Air Quality Funding Recommendations Related to the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

Regional Transportation Council

September 8, 2022

Jason Brown
Principal Air Quality Planner
**Round 3 Funding and Applicant Eligibility**

**Funding Source:** Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

<table>
<thead>
<tr>
<th>Call for Projects</th>
<th>North Texas Clean Diesel Project 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Types</td>
<td>Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Replace Transport Refrigeration Units and Drayage Vehicles; Install Locomotive Shore Power</td>
</tr>
<tr>
<td>Round 3 Available Funding*</td>
<td>$318,533</td>
</tr>
<tr>
<td>Applicants</td>
<td>Private Fleets and Companies; Public Entities such as Local Governments</td>
</tr>
<tr>
<td>Geographic Area</td>
<td>10-County Nonattainment Area**</td>
</tr>
</tbody>
</table>

*Call for Projects Opened with Available Rebate Funding of $1,531,290; EPA Approved Adding $825,000 Moved from Unobligated Project to CFP. Round 1 (closed on January 14, 2022) Awarded $948,603. Round 2 (closed April 15, 2022) Awarded $1,089,152.

**This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.
## Summary of Application Awarding Round 3 Funds

### North Texas Clean Diesel Call for Projects*

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Activities Requested</th>
<th>Applicant Eligible</th>
<th>Activities Eligible</th>
<th>EPA Funds Requested</th>
<th>Award Status</th>
<th>Recommend Activities</th>
<th>EPA Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>MHC Truck Leasing</td>
<td>1</td>
<td>Yes</td>
<td>1</td>
<td>$220,259</td>
<td>Full – 45%</td>
<td>1</td>
<td>$220,259</td>
</tr>
</tbody>
</table>

**Replacing Diesel Fuel Truck with All-Electric Replacement Truck**

### Approximate Remaining Funding for Call for Projects

$98,274

### Project Eligibility

#### Eligible Activities Funding Threshold

**Replace Onroad Diesel Vehicles**

- GVWR: 16,001 and Up;
- EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Electric);
- Must Operate > 7,000 Miles/Year during 24 Months Prior to Application

<table>
<thead>
<tr>
<th>Replacement Type</th>
<th>Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>New is Electric (Zero Emission)</td>
<td>45%</td>
</tr>
</tbody>
</table>

*Refer to Electronic Item 3.1.2 for More Details. **All old vehicles/engines/equipment must be scrapped; other model years eligible on case-by-case basis. California Air Resources Board (CARB); Engine Model Year (EMY); Gross Vehicle Weight Rating (GVWR)
## Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Estimated Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Action to Recommend Rebate</td>
<td>August 26, 2022</td>
</tr>
<tr>
<td>RTC Approval of Recommended Rebate</td>
<td>September 8, 2022</td>
</tr>
<tr>
<td>Executive Board Authorization</td>
<td>September 22, 2022</td>
</tr>
<tr>
<td>Next Interim Application Deadline</td>
<td>October 14, 2022</td>
</tr>
<tr>
<td>(Rolling 90–day deadline until all funds awarded or until project implementation deadline)</td>
<td></td>
</tr>
<tr>
<td>Project Implementation Deadline</td>
<td>January 31, 2024</td>
</tr>
</tbody>
</table>
Action Requested

RTC Approval of Recommended Rebate Award and Call for Projects:
North Texas Clean Diesel Project 2021

1. $220,259 (full rebate award) to MHC Truck Leasing to replace one class 6-7 diesel short-haul freight delivery truck with an all-electric short-haul freight delivery truck

2. If funds become available from prior awards, apply available funds to continue Call for Projects until funds are exhausted
CONTACT US

Huong Duong
Air Quality Planner
HDuong@nctcog.org | 817-704-5678

Trey Pope
Air Quality Planner
Tprpe@nctcog.org | 817-695-9297

Jason Brown
Principal Air Quality Planner
Jbrown@nctcog.org | 817-704-2514

Chris Klaus
Senior Program Manager
Cklaus@nctcog.org | 817-695-9286
Transit Strategic Partnership Program

Federal Transit Administration funds in the region awarded through:
~ 2% set aside for Transit Strategic Partnerships
~ 98% available annually through Programs of Projects (POP) process which are allocated to transit providers

Transit Strategic Partnership Program provides process to evaluate transit project ideas and implement services based on need and feasibility

Accept projects on rolling basis

Encourage partnerships between non-service providers and existing transit providers

Not intended to make up for operating shortfalls, but demonstration of projects in urbanized areas
Background

**Summer 2021:** NCTCOG finalized the Southern Dallas County Transit Planning Study Report focusing on strategic implementation of transit and mobility services.

**Fall 2021:** Staff provided STTC and RTC updates on redesigned Transit Strategic Partnership Program for utilizing FTA set-aside funding.

**2021 - 2022:** Staff facilitated various discussions with Cedar Hill, Duncanville, and STAR Transit on potential transit service options in each city.

**Spring 2022:** STAR Transit continued discussions with city staff and proposed service projects were received.

**July 2022:** STAR Transit provided finalized service details and a cost-of-service breakdown to support the funding request.
# Building On Efforts

<table>
<thead>
<tr>
<th>Geographic Focus</th>
<th>NCTCOG Region</th>
<th>NCTCOG Region</th>
<th>Outside Transit Authority Service Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>User Focus</td>
<td>All Users</td>
<td>Vulnerable Users</td>
<td>All Users</td>
</tr>
<tr>
<td>Travel Modes</td>
<td>All Modes</td>
<td>Bus, Demand Response, and Paratransit</td>
<td>Bus and Demand Response</td>
</tr>
<tr>
<td>Planning Horizon</td>
<td>Long Range</td>
<td>Short-Medium Range</td>
<td>Short-Medium Range</td>
</tr>
</tbody>
</table>
Proposed Service Area

Service will include weekday operation of demand response and STARNow same-day service and will prioritize seniors and individuals with disabilities.

Supports recommendations from Southern Dallas County Transit Planning Study Report

Builds the foundation of transit service in the area (Proposed Phase 1); later phases build on this foundation
Proposed Service Overview

**How Much:** Not to exceed $1,260,000 total from Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Funds

<table>
<thead>
<tr>
<th>Service Area</th>
<th>Federal</th>
<th>Local*</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cedar Hill</td>
<td>$504,000</td>
<td>$126,000</td>
<td>$630,000</td>
</tr>
<tr>
<td>Duncanville</td>
<td>$504,000</td>
<td>$126,000</td>
<td>$630,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$1,008,000</strong></td>
<td><strong>$252,000</strong></td>
<td><strong>$1,260,000</strong></td>
</tr>
</tbody>
</table>

*Local Match to be provided by Cedar Hill and Duncanville

**What:** STAR Transit expansion of service to the cities of Cedar Hill and Duncanville

**When:** Two-Years with service start-date anticipated for Spring 2023

**Future Plans:** Evaluate service and possibly incorporate into STAR Transit service area
Transit Strategic Partnership Program
Federal Funding

<table>
<thead>
<tr>
<th></th>
<th>Dallas-Fort Worth-Arlington (DFW)</th>
<th>Denton-Lewisville (DL)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Section 5307</td>
<td>Section 5310</td>
</tr>
<tr>
<td>Currently Available</td>
<td>$4,518,995</td>
<td>$5,877,414</td>
</tr>
<tr>
<td>Anticipated FY2023 Funds</td>
<td>$305,266</td>
<td>$1,244,621</td>
</tr>
<tr>
<td>Total Available</td>
<td>$4,824,261</td>
<td>$7,122,035</td>
</tr>
<tr>
<td>Summer 2022 Project Request</td>
<td>$ (1,008,000)</td>
<td></td>
</tr>
<tr>
<td>Remaining Funding</td>
<td>$4,824,261</td>
<td>$6,114,035</td>
</tr>
</tbody>
</table>

A portion of Section 5310 funding is available at 100% federal share with no local match component required, per the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Pub. L. 116-260)

1Program funding for FY2023 includes estimated amounts from Federal Transit Administration FY2022 Apportionment set-aside for regional transit projects
Upcoming Transit Strategic Partnership Program Cycle

- **Accepting Projects**: June 1, 2022 - November 30, 2022
- **Projects Reviewed and Scored**: December 1-31, 2022
- **Project(s) Selected***: January 1, 2023
- **TIP Modification Deadline****: January or April 2023
- **Anticipated Final Federal Approval**: July or October 2023

*Projects may get shifted to next cycle if more development is needed*

**Selected projects may be submitted to either of the two TIP deadlines within the cycle. TIP deadlines are subject to change.**
Action Requested

**RTC Approval:**

To utilize up to $1,260,000 total ($1,008,000 Federal and $252,000 Local Match to be provided by Cedar Hill and Duncanville) in existing Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds from the Transit Strategic Partnership Program to pilot STAR Transit service expansion to the cities of Cedar Hill and Duncanville.

To revise administrative documents as appropriate to incorporate this project.
Contact Us

Shannon Stevenson
Senior Program Manager
Transit Management & Planning
sstevenson@nctcog.org

Gypsy Gavia
Principal Transportation Planner
ggavia@nctcog.org

Rachel Jenkins, AICP
Senior Transportation Planner
rjenkins@nctcog.org
TOPICS FOR THE 2023 RTC LEGISLATIVE PROGRAM

Adequately Fund Transportation and Utilize Tools

Expand Transportation Options in Mega-Metropolitan Regions

Pursue Innovation and Technology

Improve Air Quality

Enhance Safety
The Regional Transportation Council will be presented with a list of proposed topics to support in advance of the 88th Legislature. Action will be sought in November, after the General Election.
CONTACT US

Rebekah Gongora
Communications Manager
rgongora@nctcog.org | 682-433-0477

Nick Allen
Communications Coordinator
nallen@nctcog.org | 817-704-5699
## RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – OVERVIEW

### Funding Availability

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning / NEPA / Design</td>
<td>$18 Million</td>
</tr>
<tr>
<td>Rural / Tribal – Construction</td>
<td>$114.7 Million</td>
</tr>
<tr>
<td>Urban – Construction</td>
<td>$440.6 Million</td>
</tr>
</tbody>
</table>

### Minimum / Maximum Award

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning / NEPA / Design</td>
<td>$1 Million – Min. per Project (Construction)</td>
</tr>
<tr>
<td>Rural / Tribal – Construction</td>
<td>80% of Cost – Max. per Project (Construction)</td>
</tr>
<tr>
<td>Urban – Construction</td>
<td>$114.7 Million – Max. per State (Construction)</td>
</tr>
</tbody>
</table>

### Project Eligibility

1. At-grade closure or safety / mobility solutions (technology, education, etc...)
2. Grade separation (via bridge, tunnel, embankment or combination thereof)
3. Track relocation
4. Add / improve devices, signals, signs, or other safety measures (with #2 / #3 above)
5. Group of above-related projects
6. Planning / NEPA / Design (above projects)

### Applicant Eligibility (groups included)

1. State Department of Transportation (DOT)
2. Metropolitan Planning Organization (MPO)
3. Local Government
4. Political Subdivision of State / Local Government
5. Public Port Authority
6. Tribal Government

### Preferred Grant Lifecycle / Timeframes

<table>
<thead>
<tr>
<th>Stage</th>
<th>Pre-Obligation</th>
<th>Post-Obligation</th>
<th>Closeout</th>
</tr>
</thead>
<tbody>
<tr>
<td>AWARD</td>
<td>6 - 15 months</td>
<td>2 - 5 years</td>
<td>1 - 4 months</td>
</tr>
<tr>
<td>OBLIGATION</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>END OF PERFORMANCE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CLOSED</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Grant Agreement
- Terms / Conditions
- NEPA / Design Requirements
- Grant Administration
- Project delivery / invoice eligible expenses per Agreement
- Quarterly progress, financial, & invoice / deliverable reviews
- Routine Monitoring / Annual Site Review
- Financial Reconciliation
- Performance Review
RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – OVERVIEW (cont.)

- Applications due October 4, 2022 (Limit – 3 / applicant)
- Program Purpose:
  - Fund highway-rail or pathway-rail grade crossing improvement projects to focus on **enhancing the safety and mobility of people and goods**
  - Preference for grade separations, closure of at-grade crossings through track relocation, and corridor-wide grade crossing improvements

- Evaluation Criteria:
  - Technical Merit
    - Quality of work statement(s) & application materials
    - Readiness / completion of prerequisites
    - Applicant past performance, technical capacity, & funding
    - Private-sector participation
    - Qualifications / experience of key personnel / organizations
    - Consistency with local, regional, & State planning documents (including freight)
  - Project Benefits:
    - Improved highway-rail / pathway-rail safety
    - Proposals to grade-separate, eliminate, or close one or more highway-rail / pathway-rail grade crossings
    - Mobility improvements for both people & goods
    - Environmental protection, emission reductions, & community benefits
    - Access improvements for communities, emergency services, & economic opportunities
    - Optimizing contracting incentives to employ local labor
# Railroad Crossing Elimination Program (RCEP) – Evaluation

## East Subregion

<table>
<thead>
<tr>
<th>Crossing</th>
<th>Location</th>
<th>Candidate Project</th>
<th>Design Status</th>
<th>Funding Status</th>
<th>Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prairie Creek Rd</td>
<td>Dallas</td>
<td>Yes</td>
<td>In Design</td>
<td>Partially Funded</td>
<td>Proposed RCEP Submittal – NCTCOG</td>
</tr>
<tr>
<td>BUS US 287</td>
<td>Ennis</td>
<td>Potentially</td>
<td>In Design</td>
<td>Funded</td>
<td>Scheduled for Construction (FY 2024)</td>
</tr>
<tr>
<td>Westmoreland Rd</td>
<td>Dallas</td>
<td>Yes</td>
<td>Conceptual</td>
<td>Unknown</td>
<td>Proposed RCEP Submittal – City of Dallas</td>
</tr>
</tbody>
</table>

## West Subregion

<table>
<thead>
<tr>
<th>Crossing</th>
<th>Location</th>
<th>Candidate Project</th>
<th>Design Status</th>
<th>Funding Status</th>
<th>Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avondale-Haslet Rd</td>
<td>Haslet</td>
<td>Potentially</td>
<td>In Design</td>
<td>Funded</td>
<td>BUILD Grant Timing; RTC Action (April 2022)</td>
</tr>
<tr>
<td>Blue Mound Rd</td>
<td>Fort Worth</td>
<td>Future</td>
<td>None</td>
<td>None</td>
<td>Regional Rail Study – Needs Environmental / Design</td>
</tr>
<tr>
<td>Bonds Ranch Rd</td>
<td>Fort Worth</td>
<td>Future</td>
<td>None</td>
<td>None</td>
<td>Regional Rail Study – Needs Environmental / Design</td>
</tr>
<tr>
<td>Bailey Boswell Rd</td>
<td>Fort Worth / Saginaw</td>
<td>Future</td>
<td>None</td>
<td>None</td>
<td>Regional Rail Study – Needs Environmental / Design</td>
</tr>
<tr>
<td>Heritage Trace Pkwy</td>
<td>Fort Worth</td>
<td>Yes</td>
<td>Conceptual</td>
<td>Partially Funded</td>
<td>Recent RAISE Submittal – City of Fort Worth</td>
</tr>
</tbody>
</table>

### East / West Balance – USDOT Grant Opportunities:

- Project selection impacted by eligible applicants, submittal limits, project readiness, & various merit criteria
- Current examples: Bridge Improvement Program (West only), Safe Streets and Roads for All (East only)
- Increased emphasis on coordinating partnerships, advancing environmental / design, & identifying non-Federal funding packages will increase project “slotting” capabilities for future solicitations
# RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – SUBMITTAL

## Prairie Creek Road / UPRR Grade Separation Project

Construct Prairie Creek Road grade separation at 4-track UPRR corridor just west of Mesquite Intermodal Facility

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION / LIMITS</th>
<th>NON-FEDERAL</th>
<th>FEDERAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Dallas</td>
<td>$9,450,590</td>
<td>$3,241,000</td>
<td>$1,500,000</td>
</tr>
<tr>
<td>Dallas County</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UPRR</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Earmark</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CMAQ</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL PROJECT COST</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**RTC Action Item – Railroad Crossing Elimination Program**
# RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – SCHEDULE

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 6, 2022</td>
<td>RCEP Notice of Funding Opportunity (NOFO)</td>
</tr>
<tr>
<td>September 8, 2022</td>
<td>RTC Action</td>
</tr>
<tr>
<td>September 22, 2022</td>
<td>Executive Board Action</td>
</tr>
<tr>
<td>September 23, 2022</td>
<td>STTC Endorsement</td>
</tr>
<tr>
<td>October 4, 2022</td>
<td>RCEP Submittal Deadline (Grants.gov)</td>
</tr>
</tbody>
</table>
RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – REQUESTED ACTION

- Request RTC approval of:

Submittal of **Prairie Creek Road / Union Pacific Railroad Grade Separation Project** for funding consideration through the FY 22 Railroad Crossing Elimination Program (RCEP)

Administratively amending NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY 22 RCEP Grant award
CONTACT INFORMATION

Ken Bunkley  
Principal TR / AQ Planner  
(817) 695-9288  
KBunkley@nctcog.org

Jeff Hathcock  
Program Manager  
(817) 608-2354  
JHathcock@nctcog.org

Dan Lamers  
Senior Program Manager  
(817) 695-9263  
DLamers@nctcog.org

Jeffrey C. Neal  
Senior Program Manager  
(817) 608-2345  
JNeal@nctcog.org

Christie Gotti  
Senior Program Manager  
(817) 608-2338  
CGotti@nctcog.org

Michael Johnson  
Principal TR / AQ Planner  
(817) 695-9160  
MJohnson@nctcog.org

Jody Loza  
Principal TR / AQ Planner  
(817) 704-5609  
JLoza@nctcog.org

Patricia Rohmer  
Project Engineer  
(817) 608-2307  
PRohmer@nctcog.org

FRA Railroad Crossing Elimination Program (RCEP): https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/railroad-crossing-elimination-grant-program
Safe Streets and Roads for All (SS4A) Regional Grant Application

Regional Transportation Council
9.8.2022
Kevin Kokes
Federal Funding Overview

**Bipartisan Infrastructure Law (BIL)**

<table>
<thead>
<tr>
<th>Active BIL Grant NOFOs – FY22</th>
<th>Pending BIL Grant NOFOs – FY22</th>
<th>Completed MPO-eligible BIL solicitations</th>
</tr>
</thead>
<tbody>
<tr>
<td>▪ <strong>Safe Streets and Roads for All (SS4A)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Bridge Investment Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Railroad Crossing Elimination Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Reconnecting Communities Pilot Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Nationally Significant Federal Lands and Tribal Project Program (August)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Consolidated Rail Infrastructure &amp; Safety Improvements Grant Program (August)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Strengthening Mobility &amp; Revolutionizing Transportation (SMART) Program (September)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Federal/State Partnership for Intercity Passenger Rail Grant Program (October)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Thriving Communities Grant Program (November)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Local and Regional Project Assistance Program* (RAISE)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Multimodal Projects Discretionary Grant Program* (INFRA/MEGA/RURAL)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Port Infrastructure Development Grant Program (PIDG)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>▪ Transit-Oriented Development Pilot Program</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Submitted
Safe Streets Implementation Grant Project

Martin Luther King, Jr Blvd / Cedar Crest Blvd

Implement safety countermeasures to address the safety of all modes of transportation including motor vehicle, transit, bicycle, and pedestrian:

- Complete street (context-sensitive) retrofit
- DART Bus Stops / Smart Shelters upgrades
- Technology upgrades
# Safe Streets Grant Application

## Anticipated Project Budget

<table>
<thead>
<tr>
<th>Component Name</th>
<th>Project Cost</th>
<th>Federal (SS4A)</th>
<th>Non-Federal Match</th>
<th>Match Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete Street (Context Sensitive) Retrofit, Safety, and Technology Upgrades</td>
<td>$26,250,000</td>
<td>$21,000,000</td>
<td>$5,250,000</td>
<td>City of Dallas</td>
</tr>
<tr>
<td>DART Bus Stop / Smart Bus Shelter Upgrades</td>
<td>$1,000,000</td>
<td>$800,000</td>
<td>$200,000</td>
<td>DART</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$27,250,000</strong></td>
<td><strong>$21,800,000</strong></td>
<td><strong>$5,450,000</strong></td>
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</tbody>
</table>
# Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 16, 2022</td>
<td>NOFO Released</td>
</tr>
<tr>
<td>July 22, 2022</td>
<td>STTC Information</td>
</tr>
<tr>
<td>August 18, 2022</td>
<td>RTC Information</td>
</tr>
<tr>
<td>August 26, 2022</td>
<td>STTC Action</td>
</tr>
<tr>
<td><strong>September 8, 2022</strong></td>
<td><strong>RTC Action</strong></td>
</tr>
<tr>
<td>September 15, 2022</td>
<td>Application Due</td>
</tr>
<tr>
<td>September 28, 2022</td>
<td>Executive Board Endorsement</td>
</tr>
</tbody>
</table>
Requested Action

Recommend Regional Transportation Council Approval of a regional implementation project grant application submittal to the Fiscal Year (FY) 2022 Safe Streets and Roads for All (SS4A) Discretionary Grant program.
CONTACT

Karla Windsor, AICP
Senior Program Manager
kwindsor@nctcog.org | 817-608-2376

Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org | 817-695-9275

Julie Anderson
Senior Transportation Planner
janderson@nctcog.org | 817-704-5625
Transportation Infrastructure Certification Program

TransPod & JPods

BRENDON WHEELER, P.E., REGIONAL TRANSPORTATION COUNCIL
SEPTEMBER 8, 2022
RTC Policy P22-02

Purpose
Provide transparent process for RTC coordination with providers
Periodic solicitation/opportunity for new technology applications
Ensure level playing field for providers and local governments

Guiding Principles
Must serve long-range transportation need (MTP)
Technology provider responsible for certification process
NCTCOG will facilitate mutual cooperation
Local governments to consider contingency needs, implementation timeframe, and public use goals and expectations
<table>
<thead>
<tr>
<th>Applicant/Technology Provider</th>
<th>Technology/Mode</th>
<th>Market Solution</th>
<th>Purpose/Benefit</th>
<th>Application Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>TransPod</td>
<td>Hyperloop (ultra-high-speed pod in near vacuum environment)</td>
<td>Statewide/Intercity/Regional</td>
<td>People and Goods/Air Quality, and Congestion Reduction</td>
<td>Proposal submitted; committee review</td>
</tr>
<tr>
<td>JPods</td>
<td>Personal Rapid Transit (elevated pod/modern gondola)</td>
<td>Local/Sub-Regional</td>
<td>People/Air Quality and Congestion Reduction</td>
<td>Proposal submitted; committee review</td>
</tr>
<tr>
<td>The Boring Company</td>
<td>Tunnel Solutions (subgrade transportation)/Personal Rapid Transit</td>
<td>Regional/Local</td>
<td>People, Goods, Utility/Air Quality, and Congestion Reduction</td>
<td>Proposal submitted; staff review ongoing</td>
</tr>
<tr>
<td>Swyft Cities</td>
<td>Personal Rapid Transit (elevated pod/modern gondola)</td>
<td>Local/Sub-Regional</td>
<td>People/Air Quality and Congestion Reduction</td>
<td>Proposal submitted; staff review ongoing</td>
</tr>
</tbody>
</table>
RTC Policy P22-02

Develop Process for the Transportation Infrastructure Certification Program

Process:

1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP).

2) **NCTCOG staff to brief RTC; RTC to take action on initiating process.**

3) Solicit local government interest in submitting potential locations.

4) Technology provider to determine preferred location to pursue.

5) RTC to initiate development activities; NCTCOG staff to provide support.
TransPod

Hyperloop system for longer-range travel of people and goods
Fully electric; can incorporate solar panels on top

Pursuing certification in Canada and Europe
Advancing 185-mile project in Alberta with private financing; contingency plan in place (revert to high-speed rail)
TransPod: Route Considerations

Interest in advancing project in Texas (first in the US) connecting DFW to other Texas cities/Mexico

- Consistent with the long-range plan, Mobility 2045 Update
- 1st Phase of future inter-city connection in DFW

Feasibility analysis by TransPod on inter-city route to be completed prior to any construction

1st Phase: 10- to 50-mile certification track

- Converted to commercial use once certification complete
- Alignment should be generally straight, no sudden curves
JPods

Personal rapid transit (PRT) system using overhead gondolas-like pods (4 seats/pod)

Low-speed, grid network that runs along/within existing public ROW

Fully electric, solar-powered system

Advancing technology in several states with private funding

Proposes revenue-sharing agreement with local governments (up to 5% of gross revenue)
JPods: Route Considerations

Larger vision includes expansion of grid to connect areas of interest

Initial deployments (<5 miles) may include entertainment or hospital districts, or connections to airports from adjacent hotels/rental cars/parking areas

Temporary structure available to test market in trial locations as needed

Contingency includes ability to completely remove structure and return ROW to original condition
Next Steps

Pending RTC action:

- Staff to develop Submittal Package for interested local governments defining terms of submittal/application window
- Local governments may submit potential sites for either technology during application window
- Staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions
- Staff will arrange for pre-submittal meeting with NCTCOG, cities, and technology provider to address detailed questions
Requested RTC Action

Staff requests RTC initiate Step 3 of RTC Policy P22-02 to allow local governments to submit potential locations of interest for TransPod or Jpods to consider.
CONTACT US

Brendon Wheeler, P.E.
Program Manager
bwheeler@nctcog.org | 682-433-0478

Dan Lamers, P.E.
Senior Program Manager
dlamers@nctcog.org | 817-695-9263
FEDERAL PERFORMANCE MEASURES UPDATE

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

JENNY NARVAEZ
REGIONAL TRANSPORTATION COUNCIL
09.08.2022
PM3: System Performance, Freight, and CMAQ
2022
First performance period ends
Second performance period begins
RTC adopts targets for 2024 and 2026

2024
Mid-performance period report due
RTC adjusts or reaffirms 2026 targets

2026
Second performance period ends
Third performance period begins
RTC adopts targets for 2028 and 2030
## PM3 Measures and Targets

<table>
<thead>
<tr>
<th>Measure</th>
<th>Desired Trend Indicating Improvement</th>
<th>Original Targets (Updated 2020)</th>
<th>Baseline (Latest Observed)</th>
<th>New Targets Forecast/Trend 2024</th>
<th>2026</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Reliability</td>
<td></td>
<td>78.6% 79.5% 78.9%</td>
<td>80.9% 82.1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Interstate Reliability</td>
<td></td>
<td>N/A 71.1% 86.1%</td>
<td>77.8% 79.5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peak Hour Excessive Delay</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dallas-Fort Worth-Arlington</td>
<td></td>
<td>N/A 15.00 hrs. 11.40 hrs.</td>
<td>12.91 hrs. 12.51 hrs.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Denton-Lewisville</td>
<td></td>
<td>New Measure 4.70 hrs.</td>
<td>4.10 hrs. 3.70 hrs.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>McKinney</td>
<td></td>
<td>New Measure 1.90 hrs.</td>
<td>1.30 hrs. 0.90 hrs.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck Travel Time Reliability</td>
<td></td>
<td>1.83 1.90 1.76</td>
<td>2.10 2.60</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### PM3 Measures and Targets (continued)

<table>
<thead>
<tr>
<th>Measure</th>
<th>Desired Trend Indicating Improvement</th>
<th>Original Targets (Updated 2020)</th>
<th>Baseline (Latest Observed)</th>
<th>New Targets Forecast/Trend</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Percent Non-SOV Travel</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dallas-Fort Worth-Arlington</td>
<td>![Upward Arrow]</td>
<td>19.8%</td>
<td>20.2%</td>
<td>22.2%</td>
</tr>
<tr>
<td>Denton-Lewisville</td>
<td>![Upward Arrow]</td>
<td>New Measure</td>
<td></td>
<td>22.7%</td>
</tr>
<tr>
<td>McKinney</td>
<td>![Upward Arrow]</td>
<td>New Measure</td>
<td></td>
<td>22.7%</td>
</tr>
<tr>
<td><strong>On-Road Mobile Source Emissions Reductions (Cumulative)</strong></td>
<td>![Upward Arrow]</td>
<td>NO\textsubscript{X} (kg/day)</td>
<td>5,884.42</td>
<td>2,330.64</td>
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<tr>
<td></td>
<td></td>
<td>7,403.95</td>
<td></td>
<td>4,195.15</td>
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<tr>
<td></td>
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<td>1,942.20</td>
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<td></td>
<td>2,330.64</td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td>4,195.15</td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td>VOC (kg/day)</td>
<td>1,418.56</td>
<td>599.90</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1,814.02</td>
<td></td>
<td>1,035.83</td>
</tr>
<tr>
<td></td>
<td></td>
<td>466.90</td>
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</tr>
</tbody>
</table>
Addressing PM3 Measures

Many measures strongly impacted by COVID-19 pandemic

Most measures returning to normal trends; some are retaining improvements

All PM3 stand to be improved by policy, program, and project recommendations of the Mobility 2045 Update

PM3 measures, metrics, and calculation techniques integrated into project selection as appropriate

Truck Travel Time Reliability continues to worsen, though it is being specifically targeted by the following policies:

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

2022
- Report on progress toward FY2018-2022 targets
- RTC adopts targets for FY2023-2026

2026
- Report on progress toward FY2023-2026 targets
- RTC adopts targets for FY2027-2030
<table>
<thead>
<tr>
<th>Asset Category</th>
<th>Metric</th>
<th>Desired Trend Indicating Improvement</th>
<th>Current Target</th>
<th>Current Performance (FY2020)</th>
<th>Proposed Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Stock (Transit Vehicles)</td>
<td>Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks</td>
<td>❯</td>
<td>0%</td>
<td>5.8%</td>
<td>0%</td>
</tr>
<tr>
<td>Infrastructure (Rail Track)</td>
<td>Rail track segments with performance restrictions</td>
<td>❯</td>
<td>0%</td>
<td>3.39%</td>
<td>0%</td>
</tr>
<tr>
<td>Equipment (Support Vehicles)</td>
<td>Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks</td>
<td>❯</td>
<td>0%</td>
<td>59.8%</td>
<td>25%</td>
</tr>
<tr>
<td>Facilities (Buildings, Stations, Park &amp; Rides)</td>
<td>Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale</td>
<td>❯</td>
<td>0%</td>
<td>1.7%</td>
<td>0%</td>
</tr>
<tr>
<td>Asset Category</td>
<td>Metric</td>
<td>Desired Trend Indicating Improvement</td>
<td>Current Target</td>
<td>Current Performance (FY2020)</td>
<td>Proposed Target</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------------------------------------------------------------------------</td>
<td>--------------------------------------</td>
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<td>------------------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Rolling Stock (Transit Vehicles)</td>
<td>Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks</td>
<td>0%</td>
<td>14.7%</td>
<td>5%</td>
<td></td>
</tr>
<tr>
<td>Infrastructure (Rail Track)</td>
<td>Rail track segments with performance restrictions</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Equipment (Support Vehicles)</td>
<td>Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks</td>
<td>0%</td>
<td>62.2%</td>
<td>25%</td>
<td></td>
</tr>
<tr>
<td>Facilities (Buildings, Stations, Park &amp; Rides)</td>
<td>Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td></td>
</tr>
</tbody>
</table>
TAM: Various Target Setting Methods

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

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

TxDOT (Transit Division) Group Plan contains 15% targets

NEW: 2021 Bipartisan Infrastructure Law added that USDOT now requires project sponsors for Fixed Guideway Capital Investment Grant applications to have made progress toward TAM targets. This is also a consideration for State of Good Repair Grant rail vehicle replacement applications.
### Committee Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Committee Meeting</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 22</td>
<td>STTC Information Item - Performance Measures and Draft Targets</td>
</tr>
<tr>
<td>August 18</td>
<td>RTC Information Item - Performance Measures and Draft Targets</td>
</tr>
<tr>
<td>August 26</td>
<td>STTC Action Item - Recommend Approval of Final Targets</td>
</tr>
<tr>
<td>September 8</td>
<td>RTC Action Item - Approval of Final Targets</td>
</tr>
<tr>
<td>October 1</td>
<td>Deadline for Targets</td>
</tr>
</tbody>
</table>
Recommended RTC Action*

Approve 2024 and 2026 targets as presented for the following PM3 (System Performance, Freight, and CMAQ) measures:

- Interstate Reliability
- Non-Interstate Reliability
- Peak Hour Excessive Delay
- Truck Travel Time Reliability
- Percent Non-SOV Travel
- Total Emissions Reductions (NO\textsubscript{x} and VOC)

Approve FY2023-2026 targets as presented for the following Transit Asset Management (TAM) measures:

- Rolling Stock (Transit Vehicles)
- Infrastructure (Rail Track)
- Equipment (Support Vehicles)
- Facilities (Buildings, Stations, Park & Rides)

*STTC Recommended RTC Adoption of Proposed Targets
Contacts

Jenny Narvaez
Program Manager
817-608-2342
jnarvaez@nctcog.org

James McLane
TR Info. Systems Manager
817-704-5636
jmclane@nctcog.org

Ezra Pratt
Transportation Planner II
817-695-9259
epratt@nctcog.org

Chris Klaus
Senior Program Manager
817-695-9286
cklaus@nctcog.org

Shannon Stevenson
Senior Program Manager
817-608-2304
sstevenson@nctcog.org

www.nctcog.org/pm/fed
2023-2026 MANAGEMENT AND OPERATIONS, REGIONAL/AIR QUALITY, AND SAFETY FUNDING PROGRAM

Regional Transportation Council
November 11, 2021
BACKGROUND

• The Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) typically consider extending existing and funding new Air Quality and Management and Operations projects/programs every few years.

• The last review occurred in 2018-2019 and projects were funded through Fiscal Year (FY) 2022.

• We are starting the process now to ensure that needed programs and projects can continue/begin without interruption in FY 2023-2026.
PURPOSE AND NEED

• Provides funding in addition to Transportation Planning Funds (TPF), to enable various operations, planning, and implementation activities (e.g., environmental justice and data collection efforts) to be conducted.

• Assigns resources for RTC priorities and air quality initiatives.

• Surface Transportation Block Grant (STBG), Congestion Mitigation Air Quality Improvement Program (CMAQ), Regional Toll Revenue (RTR), and RTC/Local funds will most likely be proposed for the FY 2023-2026 program.

• Typically, $15-20M is programmed per fiscal year. This need may decrease with increased federal planning funds.

• A significant portion of the funding is pass-through to other agencies (e.g., Mobility Assistance Patrol and Vanpool programs) and the rest covers NCTCOG staff time to coordinate, plan, and lead these activities.
PROGRAM AND PROJECT TYPES

• Management & Operations
  • (Mobility Assistance Patrol, Transit Operations, etc.)

• NCTCOG-Implemented
  • (Project Tracking, Planning Efforts, etc.)

• Regional/Air Quality Projects and Programs
  • (Aviation, Freeway Incident Management, Employer Trip Reduction, Data Collection, Regional Traffic Signal Retiming, etc.)
**IMPORTANCE OF REGIONAL AIR QUALITY AND M&O PROJECTS**

- Air Quality Conformity test results must be below EPA’s Motor Vehicle Emission Budget (MVEB).

- Previous Regional Transportation Council Initiatives (air quality projects and programs) have allowed region to pass Conformity.

- When the MVEB is reset next year, these programs can help tip the scales if regional Conformity is uncertain.
STATEWIDE SAFETY PROGRAM

• NCTCOG staff proposes that the region take a leadership role on a program to improve safety and reduce fatalities on our transportation system.

• The region would partner with the State as part of a larger statewide initiative.

• A more detailed proposal will be brought back to the committee for review and approval.

• Plan to utilize Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding that was added to the region’s STBG allocation in FY 2022 to supplement this program.
NEXT STEPS

• Finalize the amounts of funding to be requested, along with the specific list of projects and programs to be recommended for funding
• Bring back the list to the public and the committees for review and approval
# PROPOSED TIMELINE

<table>
<thead>
<tr>
<th>Meeting/Task</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Information</td>
<td>October 22, 2021</td>
</tr>
<tr>
<td><strong>RTC Information</strong></td>
<td>November 11, 2021</td>
</tr>
<tr>
<td>Public Involvement</td>
<td>December 2021</td>
</tr>
<tr>
<td>STTC Action</td>
<td>December 3, 2021</td>
</tr>
<tr>
<td>RTC Approval of M&amp;O Funding Program and TIP Modifications to Add Projects to the TIP</td>
<td>January 13, 2022/April 7, 2022</td>
</tr>
<tr>
<td>State/Federal Approval of Individual Projects</td>
<td>April 2022/July 2022</td>
</tr>
</tbody>
</table>
QUESTIONS?

Christie J. Gotti  
Senior Program Manager  
817-608-2338  
cgotti@nctcog.org

Brian Dell  
Principal Transportation Planner  
817-704-5694  
bdell@nctcog.org

Cody Derrick  
Transportation Planner III  
817-608-2391  
cderrick@nctcog.org
Access North Texas 2022 Update

Regional Transportation Council
September 8, 2022

Shannon Stevenson, Senior Program Manager
Transit Management and Planning
Background

Regional public transportation coordination plan to:

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

Meet Federal and State requirements for transit coordination in the 16 counties
Access North Texas 2022

• Regional Transportation Council adopted the last update in 2018; Updates are required every 4-5 years

• Differences from the 2018 Access North Texas Plan

• Encourages coordination and non-traditional transit solutions

• Developed new regional goals and prioritized county strategies

• May be used to guide funding and project implementation decisions
Progress Since 2018: Select Projects

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

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

My Ride North Texas 2.0
• Residents of North Texas call a 1-800 number and reach personalized travel navigation services 24/7
• Regional Mobility Manager Meetings established to host discussion and coordination among transit providers and partners within the region
Outreach Components

Virtual Meetings

Survey

Map Your Experience

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

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

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

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

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

Identified existing transportation resources
Development of 2022 Regional Goals

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

- Document is posted online for public comment and final review of goals and strategies
- Technical committee and policy board feedback and approvals
- Staff and regional partners to implement strategies identified in the plan
- Projects seeking funding under Transit Strategic Partnerships Program should address Access North Texas 2022 Update
## Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Deliverable</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 19, 2021</td>
<td>Kick-Off Meeting</td>
</tr>
<tr>
<td>April 2021 – September 2021</td>
<td>Public Outreach &amp; Stakeholder Meetings</td>
</tr>
<tr>
<td>October 2021 – June 2022</td>
<td>Data Analysis and Plan Development</td>
</tr>
<tr>
<td>July 22, 2022</td>
<td>STTC Information</td>
</tr>
<tr>
<td>August &amp; September 2022</td>
<td>Public Input &amp; Comments</td>
</tr>
<tr>
<td>September 8, 2022</td>
<td>RTC Information</td>
</tr>
<tr>
<td>September 23, 2022</td>
<td>STTC Action</td>
</tr>
<tr>
<td>October 13, 2022</td>
<td>RTC Action</td>
</tr>
</tbody>
</table>

Draft plan is available at [www.AccessNorthTexas.org](http://www.AccessNorthTexas.org)
CONTACT US

Shannon Stevenson  
Senior Program Manager  
sstevenson@nctcog.org

Gypsy Gavia  
Principal Transportation Planner  
ggavia@nctcog.org

Rachel Jenkins  
Senior Transportation Planner  
rjenkins@nctcog.org

www.AccessNorthTexas.org
NCTCOG Transportation

TRANSIT COVID RECOVERY CAMPAIGN

Mindy Mize
Regional Transportation Council

September 8, 2022
CAMPAIGN PURPOSE

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

This campaign has three goals:

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

Grow Consumer Confidence

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

Incorporate Influencers

- Utilizing local media personalities aids in establishing trust between transit agencies and riders
  - Social media, radio spots, and video
GROW CONSUMER CONFIDENCE TOOLKIT EXAMPLES

#HopOn

POIENDO TU SALUD PRIMERINO

N. Texas encouraged to #HopOn public transit

WE ARE IN THIS TOGETHER!

WE ARE IN THIS TOGETHER!
GROW CONSUMER CONFIDENCE
EXAMPLE TRANSIT PARTNER
ADVERTISING – TRINITY METRO
INCORPORATE INFLUENCERS

Big Al Mack
KISS 106.1 FM
The Kidd Kraddick Show
6:00 A.M. - 10:00 A.M.

Ernie Brown
KLIF 570 AM
The Ernie Brown Show
4:00 P.M. - 7:00 P.M.

Jake Kemp
96.7 FM/1310 AM
The Hang Zone
12:00 P.M. - 3:00 P.M.
PHASE TWO

Promote “Transit Is Your Friend”
- Educate North Texans and business community on incentives and benefits of using transit, such as saving money and reducing stress
- Continue using materials and messaging developed and created for campaign
  - Update newsletter images, social media messages, and articles

Increase Ridership Demand
- Implement an event to promote and increase ridership
- Target new riders and riders whose transit passes have lapsed
WHAT WE’VE DONE

Spring 2021
Messaging and toolkit development begins

Summer 2021
Influencers feature all three transit agencies

Fall 2021
Business outreach and toolkit launch efforts begin

Fall 2021
Partner toolkit and campaign promotional materials complete

Winter/Spring 2022
Campaign advertising by transit agencies begins
WHAT WE’RE DOING

Summer 2022

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

TRANSIT COVID RECOVERY CAMPAIGN
### 2022 RIDERSHIP BY AGENCY

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Mode</th>
<th>DART</th>
<th>DCTA</th>
<th>Trinity Metro</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quarter 1</td>
<td>Bus</td>
<td>4,987,026</td>
<td>306,377</td>
<td>590,530</td>
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<tr>
<td></td>
<td>Rail</td>
<td>4,002,834*</td>
<td>38,567</td>
<td>102,849</td>
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<tr>
<td>Quarter 2</td>
<td>Bus</td>
<td>5,993,595</td>
<td>201,576</td>
<td>851,862</td>
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<td></td>
<td>Rail</td>
<td>4,967,379*</td>
<td>44,183</td>
<td>143,785</td>
</tr>
</tbody>
</table>

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

Dashboard: [www.nctcog.org/transittrends](http://www.nctcog.org/transittrends)
WE NEED YOUR HELP

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

Campaign Portal
www.nctcog.org/transitrecovery
CONTACT US

Mindy Mize
Program Manager
mmize@nctcog.org | 817-608-2346

Carli Baylor
Communications Supervisor
cbaylor@nctcog.org | 817-608-2365
Status Report on IH 45 Corridor Zero Emission Vehicle Infrastructure Plan and National Drive Electric Week

Lori Clark
Program Manager/DFW Clean Cities Coordinator
Regional Transportation Council
09.08.2022
IH 45 Corridor Zero Emission Vehicle Plan - Grant Background

$80,000 FHWA Award May 2020

Alternative Fuel Corridor Program

Key Deliverables

- Stakeholder List & Meetings
  August 2020 to June 2022
- Corridor Workshop
- ZEV Ride & Drives and Display
  ZEV Workshop Held April 26, 2022
- Infrastructure Deployment Plan with Stakeholder Letters of Support
  Due August 31, 2022
Plan Goals

Provide Actionable Recommendations to Facilitate ZEV Deployments:
- Battery Electric
- Hydrogen Fuel Cell Electric

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

Engage Wide Range of Stakeholders

To Achieve Corridor-Ready Status

1 Qualifying EV Charger Every 50 Miles

1 Hydrogen Fueling Site Every 150 Miles
Light-Duty Battery EV Charging

Current Status
111 Mile Gap from Ennis to Madisonville

As of February 2022, Qualifying Stations Must:
• Be Within 1 Mile of the Corridor Exit
• Provide at Least 4 CCS Connectors Capable of Providing at Least 150 kW Charging Simultaneously
Light-Duty Battery EV Charging

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

Recommendations
2 Charging Stations: Buffalo and Corsicana

Staff has Coordinated with TxDOT to Ensure Inclusion in Texas EV Charging Plan
Medium- and Heavy-Duty Truck Impact on Regional Air Quality

Medium/Heavy Duty Vehicle Impacts:
- ~5% of Miles Traveled
- ~40% of Nitrogen Oxides (NOₓ)

Key Factors in Choosing ZEV Platform:
- Weight
- Refueling Time
- Range (Route Length)

NOₓ Emissions in Tons per Day by Medium/Heavy-Duty Vehicle Type:
- Transit Bus: 0.25
- Refuse Truck: 0.63
- School Bus: 0.77
- Motorhome: 0.78
- Single Unit Short-Haul: 6.03
- Single Unit Long-Haul: 0.74
- Combination Short-Haul: 7.37
- Combination Long-Haul: 25.08
Infrastructure for Heavy-Duty Vehicles

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

Recommendations:
• 5 EV Charging Sites: Houston, Huntsville, Buffalo, Corsicana, near UP Intermodal Facility
• 3 Hydrogen Fueling Sites: Houston, Buffalo, near UP Intermodal Facility
Implementation Considerations

Estimated Costs per Site

- $600,000 for Light-Duty Charging
- $6-$18 Million for Heavy-Duty Charging
- $6-$26 Million for Heavy-Duty Hydrogen

Futureproofing & Resilience

- Standardization
- Co-Location of Fuels
- Design to Accommodate Autonomous Vehicles
- Development of Additional Corridors, Notably Texas Triangle
Policies, Regulations, and Incentives

Federal Actions Providing Momentum for ZEV Projects

State-Level Factors Mixed
  Favorable Economics
  Lack of State-Level Policies and Complications of Deregulation

Dallas and Houston Climate Action Plans Provide Supportive Local Framework

Expanding Availability of Incentives
  Inventory of Incentive Programs
  Identification of Key Barriers and Potential Solutions
Next Steps

**Complete Light-Duty Recommendations Through Texas EV Charging Plan**
(National EV Infrastructure Formula Program)

**Leverage Stakeholder Network for Project Planning**

- Additional Corridor Plans – Potential Through Department of Energy
- Refueling/Recharging Site Development – Potential Through $2.5 Billion Discretionary Grant Program for Charging and Fueling Infrastructure
EV Adoption and Infrastructure Availability

As of August 10, 2022:
~141K EVs in Texas, ~50K in NCTCOG Region

Variability in Charging Station Accessibility

<table>
<thead>
<tr>
<th>Public Level 2 Chargers</th>
<th>Public DC Fast Chargers</th>
<th>Tesla Chargers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum: Ellis County, 0</td>
<td>Minimum: Kaufman and Wise Counties, 0</td>
<td>Minimum: Kaufman, Parker, Wise Counties, 0</td>
</tr>
<tr>
<td>Maximum: Dallas County, 261</td>
<td>Maximum: Tarrant County, 23</td>
<td>Maximum: Dallas County, 37</td>
</tr>
</tbody>
</table>

Legend
- EV Charging Stations
  - DC Fast Charge Station
  - Tesla Station
  - Level 2 Station
- Zip Code/ EV Registration
  - 0
  - 1 - 24
  - 25 - 74
  - 75 - 149
  - 150 - 300
  - > 300
National Drive Electric Week

September 23 – October 2

Webinars

Fleets

How to Plan an EV Ride & Drive

Mapping and Website Resources

Main Event! Hosted by NCTCOG/DFW Clean Cities and City of Dallas: EV Showcase and Food Trucks

October 2, 2022, 3:00-6:00 PM

Dallas City Hall

Promote and join in a public celebration of all things electric!

Partner Outreach Toolkit Available Online

www.driveelectricdfw.org
For More Information

Lori Clark
Program Manager & DFW Clean Cities Coordinator
lclark@nctcog.org | 817-695-9232

Soria Adibi
Senior Air Quality Planner
sadibi@nctcog.org | 817-704-5667

Chris Klaus
Senior Program Manager
cklaus@nctcog.org | 817-695-9286

www.nctcog.org/IH45-ZEV
www.driveelectricdfw.org
Relevance to Regional Planning

Air Quality Emphasis Areas:

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

Performance Measure:

Mobility 2045 Policies:
AQ3-003: Support and implement educational, operational, technological, and other innovative strategies that improve air quality in North Central Texas, including participation in collaborative efforts...

AQ3-004: Support and implement strategies that promote energy conservation, address public health concerns, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions.

Mobility 2045 Chapter 4 – Environmental Considerations
Appendix C – Environmental Considerations