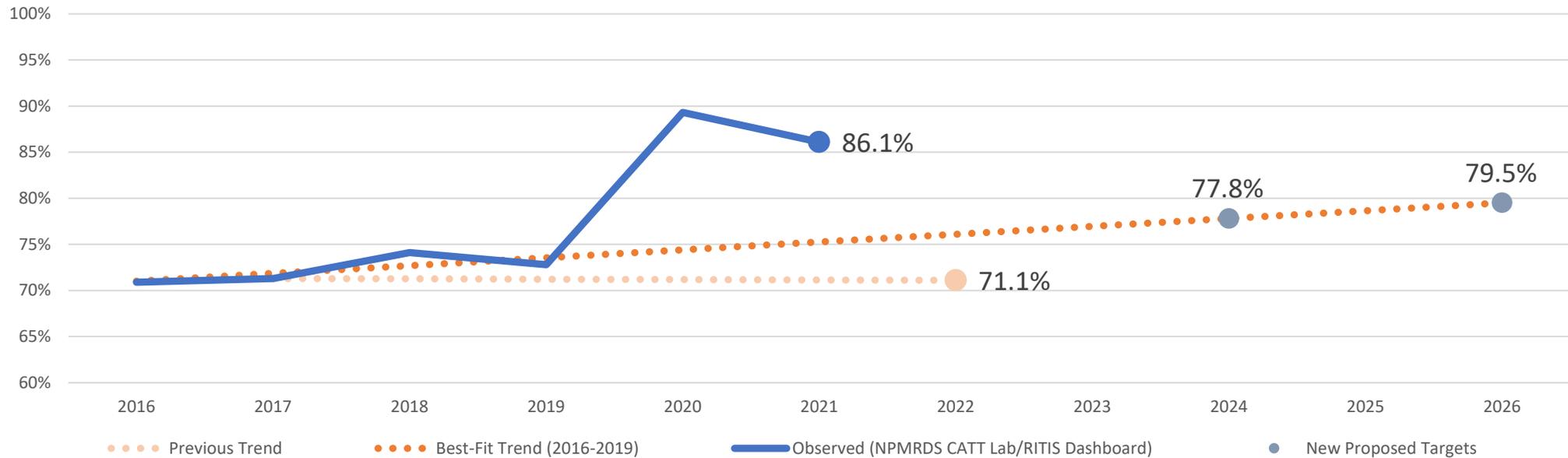
The RTC continues to implement policies and programs aimed at increasing traffic flow through signal timing coordination, implementing travel demand management strategies, and strategically adding new arterial street capacity.



System Performance Measure

Non-Interstate Reliability

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Non-Interstate Reliability	↗	N/A	71.1%	86.1%	77.8%	79.5%



Peak Hour Excessive Delay

Hours of “excessive” delay experienced per capita on the NHS in an urbanized area

Now required for Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas (**2010 boundaries**) - Less data and stability for newer reporting areas

Lower values indicate improvement

Measure has been slightly improving over time

Strongly impacted by COVID-19 pandemic

2021 values remain lower, but analysis of 2022 data to date indicates a return to previous trends for Dallas-Fort Worth-Arlington

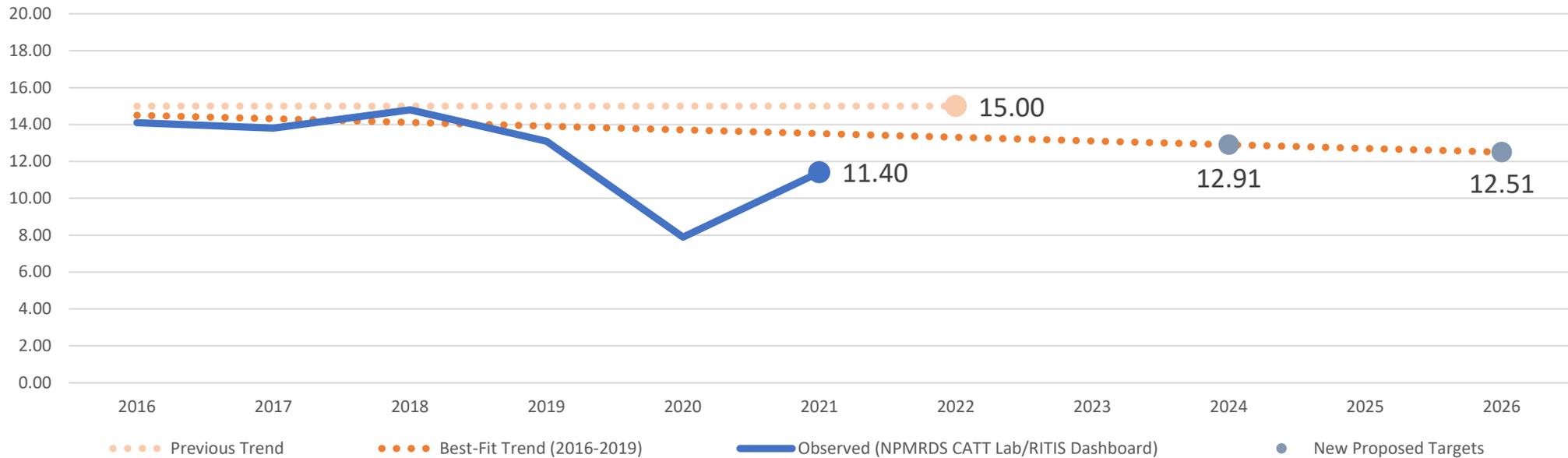
The RTC continues to implement policies and programs such as robust incident management during peak hours, as well as providing other travel options such as express managed lanes, regional rail, and express bus service



Peak Hour Excessive Delay

Dallas-Fort Worth-Arlington

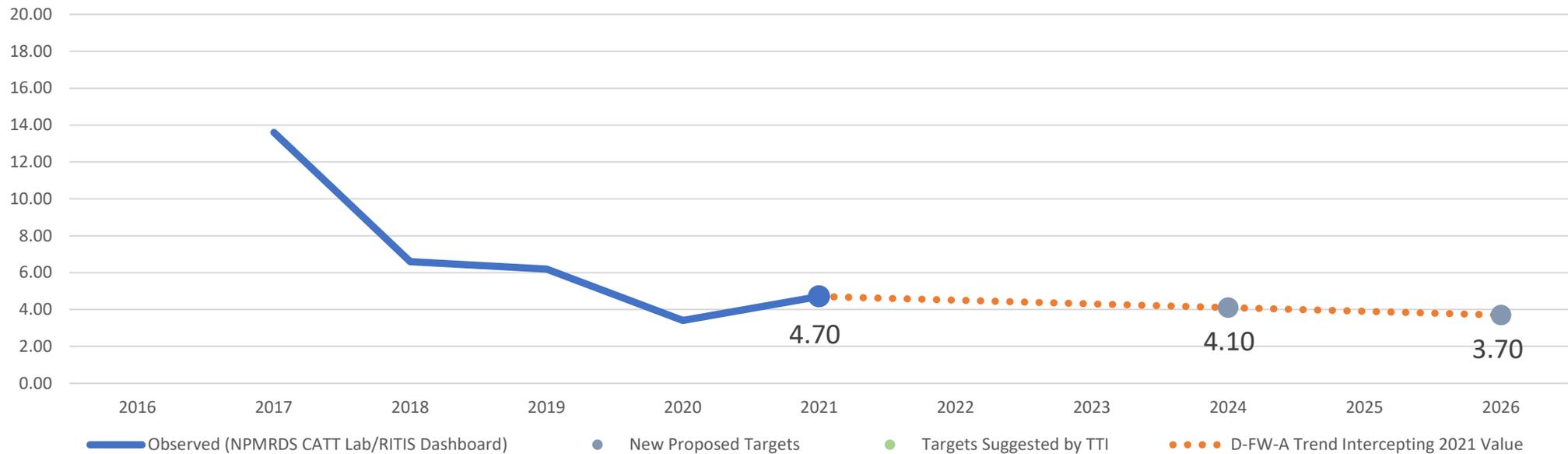
Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Peak-Hour Excessive Delay (Dallas-Ft. Worth-Arlington)		N/A	15.00 hrs.	11.40 hrs.	12.91 hrs.	12.51 hrs.



Peak Hour Excessive Delay

Denton-Lewisville

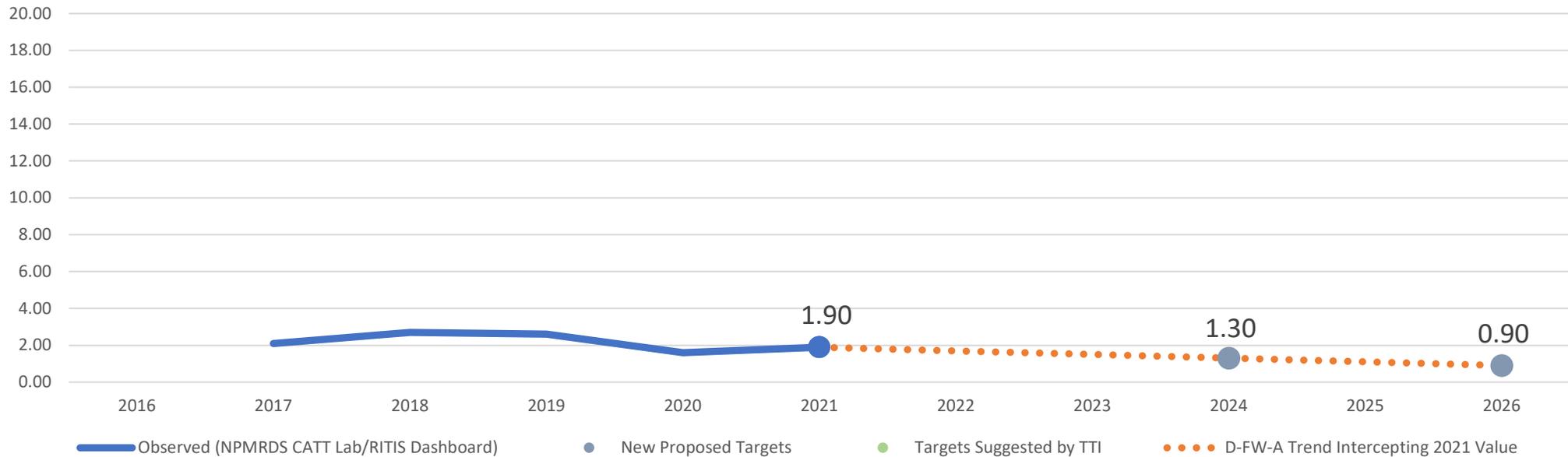
Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Peak-Hour Excessive Delay (Denton-Lewisville)		New Measure		4.70 hrs.	4.10 hrs.	3.70 hrs.



Peak Hour Excessive Delay

McKinney

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Peak-Hour Excessive Delay (McKinney)		New Measure		1.90 hrs.	1.30 hrs.	0.90 hrs.



Truck Travel Time Reliability

Index value indicating the reliability of truck travel on Interstates

Measures predictability of travel times for trucks

Lower values indicate improvement

Measure has been worsening over time

Addressed by Freight Policies and Programs:

- **FP3-007:** Improve efficiency by promoting safety, mobility, and accessibility on the freight networks.
- **FP3-002:** Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability
- **FP2-120:** Freight System/Network Planning

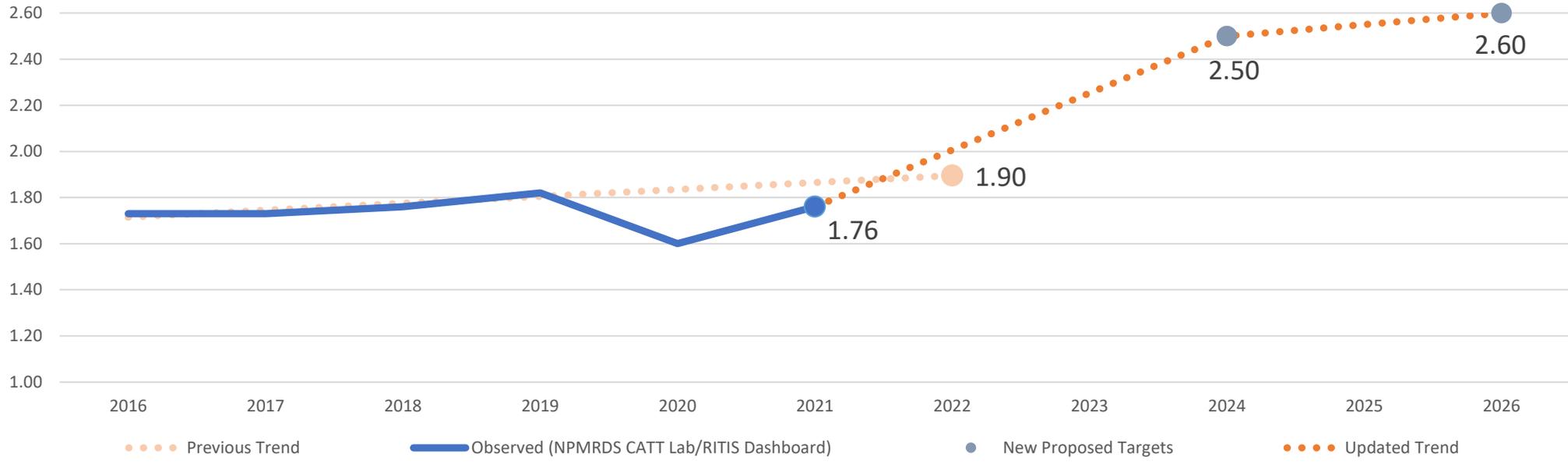
Somewhat impacted by COVID-19 pandemic

Analysis indicates a return to previous pre-pandemic trends



Truck Travel Time Reliability

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2021 Observed)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Truck Travel Time Reliability	↘	1.83	1.90	1.76	2.10	2.60



Percent Non-SOV Travel

Percentage of commuters who use a mode other than “Drove Alone” as reported by the American Community Survey (ACS)

Includes telecommute, transit, carpool, bicycle, walking, etc.

Now required for Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas (2010 boundaries)

Higher values indicate improvement

Recent trends:

- Changes to travel patterns during the COVID-19 pandemic

- Census Bureau data collection issues in 2020

- Year-to-year variation muted by multi-year sampling

- Assumption that some changes to travel patterns will persist

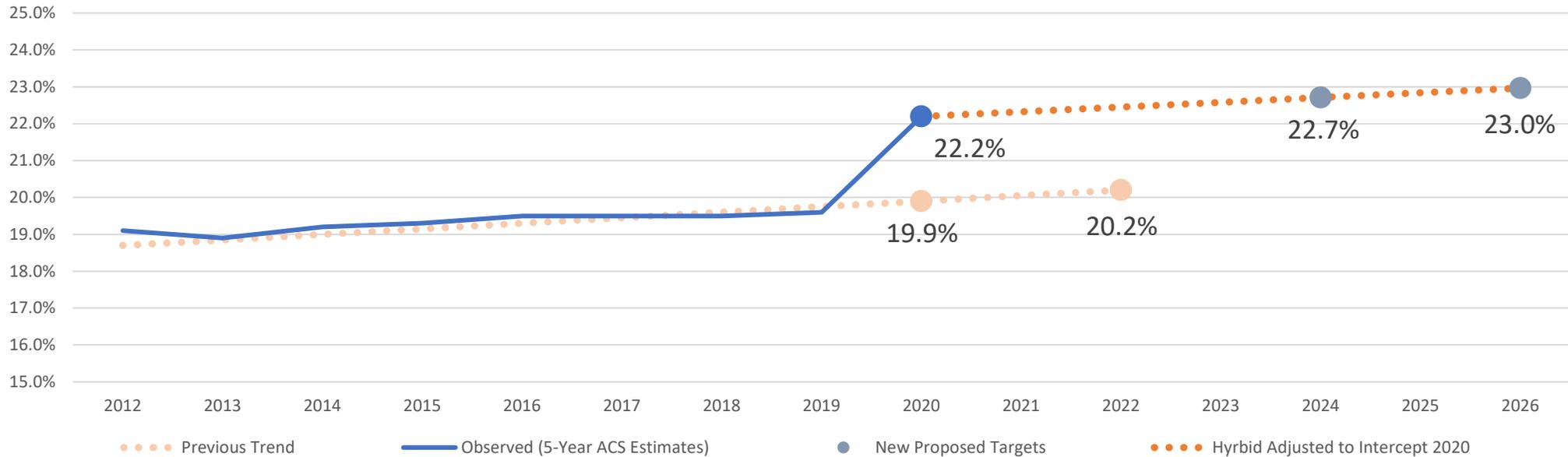
Addressed by Regional Trip Reduction Program, implementation of additional Transit service and infrastructure, implementation of bicycle-pedestrian connections



Percent Non-SOV Travel

Dallas-Fort Worth-Arlington

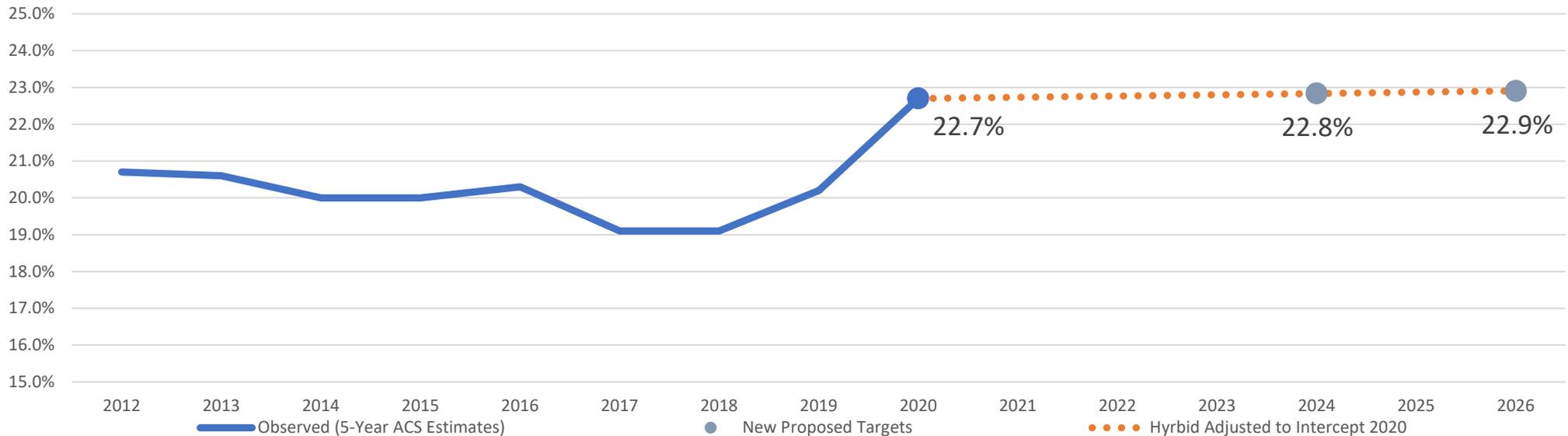
Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2020 5-Year Estimate)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Non-SOV Travel (Dallas-Ft. Worth-Arlington)	↗	19.8%	20.2%	22.2%	22.7%	23.0%



Percent Non-SOV Travel

Denton-Lewisville

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2020 5-Year Estimate)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Non-SOV Travel (Denton-Lewisville)		NEW		22.7%	22.8%	22.9%



Percent Non-SOV Travel

McKinney

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (2020 5-Year Estimate)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Non-SOV Travel (McKinney)		NEW		22.7%	22.8%	22.9%



Total Emissions – NO_x and VOC

Total emission reductions for carbon monoxide (CO), nitrogen oxides (NO_x), volatile organic compounds (VOC), and Particulate Matter (PM₁₀ and PM_{2.5}) for CMAQ-funded projects in designated nonattainment areas

Established for National Performance Management Measures to Assess the CMAQ Program – On-Road Mobile Source Emissions

CMAQ-funded projects that fall within Dallas-Fort Worth Ozone 10-County Nonattainment Area

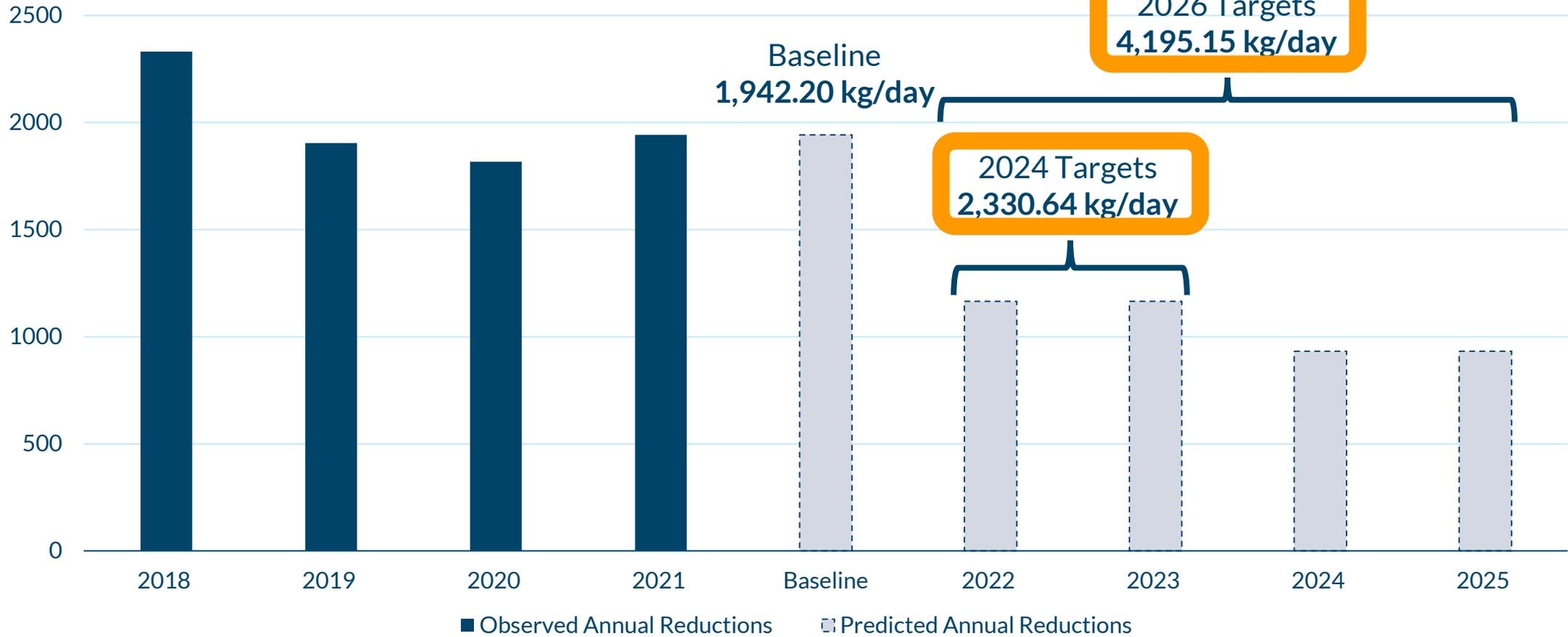
Higher values indicate improvement



Total NO_x Emissions



Desired Trend of Improvement



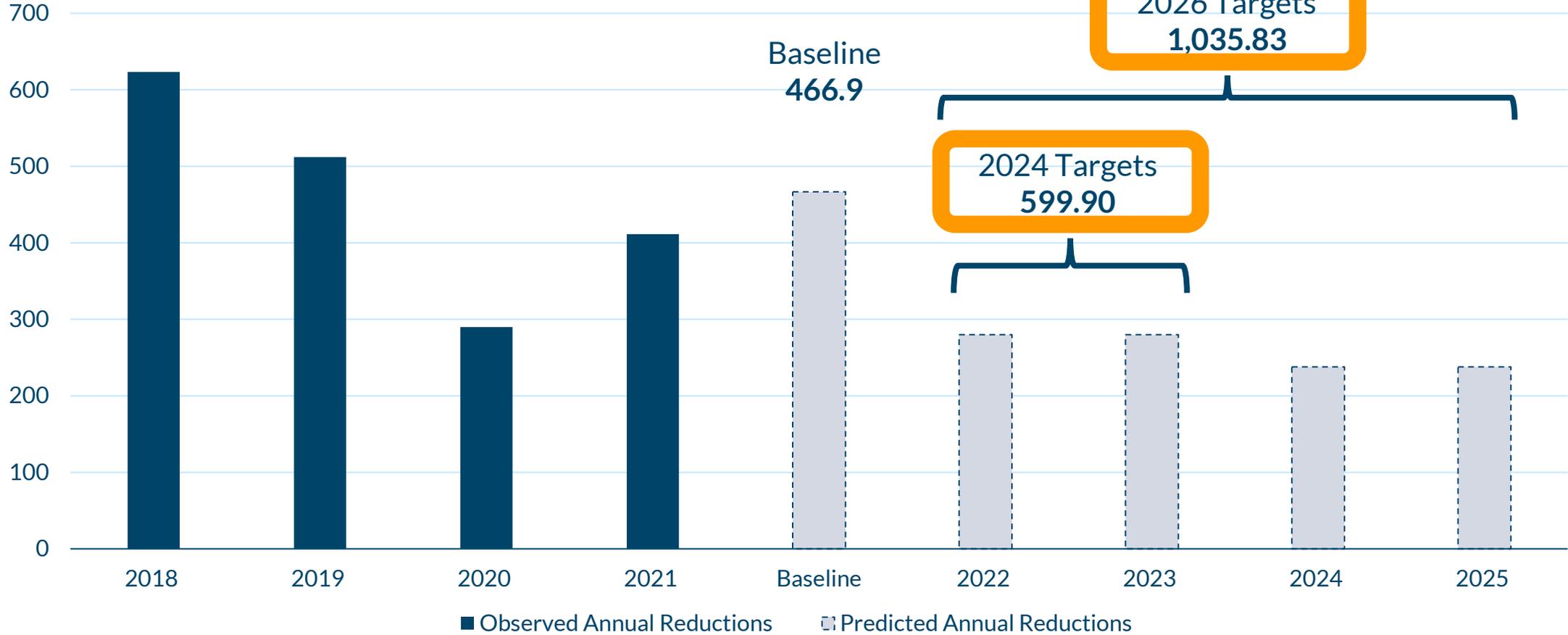
	2018	2019	2020	2021	Baseline	2022	2023	2024	2025
Observed Annual Reductions (kg/day)	2,300.46	1,903.59	1,817.24	1,747.50					
Predicted Annual New Reductions (kg/day)					1,942.20	1,165.32	1,165.32	932.25	932.25



Total VOC Emissions



Desired Trend of Improvement



	2018	2019	2020	2021	Baseline	2022	2023	2024	2025
Observed Annual Reductions (kg/day)	623.10	511.91	290.01	411.33					
Predicted Annual New Reductions (kg/day)					466.59	279.95	279.95	237.96	237.96



TAM: Transit Asset Management

**PTASP: Public Transportation
Agency Safety Plans**

TAM: Performance & Target Update

Transit Asset Management

(TAM): Business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair.

As required, regional targets

were set in coordination with providers

- RTC adopted initial regional TAM targets on December 14, 2017
- Regional targets need to be either reaffirmed or updated targets need to be adopted for FY2023-2026

NCTCOG is actively working with providers to meet targets through the Cooperative Vehicle Procurement Program



TAM: Targets & Regional Performance (Large Agencies)

Asset Category	Metric	Desired Trend Indicating Improvement	Target	Performance		
				FY 2018	FY 2019	FY 2020
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	2%	5.7%	5.8%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0.34%	0.14%	3.39%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	23%	50.4%	59.8%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	0%	2.2%	1.7%



TAM: Targets & Regional Performance (Small Providers)

Asset Category	Metric	Desired Trend Indicating Improvement	Target	Performance		
				FY 2018	FY 2019	FY 2020
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	24%	24%	14.7%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	56%	64.9%	62.2%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	0%	0%	0%



TAM: Various Target Setting Methods

Providers in the region employ a variety of methods to set targets and measure performance

Most set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks

TXDOT (Transit Division) Group Plan contains 15% targets

NEW: 2021 Bipartisan Infrastructure Law added that USDOT now requires project sponsors for Fixed Guideway CIG applications to have made progress toward TAM targets. This is also a consideration for SGR Grant rail vehicle replacement applications.

REGION	METHODOLOGY
Houston (H-GAC)	Weighted Average of Asset Condition Scores
Phoenix (MAG)	Targets Set to Current Performance
Atlanta (ARC)	Lowest Common Denominator of Provider Targets in Region
Philadelphia (DVRPC)	Adopted and supports the respective transit agency targets in the region
Boston Region MPO	Targets reflect those provided by agencies in the region
Denver (DRCOG)	Targets are tied to the single provider in the region

TAM: Targets Recommendation (Large Agencies)

Recommend maintaining previous targets for all asset categories and types, except Equipment, for FY2023-2026

Goals for Maintained Targets

- Continue the consistent approach from the original adopted targets
- Encourage continued improvement for individual providers and the overall region
- Provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair

Rolling Stock Target	0%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%



TAM: Targets Recommendation (Small Providers)

Recommend new targets for all asset categories and types be adopted for FY2023-2026

Goals for Proposed Targets

- Maintain strong performance in Infrastructure and Facilities asset categories
- Provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers
- Reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles

Rolling Stock Target	5%
Infrastructure Target	0%
Equipment Target	25%
Facilities Target	0%



Public Transportation Agency Safety Plan (PTASP) Annual Progress Update

Targets have four-year time horizon, adopted in 2021 by RTC, to be met by 2025

Most recent year of available data (FY 2020, "Year 1") has been calculated to determine progress toward the targets

Measure	Desired Trend Indicating Improvement	Target*	FY 2020
1. Fatalities - Total Number	↘	0.00	10
2. Fatalities - Rate per 100k Miles	↘	0.00	0.015
3. Injuries - Total Number	↘	142.98	293
4. Injuries - Rate per 100k Miles	↘	0.22	0.445
5. Safety Events - Total Number	↘	490.20	148
6. Safety Events - Rate per 100k Miles	↘	0.77	0.22
7. System Reliability - Miles Between Major Mechanical Failures	↗	19,841	16,328

*Except Fatalities, all targets are a 5% Improvement over initial baseline average (2016-2019)



Committee Schedule

Date	Committee Meeting
July 22	STTC Information Item - Performance Measures and Draft Targets
August 11	RTC Information Item - Performance Measures and Draft Targets
August 26	STTC Action Item - Recommend Approval of Final Targets
September 8	RTC Action Item - Approval of Final Targets
October 1	Deadline for Targets



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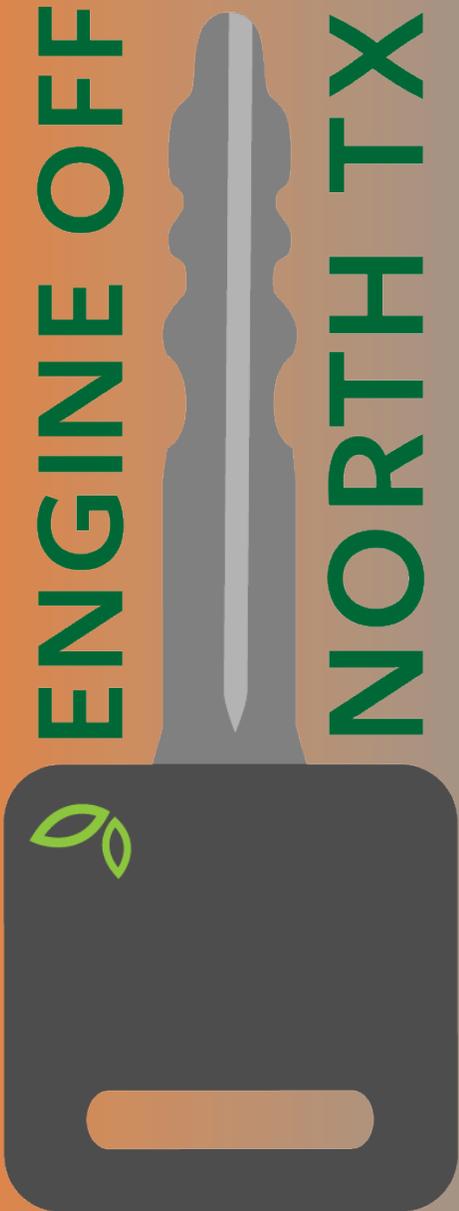
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NCTCOG PRESENTATION

STATUS REPORT ON ENGINE OFF NORTH TEXAS

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
HUONG DUONG | 7.22.2022

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

Performance Measure:

Mobility 2045:

Air Quality Policy AQ2-005:

Efforts to improve air quality are enhanced by policies which provide guidance on best practices to minimize fleet emissions impacts through acquisition, operation, and/or maintenance behaviors.

[Mobility 2045 Chapter 4 – Environmental Considerations](#)

[Appendix C – Environmental Considerations](#)



TIMELINE



March 2021

Relaunched of Engine Off North Texas

March 2022

Increased interest in regional participation in idle reduction to material requests and ordinance implementation

Future

Continue to work with local governments minimize idling

October 2021

Revised RTC Resolution to encourage adoption on an idling ordinance

May 2022

Invited to participate in a Heavy-Duty Vehicle Idling Working Group with the City of Austin due to the work done with EONT



Cities with Idling Ordinances

Arlington

Benbrook

Cedar Hill

Celina

Dallas

Duncanville

Eules

Fort Worth

Granbury

Hurst

Keene

Lake Worth

Lancaster

McKinney

Mesquite

North Richland Hills

Pecan Hill

Plano

Richardson

Rowlett

Town of Little Elm

Town of Westlake

University Park

Venus

Wylie



Engine Off North Texas Value



Policy

Provide guidance on idling ordinance implementation and enforcement strategies.



Education

Local government guide, brochures, posters, and webpage offer information about heavy-duty vehicle idle reduction



Support

Regulatory metal Signs and complaint hotline available to deter unnecessary idling



Engine Off North Texas Toolkit

Resource	Audience	Purpose
Regulatory Signs	Truck Drivers	Deter truck drivers from idling in high idling areas
Brochures	Truck Drivers	Inform truck drivers of anti-idling ordinances, idling negative effects, and anti-idling strategies
Posters	General Public	Provide information about idling complaint hotline, can be posted at truck stops and public buildings
Local Government Guide	Local Government	Provide guidance regarding implementation of an idling policy in local jurisdiction
Infographic	Truck Drivers, General Public, Local Government	Use in presentations or website to provide information for truck drivers, general public, law enforcement, and local government
Complaint Hotline 877-689-4353	General Public	Submit idling complaint to NCTCOG
Engine Off North Texas Website	Everyone	Access to all resource and provides information to all audiences



Requesting Materials

Request Forms

Request Forms can be found at
www.engineoffnorthtexas.org

Email forms to
engineoffnorthtexas@nctcog.org

Coordinate

NCTCOG staff will coordinate with contact person to pick up/deliver items that cannot be mailed.



CONTACT US



Huong Duong
Air Quality Planner

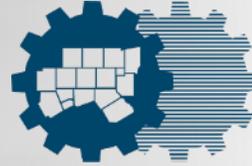
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Jason Brown
Principal Air Quality Planner

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Status Report on IH 45 Zero Emission Vehicle Corridor Infrastructure Plan

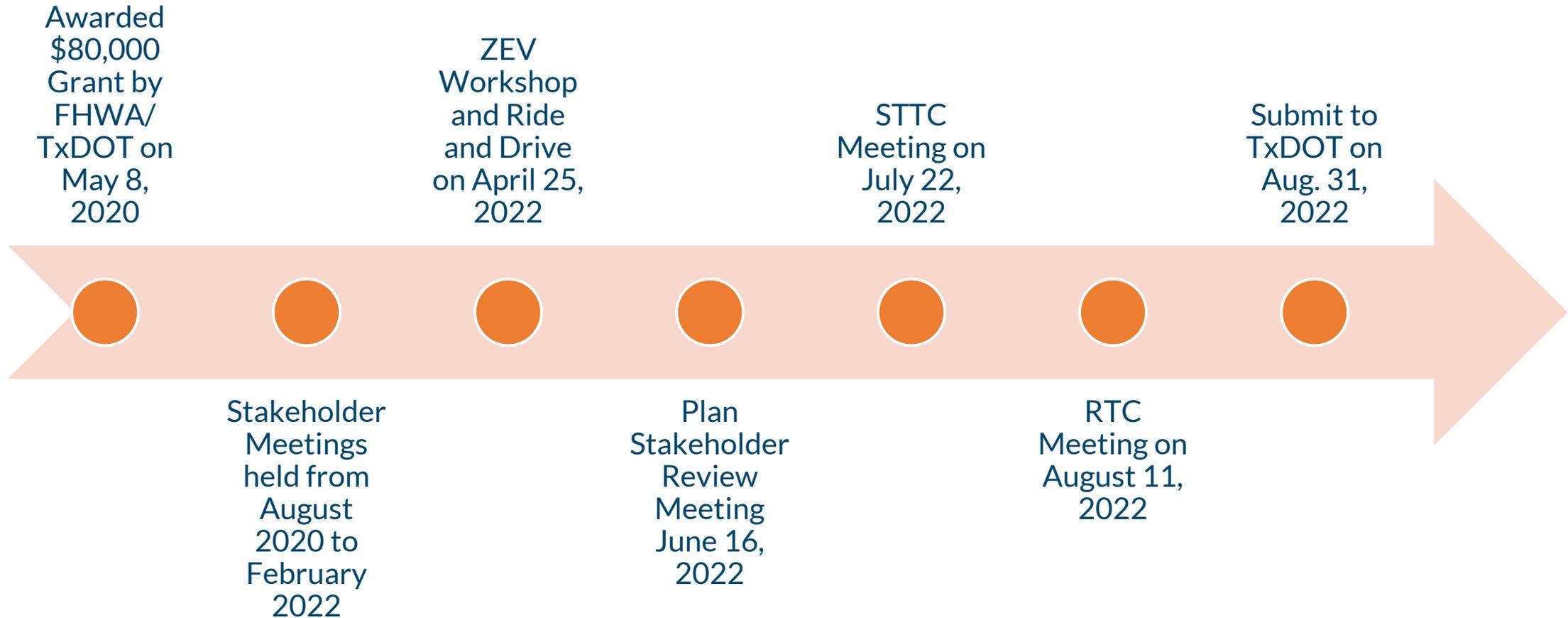
Soria Adibi

NCTCOG/DFW Clean Cities

Surface Transportation Technical Committee

07.22.2022

IH 45 Grant Project Timeline and Remaining Schedule



Plan Goals

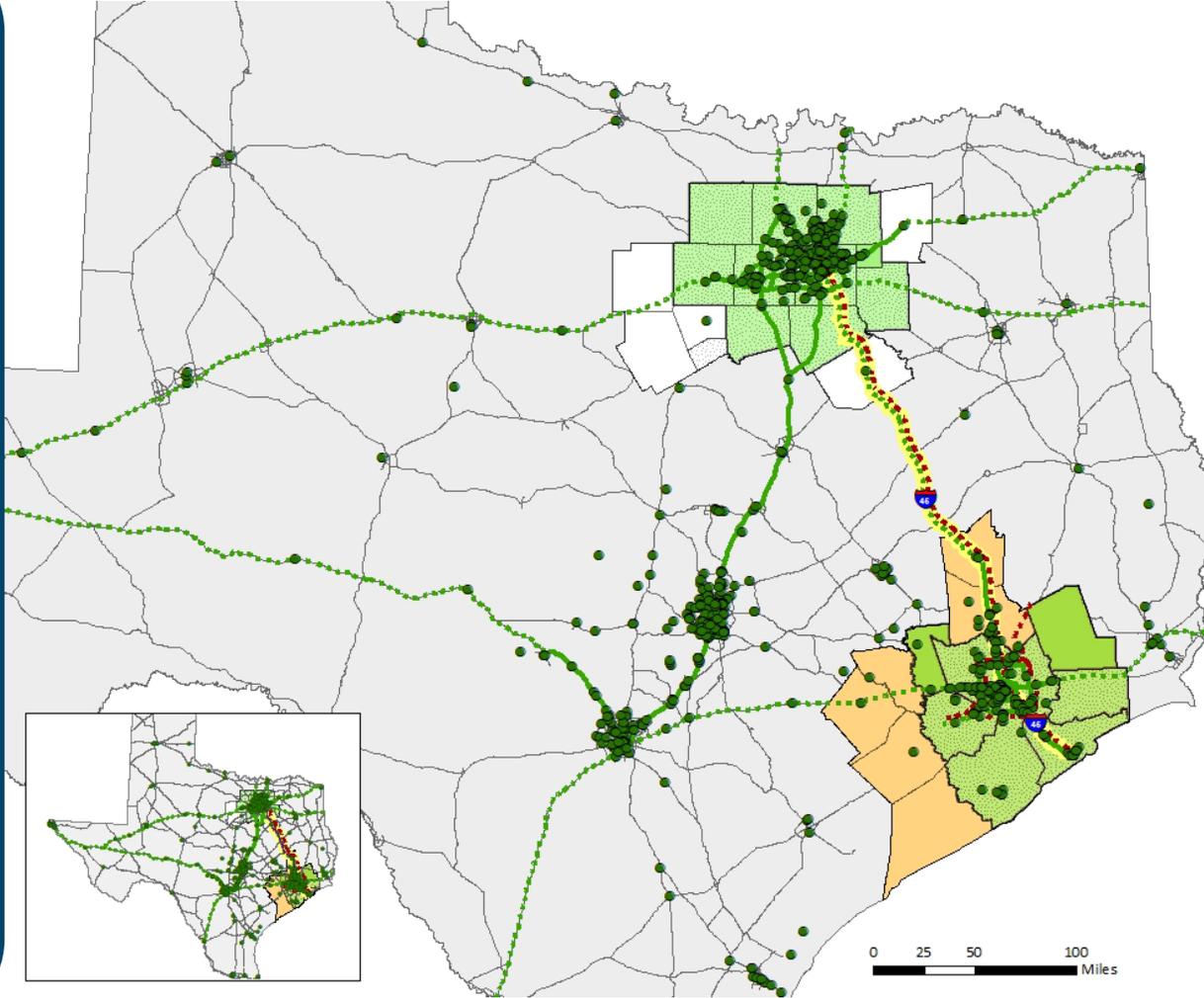
IH 45 Corridor Profile:

290 Miles

10 Counties
(5 Designated
Nonattainment for
Ozone)

Carries Nearly Half
of Texas' Truck
Freight

2017 Cargo Totaled
Over 62.6 Billion,
Over 10,000 Ton-
Miles



**Provide Actionable
Recommendations to Facilitate
Battery Electric and Hydrogen
Fuel Cell Electric Deployments**

**Support Future Strategic
Initiatives (e.g., Autonomous
Vehicles)**

**Engage Wide Range of
Stakeholders**

**Acknowledge Need to Revisit in
3-5 Years**



Plan Deliverables



Stakeholder Lists



Corridor Workshop



Infrastructure Deployment Plan



Stakeholder Meetings



ZEV Ride and Drives & Display



Stakeholder Letters of Support



Light-Duty Battery EV Charging

Current Status

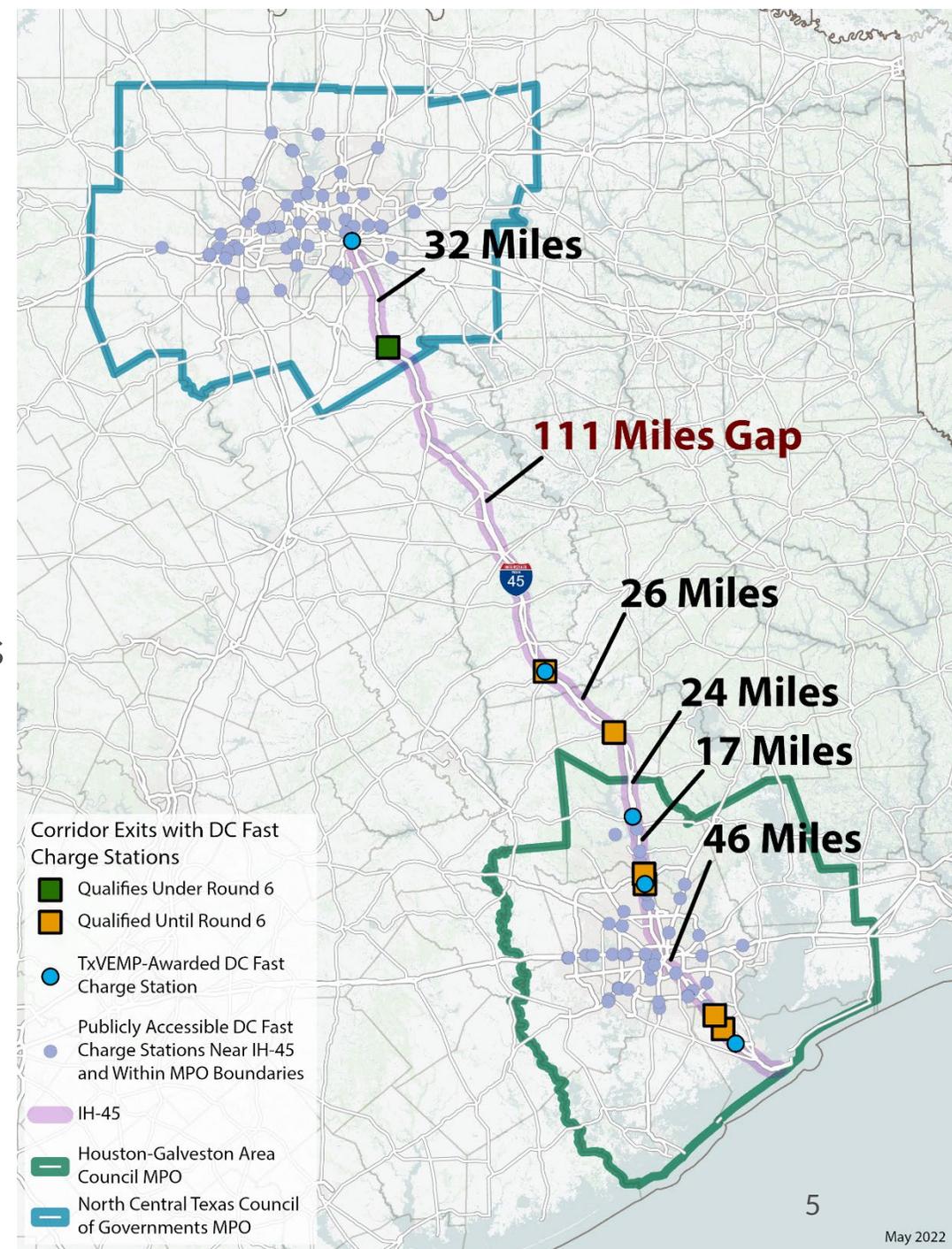
111 Mile Gap from Ennis to Madisonville

Goal to Meet FHWA Criteria

1 Qualifying DC Fast Charge Station Every 50 Miles

As of February 2022, Qualifying Stations Must:

- Be Within 1 Mile of the Corridor
- Provide at Least 4 CCS Connectors Capable of Providing at Least 150 kW Charging Simultaneously



Light-Duty Battery EV Charging

Approach to Recommendations

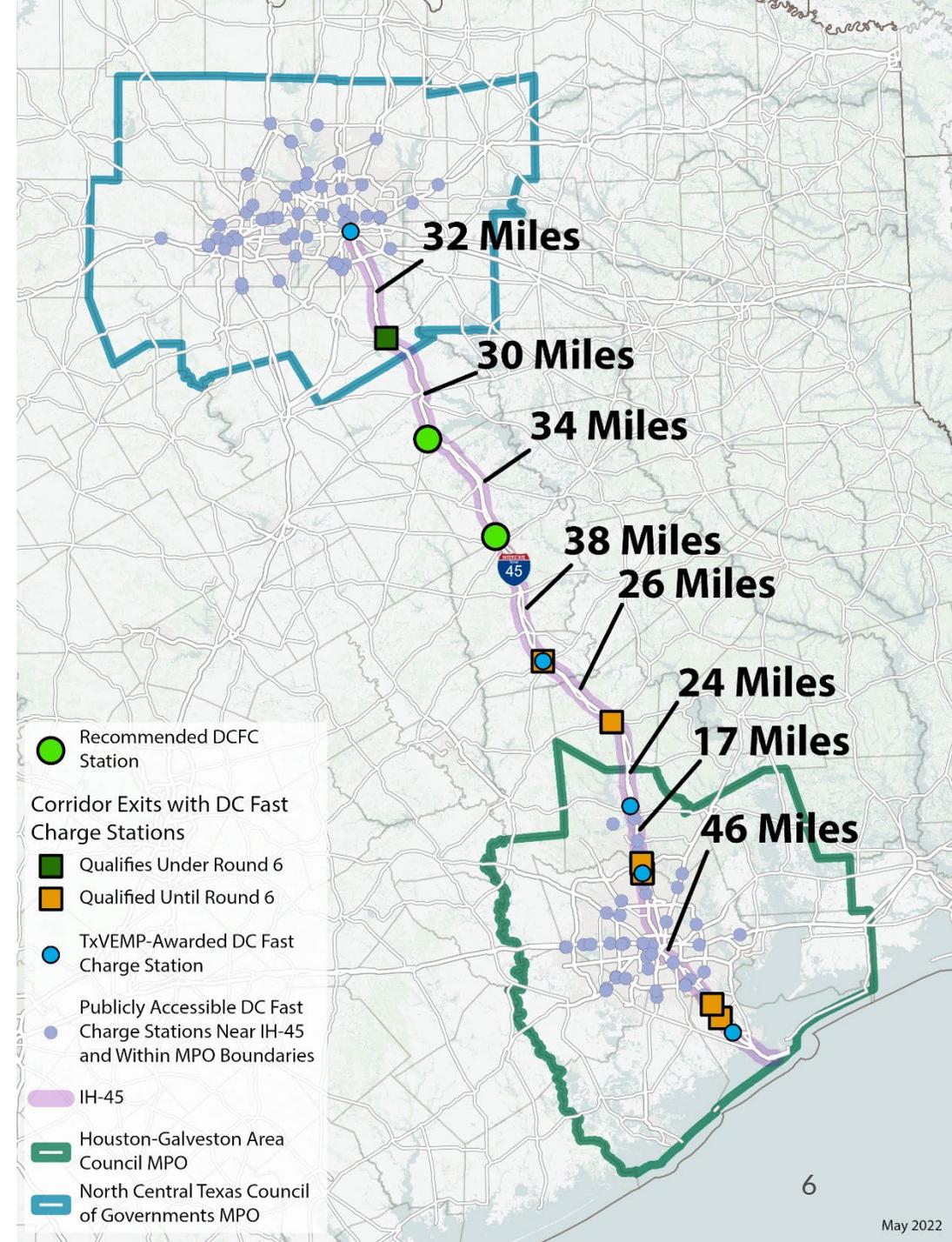
1. Located in the “Pending” Gap
2. Intersects Another National Highway System Corridor
3. Number of Amenity Types (e.g., food, shopping, etc.)
4. No Direct-Connect Ramps

Recommendations

Add Charging Stations At/Near:

1. Exit 178: US 79 in Buffalo
2. Exit 229 (US 287) or Exit 231 (TX 31) in Corsicana

Staff has Coordinated with TxDOT to Ensure Inclusion in Texas EV Charging Plan



Infrastructure for Heavy-Duty Vehicles

Current Status

No EV Charging Designed for Heavy-Duty Vehicles

No Hydrogen Fueling

Goal to Meet FHWA Criteria

1 Qualifying DC Fast Charge Station Every 50 Miles

1 Hydrogen Fueling Station Every 150 Miles



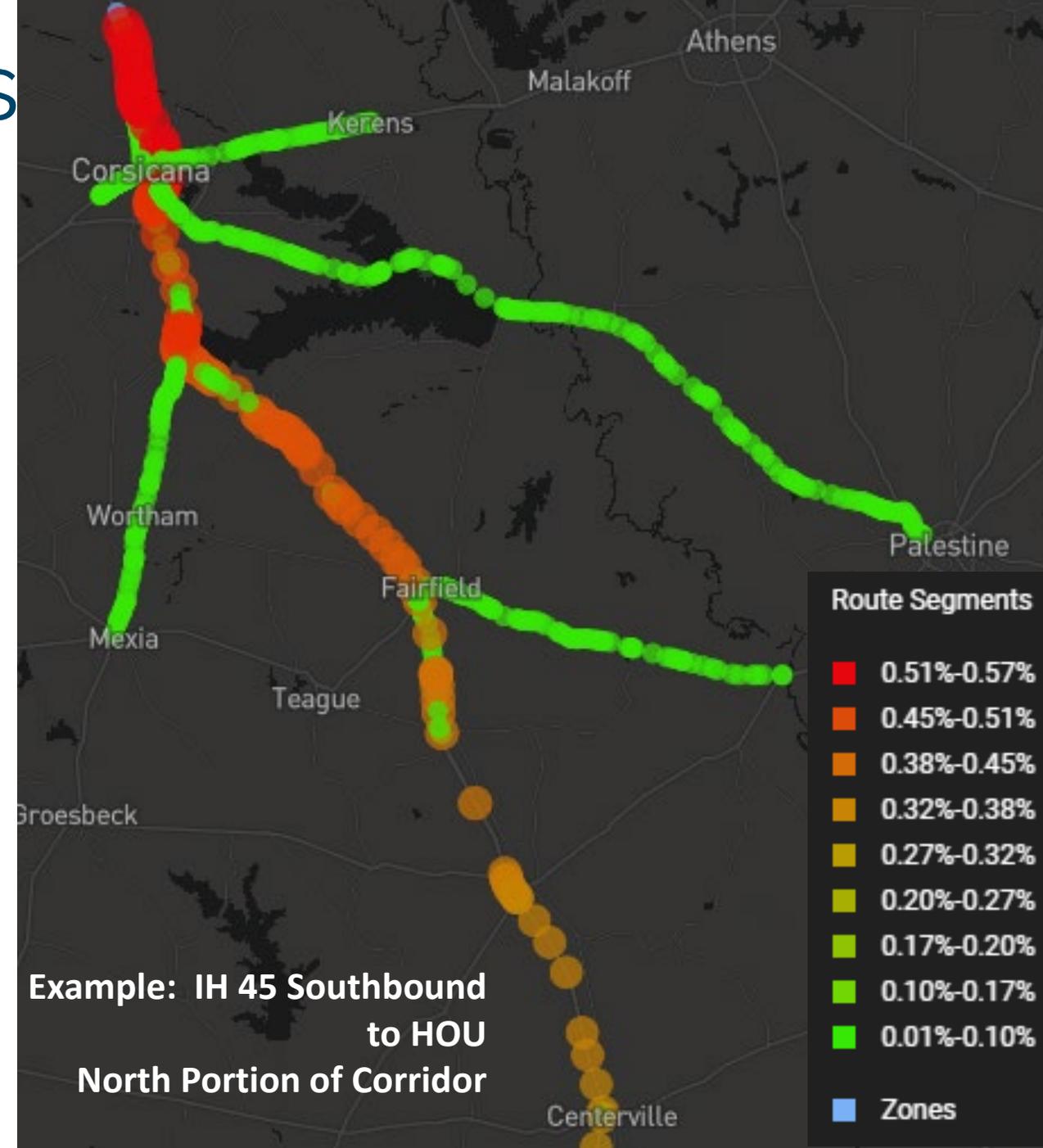
Street Light Analysis

Used “Top Routes” Analysis to Visualize Truck Routes Traveled after Passing Through a Zone Placed on IH 45 or at a Freight-Oriented Development

Confirms the Nature of Traffic Leaving Houston is Largely Destined for DFW, and Vice-Versa

Few Turnoff Points between Metros

Analysis Provided by
Larry Meyer, Houston-
Galveston Area Council

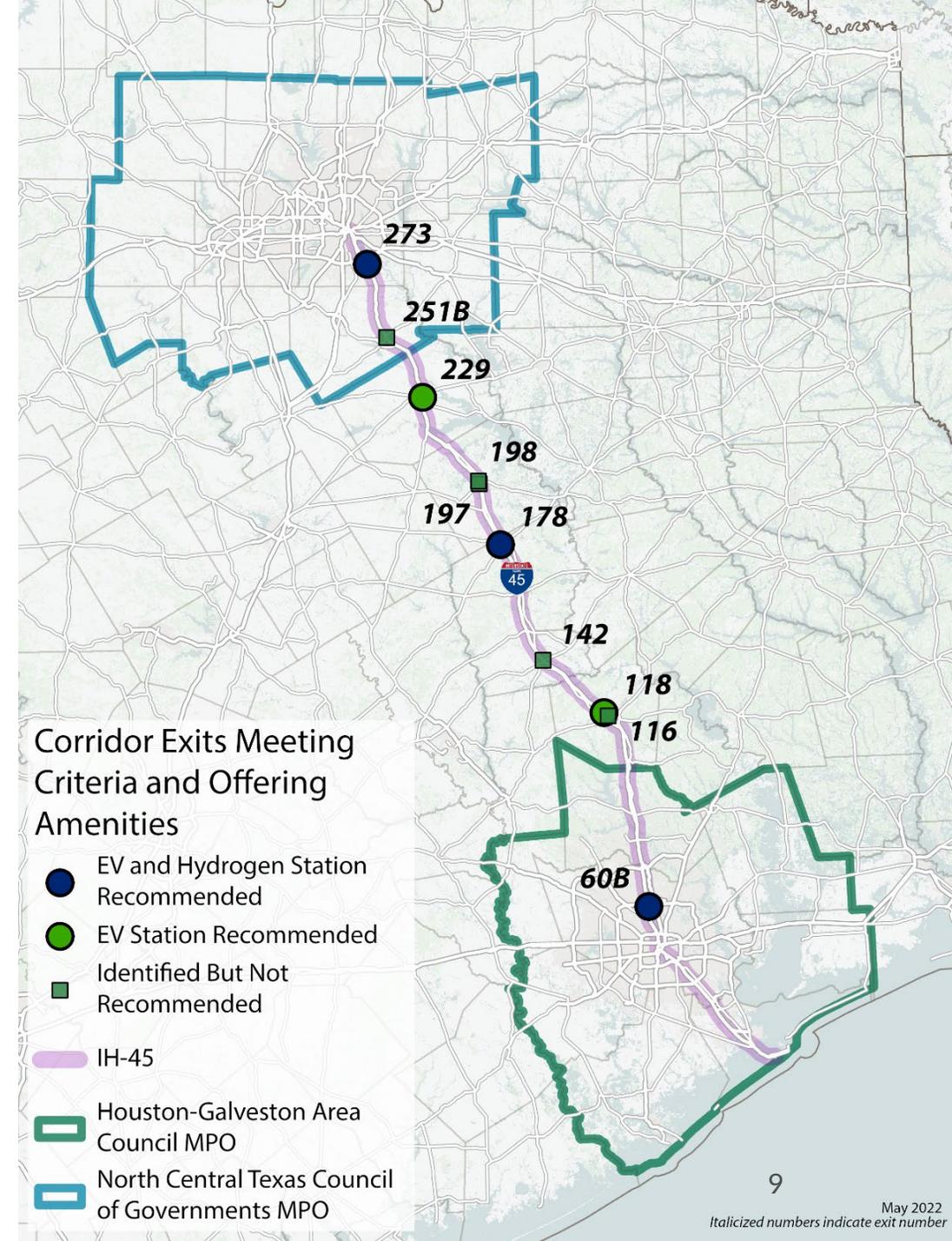


Infrastructure for Heavy-Duty Vehicles

Approach to Recommendations

1. Intersects a Freight System Corridor
2. No Direct-Connect Ramps
3. Cross-Street Accessible from Both NB and SB Directions of Travel
4. Turning Point Indicated by Streetlight Data
5. Access to at Least 2 Types of Amenities - Truck Stops Key

Identify End-Points, then Fill to Meet Required Distance Intervals

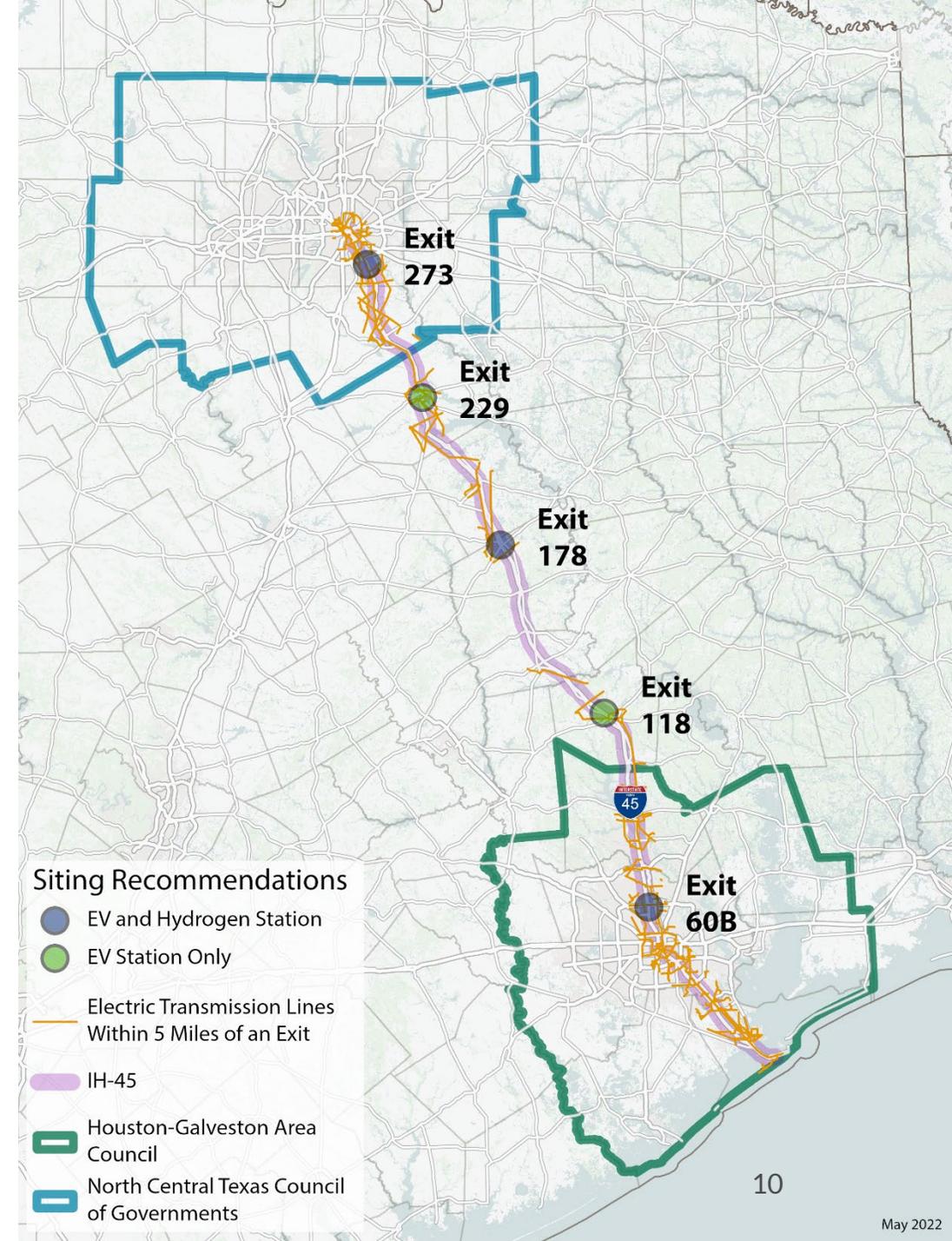


Infrastructure for Heavy-Duty Vehicles

Recommendations for Both EV and Hydrogen

Add Charging Stations At/Near:

- EV and H2: Exit 60B (Beltway 8 South), Houston
- EV Only: Exit 118 (TX 75/FM 1791), Huntsville
- EV and H2: Exit 178 (US 79), Buffalo
- EV Only: Exit 229 (US 287), Corsicana
- EV and H2: Exit 273 (Wintergreen Road, at Union Pacific Intermodal Facility)



Additional Plan Content

Market Outlook

Potential Emissions and Economic Benefits

Autonomous Truck Considerations

Inventory of Incentives, with Key Barriers & Recommendations

Policy and Regulatory Environment – Benefits and Barriers

Accomplishments and Next Steps



For More Information



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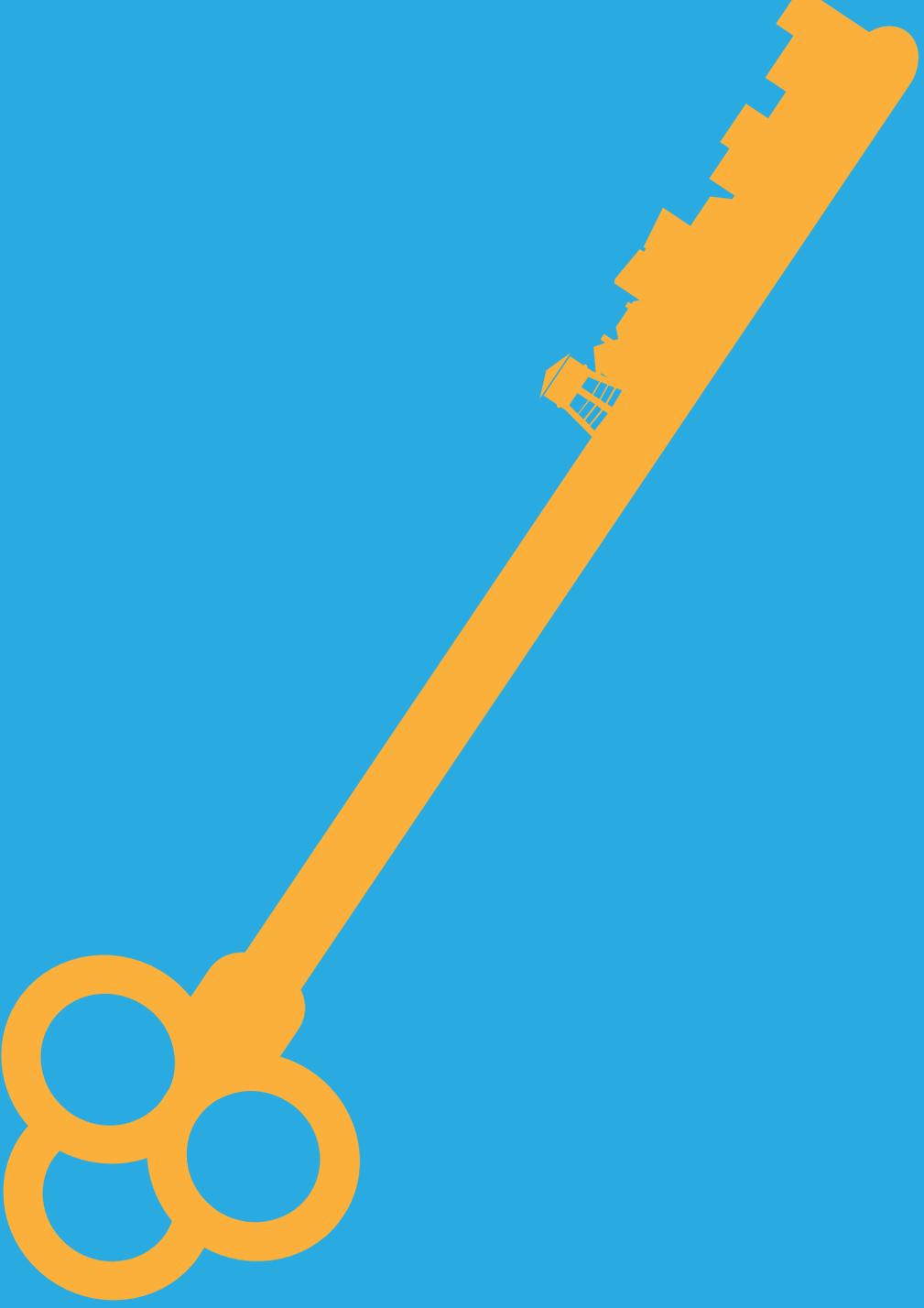


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www.nctcog.org/IH45-ZEV





Access North Texas 2022 Update

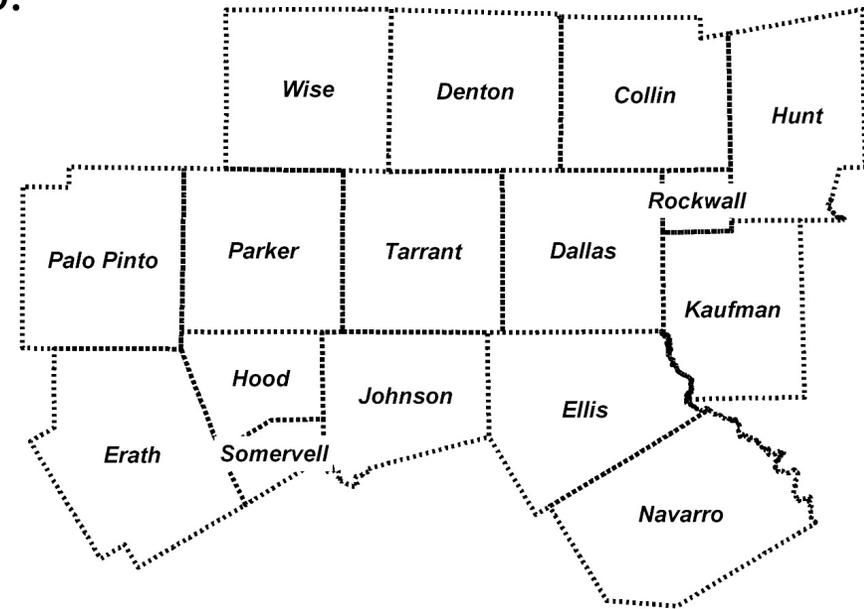
Surface Transportation Technical Committee
July 22, 2022

Gypsy Gavia, Principal Transportation Planner
Transit Management and Planning

Background

Regional public transportation coordination plan to:

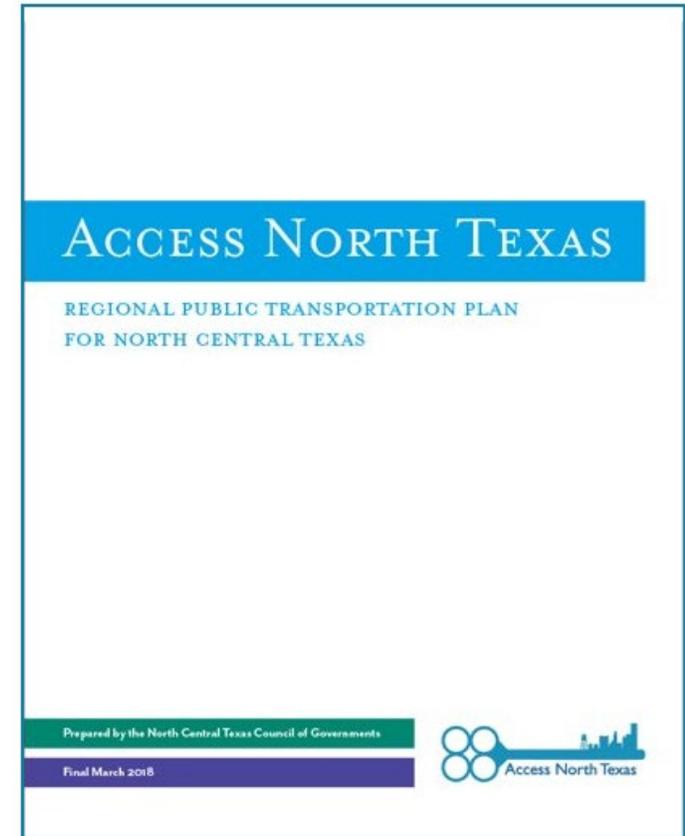
- Identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges
- Specify strategies to:
 - *Address needs and current challenges*
 - *Eliminate gaps in service*
 - *Avoid duplication of transit services*



Meet Federal and State requirements for transit coordination in the 16 counties

Access North Texas 2022

- Regional Transportation Council adopted the last update in 2018; Updates are required every 4-5 years
- Differences from the 2018 Access North Texas Plan
- Encourages coordination and non-traditional transit solutions
- Developed new regional goals and prioritized county strategies
- May be used to guide funding and project implementation decisions



Progress Since 2018: Select Projects

City of Arlington, Via Rideshare Service

- Started on-demand service with small area near the Entertainment District and has expanded to cover most of the City of Arlington
- Trips are requested online and drivers pick-up within a 1-2 block walk

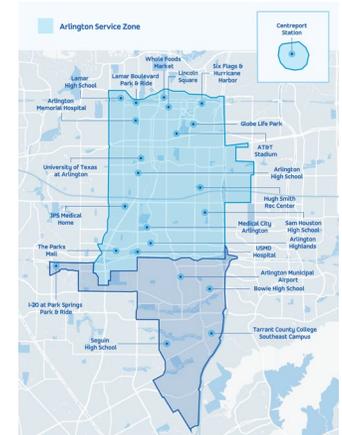
DART, GoPass® Expansion & Discount Program

- Riders can purchase tickets for any major transit authority in the region, access information, and request on-demand trips in DART service area
- Implemented a Discount GoPass Tap Card Pilot Program in 2020 to make fares more affordable

My Ride North Texas 2.0

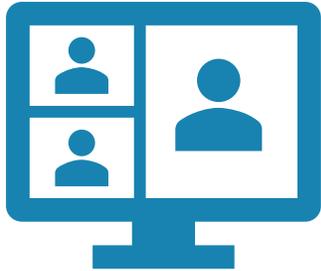
- Residents of North Texas call a 1-800 number and reach personalized travel navigation services 24/7
- Regional Mobility Manager Meetings established to host discussion and coordination among transit providers and partners within the region

**MY
RIDE**
NORTH TEXAS



Outreach Components

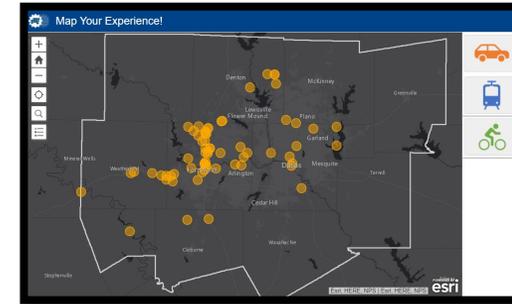
Virtual Meetings



Survey



Map Your Experience

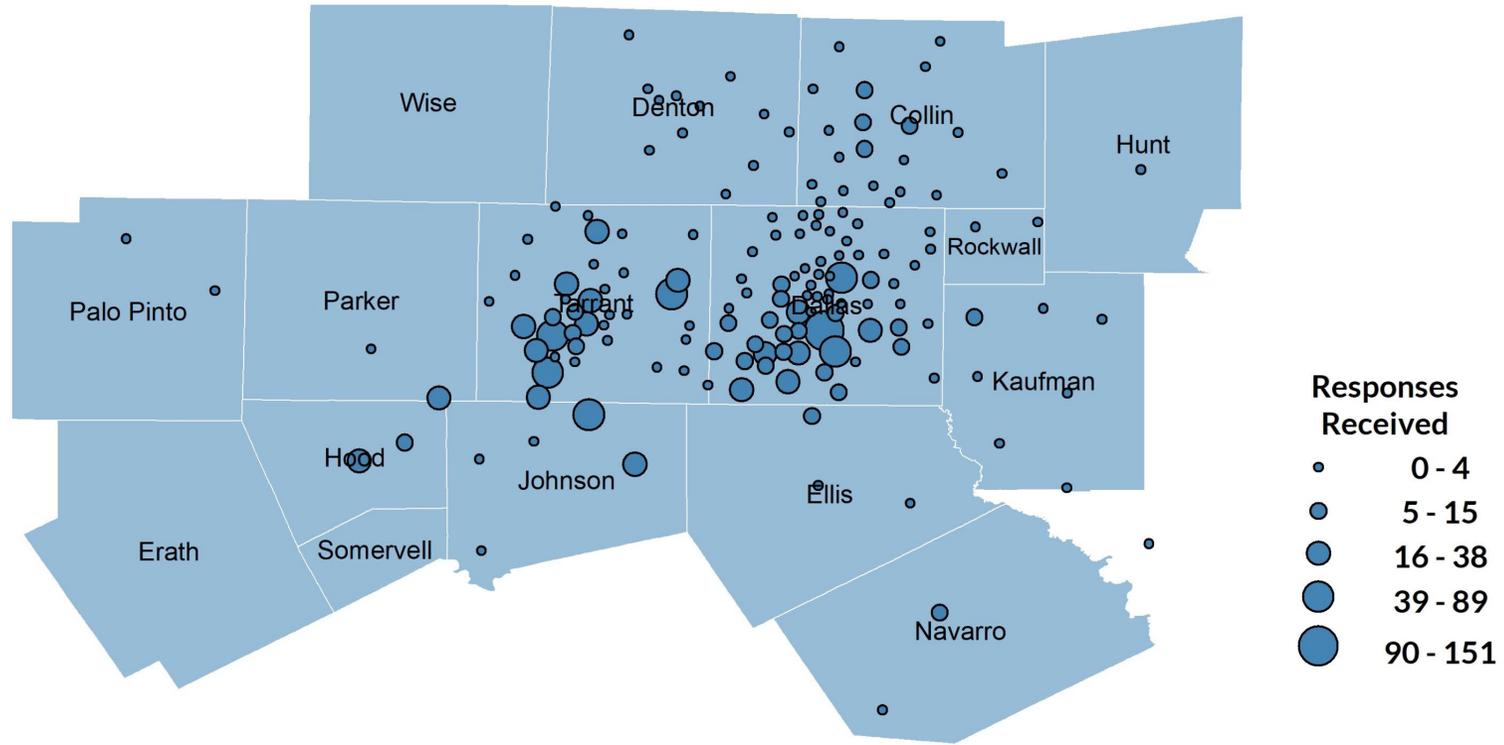


Reached out to over 2,900 individuals including: the public, transit riders, transit agencies, non-profit organizations, health and human service agencies, educational institutions, elected officials and local government staff

Conducted 28 outreach meetings with 84 attendees, various one-on-one meetings, emails, and conversations

Offered a public transportation survey in English and Spanish, received over 1,500 responses from individuals and agencies

Regional Distribution of Access North Texas Public Survey Responses

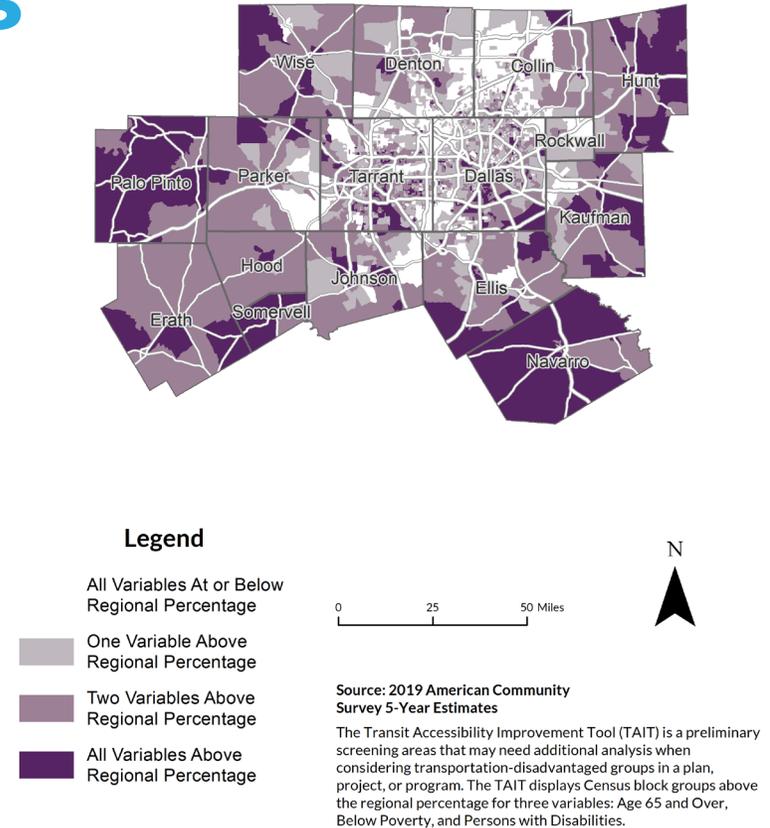


Data Analysis and Mapping

Transit Accessibility Improvement Tool (TAIT) identifies populations that may depend on public transportation

Collected demographic data including population growth, Limited English Proficiency, and zero-car households

Identified existing transportation resources



Development of 2022 Regional Goals

1

PLAN and **DEVELOP** Transportation Options by Assessing Community Needs and Challenges

2

IMPLEMENT Services by Enhancing Transportation Options and Expanding Where Service Gaps Exist

3

COORDINATE with Transportation Providers, Public Agencies, and Stakeholders to Increase Efficiencies

4

SUPPORT Public Transportation Recovery and Growth

5

PROMOTE Access and Information About Available Transit

Each chapter will have prioritized strategies that may be applied to the counties in that section

Next Steps



Document will be posted online by August 2022 for public comment and final review of goals and strategies



Technical committee and policy board feedback and approvals

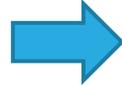


Staff and regional partners to implement strategies identified in the plan



Projects seeking funding under Transit Strategic Partnerships Program should address Access North Texas 2022 Update

Schedule



Date	Deliverable
August 19, 2016	Kick-Off Meeting
April 2021 – September 2021	Public Outreach & Stakeholder Meetings
October 2021 – June 2022	Data Analysis and Plan Development
July 22, 2022	STTC: Information Item
August 2022	Public Input & Comments
August 18, 2022	RTC: Information Item
August 26, 2022	STTC: Action Item
September 8, 2022	RTC: Action Item

Plan will be available at www.AccessNorthTexas.org

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For More Information

Website: www.AccessNorthTexas.org

Questions Email: AccessNorthTexas@nctcog.org

North Central Texas Regional Vanpool Program Update

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

JULY 22, 2022

Program Overview

What is the Regional Vanpool Program?

- Shared Commuter Transportation Program
- Provides Option For Commuters Traveling Long Distances or In Areas With Limited Or No Fixed-Route Transit Service
- Supports Air Quality Initiatives
- Considered a Transportation Control Measure in the State Implementation Plan

Program Operations

- Managed by DCTA and Trinity Metro
- Both Partner with Commute with Enterprise
- Services are Available Across NCTCOG's 16-county Region

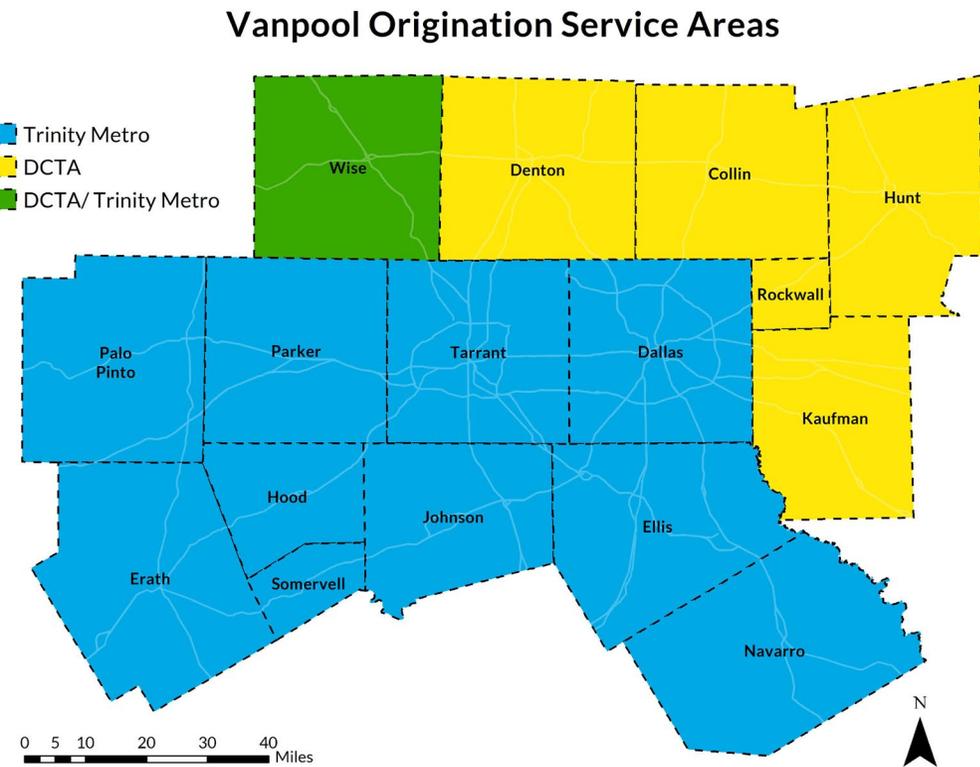
Program Funding Sources

- Federal Funding via Regional Transportation Council (RTC) Subsidies
- Vanpool Program Participants



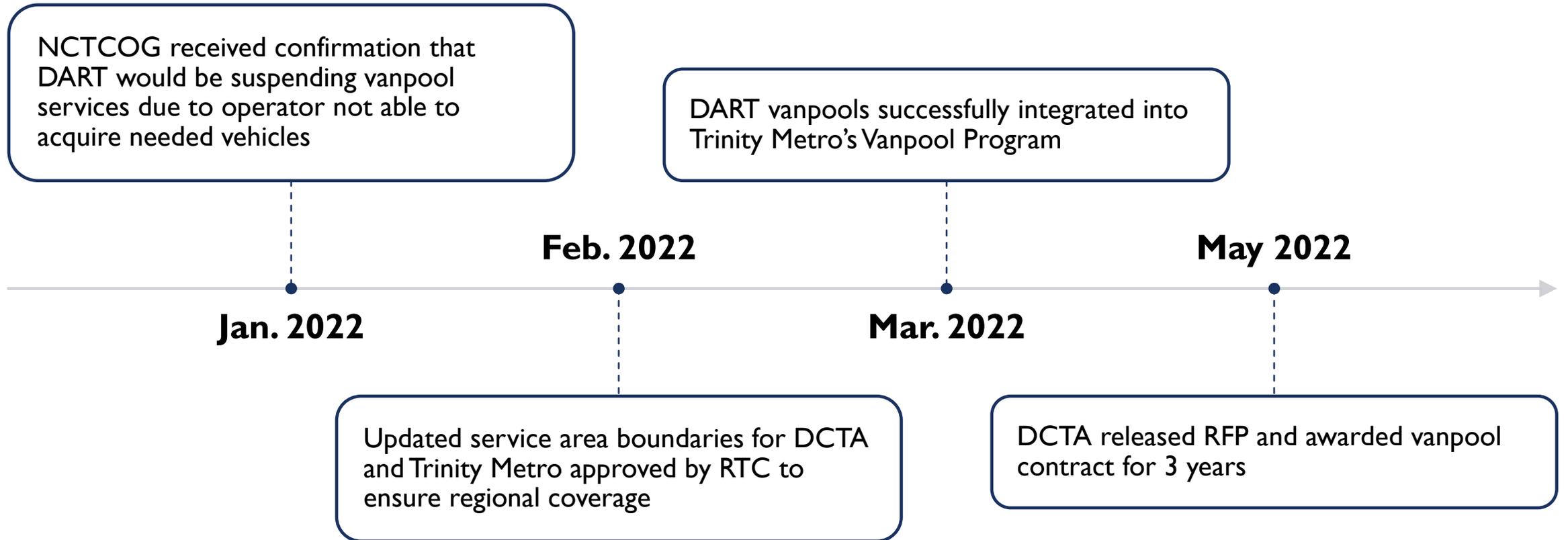
Vanpool Program Boundaries

Transit Agency	Origination	Destinations
DCTA	Denton, Collin, Hunt, Kaufman, and Rockwall Counties	Throughout DFW
	Wise County	Denton County
Trinity Metro	Tarrant, Dallas, Ellis, Johnson, Parker, Hood, Erath, Somervell, Palo Pinto and Navarro Counties	Throughout DFW
	Wise County	Throughout DFW except Denton County



Updated: January 2022

Summary of Recent Changes



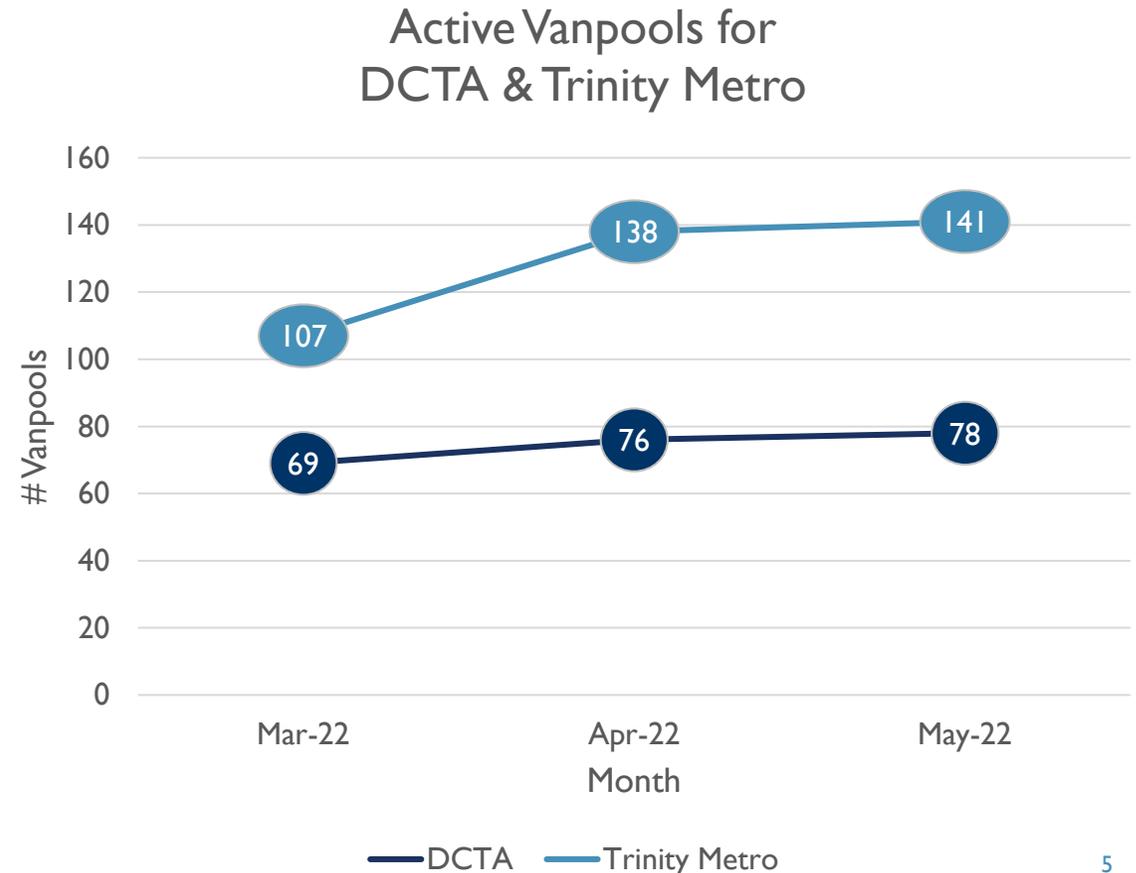
Regional Vanpool Program Trends

Active Vanpool Growth (March to May 2022)

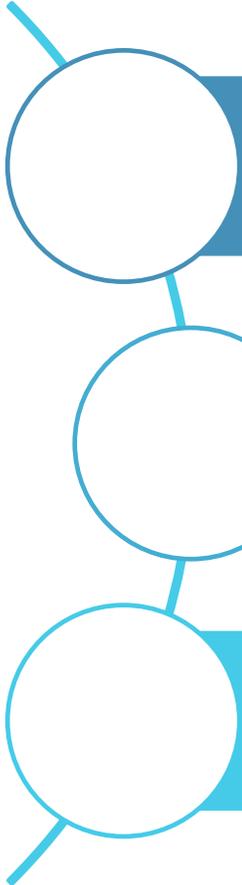
- DCTA – Increase of 13%
- Trinity Metro – Increase of 31%

Active Vanpool Vehicle Sizes as of May 2022

- Offer 7 - 15 passenger vehicles
- Flexibility to the program has helped sustain vanpools during COVID-19



Next Steps



Next Regional Vanpool Program update in early 2023

Prepare for Vanpool Utilization Study in FY2023

Continue Towards One Regional Vanpool Program in FY2025

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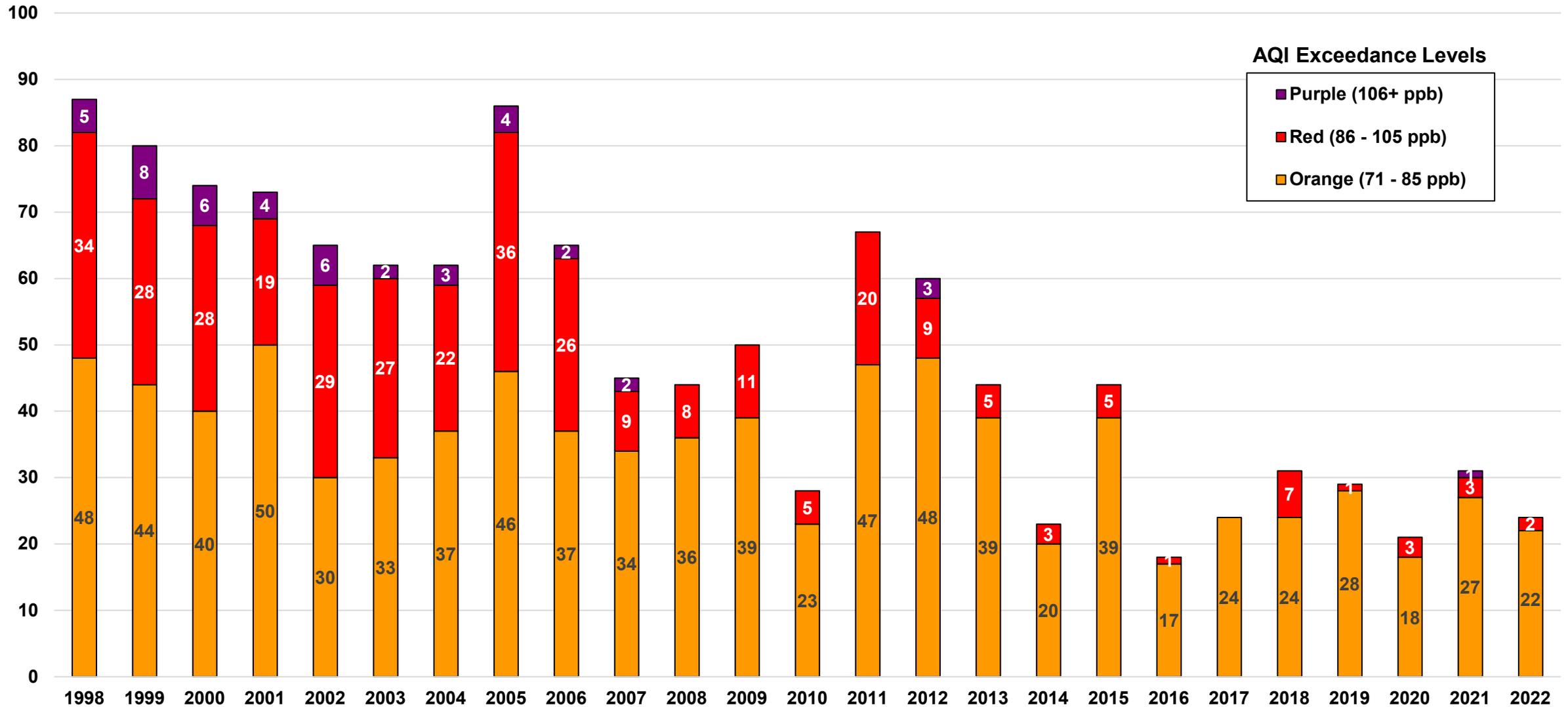
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8-HOUR OZONE NAAQS HISTORICAL TRENDS

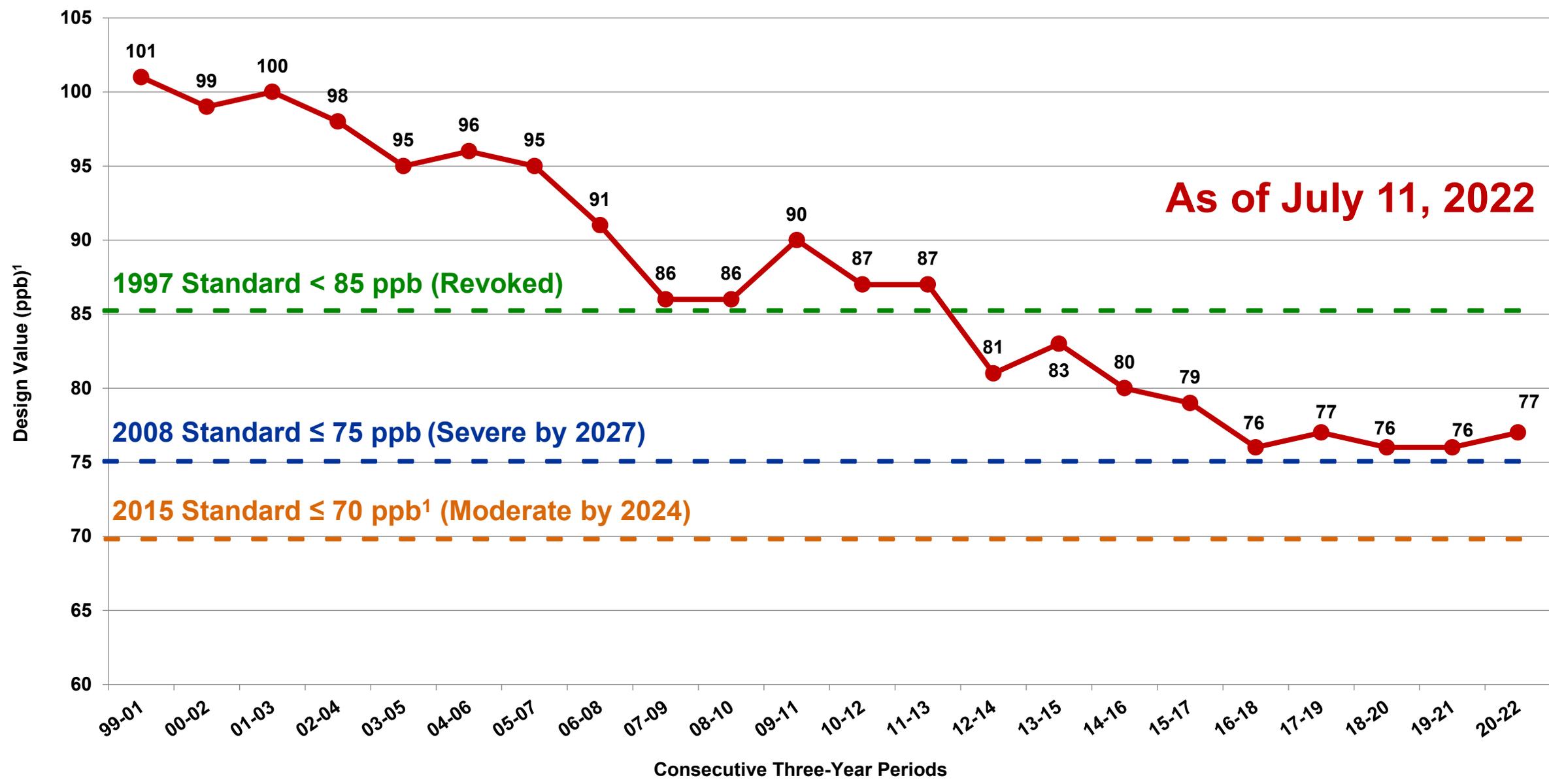
Based on ≤ 70 ppb (As of July 11, 2022)



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
ppb = parts per billion

8-HOUR OZONE NAAQS HISTORICAL TRENDS



¹ 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).

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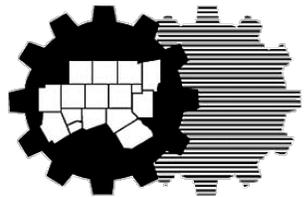
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<https://www.nctcog.org/trans/quality/air/ozone>

STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

Surface Transportation Technical Committee
July 22, 2022



North Central Texas
Council of Governments

UPDATED

**Find New or Updated Information
Marked with Red Icon**

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.texasvfund.org as of July 7, 2022

SPOTLIGHT AWARDEE: CITY OF DALLAS LEVEL 2 STATIONS



City of Dallas

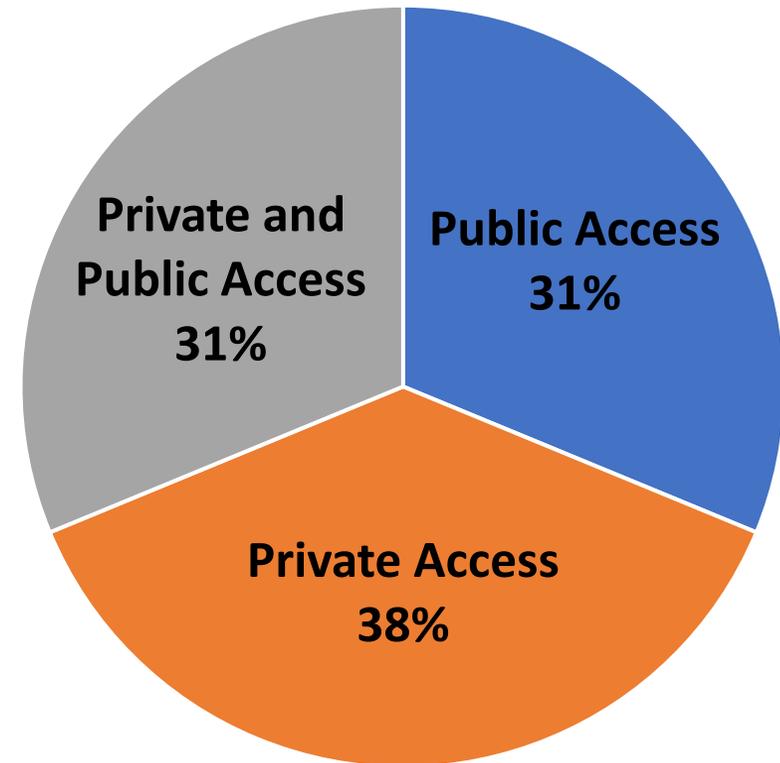
UPDATED

Eight Level 2 Charging Sites
Being Built with TxVEMP Funds

Grant Summary

Total Awarded Grant Amount	\$87,500
Dallas Sanitation Department Chargers (2 sites)	2
Dallas Water Utility Chargers (4 sites)	13
Kay Bailey Convention Center Chargers (1 site)	10
Dallas Love Field Airport Chargers (1 site)	10
Total Chargers	35

Distribution of Access to TxVEMP Funded Chargers



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

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

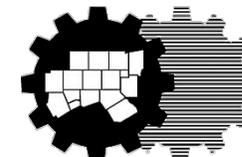
*Data reflects information posted at www.texasvwfund.org as of July 7, 2022

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Also see “Hot Topics” at www.nctcog.org/aqfunding



**North Central Texas
Council of Governments**