



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

March 25, 2022

Surface Transportation Technical Committee (STTC) – Action Item
FY 22 RAISE Discretionary Grant Program – Overview & Proposed Candidate Projects

Proposed NCTCOG RAISE Grant Projects

Complete List & Attributes

2

| PROJECT | | EAST/ WEST | PREVIOUS SUBMITTAL (Agency) | COST/FUNDING STATUS | | | | | |
|---------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------------------------------|---------------------|----------------|-----------------------------|-------------------------------|---------------------------------|---------------------------------|
| TITLE | DESCRIPTION/LIMITS | | | TOTAL COST | GRANT FUNDS | LOCAL FUNDS ¹ | NEW RTC FUNDS ² | AVAILABLE FUNDS ³ | LEVERAGED FUNDS ⁴ |
| South Dallas Improved Bicycle/ Pedestrian Routes to Rail & Transit Technology Upgrades | Construct new active transportation accessibility links (sidewalks/trails), safety accommodations, bus stop amenities, & transit technology upgrades for locations near four DART Blue Line light rail stations in the East Oak Cliff area of South Dallas | EAST | N/A | \$43.75 M | \$25.0 M | \$8.75 M ^A | \$10.0 M ^A | | \$6.05 M ^A |
| South Dallas County Inland Port Multimodal Connectivity | Reconstruct Belt Line Road, Sunrise Road, & Ferris Road for improved Inland Port multimodal capacity & access to/from IH 35E, IH 45, & Loop 9; Add 5.1 miles of new shared-use path to link with existing Pleasant Run Road path; Implementation pilot for <i>Headlight</i> construction management software | EAST | TIGER 2016 (Dallas County) | \$82.53 M | \$45.0 M | \$15.0 M ^B | \$12.53 M ^B | \$10.0 M ^A | |
| International Parkway Advanced Mobility Program | Reconstruct aging International Parkway general purpose lane bridges, and rebuild/reconfigure Terminal A/B ramps for right-side accessibility, to improve safety, reliability, & initiate advancement of the DFW Airport Autonomous Vehicle Corridor | BOTH | BUILD 2020 (DFW Airport) | \$31.5M | \$25.0 M | | | \$6.25 M ^B | |

- 1.** **A.** – \$5.75 M City of Dallas, \$3.0 M DART; **B.** – \$3.1 M Dallas County, \$1.85 M City of Wilmer, \$7.25 M City of Lancaster, \$2.8 M Franchise Utilities
- 2.** **A.** – \$5.0 M CMAQ, \$5.0 M RTR; **B.** – \$12.53 M STBG (includes 3.91 M TDCs)
- 3.** **A.** – \$8.0 M STBG (Cat 7), \$2.0 M Dallas County; **B.** – \$6.25 M DFW Airport Joint Capital Account Funds
- 4.** **A.** – \$6.05 M from previous project awards (slide #3)

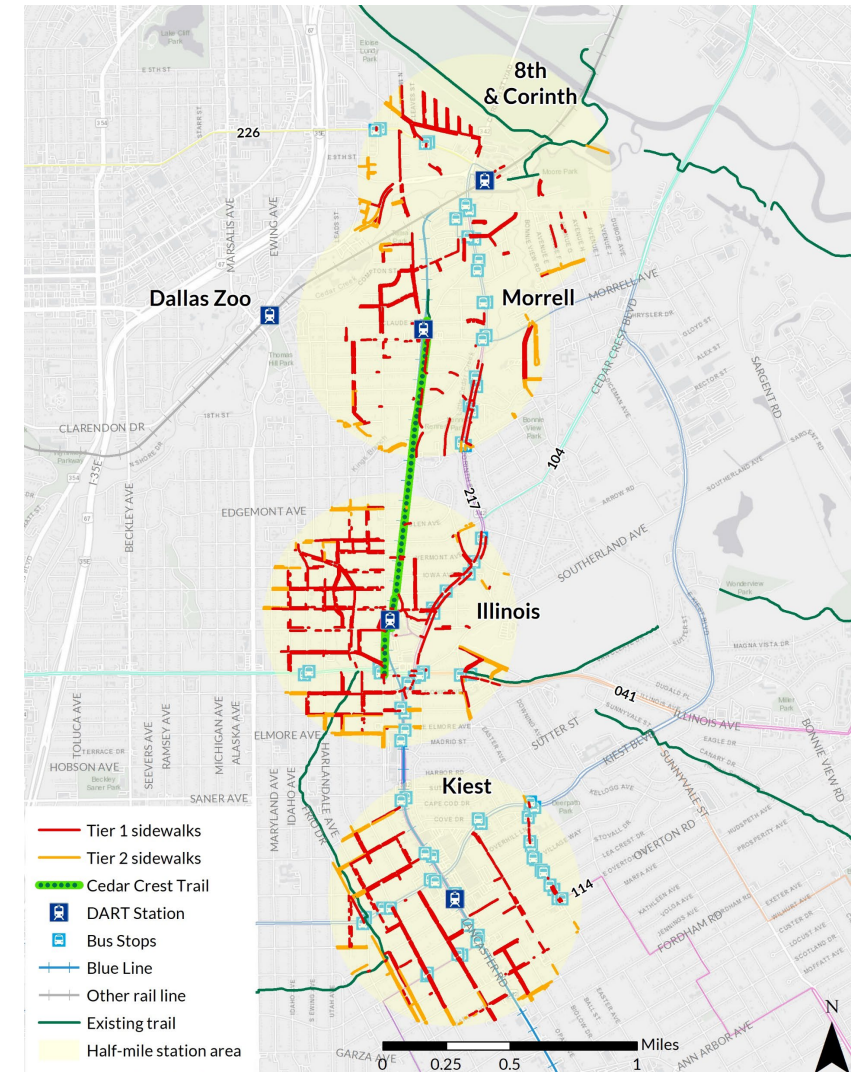
Proposed NCTCOG RAISE Grant Projects

Utilizing Comprehensive Approaches

3

South Dallas Improved Bicycle/Pedestrian Routes to Rail & Transit Technology Upgrades Project:

- Level 1: Signal improvements and sidewalks in partnership with FTA in areas of persistent poverty. (\$3.55 M)
- Level 2: Automated Vehicles Program Round Two (\$2.5 M)
- **Level 3: RAISE Grant Submittal – Increased bicycle/pedestrian access with new sidewalks and off-street trail connections. Transit technology upgrades. (\$43.75 M)**
- Level 4: Elimination of Food Deserts (Larger Vision)




FY 22 RAISE Discretionary Grant Program


TEXRail Near Southside Extension


4

- Project submitted by NCTCOG for FY 21 RAISE Program
- Trinity Metro expects to submit for FY 22 RAISE Program
- Need to reaffirm \$16,893,600 in combined STBG/CMAQ funds approved for last year's application
 - Due to engineering refinements, this amount may need to be increased
 - Costs/revenues still under review

TEXRail Near Southside Extension Project
FY 2021 RAISE Grant Application
Attachment 1 - Project Narrative



 North Central Texas
Council of Governments

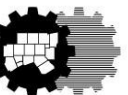
 TRINITY METRO

FY 22 RAISE Discretionary Grant Program

Submittal Timeline

5

| | |
|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| January 28, 2022 | FY 22 RAISE Grant Final NOFO Announced |
| February 25, 2022 | STTC Information |
| March 10, 2022 | RTC Information |
| March 25, 2022 | STTC Action <i>(Scope, cost, & funding source/share details finalized for NCTCOG projects)</i> |
| March 30, 2022 | RTC Letter of Support Request Deadline <i>(for projects submitted by partnering agencies, submit to Kyle Roy – kroy@nctcog.org)</i> |
| April 14, 2022 | RTC Action/Endorsement |
| April 14, 2022 | FY 22 RAISE Grant Application Submittal Deadline – www.grants.gov |
| April 28, 2022 | Executive Board Endorsement |



FY 22 RAISE Discretionary Grant Program

Requested STTC Action

6

- **Recommend Regional Transportation Council (RTC) approval of:**
 - **Allocation of new RTC funds:**
 - *South Dallas Improved Bicycle/Pedestrian Routes to Rail & Transit Technology Upgrades*
– \$10,000,000 CMAQ/RTR funds
 - *South Dallas County Inland Port Multimodal Connectivity*
– \$12,530,000 STBG funds (including 3,910,000 TDCs)
 - **Proposed projects to submit for funding consideration through the FY 22 RAISE Discretionary Grant Program, as defined on Slide #2**
 - **Pending FY 22 RAISE submittal by Trinity Metro, reaffirm RTC commitment of \$16,893,600 in CMAQ/STBG funds for the *TEXRail Near Southside Extension Project* (FY 21 NCTCOG submittal)**
 - **Administratively amending the TIP, STIP, and other planning/administrative documents to include proposed projects, if selected for an FY 22 RAISE Grant award**

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March 25, 2022

Surface Transportation Technical Committee (STTC) – Action Item

FY 22 RAISE Discretionary Grant Program – Overview & Proposed Candidate Projects



Fair Park Trail Loop

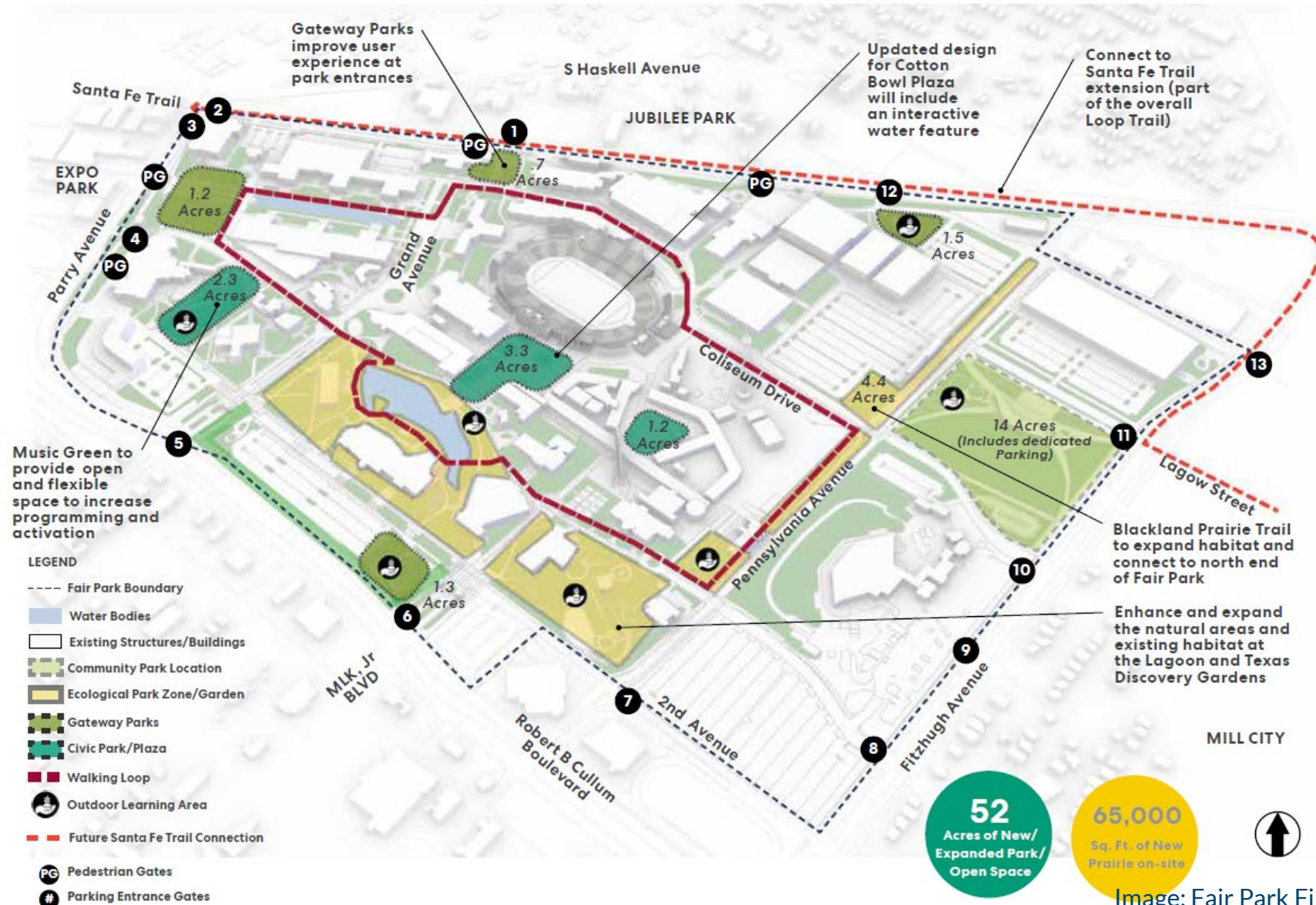
Surface Transportation Technical Committee | 03.25.2022

Fair Park/East Dallas Trail Phase 1

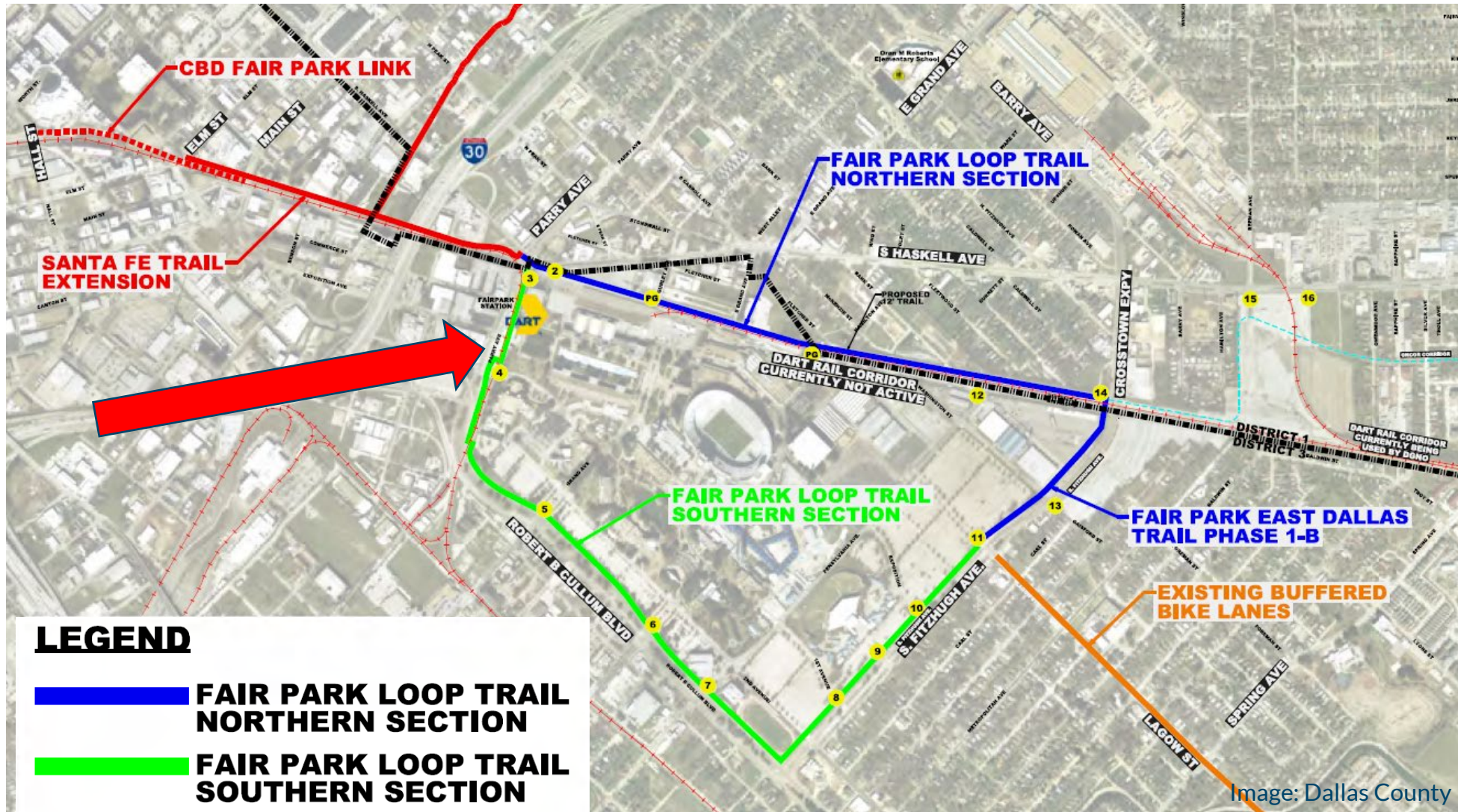
- RTC awarded \$1,603,876 to Dallas County in the 2020 Transportation Alternatives (TA) Call for Projects to construct the Fair Park/East Dallas Trail Phase 1 (north alignment).
- Dallas County's local match was \$1,069,250.
- The north trail alignment has challenges due to conflicts with the operations of large events in which access to the trail will need to be periodically closed.



Fair Park Master Plan: Parks/Open Space



Fair Park Trail Loop



Partnership for Implementation



- The City of Dallas and Fair Park First will replace the federal funds for the northern trail alignment and partner with Dallas County to build the project.
- The City will design and construct a connecting southern “loop” alignment along Parry Ave, Highway 352/Robert B. Cullum Blvd, and S. Fitzhugh Ave.
- The project will improve access to the Fair Park DART Station and address the safety of rail crossings.
- We are requesting federal funding of \$8M for the southern alignment in exchange for the City and Fair Park First to fund the northern alignment. Funding will pay for both the engineering and construction phases.



City of Dallas



Fair Park Trail Loop Partnership Funding

Northern Alignment (Local)

Funding Contributions:

- Dallas County: \$1,069,250
- City of Dallas: \$500,000
- Fair Park First: \$1,100,000

Total: \$2,669,250

Implemented by Dallas County

Southern Alignment (Federal)

Funding Contributions:

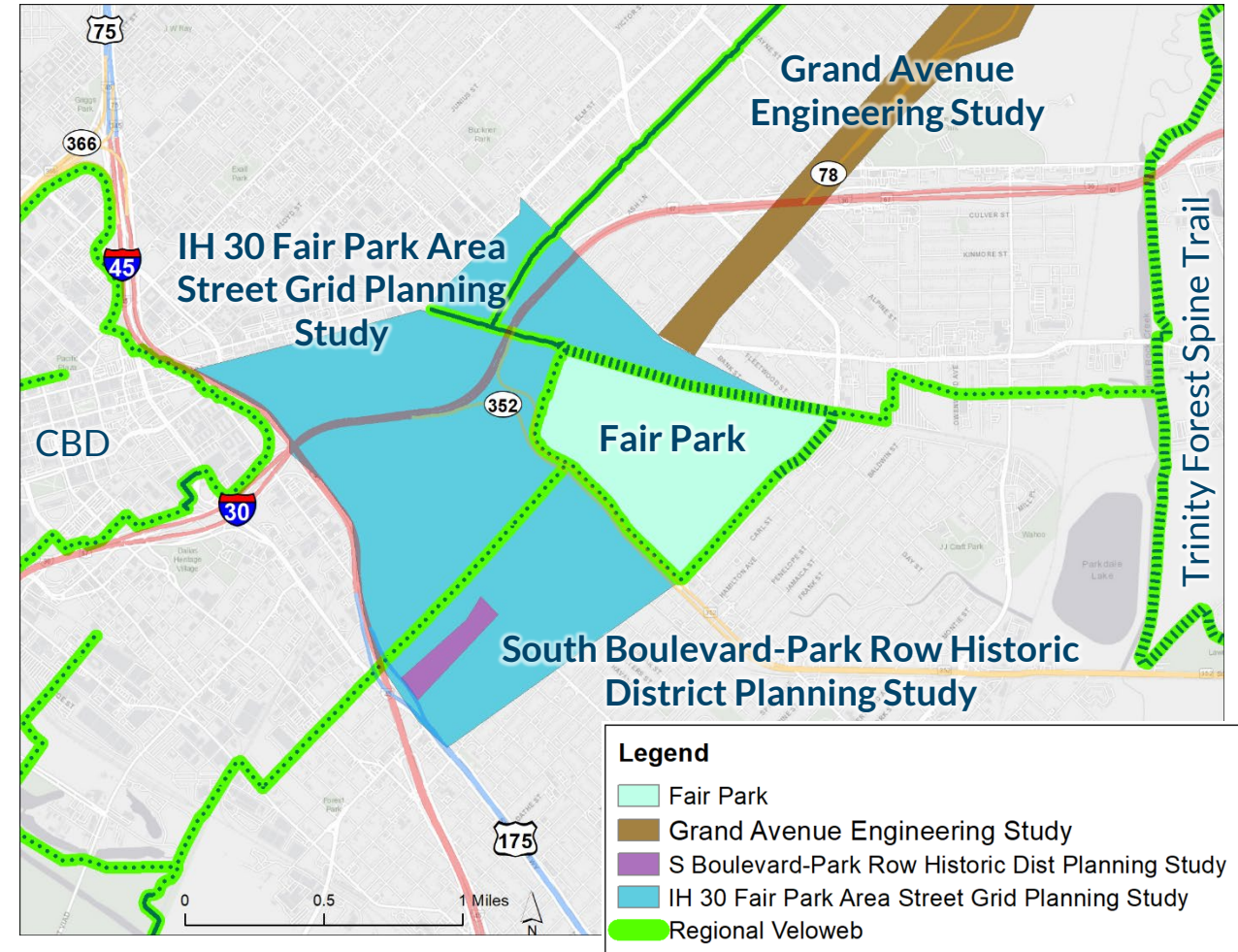
- Federal Funds (CMAQ): \$8,000,000
- Regional TDCs: 1,600,000

Implemented by City of Dallas



Investments and Partnerships in Historically Disadvantaged Communities

- Fair Park Master Plan/ Redevelopments
- IH 30 Fair Park Area Street Grid Planning Study (\$1M)
- Grand Avenue Engineering Study (\$1M)
- South Boulevard-Park Row Historic District Planning Study (\$.5M)
- Circuit Trail Loop



Requested Action

Recommend Regional Transportation Council Approval of:

- \$8 million CMAQ and 1.6 million Regional Transportation Development Credits for the Fair Park Trail southern alignment to the City of Dallas.
- Return the \$1,603,876 of TA funds to the regional pool to be awarded in the 2022 TA Call for Projects.
- Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.



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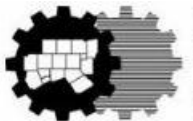
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AVONDALE-HASLET/BNSF RAILWAY GRADE SEPARATION FUNDING PARTNERSHIP

Surface Transportation Technical Committee

March 25, 2022











North Central Texas
Council of Governments
Transportation Department

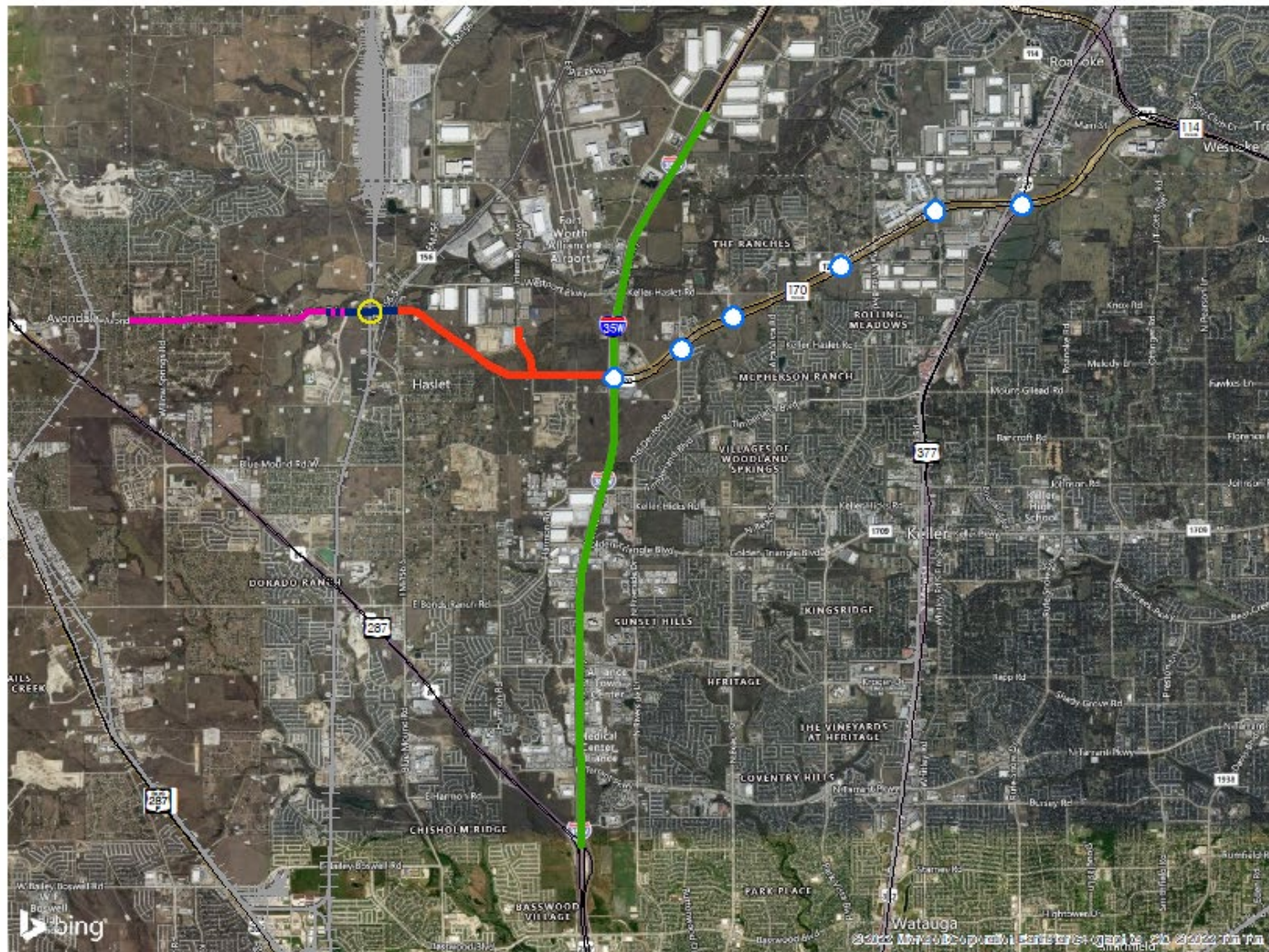
BACKGROUND

- The Regional Transportation Council (RTC), City of Haslet, Texas Department of Transportation (TxDOT), and Tarrant County have partnered to implement the Alliance Texas/Haslet Accessibility Improvement Project.
- The project received a \$20 million Better Utilizing Investments to Leverage Development (BUILD) Grant in 2018, in addition to funds committed by the funding partners.
- The project includes 4-lane divided roadways on Avondale-Haslet Road/Haslet Pkwy from IH 35W to west of FM 156 and Intermodal Parkway from Avondale-Haslet to Transport Drive.
- Construction of the project is expected to be complete in the spring of 2024.
- With the recent selection of Avondale-Haslet Road in the City of Fort Worth as a Tarrant County Bond Program project, all improvements along the corridor have been funded except for a grade separation at Avondale-Haslet and the Burlington Northern Santa Fe (BNSF) rail line.
- The grade separation would address a mobility and safety issue at this intersection. School buses and emergency vehicles are often stopped at the rail line, and any pedestrians or bicyclists seeking to travel along the roadway must cross three tracks.

AVONDALE-HASLET ROAD/HASLET PKWY AND RELATED SYSTEM IMPROVEMENTS

Legend

-  Phase 1 - Avondale-Haslet Road/Haslet Parkway
-  Phase 2 - Avondale-Haslet Road/Haslet Parkway
-  Phase 3 - IH 35W Segment 3C
-  Phase 4 - SH 170 Grade Separations
-  Phase 5A - Avondale-Haslet Road at BNSF RR Grade Separation
-  Phase 5B - Avondale-Haslet Road (City of Fort Worth/Tarrant County Bond Program Project)
-  Highways
-  Railroads



SUMMARY OF FUNDING FOR RELATED SYSTEM IMPROVEMENTS (\$ IN MILLIONS)

| Project | RTC | Cintra | BUILD Grant | TxDOT | Local | BNSF Railway | TDCs ² | Total |
|-------------------------------------------------------------------------------------|---------------|--------------|-------------|--------------|---------------|--------------|-------------------|----------------|
| Phase 1 - Haslet Parkway/Avondale-Haslet | \$12 | \$0 | \$20 | \$1 | \$20 | \$0 | 0 | \$53 |
| Phase 2 - Haslet Parkway/Avondale-Haslet | \$10 | \$0 | \$0 | \$0 | \$0 | \$0 | 0 | \$10 |
| Phase 3 - IH 35W 3C | \$0 | \$661 | \$0 | \$0 | \$0 | \$0 | 0 | \$661 |
| Phase 4 - SH 170 Grade Separations | \$0 | \$0 | \$0 | \$170 | \$0 | \$0 | 0 | \$170 |
| <u>Phase 5A - Avondale-Haslet Grade Separation at BNSF RR¹</u> | <u>\$14.5</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$1.5</u> | <u>1.7</u> | <u>\$16</u> |
| Phase 5B - Avondale-Haslet (City of Fort Worth/Tarrant County Bond Program Project) | \$0 | \$0 | \$0 | \$0 | \$48.9 | \$0 | 0 | \$48.9 |
| Total | \$36.5 | \$661 | \$20 | \$171 | \$68.9 | \$1.5 | 1.7 | \$958.9 |

1: Funding amounts are proposed

2: Transportation Development Credits (TDC) are not cash and do not count in the funding totals

PROPOSED FUNDING PARTNERSHIP

- Staff proposes that the RTC fund engineering and construction of the grade separation with \$14.5 million of Surface Transportation Block Grant Program (STBG) funds.
- Federal funds would be matched with a combination of funds from BNSF and Regional TDCs.
- BNSF would contribute 10% of the project costs (currently estimated to be \$1.5 million).
- The partnership would fund the final piece of a series of improvements to this critical east-west corridor and improve safety by ensuring that vehicles and pedestrians do not have to cross the railroad tracks at-grade.

REQUESTED ACTION

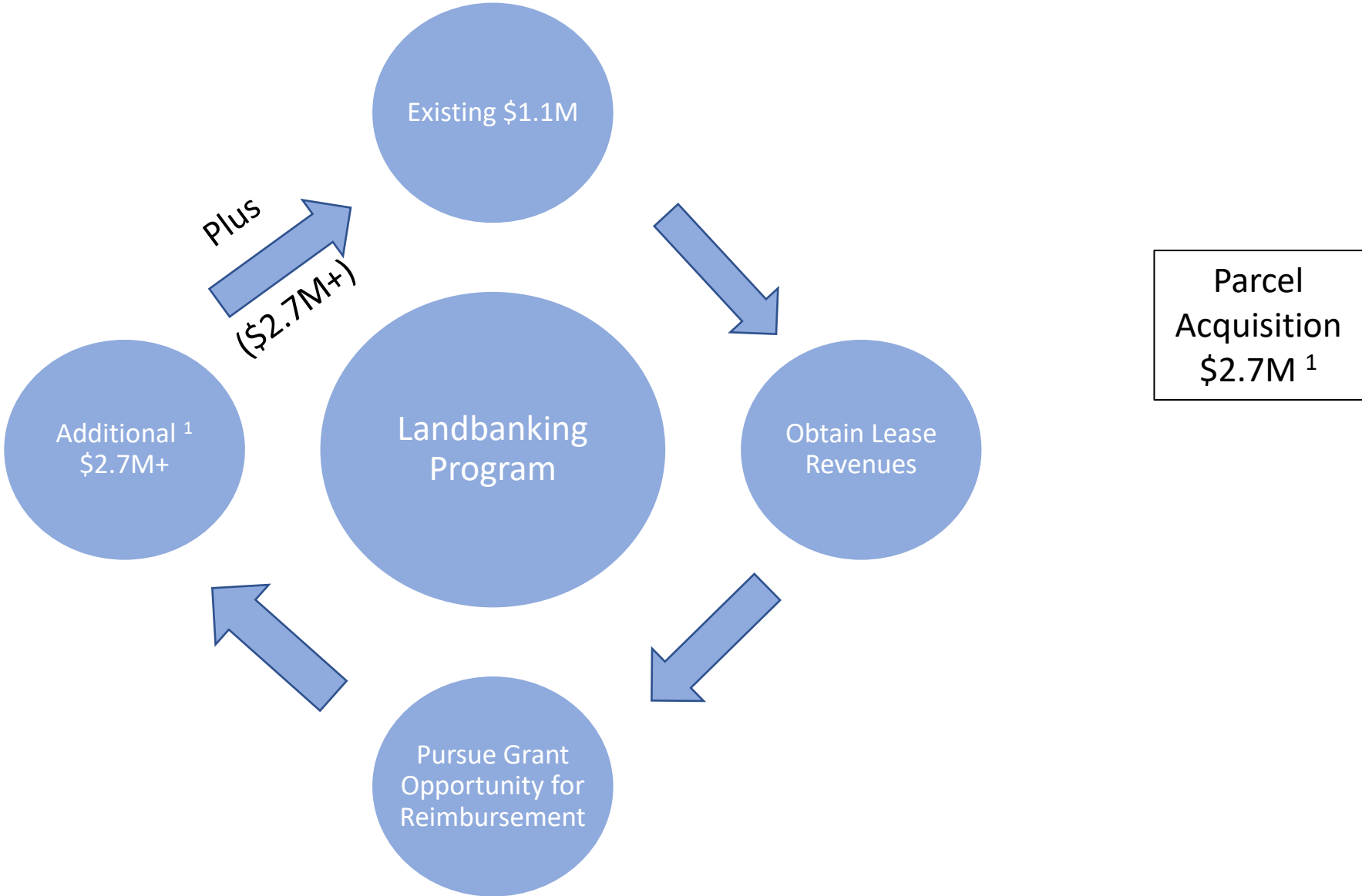
- Recommend RTC approval of:
 - The proposed funding for the grade separation at Avondale-Haslet Road and the BNSF Railway line
 - Administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents as needed to incorporate this funding

QUESTIONS?

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LANDBANKING PROGRAM REVENUE FLOW



¹ RTC Action, March 10, 2022

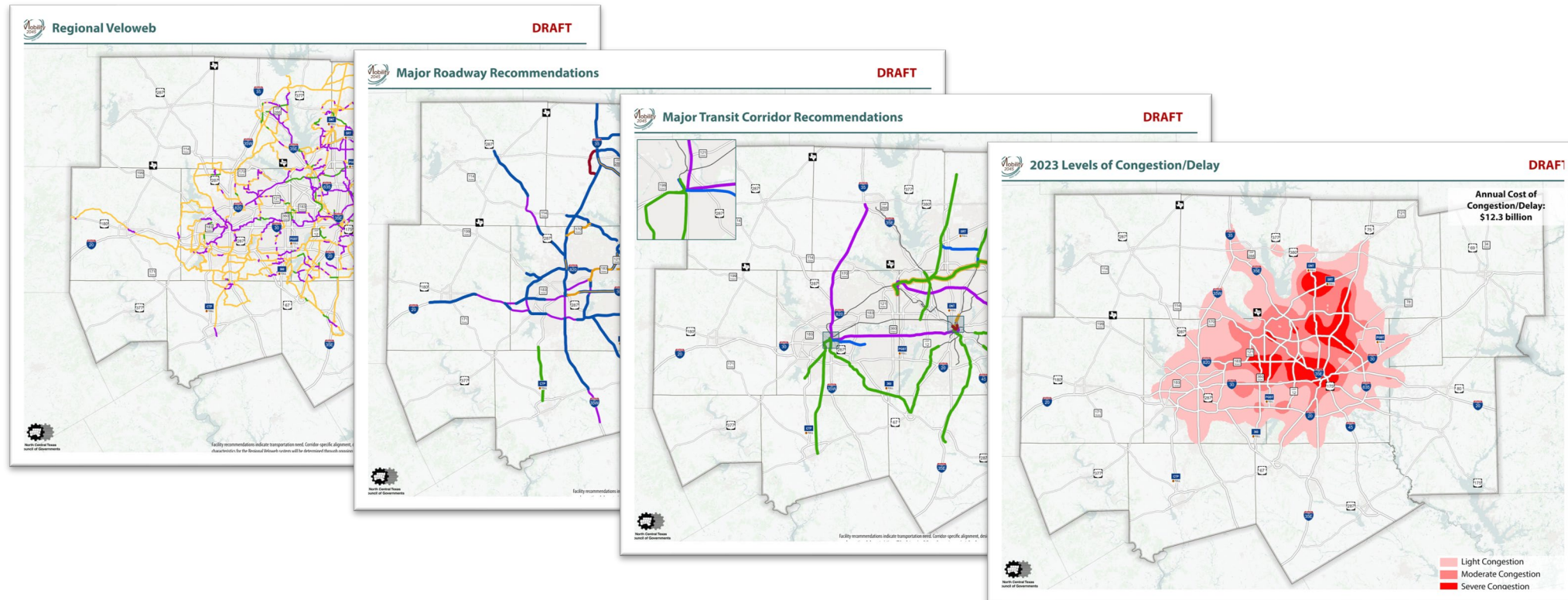
MOBILITY 2045 UPDATE

SCHEDULE AND DRAFT PLAN PROGRESS

Surface Transportation Technical Committee
March 25, 2022

DRAFT MAPS AVAILABLE ONLINE

www.nctcog.org/PlanInProgress



DRAFT FINANCIAL PLAN EXPENDITURES

MAXIMIZE EXISTING SYSTEM

Infrastructure Maintenance

Maintain and operate existing transit and roadway facilities

\$39 B

Management and Operations

Improve efficiency and remove trips from system

\$10 B

Growth, Development, and Land Use Strategies

Improve transportation and land use balance

\$1 B

STRATEGIC INFRASTRUCTURE INVESTMENT

Rail and Bus

Encourage switch to transit

\$42 B

HOV/Managed Lanes

Increase auto occupancy

\$56 B

Freeways/Tollways and Arterials

Add vehicle capacity

TOTAL

\$148 B

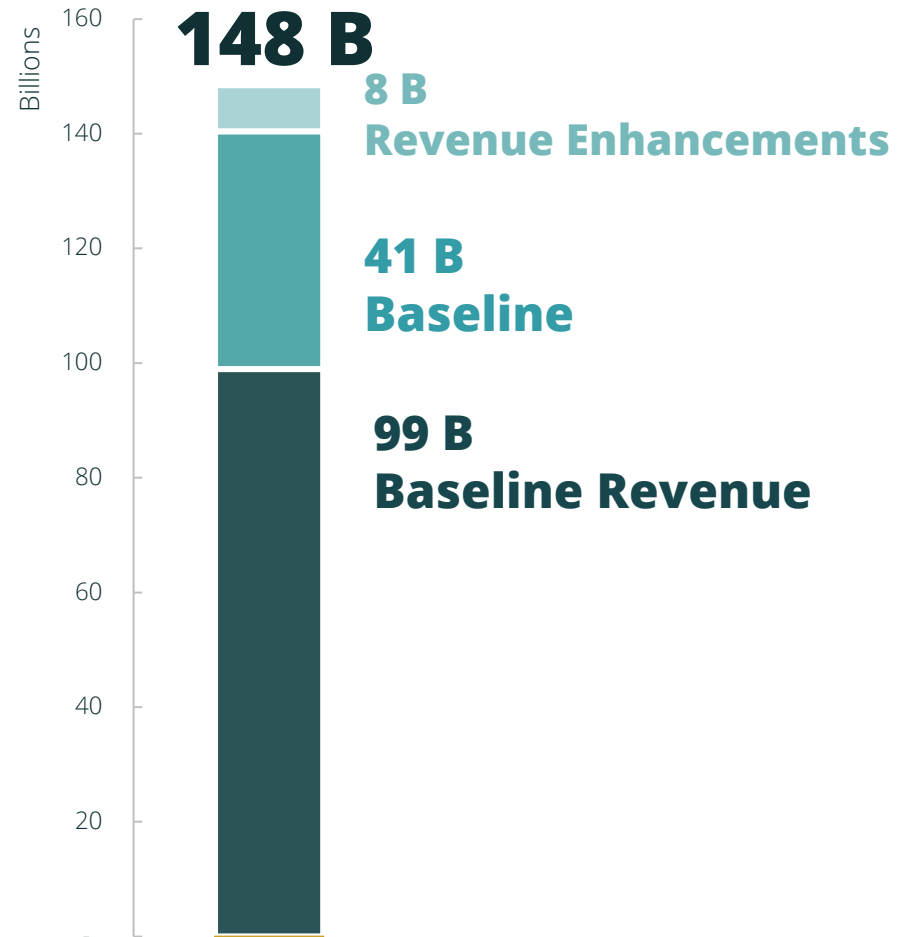
FINANCIAL CONSTRAINT

IN PROGRESS

~~Forecast stage: developing/refining costs and revenues~~

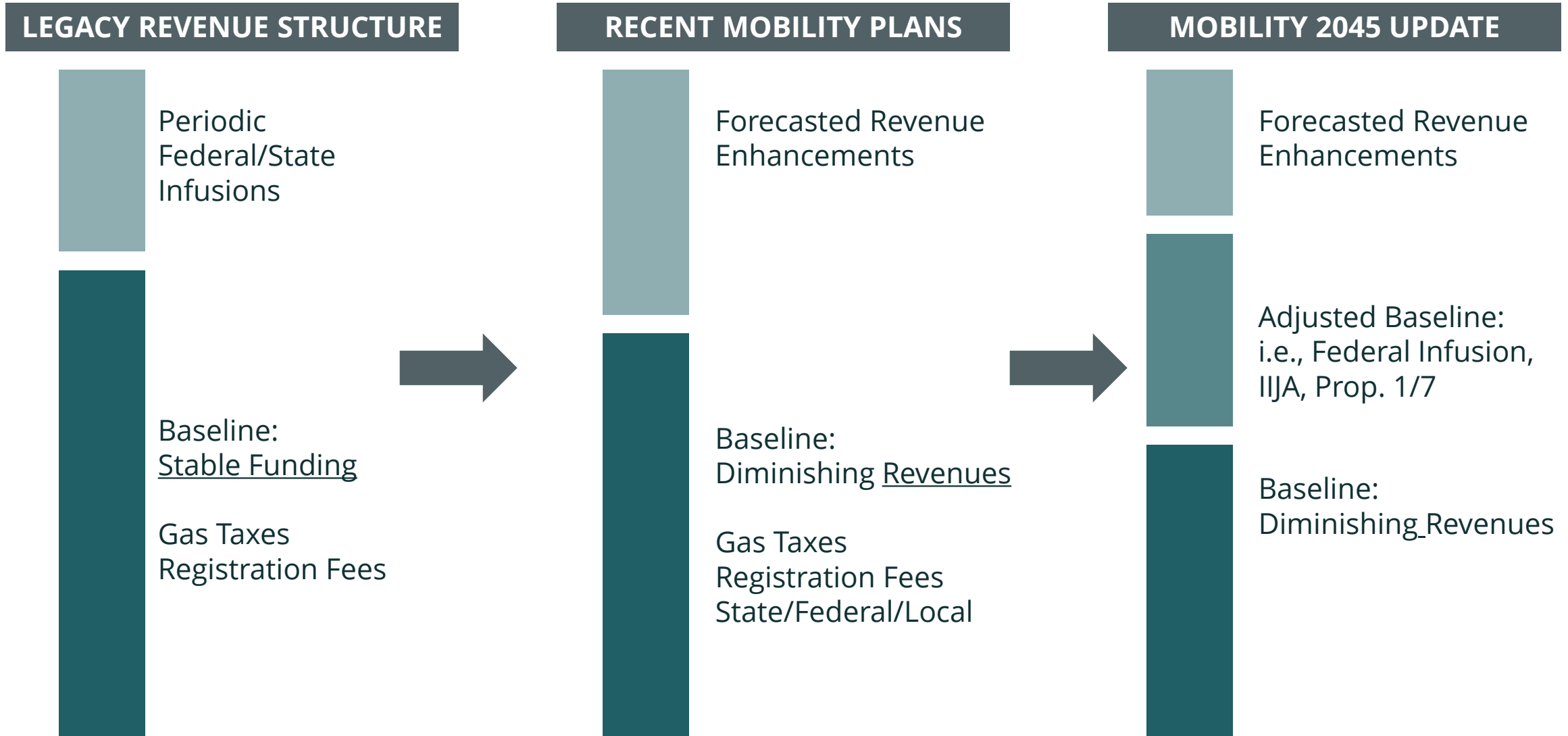
Final stage: confirming final costs and revenues, draft exports and balancing

FINANCIAL CONSTRAINT ACHIEVED



Pressures Potentially Diminishing Transportation Revenue

Electric Vehicles Inflation Political Action Natural Resources
Fuel Efficiency Travel Behavior Consumer Habits Telecommuting



FUTURE REVENUE SUSTAINABILITY

PRESSURES AND IMPACT



Forecasted Revenue Enhancements

May eventually replace gas tax as traditional revenue source and become new “baseline”



Adjusted Baseline: Federal Infusion

Periodic state/federal limited infusions help, but may be unsustainable over long term



Baseline: Diminishing Revenues

Continue to diminish; necessary to pursue new mechanisms

FUTURE MOBILITY PLANS

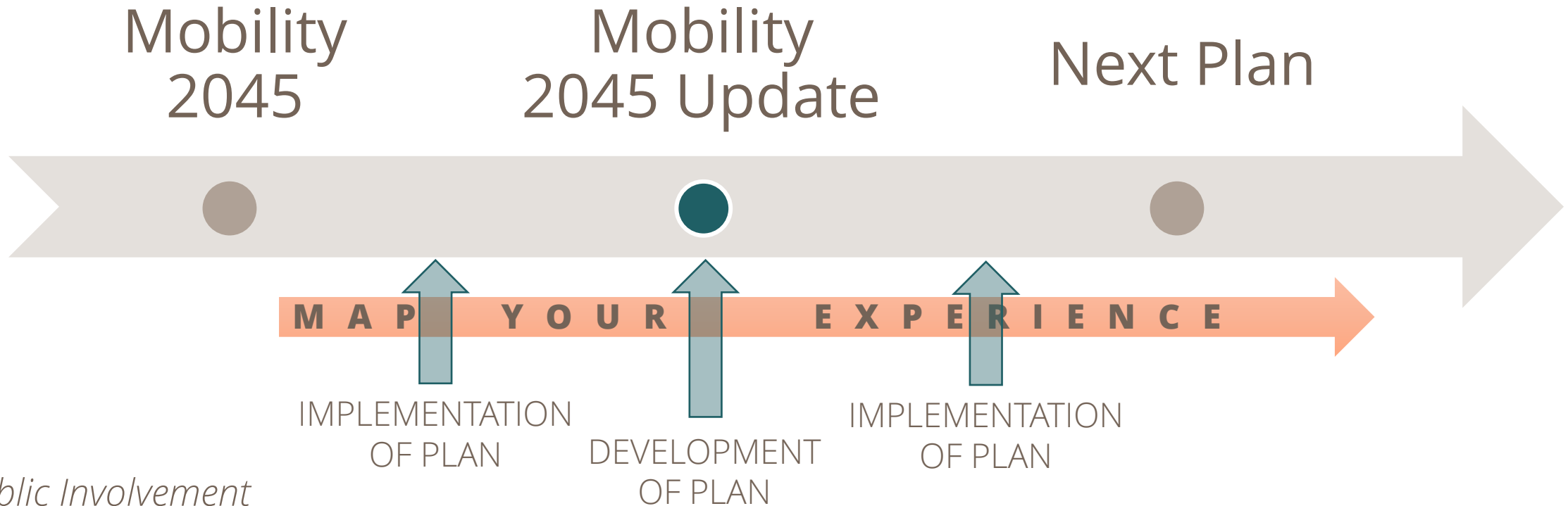
Periodic Federal/State Infusions

Baseline: Potential Funding

Registration Fees
EV Registration Fees?
Indexing?
VMT Fees?
Technology as TR Mode?

PUBLIC INVOLVEMENT

PUBLIC INVOLVEMENT



Public Involvement
Activities Include:

- Public Meetings
- Speaking Engagements
- Outreach Events
- Publications
- Press Releases
- Social Media
- Development Activities

MAP YOUR EXPERIENCE

Bike/Ped

- 1 **Sidewalk/Trail Availability**
- 2 **Safety**
- 3 **Lanes/Stripes/Markings**

Accessibility is the top concern for this mode. Safety is a top factor impeding people from walking or biking.

Transit

- 1 **Stops/Stations Needed**
- 2 **Other**
- 3 **Service Frequency**

Transit options in areas without existing service, and increasing frequency in areas with it, are top concerns.

Roadway

- 1 **Traffic**
- 2 **Safety**
- 3 **Road Condition**

Safety of merging, poor visibility, and blind spots are often mentioned.

Dashboard Available at: www.nctcog.org/MapYourExperience



REGIONAL NONDISCRIMINATION ANALYSIS



RESULTS OF TOLLWAYS NONDISCRIMINATION ANALYSIS

Construction of tolled facilities planned for 2023-2045:

- Increases jobs accessible by auto for all groups (protected and non-protected)
- Increases average speed for all groups
- Decreases minutes to travel 20 miles for all groups

Metrics are calculated for AM peak home-based work trips

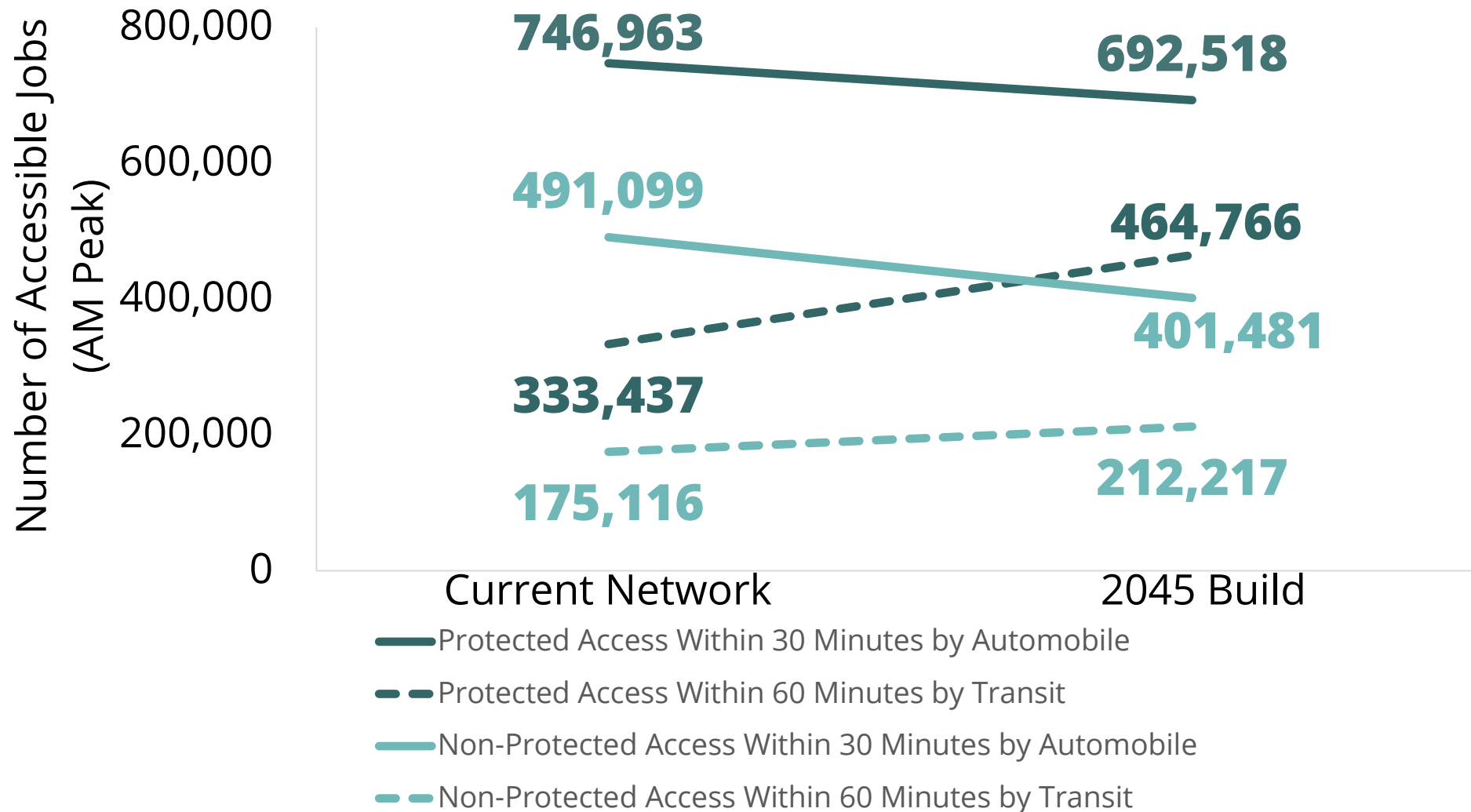
RESULTS OF TOLLWAYS NONDISCRIMINATION ANALYSIS

| | Traffic Analysis Zone Category | | | | | |
|----------------------------------------------|-----------------------------------------------------|---------------------------------------------------|-----------------------------------------------------|---------------------------------------------------|-----------------------------------------------------|---------------------------------------------------|
| | Below Poverty | | All Protected Classes* | | Non-Protected Classes | |
| | 2045 Build (No-Build of Tolled Facilities) | 2045 Build (Including Tolled Facilities) | 2045 Build (No-Build of Tolled Facilities) | 2045 Build (Including Tolled Facilities) | 2045 Build (No-Build of Tolled Facilities) | 2045 Build (Including Tolled Facilities) |
| Jobs Within 30 Minutes by Automobile** | 703,602 | 719,145 | 678,491 | 692,518 | 392,604 | 401,481 |
| Average Speed (mph)** | 24 | 26 | 23 | 25 | 21 | 23 |
| Minutes to Travel 20 Miles** | 50 | 46 | 53 | 49 | 58 | 51 |

*Below Poverty, Total Minority, and Limited English Proficiency

**AM Peak

JOB ACCESS BY AUTO AND TRANSIT



TRANSPORTATION CHALLENGES BY THE NUMBERS

45%

TRANSPORTATION + HOUSING
ABOVE “UNAFFORDABLE”
PERCENTAGE FOR MOST
RESIDENTS

Hunt County is the region’s only county where the combined cost of transportation and housing is considered “affordable” – 45% or less of median household income

72%

MAJORITY OF LOW-
INCOME WORKERS RELY
ON DRIVING ALONE

72 percent of workers below poverty – currently \$27,750 for a family of four – drive alone in a vehicle to work

45

LOW-INCOME TRANSIT
RIDERS FACE LONGER
COMMUTES VS. AUTO

In 2045, the average trip time by transit for people below poverty will take 45 minutes longer than the average trip time by auto, compared with 42 minutes longer in 2023

TRANSPORTATION CONFORMITY



2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

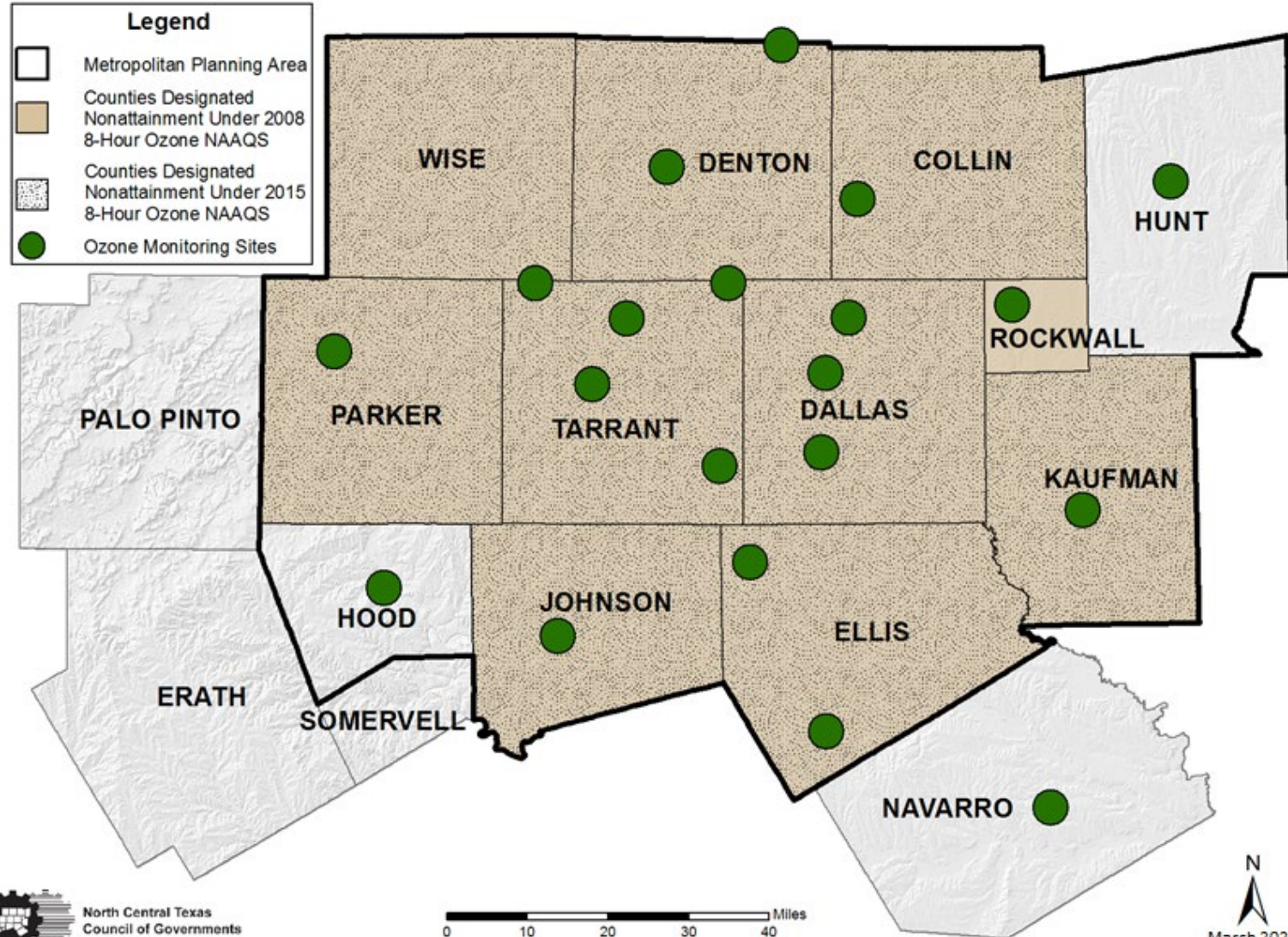
PURPOSE

Demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP)

Ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals

2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

Nonattainment Areas Under the 8-Hour Ozone Standards





2022 TRANSPORTATION AIR QUALITY CONFORMITY ANALYSIS

Reason and Highlights

Mobility 2045 (previous plan)

Adopted by RTC on June 14, 2018

Achieved USDOT Transportation Conformity Determination on November 21, 2018

Updated plan, with conformity determination, required within four years

Planning Assumptions

Emissions Model is EPA's MOVES3

2018 (end-of-year) Vehicle Registration Data

2015-2019 (five-year-average) Traffic Count Data

2011/2012 Meteorological Data

Analysis Years

2023, 2026, 2036, and 2045

TIMELINE

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

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Air Quality Conformity



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Start of 2022 Ozone Season & Spring 2022 Car Care Awareness

Surface Transportation Technical Committee • March 25, 2022

Nick Van Haasen, Air Quality Planner

Anthony Moffa, Air Quality Planner

Timeline and Milestones

2008 Ozone Standard (≤ 75 ppb)

Attainment Date:
No later than **July 20, 2027**

*Attainment will be based on
2024-2026 Ozone Monitor Data*

EPA NAAQS Classifications

Marginal
(3 years to attain)

Moderate
(6 years to attain)

Serious
(9 years to attain)

Severe
(15/17 years to attain)

Extreme
(20 years to attain)

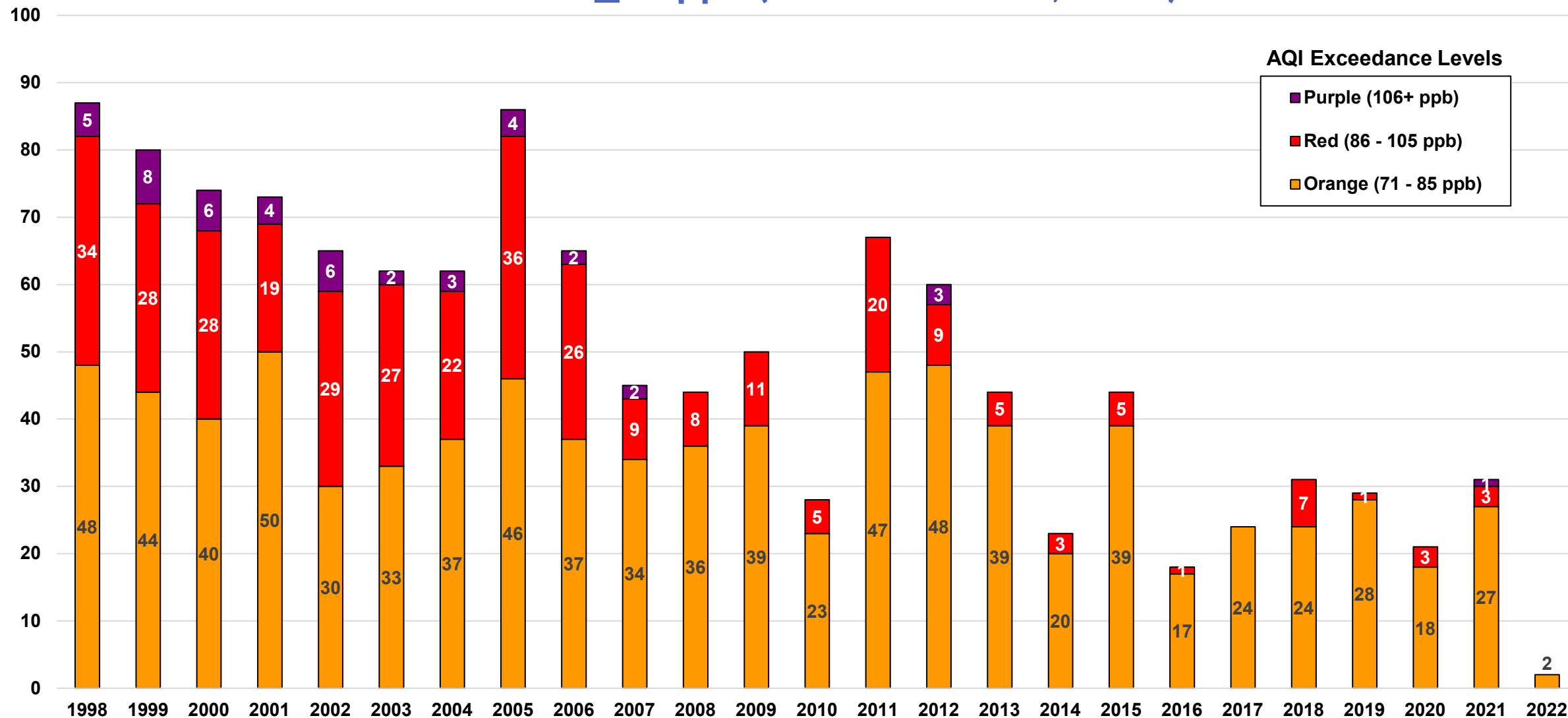
2015 Ozone Standard (≤ 70 ppb)

Attainment Date:
No later than **August 3, 2024**

*Attainment will be based on
2021-2023 Ozone Monitor Data*

8-Hour Ozone NAAQS Exceedance Trends

Based on ≤ 70 ppb (As of March 15, 2022)



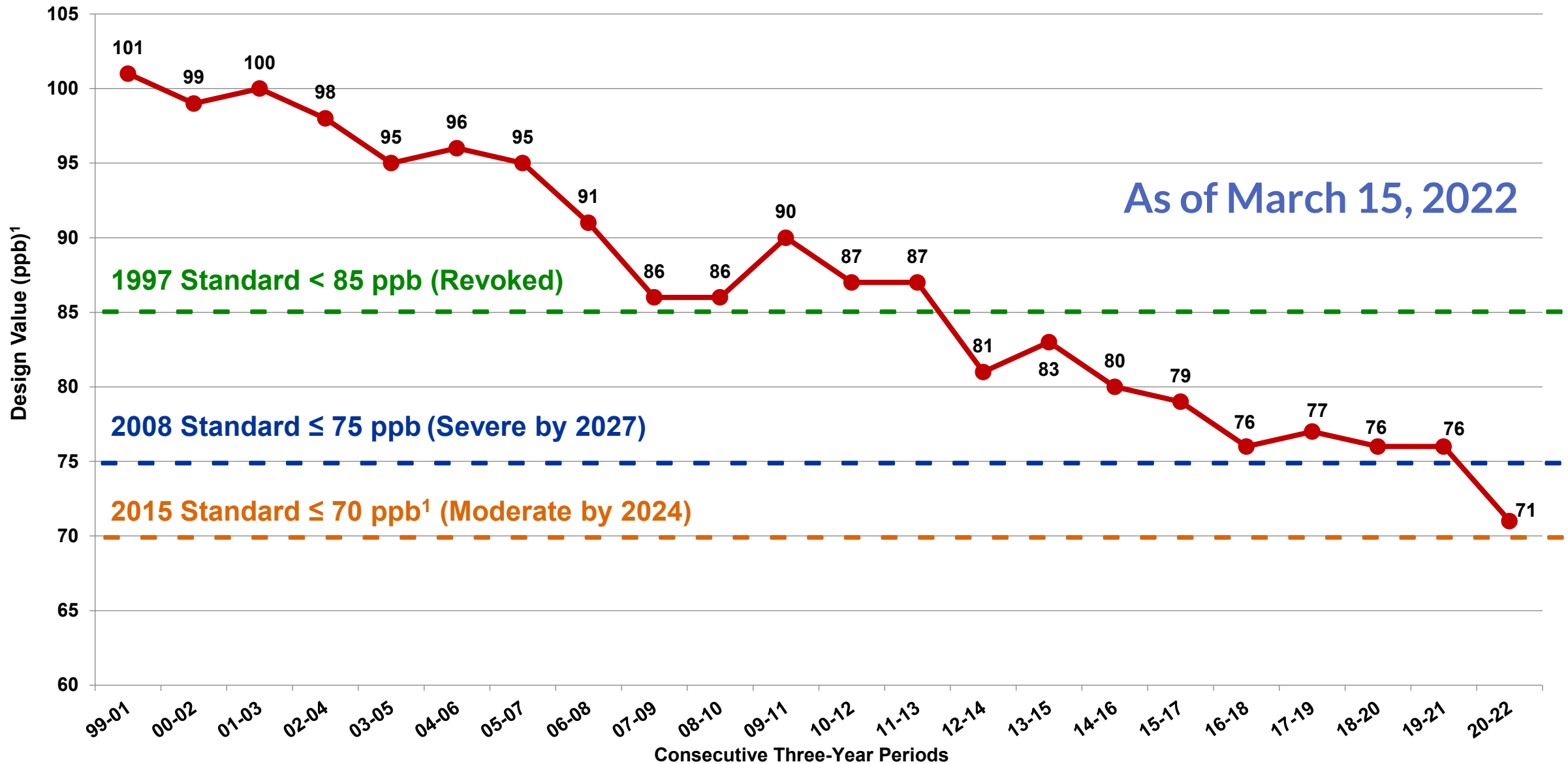
AQI Exceedance Levels

- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

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

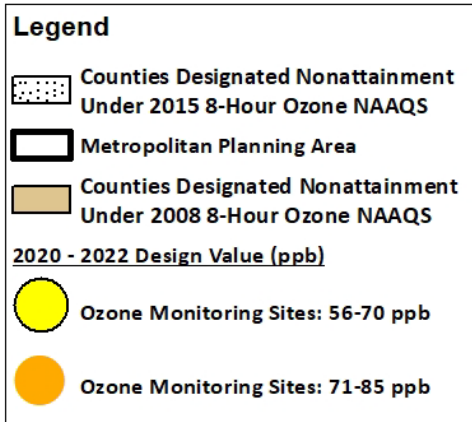
Ozone Design Value Trends



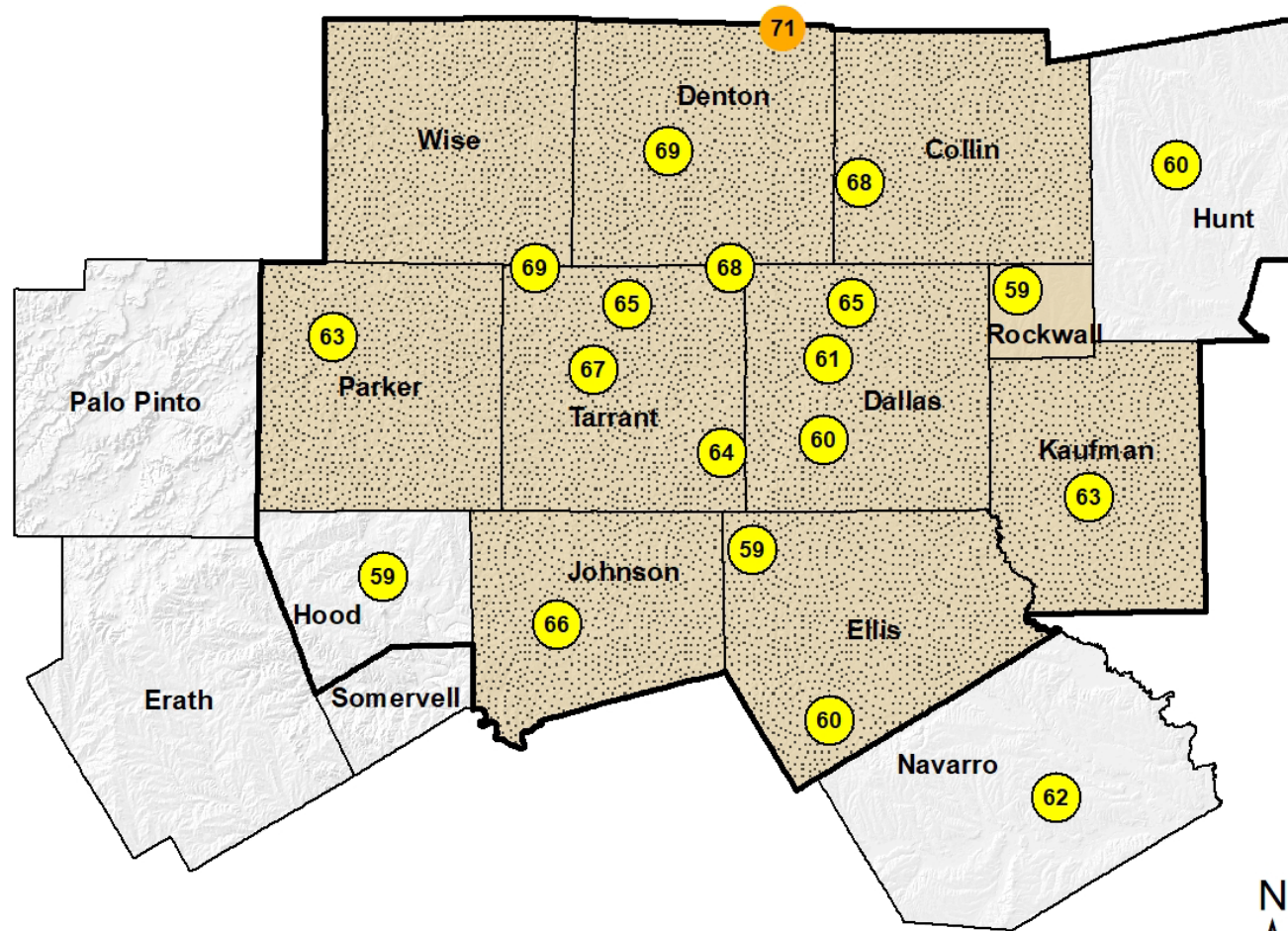
¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Regulatory Ozone Monitor Locations with Design Value

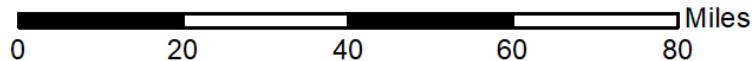
As of March 15, 2022



Colors represent Air Quality Index Breakpoints



North Central Texas
Council of Governments

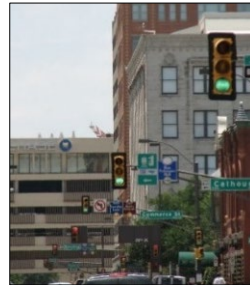
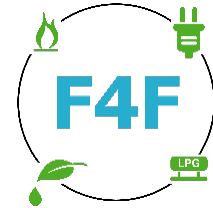
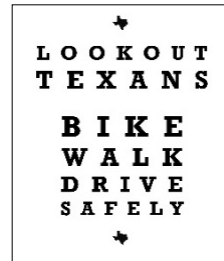


March 2022

Sample of Air Quality Initiatives



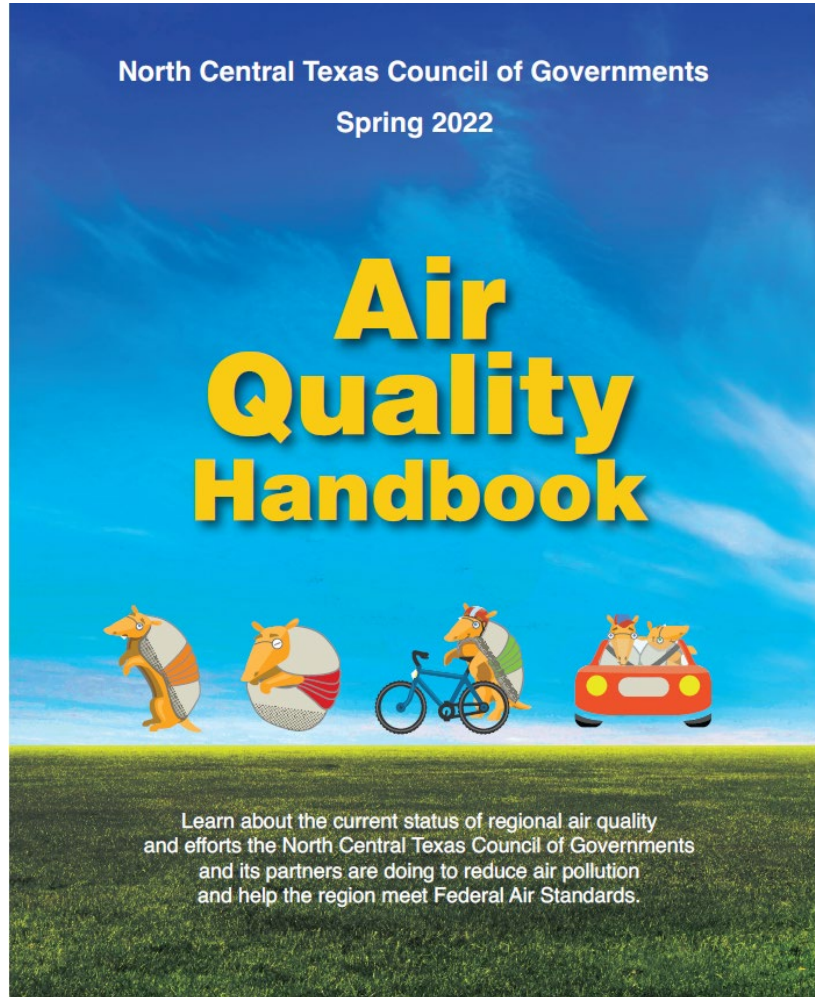
Rideshare. Record. Reward.



Air Quality Handbook

Bilingual

English



https://nctcog.org/nctcg/media/Transportation/DocsMaps/Quality/Air/AQ2022printer_Spring.pdf

Spanish



<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Quality/Air/AQ2022SPANISH.pdf>

Spring 2022 Car Care Awareness

Zoom Video

Campaign Goal

Advance air quality benefits for the region

Inform vehicle owners and general public about proper vehicle maintenance

Educate about check engine light importance and meaning

Build stronger community relations

Aligning nationally with the April and October Car Care Awareness months



Spring 2022 Car Care Awareness

Current Efforts

Partnering with nonprofit organizations and vehicle repair shops throughout the region to provide focused outreach

Providing Car Care Awareness digital toolkits and educational material to local governments and organizations upon request

Updating North Texas Car Care Awareness website with vehicle maintenance tips and online education materials for download

Please contact and let us know if you have a particular organization or automotive repair shop representative for future Car Care Awareness coordination

North Texas Car Care Awareness



www.ntxcarcare.org

For More Information

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DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

Fiscal Year 2023-2025 Goal Update

Surface Transportation Technical Committee

March 25, 2022

FY2023-2025 DBE GOAL UPDATE

DBE Program Overview



Ensure Non-discrimination



Create a Level Playing Field/Fair Competition



Narrowly Tailor Program to Meet Federal Law



Ensure DBE Firms Meet Required Eligibility Standards



Help Remove Barriers to DBE Participation



Assist in Development of Firms to Compete Outside

FY2023-2025 DBE GOAL UPDATE

Process to Update DBE Goal

- ✓ Project Potential Contract Awards (FY23-25)
- ✓ Gather Potential Subrecipient Contract Awards (FY23-25)

DBE Goal Development

Initiate Public Input/Stakeholder Involvement

Publish Goal for Public Comment/Review

Committee Review/Consideration

Implement New DBE Goal – October 1, 2022

FY 2023-2025 DBE GOAL UPDATE

Schedule

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

FY2023-2025 DBE GOAL UPDATE

Questions?



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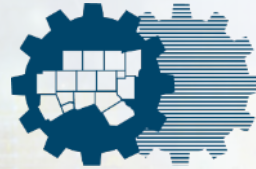
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NCTCOG

2022 TITLE VI PROGRAM AND LANGUAGE ASSISTANCE PLAN UPDATES

SURFACE TRANSPORTATION TECHNICAL
COMMITTEE

3.25.2022



TITLE VI OF THE CIVIL RIGHTS ACT OF 1964



WHO IS PROTECTED

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



WHO MUST COMPLY

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



NCTCOG TITLE VI PROGRAM



FREQUENCY

Update every three years



CONTENTS

Describe how NCTCOG implements Title VI nondiscrimination efforts and monitors subrecipients



REVIEW

Submit to Federal Transit Administration for review



TITLE VI/NONDISCRIMINATION POLICY STATEMENT

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



TITLE VI PROGRAM UPDATES OF NOTE

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

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

Schedule of subrecipient Title VI Program submissions

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



Image Provided By Getty



LANGUAGE ASSISTANCE PLAN UPDATES OF NOTE

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

Literacy rates for the 12-county area

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



Image Provided By Getty



TIMELINE

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



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