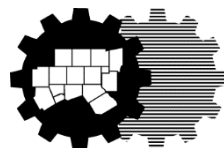


Regional Railroad Coordination

Surface Transportation Technical Committee
December 7, 2018



Jeff Hathcock, Program Manager
NCTCOG Transportation Department



PARTNERSHIPS

Established Relationships with Class I Railroads, Transit Agencies and Short Line Railroads within the Region

Provides Greater Opportunities for Public-Private Partnerships

Creates Possibilities to Work Collaboratively - Balancing City, County, and Rail Interests



Courtesy: Google Images

COORDINATION

**Regional Rail Study
Participation**

**Multiple City and County
Initiatives Ongoing with
Both Fort Worth and Dallas
District TxDOT offices**

**Grant Application
Submissions BUILD, INFRA,
etc. to Ensure Project
Competitiveness**



Courtesy: Google Images

PROJECT ADVANCEMENT

Funding for Design and Engineering to Ensure Projects are Shovel Ready

Funding Discussions Between Agencies to Maximize Efficiency and Use of Funds

Metropolitan Planning Organization Led Focus to Identify Key Priorities in Specific Areas



Courtesy: Google Images

CONTACT INFORMATION

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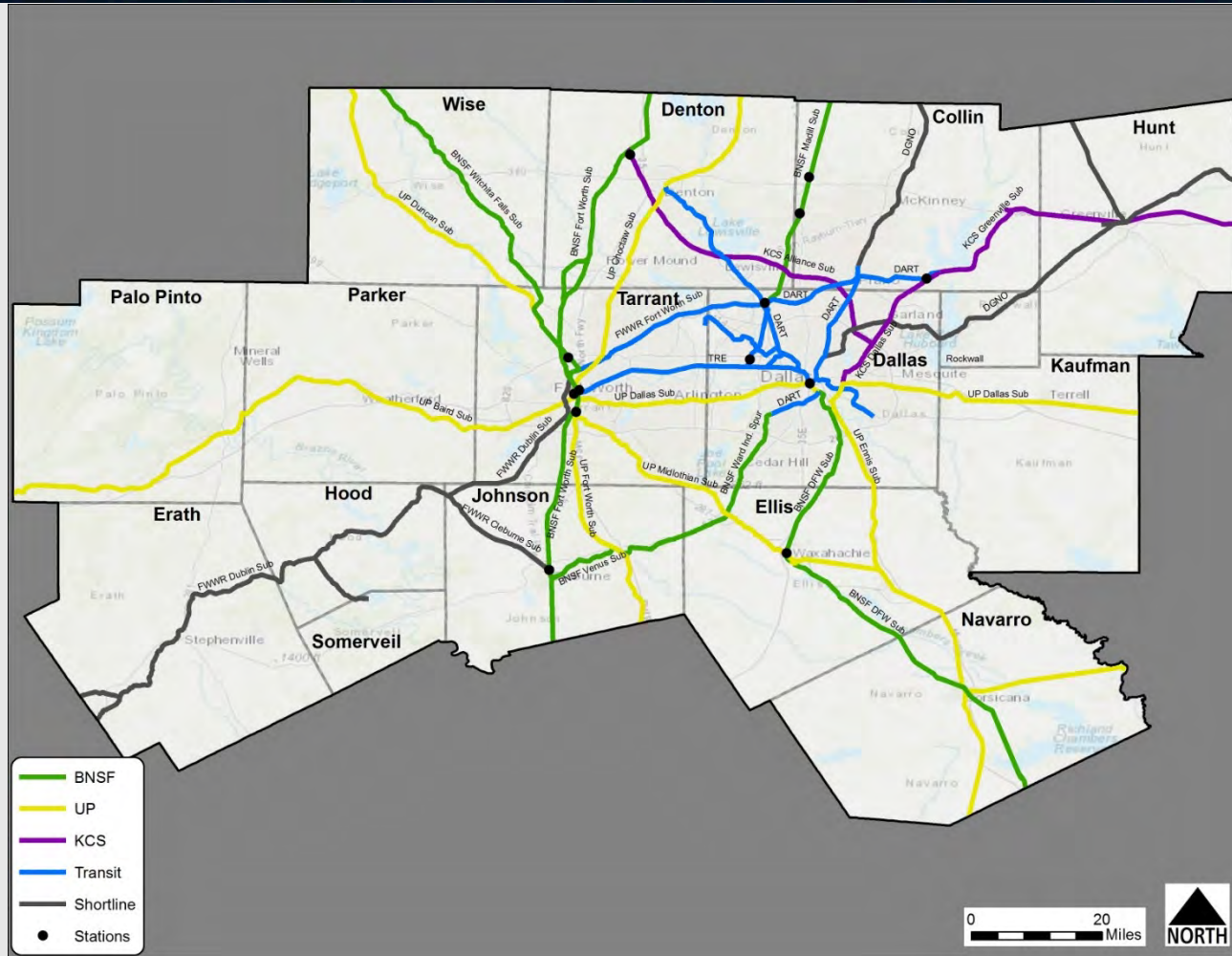


NORTH CENTRAL TEXAS FREIGHT MOBILITY STUDY

NCTCOG SURFACE TRANSPORTATION
TECHNICAL COMMITTEE

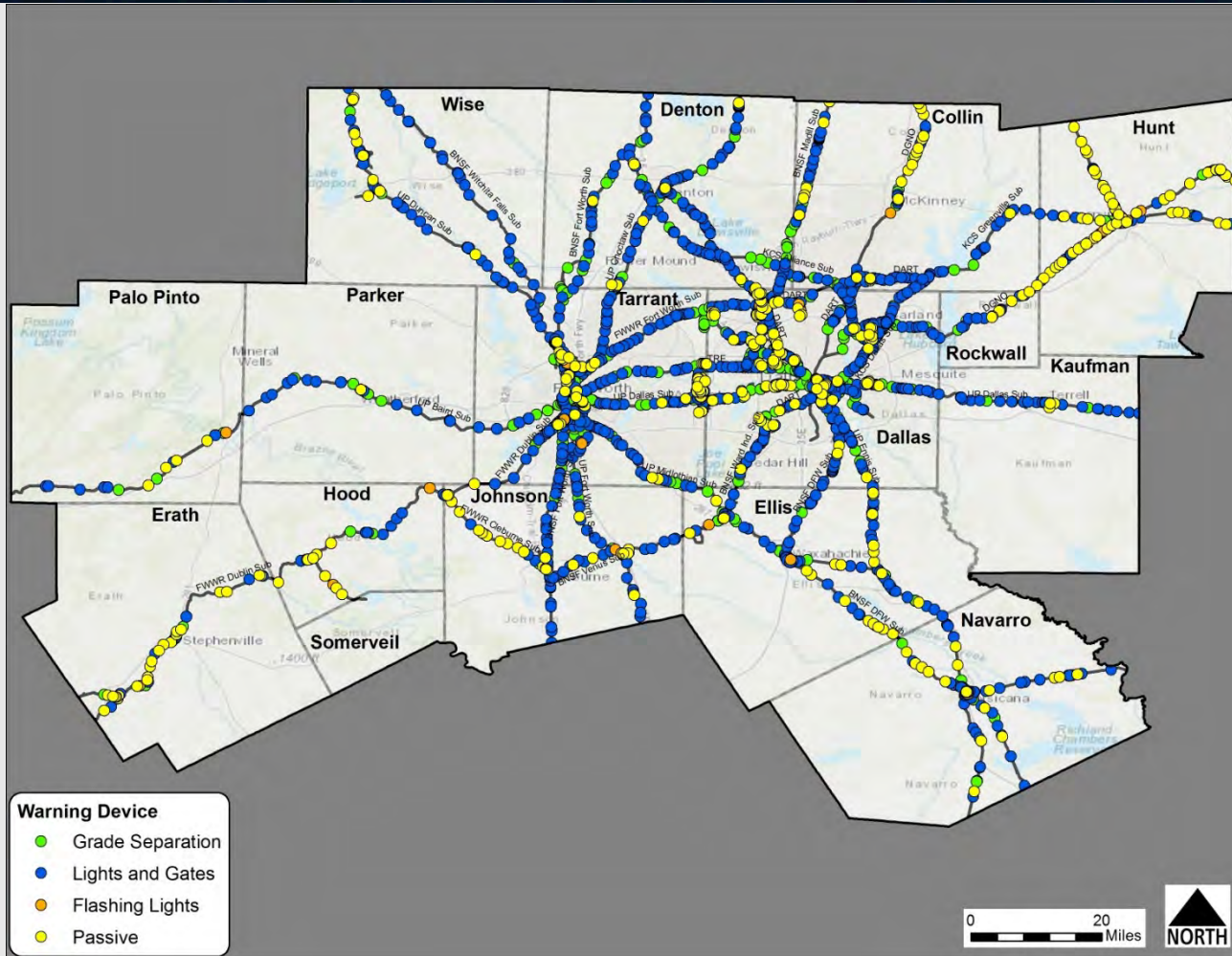
December 7, 2018

Project Purpose



Purpose: To conduct a comprehensive analysis of the freight and passenger rail transportation network to identify mutually beneficial mobility improvements

Project Purpose



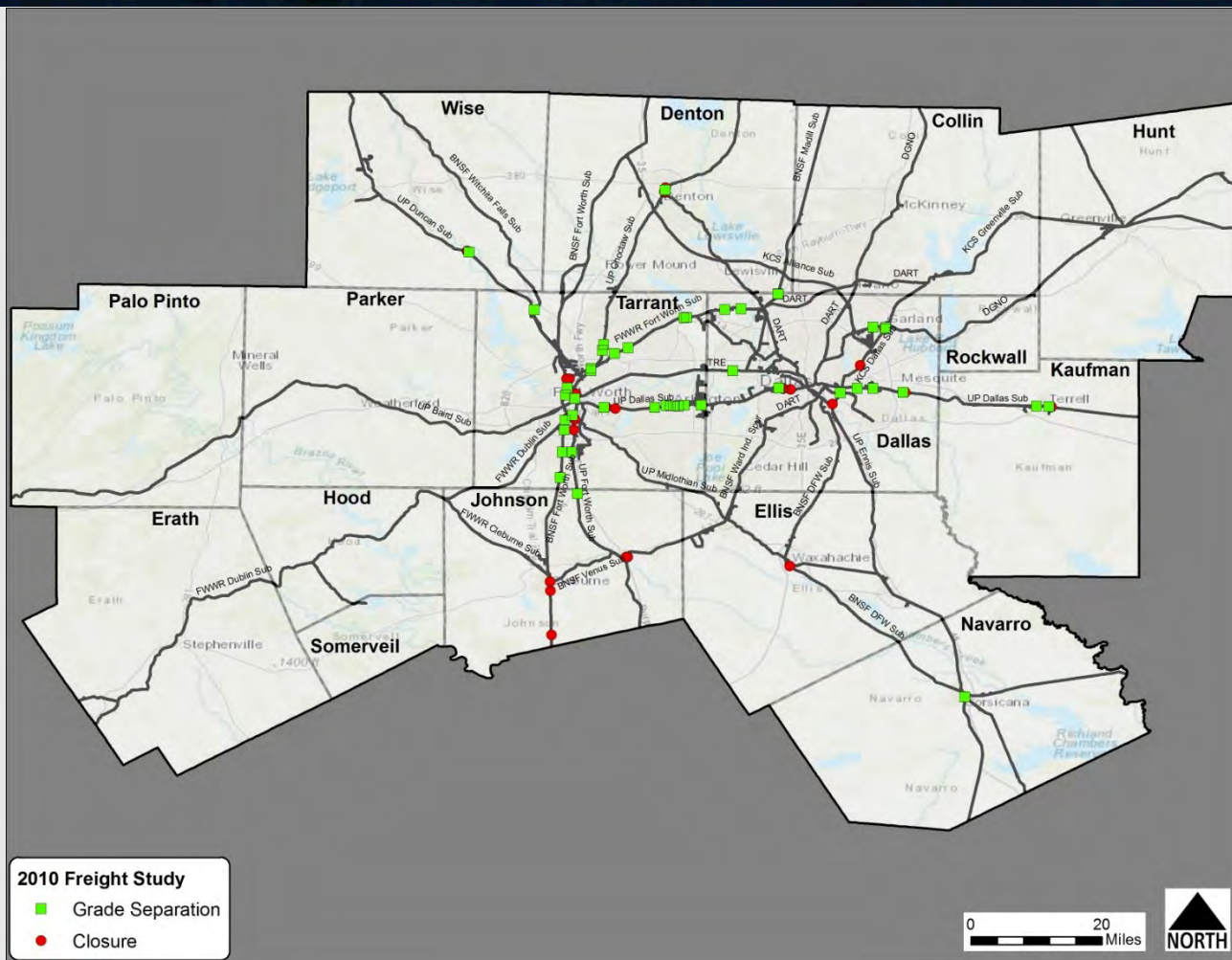
Outcome: A program of projects to address mobility needs in the North Central Texas region

Project Background



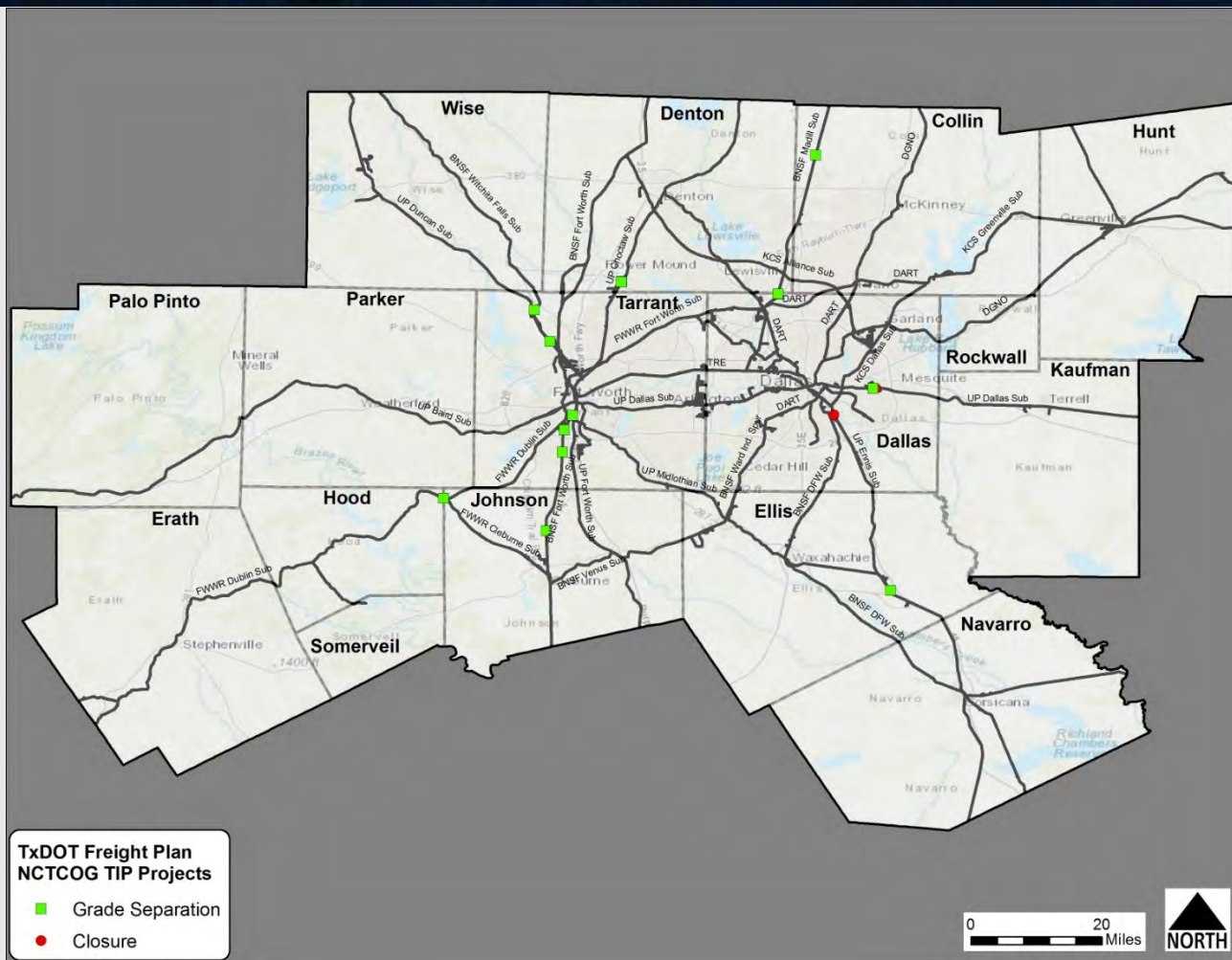
In 2010, TxDOT completed the Dallas-Fort Worth Regional Freight Study. After assessing the existing freight rail system, the study identified infrastructure improvements such as highway-rail grade separation projects and closures.

Identified Projects



After assessing the existing freight rail system, the study identified infrastructure improvements such as highway-rail grade separation projects and closures.

Identified and Committed Projects



Projects have also been identified in the Texas Freight Mobility Plan (2017) and NCTCOG Transportation Improvement Program (2019-2022).

Completed Project



For example, the Belt Line Road grade separation was included in the Dallas-Fort Worth Regional Freight Study. This project separated vehicular traffic (50,000 vpd) from the Trinity Railway Express.

Project Details

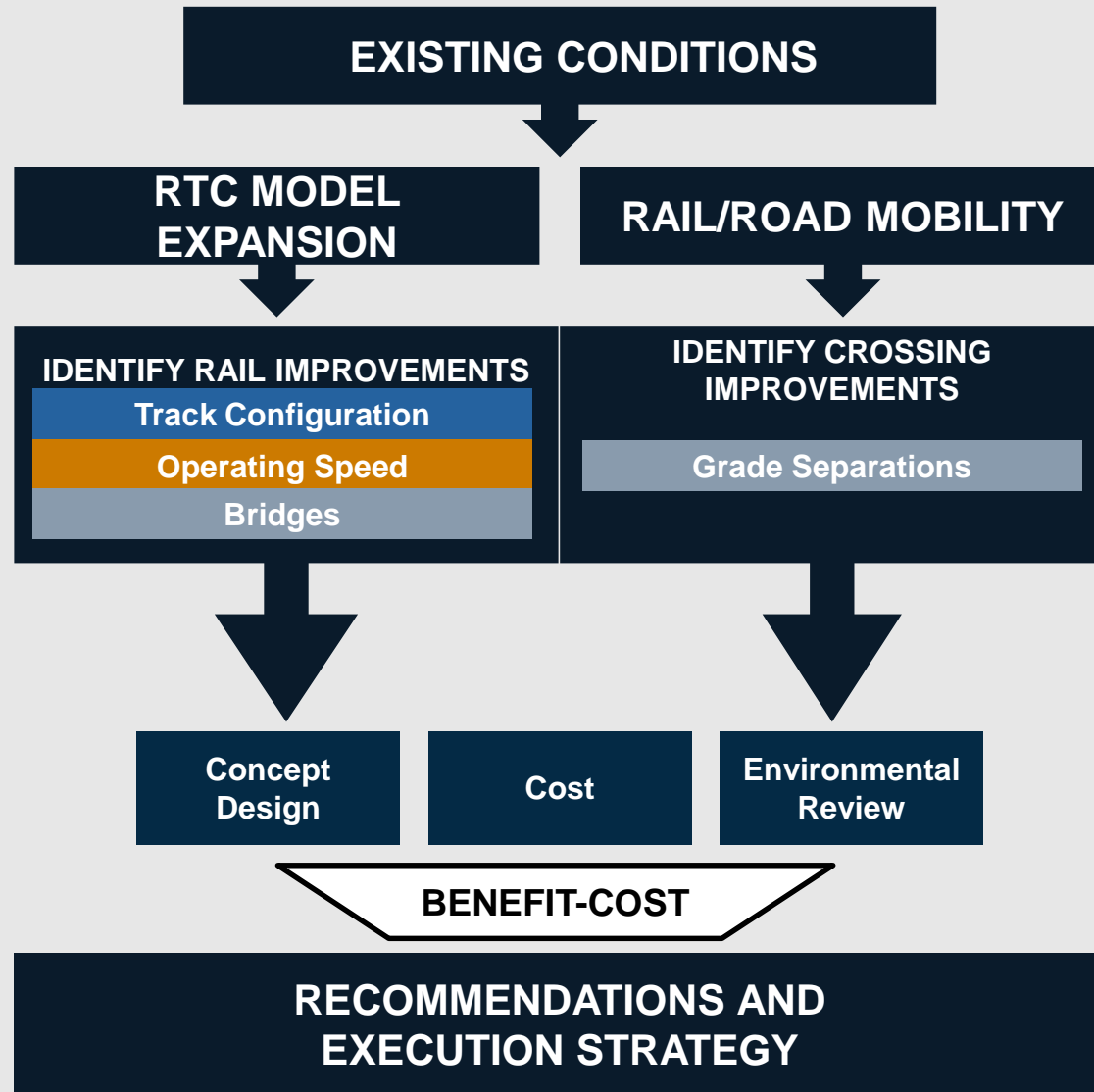


Project Sponsor: Texas Department of Transportation – Rail Division

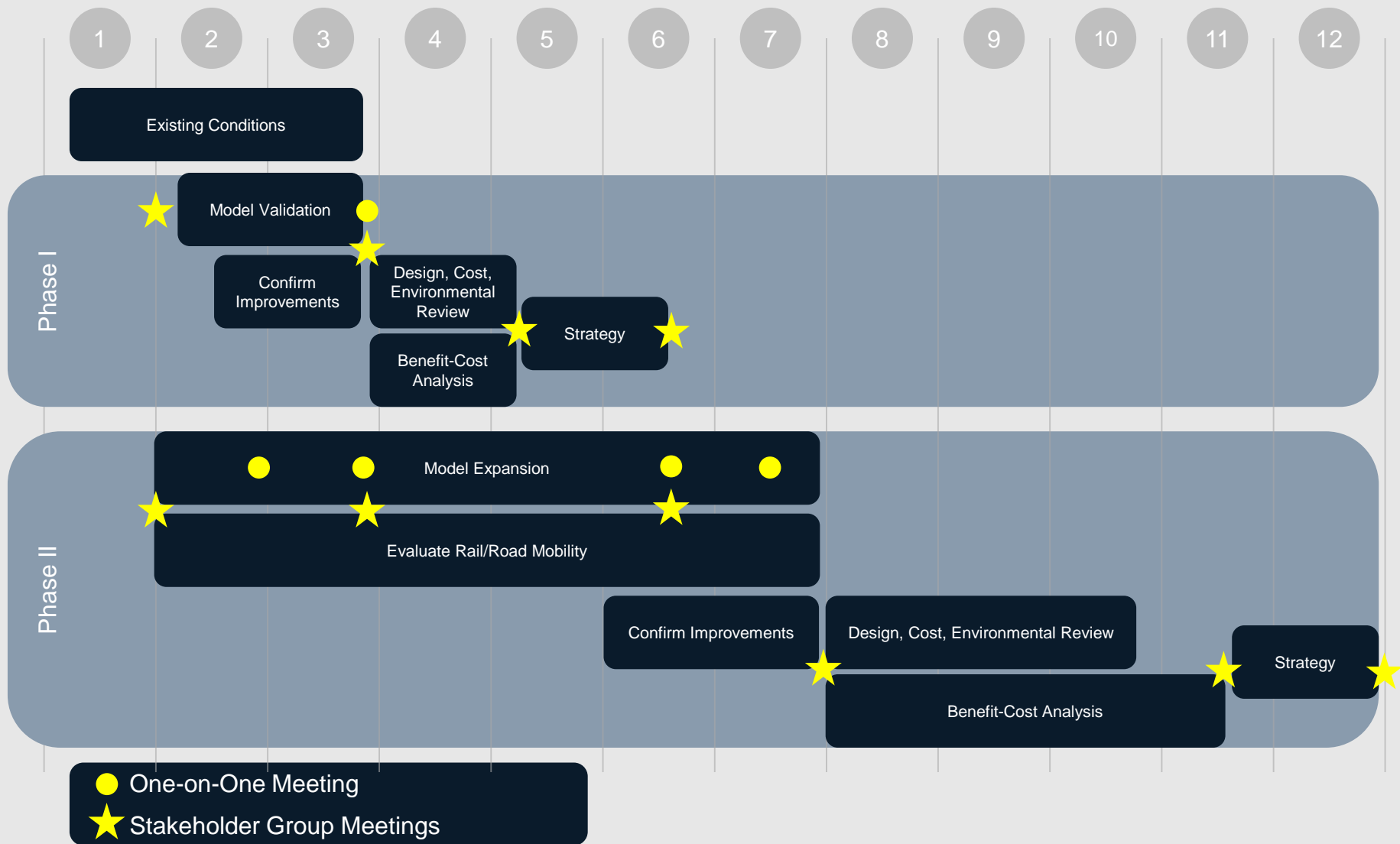
Project Partner: North Central Texas Council of Governments (\$400,000 match)

- Railroad corridor volumes exceed 20 trains per day on 25 percent of the network.
- Approximately 5 percent of the public at-grade highway-rail crossings in the region have an average daily traffic volume over 20,000 vehicles per day.
- Over 70 percent of the highway-rail crossings in the region are equipped with flashing lights and gates, flashing lights, or other passive warning devices.

Project Overview



Schedule - Meetings Overview



Let Us Hear From You

Welcome

Metroplex Rail Mobility Study

TxDOT is conducting an analysis of the freight and passenger rail transportation network to identify mutually beneficial mobility improvements. Your input is vital to addressing rail mobility needs.

Begin

WELCOME

PROJECT INFORMATION

MAP MARKERS

LET US HEAR FROM YOU

WRAP UP

The 2010 Dallas-Fort Worth Regional Freight Study identified infrastructure improvements such as highway-rail grade separation projects and closures.

Texas Department of Transportation

Please provide your feedback at:

<https://www.txdot.gov/inside-txdot/projects/studies/statewide/metroplex-freight-study.html>

Thank You

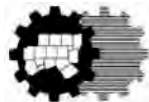


2017-2018 CMAQ/STBG* FUNDING: STRATEGIC PARTNERSHIPS ROUND 3, INTERSECTION IMPROVEMENTS, AND METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE TRANSPORTATION DEVELOPMENT CREDIT (TDC) PROGRAM

Surface Transportation Technical Committee

December 7, 2018

* Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program
 - Round 1 Round 2
- Strategic Partnerships**
 - Round 1 Round 2 Round 3/Intersection Improvements/MTP Policy Bundle
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management & Operations (M&O), NCTCOG-Implemented, & Regional/Air Quality Programs

= Project Selection Completed = Program Partially Completed = Pending STTC/RTC Approval

STRATEGIC PARTNERSHIPS ROUND 3

- Purpose
 - Coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-Regional Transportation Council (RTC) funds, and advance project development
- Eligibility criteria considered:
 - Local partners are contributing more than the standard 20% match (overmatching the federal funds or paying for design, right-of-way, etc.),
 - Project has multiple non-RTC stakeholders/contributors, or
 - Project is of strategic importance within/to the region

INTERSECTION IMPROVEMENTS

- Purpose
 - Coordinate with local agencies and TxDOT to identify intersections that need safety and traffic flow improvements
- Selection criteria considered:
 - Project addresses a safety issue (history of vehicle crashes)
 - Air quality benefits
 - Cost effectiveness
 - Current volumes
 - Level of service

MTP POLICY BUNDLE TDC PROGRAM

- Purpose
 - Provide agencies with an opportunity to use MTP Policy Bundle TDCs on federally eligible local projects
- Eligibility criteria considered:
 - New project
 - Project must be eligible to receive federal funds under Title 23 (Highway Program) or Title 49 (Transit Program) of United States Code
- Selection criteria considered (more details can be found in the Committee mail out):
 - Current Volumes
 - Air Quality benefits the project yields
 - Cost effectiveness
 - Are additional lanes warranted?
 - Level of Service
 - Project addresses a safety issue (history of vehicle crashes)

PROJECT REVIEW PROCESS

- Projects were divided into project types and evaluated against each other.
- Project types:
 - Roadways
 - Intersections
 - Bicycle/Pedestrian
 - Complete Streets/Context-Sensitive Design
 - Intelligent Transportation Systems (ITS)/Traffic Signals
 - Strategic Partnerships

PROPOSED FUNDING TARGETS

PROJECT CATEGORY	PROPOSED TARGET ¹
Roadways	\$50,000,000
Intersections	\$15,000,000
Bicycle/Pedestrian	\$20,000,000
Complete Streets	\$35,000,000
Strategic Partnerships	\$50,000,000
ITS/Traffic Signals	\$1,000,000
TOTAL	\$171,000,000

1: Federal amounts only

WEST/EAST FUNDING DISTRIBUTION

CATEGORY	WESTERN SUBREGION	EASTERN SUBREGION
CMAQ	\$21,453,864	\$48,484,689
Funding Share	30.7%	69.3%

CATEGORY	WESTERN SUBREGION	EASTERN SUBREGION
STBG	\$40,264,359	\$60,745,800
Funding Share	39.9%	60.1%

Notes:

1: Staff also proposes to fund a project in North Richland Hills with Regional Toll Revenue (RTR) funds in order to help balance the overall East/West Equity; Staff proposes to move Dallas County RTR funds to Tarrant County

2: CMAQ target is 34% Western and 66% Eastern

3: STBG target is 32% Western and 68% Eastern

SUMMARY OF PROPOSED FUNDING RECOMMENDATION

PROJECT TYPE	PROPOSED CMAQ FUNDS	PROPOSED STBG FUNDS	PROPOSED RTR FUNDS	PROPOSED NON-RTC FUNDING	TDCs	TOTAL
Roadways	\$4,805,700	\$47,675,700	\$0	\$13,031,490	4,295,000	\$65,512,890
Intersections	\$16,038,464	\$0	\$0	\$4,373,566	104,200	\$20,412,030
Bicycle/Pedestrian	\$18,163,500	\$0	\$0	\$0	3,632,700	\$18,163,500
Complete Streets	\$23,438,155	\$12,633,659	\$0	\$100,000	7,214,363	\$36,171,814
Strategic Partnerships	\$6,272,734	\$40,700,800	\$5,804,590	\$31,346,329	82,546	\$84,124,453
ITS/Traffic Signals	\$1,220,000	\$0	\$0	\$0	244,000	\$1,220,000
TOTAL	\$69,938,553	\$101,010,159	\$5,804,590	\$48,851,385	15,572,809	\$225,604,687

Blue text indicates changes since the October 2018 STTC meeting

APPROVAL TIMELINE

MEETING/TASK	DATE
STTC Information	October 26, 2018
RTC Information	November 8, 2018
Public Meetings	November 2018
STTC Action	December 7, 2018
RTC Action	December 13, 2018

REQUESTED ACTION

- Recommend RTC approval of:
 - The proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Strategic Partnerships, Intersection Improvements, and MTP Policy Bundle TDC Program
 - Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

QUESTIONS?

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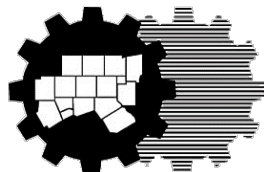
Alternative Fuel Corridor Nomination

Surface Transportation Technical Committee

December 7, 2018

David Garcia

Air Quality Planner



**North Central Texas
Council of Governments**

Background

Section 1413 of the Fixing America's Surface Transportation Act

USDOT Required to Designate Corridors to Improve Mobility of Vehicles Using Certain Alternative Fuels:



Electric Charging



Hydrogen



Propane



Natural Gas
(CNG and LNG)

Benefits of Corridor Designation

Prioritize Future Fueling Station Investment

Accelerate Public Interest/Awareness with Signage

Improves User Experience (Reliability & Wayfinding)

Schedule & History

2016: Round 1 Nominations Submitted by NCTCOG, H-GAC, TxDOT

2017: Round 2 Nominations Submitted by TxDOT, RTC Submitted Requests to TxDOT

2018: Round 3 Nominations Open Until January 31, 2019; TxDOT Intends to Submit

Alternative Fuel Signage

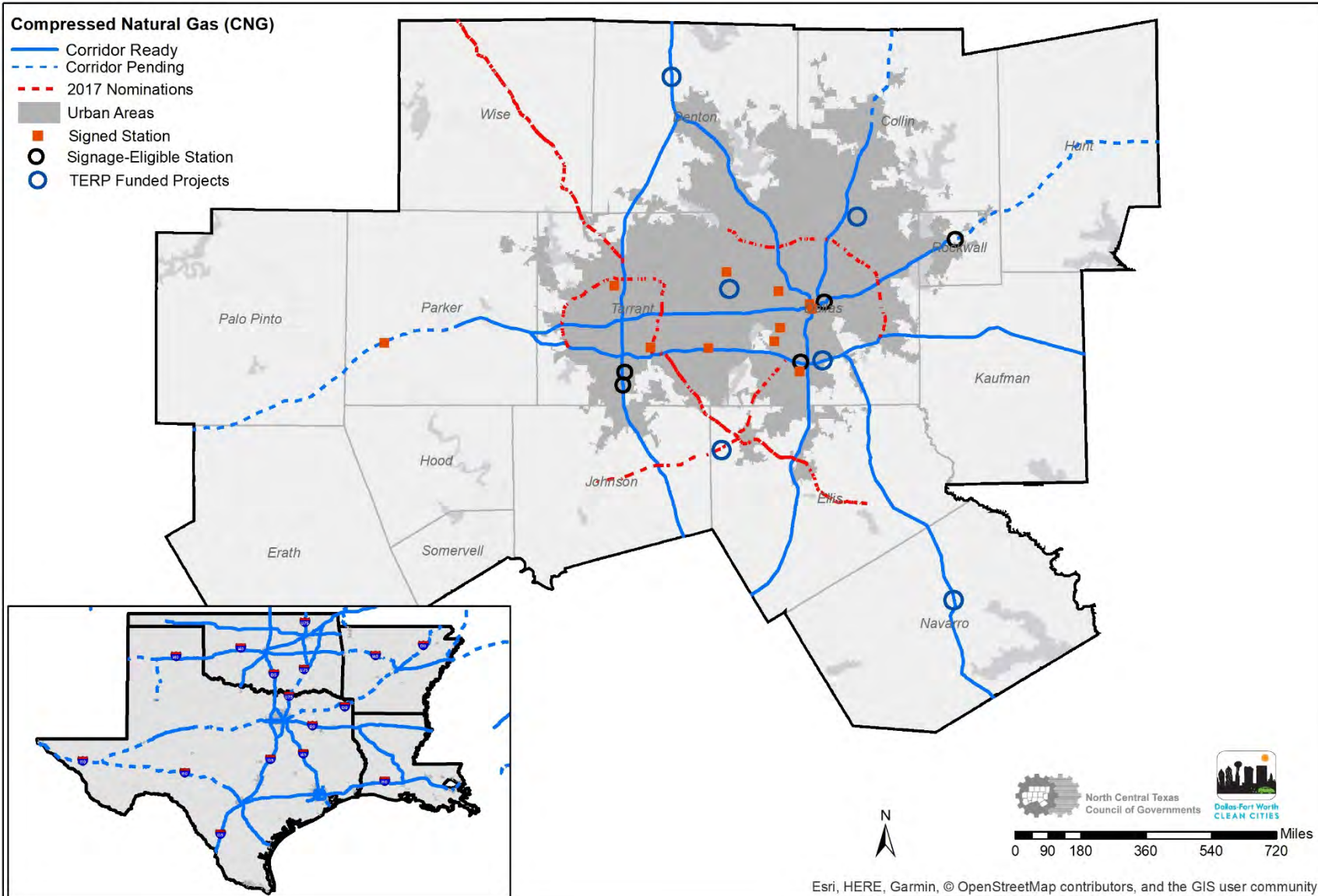
Signage Policy For Alternative Fuel Stations Finalized by TxDOT June 2018

Signage Type	Corridor Identification*	General Services	Specific Services
Purpose	Awareness	Wayfinding	Wayfinding
Included in TxDOT Policy?	No	Yes	Yes
Installation Status	None	Signage Posted for All Qualifying Natural Gas Stations	Based on Individual Facility Requests



*Image from FHWA presentation on Alternative Fuel Corridors (November 2018)

FHWA-Designated Compressed Natural Gas Corridors & New Stations



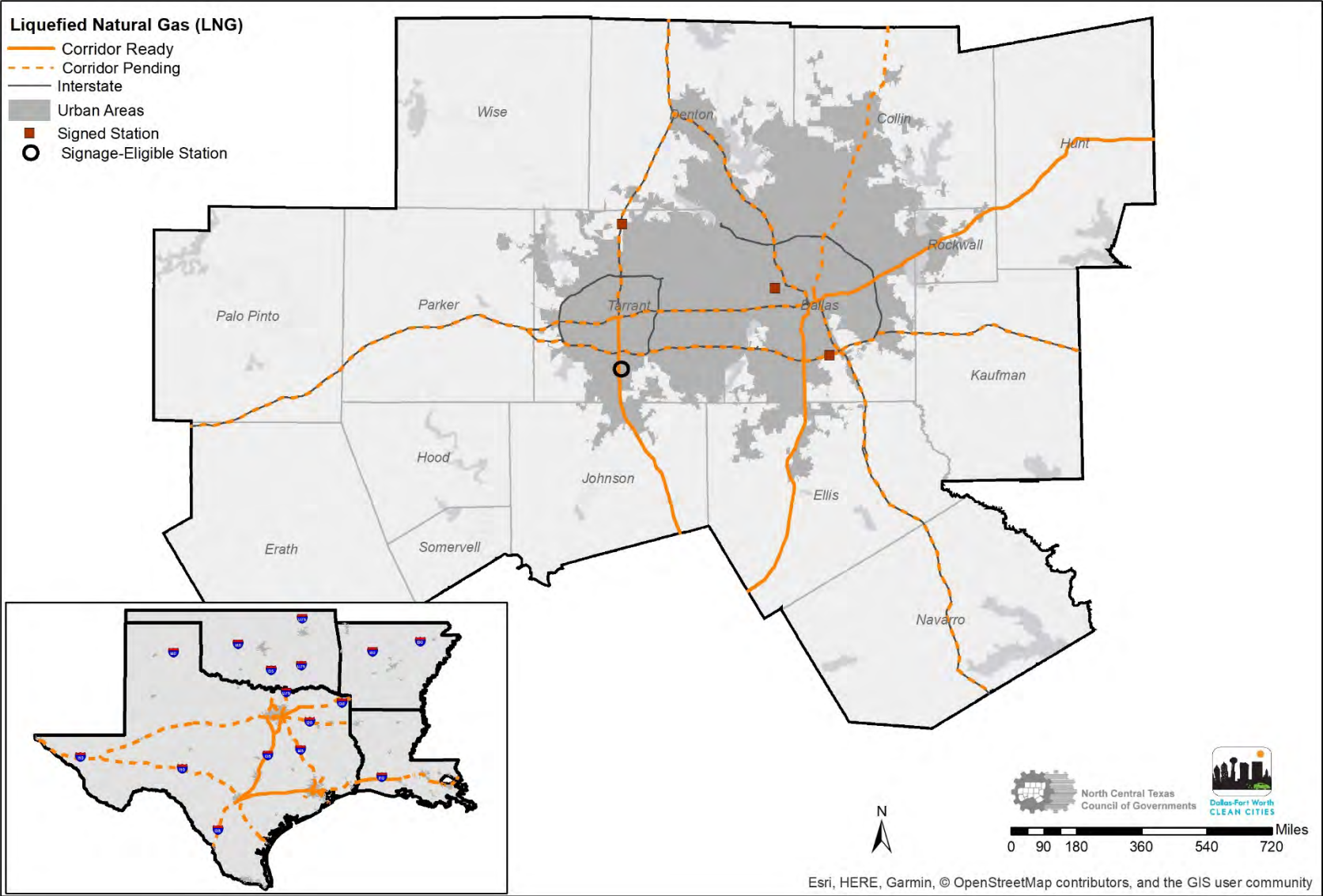
The Most Regionally Connected Corridors Across State Lines

Increasingly Critical for the Freight Industry

Several New Stations Funded under Texas Emissions Reduction Plan (TERP)

TxDOT Has Posted Signage for Qualifying Facilities Statewide

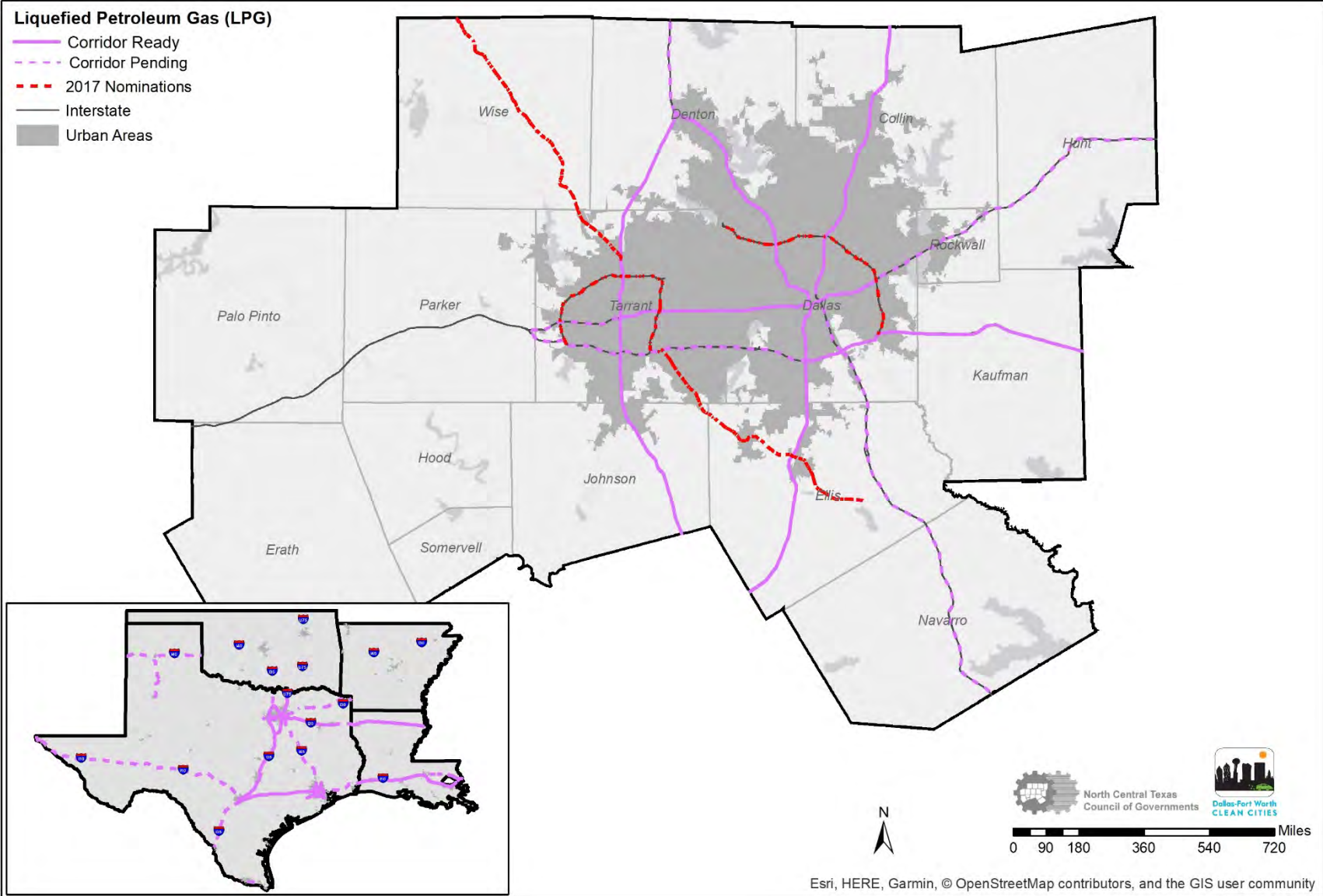
FHWA-Designated Liquefied Natural Gas Corridors & New Stations



Utilized in the Freight Industry

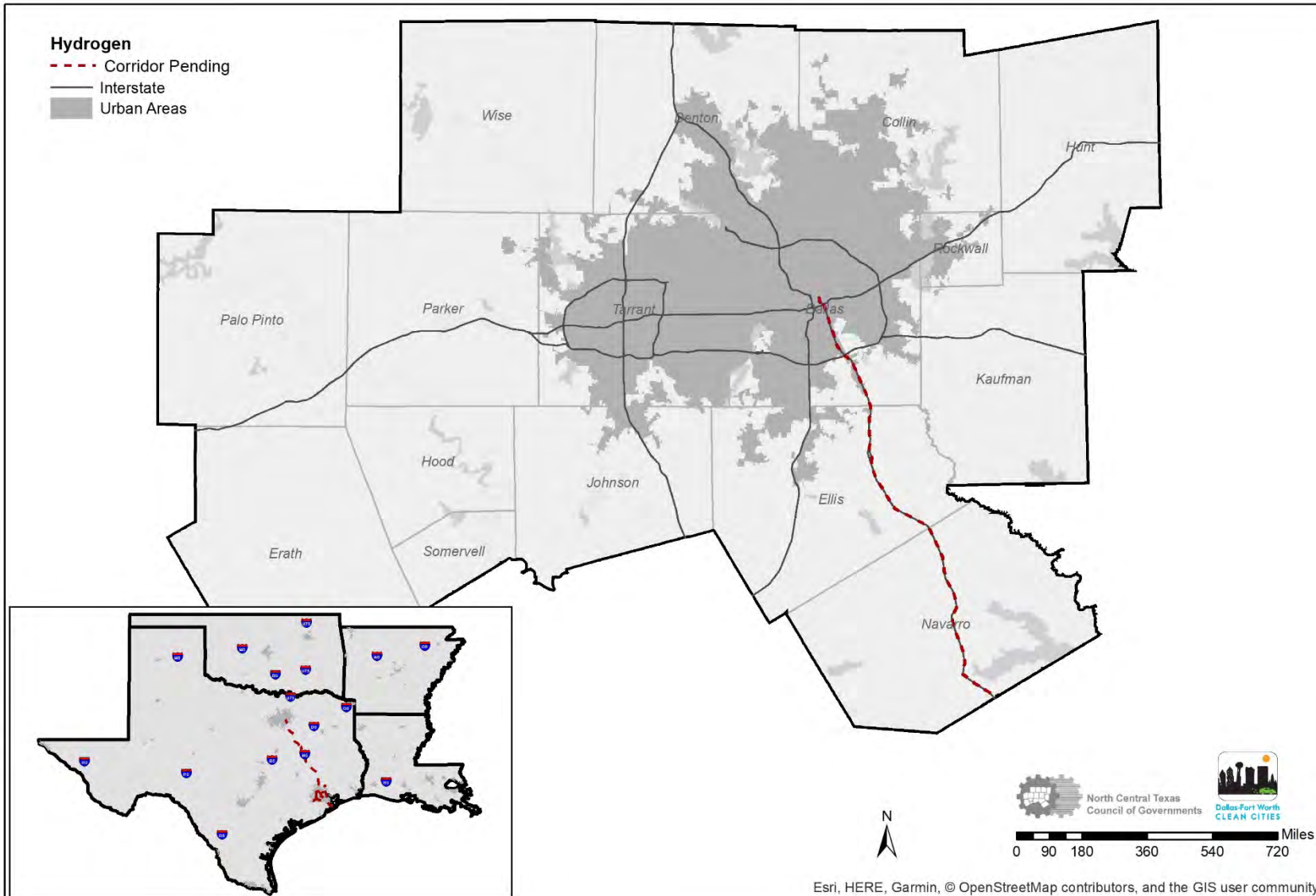
TxDOT Has Posted Signage for Qualifying Facilities Statewide

FHWA-Designated Liquefied Petroleum Gas Corridors



Existing Stations Within DFW Area Are Not Eligible For Signage Due to Limited Station Access

FHWA-Designated Hydrogen Corridors



The Most Undeveloped Corridors Of All Fuel Types, but Growing Interest

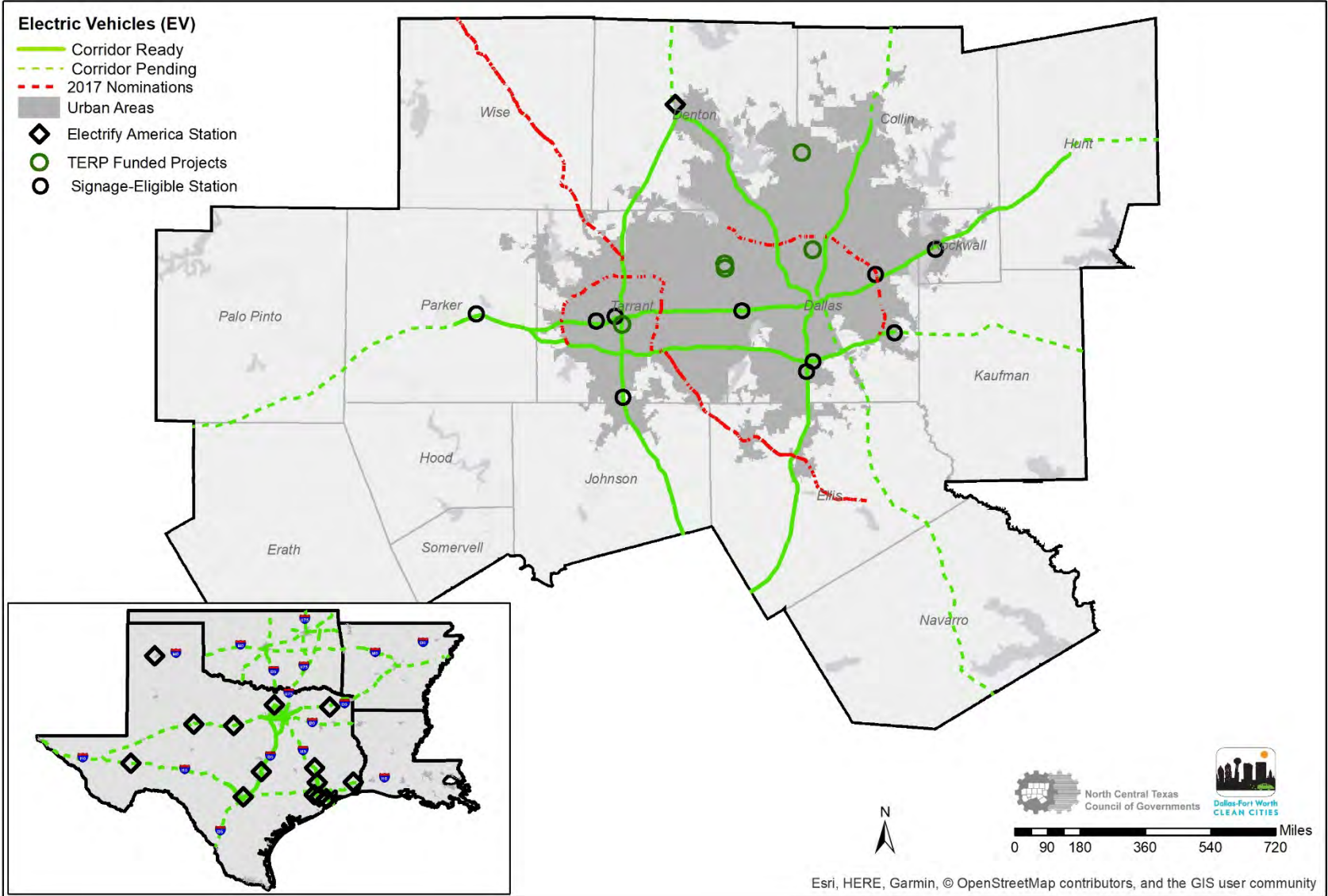
Hydrogen Fuel Cell Class 8 Trucks Have Been Developed



Toyota Zero-Emission Truck, NCTCOG Staff Photo

Opportunity to Leverage Corridor Designation and Incentive Funding to Develop Infrastructure Network

FHWA-Designated Electric Vehicle Corridors & New Stations



December 2018

New Stations Being Built Along Designated Corridors as Part of National Zero-Emission Vehicle Investment Plan

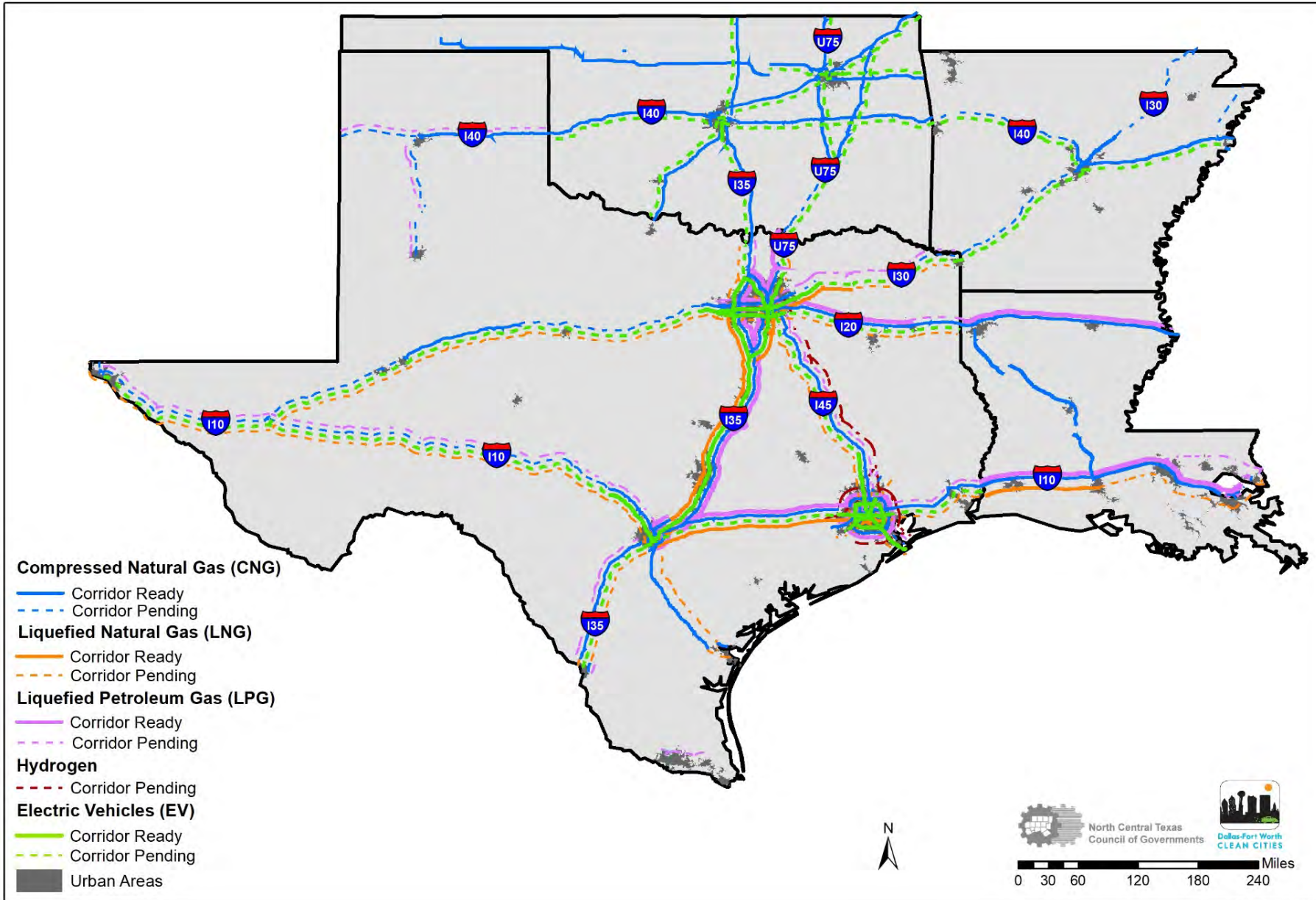
(part of Volkswagen Settlement)

Additional Stations Funded under TERP

Expect FHWA to Modify Segment Designations from Corridor-Pending to Corridor-Ready

Several Stations in DFW Area Meet TxDOT General Services Signage Criteria

All FHWA-Designated Alternative Fuel Corridors



8
Interstates

1
State Highway

1
US Highway

Action Requested

Recommend that RTC Submit Requests to TxDOT:

Include the following corridors in Round 3 Submittal:

Corridor	Segment	Fuel(s)
IH 635*	Metro Loop	CNG, Propane, Electric
IH 820*	Metro Loop	CNG, Propane, Electric
US 67*	Cleburne to IH 20	CNG
US 287*	Ennis to Amarillo	CNG, Propane, Electric
US 380	Near Greenville to Denton	CNG, Propane, Electric

**Corridor Either Requested by RTC in November 2017 or had been Expected to be Part of TxDOT Submittal*

Post General Services Signage for all Qualifying Stations

Post Corridor Identification Signage

For More Information

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Program Manager and

DFW Clean Cities Coordinator

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www.dfwcleancities.org/altfuelcorridors

TRINITY RAILWAY EXPRESS SHUTTLE

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

December 7, 2018

SHANNON STEVENSON
PROGRAM MANAGER

TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE ADDRESSED

Background

September 2009: DFW Airport Awarded Transit Funds to Implement TRE Shuttle Service From Centreport Station to Remote South Parking Lot

March 2018: DFW Airport Notified NCTCOG of its Intention to Discontinue Service Once TexRail Service is Fully Operational

April 2018: NCTCOG Reached Out to DFW Airport, DART, and Trinity Metro About the Future of This Service

Considerations/Assumptions

Trinity Metro to Combine Shuttle Service with Existing Routes

Bridge Funding Needed During Project Transition

Utilize Existing Revenue Previously Authorized for Transit

Assumes Existing Local Financial Commitment Will Remain the Same

Trinity Metro, DFW Airport and DART Share Local Match Requirement

Action Requested

Recommend RTC Approval:

For Trinity Metro to assume responsibility in 2019 for shuttle service between the TRE Centreport Station and DFW Airport; and

To transfer remaining Federal Transit Administration funds previously approved for this project from DFW Airport to Trinity Metro for implementation and utilize up to \$200,000 in existing revenue previously approved for transit for project transition (no new revenue is being requested); and

To revise administrative documents to allow Trinity Metro access to remaining federal funds to implement the shuttle service.

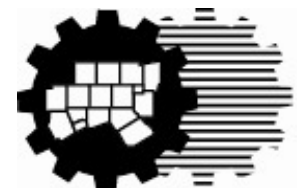
For More Information

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MOBILITY 2045 STATUS, TRANSPORTATION CONFORMITY DETERMINATION, AND OZONE STANDARDS UPDATE

**Surface Transportation Technical Committee
December 7, 2018**

**Kevin Feldt, Program Manager
Jenny Narvaez, Program Manager**



**North Central Texas
Council of Governments**



MOBILITY 2045 STATUS

Implementing Your Mobility Plan Everyday

Final Document and Project Tables Available at www.nctcog.org/mobility2045

Coordinating with Partners

Federal Agencies

State Agencies

Transit Agencies

Local Governments

Public

Adopted Federally Required Performance Measures

Advancing IH-635 East



MOBILITY 2045 STATUS (CONTINUED)

Efforts to Identify Solutions in Collin County

US 380

North/South Mobility Options

High-Speed Rail (HSR) Projects Moving Forward

Fort Worth to Laredo Procurement Active

Fort Worth to Dallas (DFW Core Express Project) Procurement Upcoming

Dallas HSR Station Area Study

US 75 Technology Lanes Efforts

Auto Occupancy Detection Technology Moving Forward

Regional Veloweb Funding for Corridor Completion Approved

Fort Worth to Dallas Trail

Cotton Belt Trail



MOBILITY 2045 STATUS (CONTINUED)

Automated Vehicle Program 2.0 Funding Approved

Freight North Texas Truck Parking Study Completed

Positive Train Control Implementation Continues

Enhancements to Regional 511 Program Completed

Clean Fleets North Texas Projects Recommended

Regional Transportation Council Approval – June 14, 2018

Next Mobility Plan Work Has Begun

Transportation Partner Coordination

Public Meeting In November

NCTCOG Staff Debriefings and Planning Meetings



2018 TRANSPORTATION CONFORMITY

US Department of Transportation Determination

Nonattainment → Conformity

Received – November 21, 2018

Applies to Mobility 2045 MTP and 2019-2022 TIP

Restarts four-year time clock for MTP – November 21, 2022

Satisfies the following requirements:

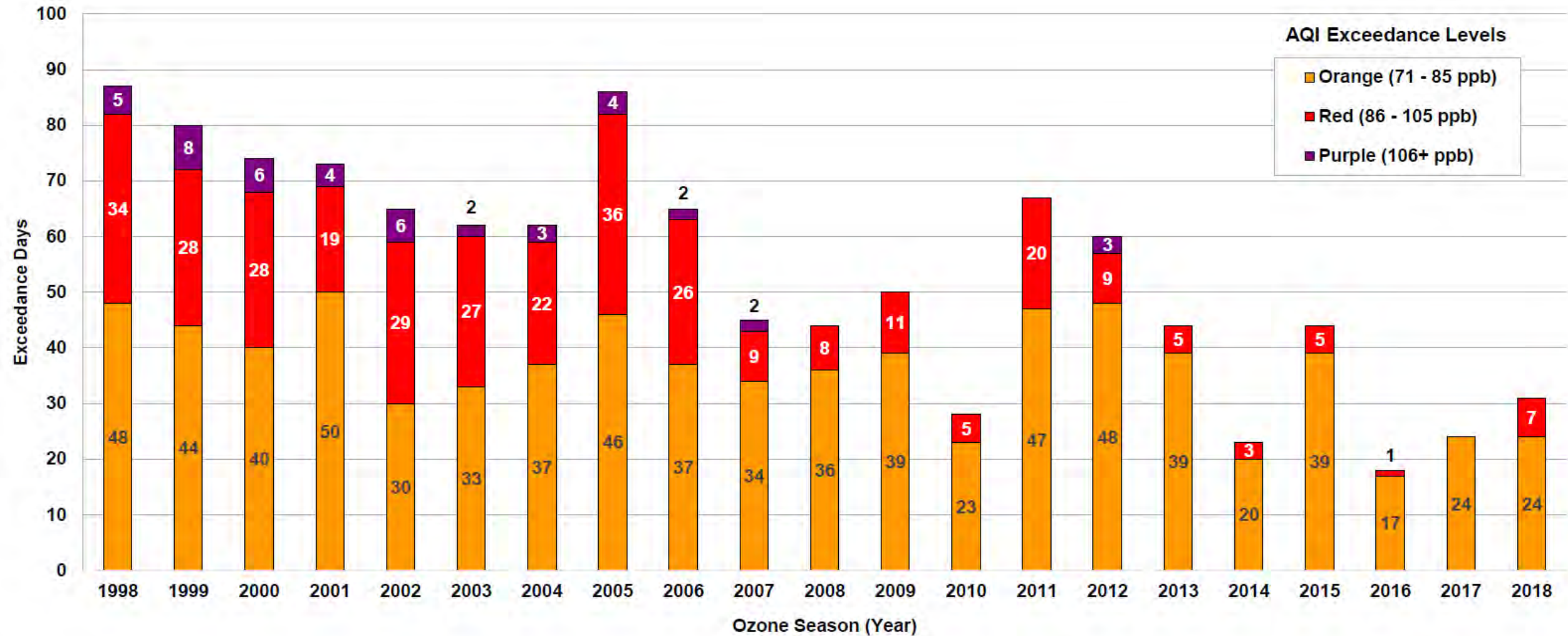
EPA's adequacy determination of motor vehicle emissions budgets

EPA's non-attainment area designation in accordance with the 2015 8-hour ozone standard

Addresses transportation conformity in accordance with the 2008 8-hour ozone standard

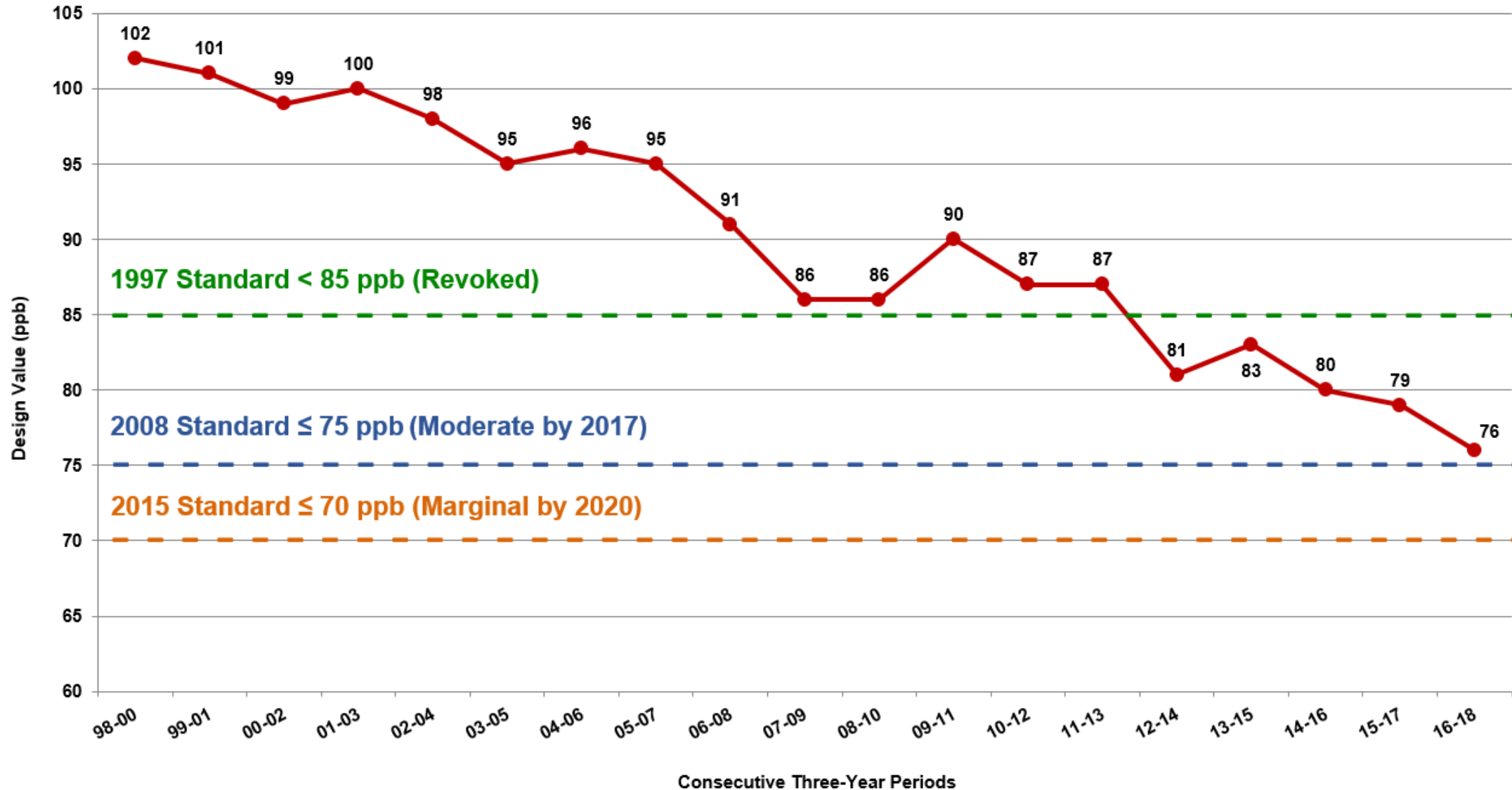
8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of November 30, 2018)



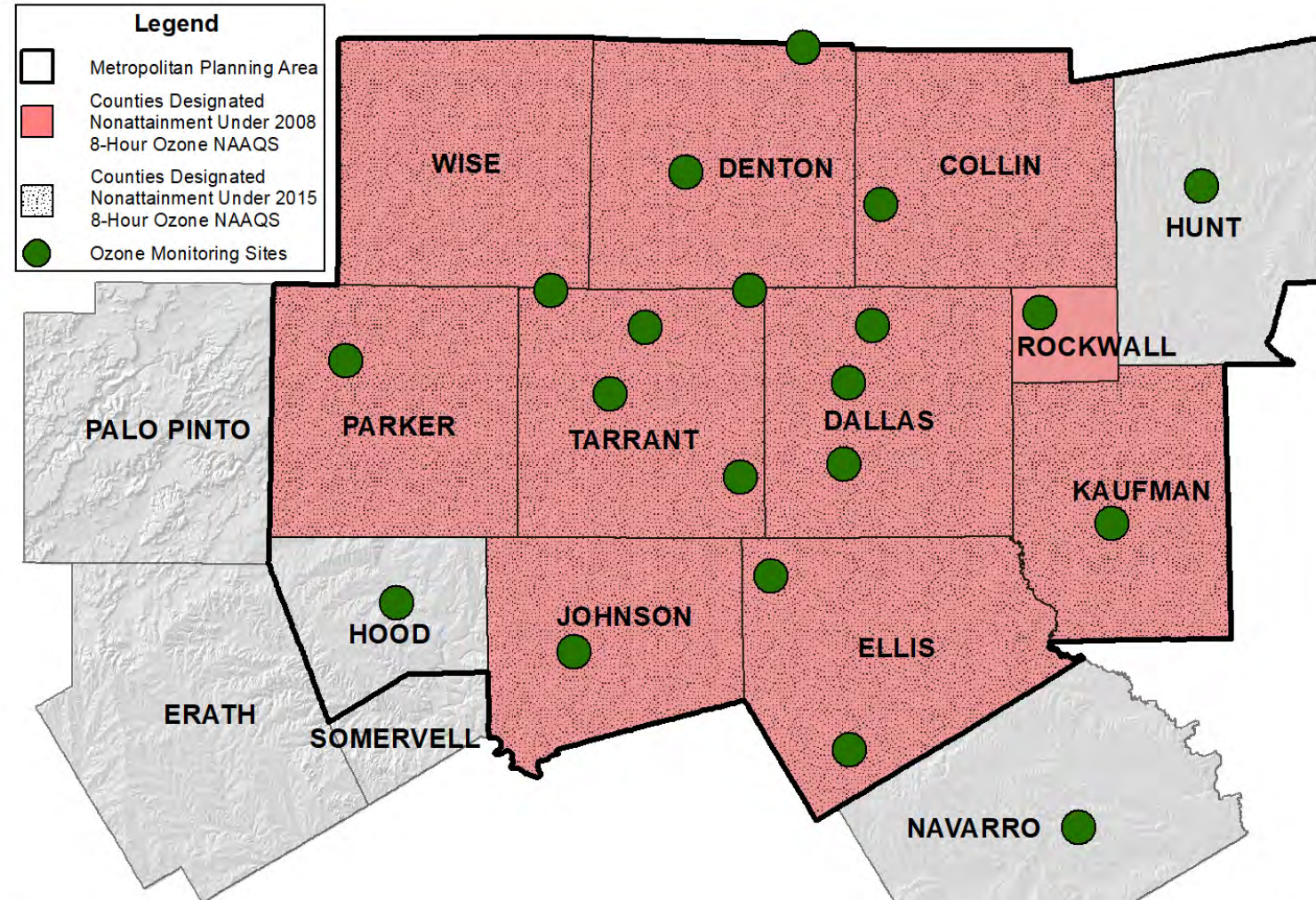
8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of November 30, 2018)



NONATTAINMENT AREA(S)

2008 and 2015 Ozone NAAQS



2015 8-HOUR OZONE NAAQS (70 PPB)

Updates in 2018

April 2018

EPA Signed Final Rule Classifying 9 Counties as Marginal Nonattainment (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise)

No SIP Required

June 2018

EPA Promulgated Final Nonattainment Area Designations

Attainment Deadline: August 3, 2021

November 2018

Implementation Final Rule Signed by EPA Acting Administrator (Revocation of Previous Standards in Separate Future Rule)

2008 8-HOUR OZONE NAAQS (75 PPB)

Updates in 2018

July 2018

Attainment Deadline for EPA Moderate Designated 10-County Region

SIP Revisions

12 Months After Classification Effective Date (Effective Date – Estimated Late January 2019)

November 2018

**Proposal to Reclassify DFW Area to Serious Published in Federal Register
Comment Period Ends December 14, 2018**

**Attainment Deadline based on Effective Date of Initial Designation (3 More
Years to Attain – July 20, 2021)**

**Two Alternative Approaches to 2008 Possible Revocation – To Be Determined in
Later Rule**

REFERENCES

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Transportation Alternatives Set-Aside Program

2019 Call for Projects
for the North Central Texas Region

Daniel Snyder



nctcog.org/TAP



North Central Texas
Council of Governments

Surface Transportation Technical Committee

December 7, 2018

Eligible Project Activities

Active Transportation Project Types

Shared-Use Paths

On-Street Bikeways

Bicycle/Pedestrian Signalization

Sidewalks, Crosswalks, Curb Ramps

Traffic Controls and Calming Measures

Signage

Road Diets (incorporating pedestrian and bicycle accommodations)



TA Set-Aside Program Funding (FY20)

Western Subregion Fort Worth District Share (34%)	Eastern Subregion Dallas and Paris District Share (66%)	Total TA Set-Aside Federal Funding Available
\$2,700,960	\$5,243,040	\$7,944,000*


*Federal Funding Suballocation for FY20:

<i>Maximum Federal Funding Award per Project</i>	<i>Minimum Federal Funding Award per Project</i>
\$5,000,000	\$150,000

Evaluation and Scoring Criteria

Category	Scoring (pts)	Description
Regional Network Connectivity	25	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties
Mobility	20	Improves connections and access to transit
Safety	15	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities
Reducing Barriers	10	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water
Congestion Reduction	10	Provides alternative travel options in lieu of motor vehicle trips in areas with greater opportunity for walking and bicycling
Destination Density	5	Provides access to areas with a high density of major employers and destinations
Air Quality Benefits	5	Improves air quality by supporting non-motorized facility usage
Equity	5	Improves access to disadvantaged populations and underserved communities
Local Network Connectivity	5	Implements locally planned priorities


Additional Considerations



Category	Scoring (pts)	Description
Project Readiness and Other Factors *	20	Project readiness/ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community.
Project Innovation	5	Project implements innovative or new treatments and technology that can serve as a model for the region

* **Emphasis** given to nominating entities that contribute a cash match and/or an **over match** of local funds, and projects requesting only construction funding (not requesting funding for design).

Schedule

Activity	Date
Bicycle and Pedestrian Advisory Committee (BPAC) – Info on CFP	11/14/18
 Surface Transportation Technical Committee (STTC) – Info on CFP	12/7/18
Regional Transportation Council (RTC) – Info on CFP	12/13/18
Call for Projects Opens	12/17/18
Deadline for Meetings to Review Applications for Completeness	2/8/19
Call for Projects Closes	3/01/19, 5 PM
Review of Projects / Scoring by NCTCOG	March–April 2019
Public Meetings*	May 2019
Surface Transportation Technical Committee (STTC) – Action on Selected Projects	5/24/19
Regional Transportation Council (RTC) – Action on Selected Projects	6/13/19
Individual Meetings with TxDOT District Staff	June–July 2019
Submittal Deadline for Transportation Improvement Program (TIP) Modifications	7/26/19
Approval of Statewide Transportation Improvement Program (STIP)	Nov./Dec. 2019

Other Future Funding Opportunities*

Category	Anticipated Date	Description
State TA- SA Program Call for Projects (for rural areas outside of the urbanized area)	Feb 2019 (Call opens)	Active Transportation projects for small cities and areas outside of the urbanized area
Safe Routes to School	Feb 2019 (Call opens)	All eligible entities across the state (including cities in the urbanized area)

 * Contact TxDOT District Representatives for more information about eligibility

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Phil Hays
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Paris District

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Questions?



Application Information

nctcog.org/TAP



(application materials available beginning 12/17/18)

Contact Information

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Daniel Snyder

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Transportation Planner II
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North Central Texas
Council of Governments



VOLKSWAGEN SETTLEMENT UPDATE

**Surface Transportation Technical Committee
December 7, 2018**

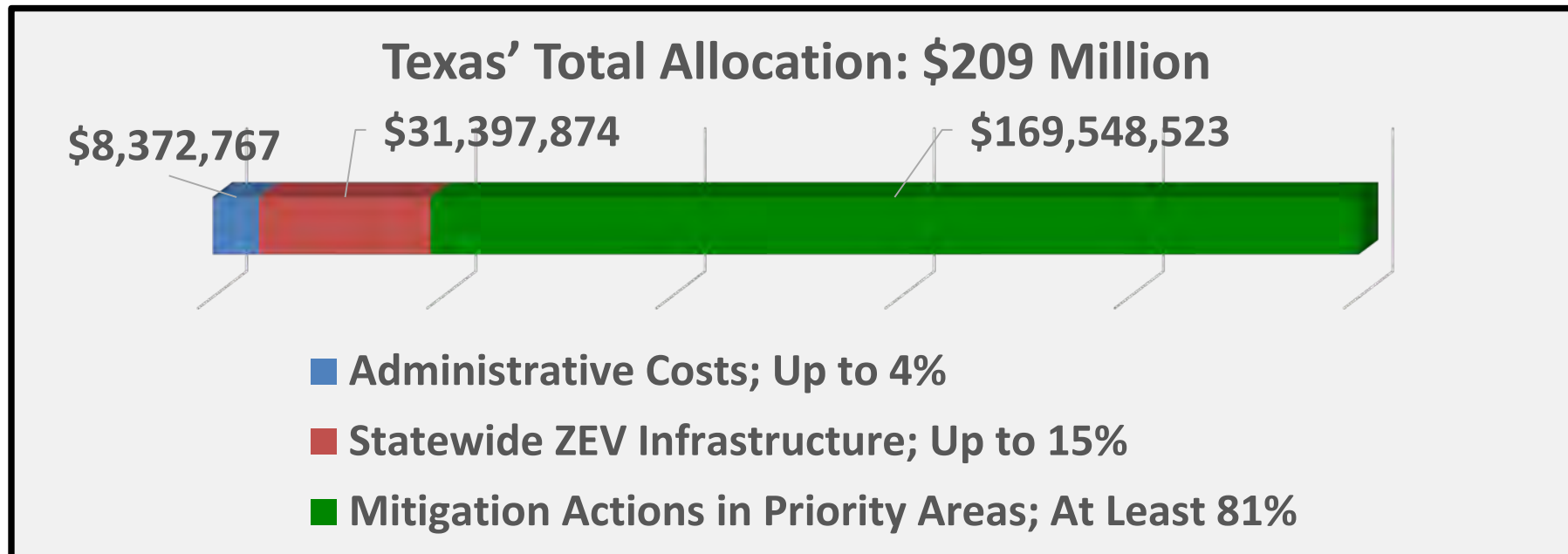
**Nancy Luong
Air Quality Planner**

VOLKSWAGEN ENVIRONMENTAL MITIGATION TRUST - TEXAS

www.TexasVWFund.org

Texas Commission on Environmental Quality (TCEQ) Goals

1. Reduce Nitrogen Oxides (NO_x) Emissions
2. Reduce the Potential for Exposure of the Public to Pollutants
3. Prepare for Increased and Sustained Use of Zero Emission Vehicles (ZEV)
4. Complement Other Incentive Funding Programs



ELIGIBLE PROJECTS AND INCENTIVE LEVELS – ON-ROAD VEHICLES

**Class 4-7 Local Freight Trucks
Class 7-8 Refuse Haulers
School Buses**

**Class 8 Local Freight Trucks & Port Drayage Trucks
Transit/Shuttle Buses**

Project Type	Ownership	New Fuel Type	Funding Levels Allowed by Trust¹	Draft Funding Level Proposed by TCEQ¹	Final Funding Level for Texas¹
Replace or Repower	Govt Owned	Any ³	100%	60%	80%
Replace	Non-Govt Owned	Electric ³	75%	60%	50%
		Other	25% ²	25% ²	25% ²
Repower	Non-Govt Owned	Electric ³	75%	60%	50%
		Other	40%	40%	40%

¹Maximum Reimbursement Allowed Per Activity

²Exception is Drayage Trucks, which Qualify for 50%

³Cost of Necessary Infrastructure for Battery Electric or Fuel Cell Vehicles also Eligible

ELIGIBLE PROJECTS AND INCENTIVE LEVELS – OTHER PROJECTS

Project Type*	Ownership	Fuel Type	Funding Levels Allowed by Trust ¹	Draft Funding Level Proposed by TCEQ ¹	Final Funding Level for Texas ¹
Install Light-Duty ZEV Supply Equipment	Govt Owned	Electric Hydrogen	100% 25-33%	50% 25%-33%	50% 25%-33%
	Non-Govt Owned	Electric Hydrogen	60%-80% 25%-33%	50% 25%-33%	50% 25%-33%
Replace/Repower Airport Ground Support Equipment	Govt Owned	Electric ²	100%	60%	80%
	Non-Govt Owned	Electric ²	75%	60%	50%
Replace/Repower Forklifts or Port Cargo-Handing Equipment	Govt Owned	Electric ²	100%	60%	80%
	Non-Govt Owned	Electric ²	75%	60%	50%

¹Maximum Reimbursement Allowed Per Activity

²Cost of Necessary Infrastructure for Battery Electric or Fuel Cell Vehicles also Eligible

*Not Shown: Ocean-Going Vessel Shorepower (Not Applicable in DFW Area)

TCEQ Proposing to Disallow Replacement/Repower of Freight Switchers, Ferries or Tugboats; Not Opting in to State Clean Diesel Program

FUNDING DISTRIBUTION AND METHODOLOGY

	33%	15%	33%	81%*
	<u>Component 1:</u>	<u>Component 2:</u>	<u>Component 3:</u>	
Area	Pro-Rata Allocation (% of VW vehicles)	Base Funding for Nonattainment Areas	Strategic Allocation	Total
Dallas-Fort Worth Area	\$22,919,202	\$10,465,958	-	\$33,385,160
Houston-Galveston-Brazoria Area	\$21,360,321	\$10,465,958	-	\$31,826,279
San Antonio Area	\$8,619,558	\$10,465,958	\$42,500,000	\$61,585,516
Austin Area	\$11,547,602	-	\$4,750,000	\$16,297,602
El Paso County	\$2,064,031	-	\$14,750,000	\$16,814,031
Bell County	\$1,757,741	-	\$325,324	\$2,083,065
Beaumont-Port Arthur Area	\$806,869	-	\$6,750,000	\$7,556,869
	\$69,075,324	\$31,397,874	\$69,075,324	\$169,548,522

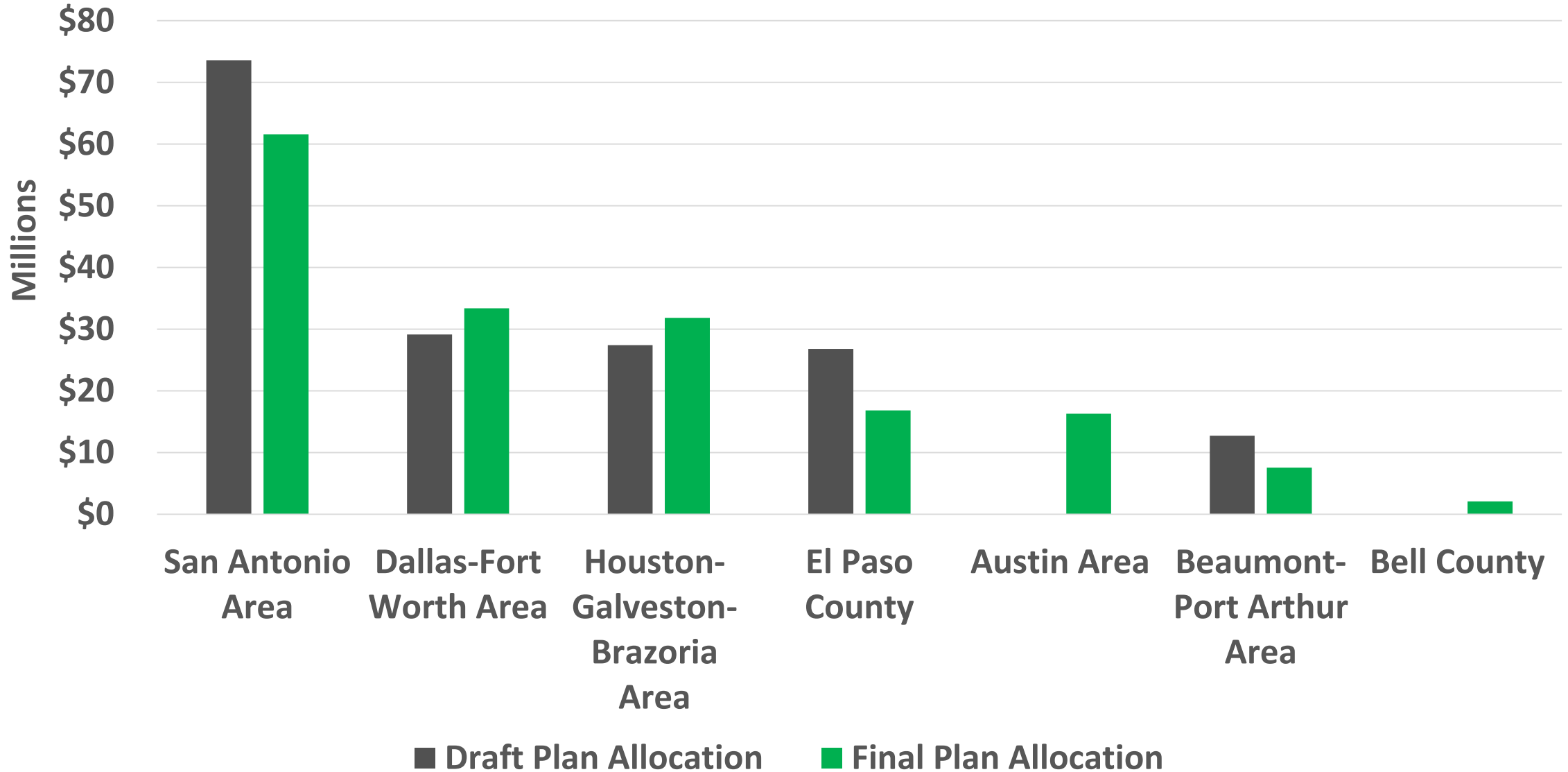
**81% Represents the Amount for Mitigation Actions in Priority Areas*

Source: Final Beneficiary Mitigation Plan for Texas, page 12, Table 2:

https://www.tceq.texas.gov/assets/public/implementation/air/terp/VW/RG_537_VW_Mitigation_Plan.pdf

FUNDING ALLOCATION COMPARISON

Draft Versus Final Funding Allocations to Priority Areas



CHANGES RELEVANT TO RTC COMMENTS

Provide a Fair-Share Funding Allocation to the Dallas-Fort Worth (DFW) Area
Slight Increase to DFW Area Allocation; Other Changes Statewide

Allow Regional Agencies to Serve as Third-Party Administrators of Mitigation Trust Funds

No Changes; TCEQ Will Administer All Funding

Update Emission Calculation Methodology to Use Latest/Greatest Tools

No Changes; TCEQ Will Utilize Standard TERP Methodology

Confirm and Clarify Equal Eligibility of Zero-Emission Vehicle Infrastructure

No Changes

Quantify Cost Effectiveness Based Only on Mitigation Plan Funding

No Changes

TCEQ SEEKING FEEDBACK FROM NCTCOG ON REGIONAL PRIORITIES

Potential Ideas:

Separate Local Government Sector from Private Sector

Consider Applications on a Competitive Basis Rather than First-Come, First-Served

Establish Reasonable Cost Per Ton Threshold for Eligibility

Allow All Eligible Mitigation Actions to Compete at the Same Time

Require Applicants to Demonstrate Broader Commitment

Adopt Air Quality Policies (e.g. RTC Clean Fleet Policy)

Participate in DFW Clean Cities

Prioritize Vehicles Powered by Engines Certified to California Air Resources Board Low-NO_x Technology or ZEV

Prioritize ZEV Infrastructure at Multifamily and Workplace Sites; in Cities without Existing Infrastructure; and Along FHWA-Designated “Pending” Electric Charging Corridors

Provide Input to NCTCOG Staff by December 12, 2018

FOR MORE INFORMATION

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Go To www.nctcog.org/airquality; Select “Funding and Resources”