## 2017 Clean Diesel Subaward and Call for Projects

### Surface Transportation Technical Committee October 27, 2017

### Lori Clark Program Manager



North Central Texas Council of Governments

### Background

Source: EPA National Clean Diesel Funding Assistance Program

#### **NCTCOG Proposal Recommended for Full Award**

Expense Category		Amount
Vehicle/Equipment Replacement Proje	\$2,000,003	
NCTCOG Administration*	\$90,709	
Benefits Anticipated	5-Year Im	npacts
Nitrogen Oxides Reductions		96.92 Tons
Particulate Matter (PM) Reductions		6.93 Tons

\*Up to \$25,000 RTC Local "Backstop" for Staff Administration Approved by RTC August 10, 2017 EPA = Environmental Protection Agency

## **Project Eligibility**

### **Eligible Entities:**

**Local Governments** 

GVWR = Gross Vehicle Weight Rating

Private Companies who Contract with Local Governments

Must Adopt RTC Clean Fleet Policy or Similar

Eligible Activities	Funding Threshold
<u>Replace On-Road Diesel Trucks*</u> 16,000 GVWR and Up;	45% Cost if New is Electric
Model Year 1995-2006;	35% Cost if New is Powered by Engine
(Also Model Year 2007-2009 if	Certified to CARB Optional Low-NO <sub>x</sub>
Replacing with Electric)	Standards
	(Both Natural Gas and Propane
Replace Non-Road Diesel Equipment*	Engines Currently Available)
Must Operate >500 Hours/Year;	
Eligible Model Years Vary	
	25% Cost for All Others
*All Old Vehicles/Equipment Must be Scrapped	
CARB = California Air Resources Board	3

### **Proposed Subaward**

### Denton County Transportation Authority (DCTA) Transit Bus Replacement Project

### **Background:**

Submitted in Response to NCTCOG Solicitation Commitment to 75% Match Requirement Detailed in Proposal to EPA

#### **Subaward Details:**

\$471,603 for Replacement of 4 Transit Buses (25% Funding Threshold)Contingent on Adoption of RTC Clean Fleet Policy

#### **Balance Available for CFP:**

\$1,528,400

### **Proposed CFP Details**

### Structure:

Modified First-Come, First-Served Interim Application Deadlines 5 pm Last Friday of Each Month Competitive Evaluation Within Month

### **Selection Criteria:**

**Cost Per Ton NO<sub>X</sub> Emissions Reduced** Feasibility/Risk

**Multi-Pollutant Emission Reductions** 

Cost Per Ton PM Emissions Reduced

**Cost per Ton Hydrocarbon Emissions Reduced** 

**Cost Per Ton Carbon Monoxide Emissions Reduced** 

**Cost Per Ton Carbon Dioxide Emissions Reduced** 

**Cost Per Gallon Petroleum Reduced** 

## **Proposed CFP Schedule**

Milestone	Estimated Timeframe
STTC Approval to Open CFP	October 27, 2017
<b>RTC Approval to Open CFP</b>	November 9, 2017
CFP Opens	December 2017
Interim Application Deadlines (for Competitive Evaluation)	5 pm on Last Friday of Every Month Beginning January 26, 2018, Until End of CFP
STTC, RTC, and Executive Board Approval of Recommended Subawards	Monthly from February 2018 Until End of CFP
CFP Closes	January 2019 or When Funds Exhausted, Whichever Comes First
Project Implementation Deadline	December 2019

## **Extension of Existing CFP**

### **North Texas Airport Emissions Reduction CFP**

#### **Background:**

EPA Funds Awarded in 2015 Have Been Accepting Applications on Modified First-Come, First-Served Basis with Monthly Application Deadlines Final Deadline Currently December 29, 2017 No Applications Received to Date

#### **Proposal:**

Extend Final CFP Deadline to September 2018, or Until Funds Exhausted, Whichever Comes First

## **Air Quality Emphasis Areas**

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

### **Action Requested**

#### **Recommend RTC Approval Of:**

Subaward to DCTA up to \$471,603 for 4 Transit Bus Replacements

**CFP Structure, Selection Criteria, and Schedule** 

Extend North Texas Airport Emissions Reduction CFP through September 2018

### **For More Information**

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Allix Philbrick Air Quality Planner (817) -695-9249 aphilbrick@nctcog.org

www.nctcog.org/AQfunding



North Central Texas Council of Governments

## TRANSIT GRANT FUNDING CLEANUP

ACTION

Surface Transportation Technical Committee October 27, 2017



## BACKGROUND

RTC programs funds under Federal Transit Administration (FTA) programs.

When projects do not advance for two years, FTA may act to take back funds.

Funding for several cancelled projects from 2007 through 2015 needs to be reallocated.

Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), and the Fort Worth Transportation Authority (FWTA) have requested funding.

## AVAILABLE FEDERAL FUNDING

Program	Federal Funding
Congestion Mitigation and Air Quality – Flexed to FTA (2015)	\$4,830,000
Enhanced Mobility for Seniors and Individuals with Disabilities (2013)	\$185,000
Job Access/Reverse Commute (2009, 2011)	\$1,402,000
New Freedom (2007, 2008, 2012)	\$792,000
TOTAL	\$7,209,000

## REQUESTED FUNDING

### DART

- Fare equipment partnership with small and non-traditional providers
- Software integration with non-traditional and private provider payment platforms
- Taxi vouchers in nine service gap locations
- Seven low floor, smaller alternative-fuel vehicles and five 40-foot transit buses





## REQUESTED FUNDING, CONT.

#### DCTA & FWTA Joint Request

Operating assistance and additional buses for express bus connection between Denton and Fort Worth



## REQUESTED FUNDING, CONT.

### DCTA

Mobility management technology integration across partner scheduling software



#### <u>FWTA</u>

Operating assistance supporting service in FWTA's North Quadrant area\*

MORE PLACES. MORE PEOPLE. MORE POSSIBILITIES.

FWTA

\*Project to include connection to Naval Air Station Joint Reserve Base Fort Worth.

## PROJECT FUNDING SUMMARY

Agency	Project	Funding Program	Project Type	Federal Funding <sup>2</sup>
DART	Fare equipment partnership	Enhanced Mobility	Capital	\$185,000 <sup>1</sup>
DART	Software integration	New Freedom	Capital	\$240,000 <sup>1</sup>
DART	Taxi vouchers	New Freedom	Operating	\$312,000
DART	Buses	CMAQ	Capital	\$3,220,000
DCTA	Mobility management technology	New Freedom	Capital	\$240,000 <sup>1</sup>
DCTA	Express bus connection between Denton and Fort Worth	Job Access/Reverse Commute	Operating	\$227,000
DCTA	Express bus connection between Denton and Fort Worth	CMAQ	Capital	\$1,610,000
FWTA	Express bus connection between Denton and Fort Worth	Job Access/Reverse Commute	Operating	\$587,500
FWTA	North Quadrant bus service	Job Access/Reverse Commute	Operating	\$587,500

<sup>1</sup> Project will retain existing small provider Transportation Development Credits (TDCs) based on scope of project.

<sup>2</sup> Requires a 50% local match for operating projects. Requires a 20% local match for capital projects or for individual agencies to use their TDCs.

## **REQUESTED ACTION**

Approve funding for projects as shown in Reference Item 4.1

Administratively amend the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/ administrative documents to incorporate these changes

## QUESTIONS

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Karina Maldonado Senior Transportation Planner, Transit Operations <u>kmaldonado@nctcog.org</u> 817-704-5641

> Dan Lamers Senior Program Manager <u>dlamers@nctcog.org</u> 817-695-9263

### REGIONAL TRANSPORTATION COUNCIL EFFORTS SUPPORTING AMAZON HQ2

SURFACE TRANSPORTATION TECHNICAL COMMITTEE OCTOBER 27, 2017

MICHAEL MORRIS, P.E. DIRECTOR OF TRANSPORTATION

#### Travel Speeds for the Month of August 2017

Seattle-Tacoma International Airport to Seattle Downtown on I-5

Each column is 15 minutes.
Each row is a day.
Darker red are slower speeds.



DFW International Airport to Fort Worth Downtown on North Tarrant Express



DFW International Airport to Dallas Downtown on I-30

NEL-STREET	D	Early Morning Off-Peak	Morning Peak	Midday Off-Peak	Afternoon Peak	Night Off-Peak
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#### Travel Speeds for the Month of August 2017

Seattle-Tacoma International Airport to Seattle Downtown on I-5

Each column is 15 minutes. Each row is a day. Darker red are slower speeds.

N GOOD I	D	Early Morning Off-Peak	Morning Peak	Midday Off-Peak	Afternoon Peak	Night Off-Peak
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DFW International Airport to Fort Worth Downtown on North Tarrant Express



DFW International Airport to Dallas Downtown on I-35 E

1110-110	D	Early Morning Off-Peak	Morning Peak	Midday Off-Peak	Afternoon Peak	Night Off-Peak
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August 28, 2017	Mon	61 65 63 58 56 62 61 61 70 61 57 61 61 62 60 63 62 62 60 66 62 60 61 62	60 53 55 55 56 59 56 52 52 54 57 61 57 52 59	57 60 62 62 61 51 59 60 <mark>20</mark> 52 52 59 59 60 62 59 59 61 63 60 60 59 62	60 57 37 27 23 8 7 5 6 21 25 30 21 30 35	44 47 37 61 60 63 60 62 63 59 61 63 65 60 61 61 60 62 62
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41 50

51 60 61 70



## **10 EXAMPLES**

- 1. DFW is the largest inland metropolitan region in the country.
- 2. It has 2 air carrier airports connected by a passenger rail line.
- 3. It has more interstate highways than any other region.
- 4. It has the largest guaranteed speed managed lane network in the country.
- 5. It has the largest light rail system in the country.
- 6. Is home to 3 Class 1 Railroads, UP, BN, KCS.
- 7. Soon to be the third largest region in the United States.
- 8. Home to 5 freight intermodal facilities with the inclusion of 1 logistics hub.
- 9. Region implementing the largest multi-billion dollar freeway network in the country.
- 10. Only air carrier airport with three passenger rail lines existing or under construction. Tied together with the most advanced people mover in the country.

# Statewide Automated Vehicle Procurement

### **Surface Transportation Technical Committee**

### Thomas J. Bamonte North Central Texas Council of Governments October 27, 2017



## **AV Development Goes Mainstream**









### **Driverless Divergence**

When Americans say they'd be willing to buy an autonomous car varies by age group



Note: Numbers may not add up to 100 percent due to rounding Data: Edmunds; graphic by Bloomberg Businessweek











## **Statewide AV Procurement**

Single procurement process

Prequalify pool of AV vendors

Cities/agencies order AVs off the "menu"

Flexibility to structure own contracts

Permissive not mandatory

## **Next Steps**

Draft and issue procurement documents

Evaluate responses

Publicize availability of AV menu

Periodically refresh vendor list

### **Contact Information**

Thomas J. Bamonte, Senior Program Manager <u>tbamonte@nctcog.org</u> 469-600-0524 @TomBamonte

# Update on Texas Innovation Alliance Activities

### **Surface Transportation Technical Committee**

### Thomas J. Bamonte North Central Texas Council of Governments October 27, 2017



### **Texas Innovation Alliance**

Cities Universities **TxDOT Private sector** Near-term focus





## *"Coming together is a beginning, staying together is progress, and working together is success."*

- Henry Ford
# **TEAM Tarrant County**



Innovate Texas Together | #Open4Innovation Richard Brooks, MedStar Phil Dupler, FWTA Corey Ershow, Lyft Nicole Gilmore, HHSC Sheila Holbrook White, MHMR Tarrant Scott Rule, JPS Health System Russell Schaffner, Tarrant County

# A Better Way - Roadmap



1 year

3 years

Near Term

- Data coordination opportunities
- Develop outline of regulatory and performance needs
- Aggressive outreach and user input for existing services

#### 1 Year

- Work with healthcare providers to integrate transportation needs into on demand and appointment scheduling
- Streamlined transportation eligibility across providers: One Person, One Form
- Identify legislative remedies
- Support universal payment opportunities

3 Year

- Joint procurement opportunities
- Cost allocation
- Joint demonstration projects to prove concepts

# **TEAM Tarrant County**







Lauren Isaac



Lyndsay Mitchell



Tom Bamonte



**Kelley Coyner** 



Ann Foss



Les Sundra Ford



Alicia Winkelblech



**Joseph Holmes** 



Felipe Castillo



Hamid Hajjafari

### Low Speed Automated Vehicles Arlington/DFW Test Bed



il fin

Texas Mobility Summit - October 17, 2017

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# **Upcoming DFW Events**

**December 7:** Transit agencies AV open house

- Milo demo rides
- Workshop on AV impact on public transit

December 8: Short course on using Waze data

- Transportation
- Emergency response
- Developer opportunities



# **Update: ATCMTD Grant Applications**

- <u>Advanced Transportation and Congestion</u> <u>Management Technologies Deployment</u>
- Install advanced transportation technologies to improve safety, efficiency, system performance
- 5-10 annual awards; \$12M FY max
- Federal match: Up to 50%



## **Update: 5G Research Platform Grant**



### **Contact Information**

### Thomas J. Bamonte, Senior Program Manager <u>tbamonte@nctcog.org</u> 469-600-0524 @<u>TomBamonte</u>

# Mobility 2045 Update

### Surface Transportation Technical Committee October 27, 2017



### **Transportation Funding Basics**





\*Revenue from existing NTTA facilities after bonds are retired.

### DRAFT Prioritization and Expenditures



#### **Passenger Rail Projects**











North Central Texas Council of Governments Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

October 2017

### **Collin County Transit-Related** Initiatives





### **Roadway Project Status**

69

#### **Projects Removed**



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

Council of Governments

#### **Next Big Projects in the Dallas-Fort Worth Region:** Additional Texas Transportation Commission Incremental Funding



#### **Collin County Roadway Opportunities**







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



# Policies





### **Adopted RTC Policies**

Policy P17-01 Expedite IH 635 Phase 3 **Policy P17-02** Expedite IH 20 "Y" Connection Policy P17-03 **Define Improvements and Identify Resources** SH 183, IH 35E, IH 30, IH 45, US 175 Policy P17-04 **Advance Current Commitments** 



### **Policies and Programs**

- **Review and Revise Policies and Programs**
- **Response to Legislative Programs**
- **Enhanced Performance-Based Planning**
- **Guaranteed Transit**
- Role of Technology
- Toll Managed Lane System Policy



### **Possible Technology Policies**

Support Open Data Best Practices

Encourage Cooperation on Wireless Communications Infrastructure

**Encourage Multi-Occupant Ride Sharing** 

Support Automated Vehicle Deployment





### **Possible Toll Managed Lane Policy**

Not Intended for Toll Roads

Strategy for Increasing Capacity Where Needed

Focused on Toll Managed Lanes

**Deployment Within Prescribed Area** 



PA

### **Toll Managed Lane System Policy Boundary**



March 2016

# **Next Steps**





### **Next Steps**

**Continue Partner Coordination** 

Finalize Partner Projects – Nov. 15

Provide Monthly STTC and RTC Updates

Finalize Financial Forecast

Conduct January Public Meetings





## **Schedule**



Public meetings held during highlighted months.

Regional Transportation Council plan adoption scheduled for June 14, 2017.





### Questions

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www.nctcog.org/mobility2045









### **Policy Implications – State Revenue**

Revenue Source	Implications
Prop. 1 – Oil & Gas Severance Tax	Out year revenues highly dependent on penetration of electric vehicles
Prop. 7 – Sales Tax	On target, dependent on overall state economy, subject to biennial appropriations
Prop. 7 – Motor Vehicle Sales Tax	Early years may be lower than estimated (more new cars now due to Hurricane Harvey)
Motor Fuels Tax	Continued declining purchasing power due to fuel efficiency, cost of construction
Electric Vehicles	Need to examine road user fees
Local Revenues	Need more flexibility for local governments to participate in transit, other mobility options



### **Policy Implications – Federal Revenue**

Revenue Source	Implications
Motor Fuels Tax	Continued declining purchasing power due to fuel efficiency, cost of construction
PPP Leveraging	Possibly included in upcoming infrastructure package, may not be able to participate due to state limitations
Electric Vehicles	Need to examine road user fees



#### **Major Transit Corridor Recommendations**

114

nt 360

Collin

PGB

Dallas

Ellis

287

Hunt

380

190

9

80

Rockwall

175

34

69

Kaufman

BILIFY

34

69





North Central Texas Council of Governments

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

March 2016

#### **Major Roadway Recommendations**



Fort Worth CBD





North Central Texas Council of Governments

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

### Performance Measures: Roadway Safety and Transit Asset Management

Surface Transportation Technical Committee Information Item October 27, 2017

### Background

Staff currently uses performance measures as part of a performance-based planning process (e.g., Metropolitan Transportation Plan, Congestion Management Process)

Federal legislation has specified certain quantitative performance measures that must be tracked and reported annually

Generally regional in scale, not intended to inform individual projects

Coordinated with State and regional partners

Upcoming deadlines for Roadway Safety and Transit Asset Management

### Monitoring Transportation System Performance



Improvement Program).

3

Plan and State of the Region).
### Federally Required Performance Measures

Highway Safety Improvement Program (PM1)

Infrastructure Condition (PM2)

System Performance/Freight/Congestion Mitigation and Air Quality (PM3)

Transit Asset Management

### Roadway Safety Performance Targets

- Target: Number of Fatalities
- Target: Rate of Fatalities
- Target: Number of Serious Injuries
- Target: Rate of Serious Injuries
- Target: Number of Non-motorized Fatalities plus Serious Injuries

MPOs may choose to establish their own targets or adopt the State's targets.

Targets are based on five-year averages (2014-2018 for 2018 targets).

### **TxDOT Safety Performance Target Setting**

- Evidence based, data-driven targets are required.
- TxDOT Strategic Highway Safety Plan (SHSP) utilized a datadriven, multi-year, collaborative process to establish safety targets.
- Stakeholder Consensus: Two percent reduction by SHSP Target Year of 2022.
- Two percent Reduction achieved by reducing each intermediate year by:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

### NCTCOG Safety Target Recommendations

Safety Performance Targets	TxDOT 2018 Targets	NCTCOG 2018 Targets
No. of Fatalities	3,704	665
Fatality Rate	1.432	0.96
No. of Serious Injuries	17,565	3,612
Serious Injury Rate	6.74	5.18
No. of Non-motorized Fatalities and Serious Injuries	2,151	560

Targets are based on five-year averages (2014-2018 for 2018 targets) and will be revisited annually.

#### NCTCOG Safety Projects and SHSP Emphasis Areas

	TxDOT Strategic Highway Safety Plan Emphasis Areas					Areas	
NCTCOG Programs and Projects	Distracted Driving	Impaired Driving	Inter. Safety	Older Road Users	Bike/Ped Safety	Rdwy. & Lane Depart.	Speeding
Driver Behavior Social Marketing Campaign	X	X		X	Х		Х
Inter. Safety Imp. Plan (ISIP)			Х	Х	Х		
Traffic Signal Retiming Prog.			Х				
Traffic Signal/Intersection Improvement Prog.			Х				
WWD Mitigation Prog.		Х	Х	X		X	
Traffic Signal Cloud Data	Х	Х	Х	X			
Look Out Texans					Х		
Reg. Pedestrian Safety Plan					X		
Technical Training/Workshops	Х		Х		Х	X	
Safety Spot Improvement Prog.					Х		
Trans. Alternative Funding					Х		
Emerging Technology Investment Prog.	X		Х			Х	
Freeway Management and HOV Enforcement Prog.	x	X				x	X

### **Transit Asset Management**



### Federal Transit Administration Transit Asset Management Categories

	Asset Category	Transit Assets in the Region	RTC Policy Emphasis (# of Assets)
Emphasis Area #1	Rolling Stock (transit vehicles)	Eleven types of transit vehicles	Bus (725) Cutaway Bus (341) Light Rail Vehicle (163) Commuter Rail Locomotive (9) Commuter Rail Passenger Car (38)
Emphasis Area #2	Infrastructure (rail track)	Three types of rail track	Commuter Rail Track (75 segments) Light Rail Track (189 segments) Streetcar Track (4 segments)
	Equipment (transit support vehicles)	Three types of transit support vehicles	Not a policy emphasis area
	Facilities (buildings, stations, park and rides)	Four types of transit facilities	Not a policy emphasis area

### **Coordination with Transit Providers**

Transit providers used five different types of metrics.

Among all transit providers, targets also varied, including: Two different targets for buses; Five different targets for cutaway buses.

Agency-adopted benchmarks and targets may differ from regional approach: coordination will continue over time to track and adjust benchmarks and targets as appropriate.

### Proposed Regional Targets for 2018

	Asset Category	Target	Metric
Emphasis Area #1	Rolling Stock (transit vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
Emphasis Area #2	Infrastructure (rail track)	0%	Rail track segments with performance restrictions
	Equipment (transit support vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
	Facilities (buildings, stations, park and rides)	0%	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale.

# Next Steps for Roadway Safety and Transit Asset Management

Set baseline for performance with current data.

Track progress towards targets (safety incidents, state of transit assets over time).

Report on progress to regional, State, and Federal partners.

Bring back metrics and targets for RTC emphasis areas annually.

Seek RTC input on additional performance measures including Infrastructure Condition (PM2) and System Performance/Freight/ Congestion Mitigation and Air Quality (PM3).

### Timeline

Action	Date
STTC Information	October 27, 2017
RTC Information	November 9, 2017
Public Meetings	November 2017
STTC Action	December 8, 2017
RTC Action	December 14, 2017
Target-Setting Deadline: Transit Asset Management	December 27, 2017
Target-Setting Deadline: Roadway Safety	February 27, 2018

### Contact

Transit Asset Management

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Sonya J. Landrum Principal Transportation Planner 817-695-9273 <u>slandrum@nctcog.org</u>

### 2017-2018 CMAQ/STBG<sup>\*</sup> FUNDING: FEDERAL/LOCAL FUNDING EXCHANGES

### Surface Transportation Technical Committee October 27, 2017

\* 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 $\mathbf{N}$ Automated Vehicle Program $\mathbf{N}$ Strategic Partnerships $\mathbf{N}$ Planning and Other Studies 10-Year Plan/Proposition 1 Adjustments Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects $\mathbf{\Lambda}$ **Transit Program** П Assessment Policy Programs/Projects $\mathbf{\nabla}$ Local Bond Program Partnerships П Safety, Innovative Construction, and Emergency Projects Management and Operations (M&O), NCTCOG-Implemented, and П **Regional/Air Quality Programs**

- ✓ = Project Selection Completed
- Pending STTC/Regional Transportation Council (RTC) Approval
- Program Partially Completed

### CMAQ/STBG FUNDING PROGRAM: FEDERAL/LOCAL FUNDING EXCHANGES

Description/ Purpose	To increase regional revenues through the exchange of federal funds and local funding. This effort establishes Phase 3 of the RTC/Local program.
Current Requests	<ul> <li>DART TRIP Program (Done)</li> <li>Glade Road/DFW Airport</li> <li>TRE Local Swap</li> <li>Kaufman County/City of Terrell</li> </ul>
Next Steps	DART TRIP Partnership approval received by RTC in March 2017; Need to execute agreement between DART and NCTCOG/RTC. Finalize details on other partnerships & bring back to committees for action.

# RTC/LOCAL PHASE 3 PROGRAM

- Through this effort, local funds will be received from agencies through an exchange for federal funds.
- The local funds received through these partnerships will be used to create a Phase 3 of the RTC/Local program.
- The new RTC/Local funds will be used for projects being built to local design standards, air quality projects, and regional programs.
- The intent is to expedite projects and implement projects not eligible for federal funds or that would be best implemented without federal funds.

### TRE LOCAL SWAPS

- Since 2002, the RTC has partnered with cities along the Trinity Railway Express (TRE) corridor along with Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (FWTA) to implement this program.
- Cities along the TRE corridor that are not members of a transit agency contribute local funds to offset operational costs of the TRE being used by their citizens.
- Historically, to help the region create a regional pool of funds, the funds received from the local entities have gone to the RTC.
- In exchange, the RTC programs federal funds for improvements along the TRE in a 2 to 1 ratio.
- Each city's contribution amount is based on the proportion of vehicles from each city that use the TRE (as determined by a NCTCOG survey of license plates of vehicles visiting TRE stations or via a transit onboard survey).

### SUMMARY OF PROPOSED FUNDING EXCHANGES<sup>1</sup>

PROJECT	PARTNER(S)	PROPOSED FEDERAL FUNDING	PROPOSED LOCAL FUNDING
Glade Road	DFW Airport	\$5,088,837 <sup>2</sup>	\$5,088,837
TRE Local Swap	Cities of Arlington, Bedford, Euless, Grand Prairie, Haltom City, & Hurst; DART & FWTA	\$3,400,000 <sup>3</sup>	\$1,680,975 <sup>4,5</sup>
FM 148	City of Terrell	\$8,600,000	\$6,674,160 <sup>6</sup>
	Total	\$17,088,837	\$13,443,972

1: Funds will not be added to the Transportation Improvement Program (TIP) until an agreement is executed with the partner(s).

2: Staff is proposing to use Transportation Development Credits (TDC) in lieu of a local match to maximize the amount of local funds collected.

3: Federal funds would be given to DART and Fort Worth Transportation Authority (FWTA) for improvements to the TRE.

4: Partners each pay a portion of this amount determined by a survey conducted by NCTCOG.

5: Funding amount is the total to be paid over 3 years (\$560,325 annually).

6: Funds would be paid back to the RTC over a period of 15 years through Terrell's Pass Through Finance agreement with TxDOT.

### POTENTIAL ADDITIONAL PARTNERSHIP(S)

- NCTCOG staff is working on an additional partnership with Haltom City that may be added to this program for either:
  - Broadway Avenue
  - Haltom Road
- Details will be finalized before the next STTC meeting.

### TIMELINE

MEETING/TASK	DATE
STTC Information	October 27, 2017
RTC Information	November 9, 2017
Public Meetings	November 2017
STTC Action	December 8, 2017
RTC Action	January 11, 2018
Executive Board – Action to receive and manage local funds	January 25, 2018

# **QUESTIONS?**

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#### **National Drive Electric Week Recap**





Surface Transportation Technical Committee October 27, 2017 Kenny Bergstrom Communications Coordinator kbergstrom@nctcog.org



Hosted at Grapevine Mills Mall on September 9<sup>th</sup>

Keynote by Colleyville Councilmember Mike Taylor

Official Count – 155 Electric Vehicles Texas Record

**Over 500 Attendees** 

4.8 Million EV Miles Driven by Registered Attendees Most Miles Reported in the US

Event Report Available at DriveElectricDFW.org

#### **Drive Electric Week Exhibitors**



- Bill Utter Ford
- Byron Nelson High School Solar Team
- Carvana
- Chargepoint
- Citizens Climate
   Education
- City of Lewisville
- Classic Chevrolet
- Earth X

- Fort Worth Sierra Club
- Natural Awakenings
- North Texas Electric
   Auto Association
- North Texas Renewable Energy Group
- Phi Theta Kappa
- Revitalize Charging
- Robin Lawn Care
- Winston Solar Team



### Participating EV Makes/Models



- Tesla Model S
- Nissan Leaf
- BMW i3
- Cadillac ELR
- Fiat 500e

- Chevy Volt
- Tesla Model X
- Chevy Bolt
- Ford Focus/CMAX/Fusion
- Other Vehicles

#### **Drive Electric Week North Texas**



















#### **Drive Electric Week Webinar Series**



- Multi-topic Lunch Webinars
- One-Hour Duration
- Over 80 Participants
- Webinar Presentations Available for Download at DFWCleanCities.org/EVNT





#### Drive Electric Week Webinar Series

We're coming up on one of our favorite events of the yeart in addition to the record setting (fingers crossed) showing of EVs at Grapevine Mills Mall on September 9th, we'll be hosting free webinars the following week. Attend one, attend them all, either way join us!

 9.11.17 | EV 101 | Free | 12p

 9.12.17 | Workplace Charging | Free | 12p

 9.13.17 | Opportunities for Utilities | Free | 12p

 9.14.17 | Municipalities & EVs | Free | 12p

 9.15.17 | How to Sell an EV | Free | 12p

 Www.DriveElectricDFW.org



#### **Contact Information**



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DFW Clean Cities Website <u>www.dfwcleancities.org</u>

EVNT Website www.dfwcleancities.org/evnt

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Dallas-Fort Worth CLEAN CITIES

### EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤70 ppb (As of October 26, 2017)



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 for the revised ozone standard of 70 ppb.

**Ozone Season (Year)** 

^Not a full year of data.

Source: TCEQ, <u>http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\_monthly.pl</u> 1 ppb = parts per billion

<sup>=</sup> Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

### EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS



<sup>1</sup>Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb). ^Not a full year of data.