CLEAN AIR ACTION DAY RESULTS

Regional Transportation Council Meeting

Mindy Mize, Program Manager

August 10, 2017
Clean Air Action Day 2017

1,148 North Texans took steps toward improving air quality on Friday, June 23, 2017

Top actions:

- Take lunch to work
- Vehicle maintenance
- Buy local
- Drive efficiently
- Combine trips
STTC Clean Air Action Day Challenge Champion

Green Dallas

#CAAD2017
Contacts

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Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

= 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)

\(^{\text{a}}\)Not a full year of data.

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)

ppb = parts per billion
**Design Value (ppb)**

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).

- **1997 Standard < 85 ppb (Revoked)**
- **2008 Standard ≤ 75 ppb** (by 2017)
- **2015 Standard ≤ 70 ppb** (TBD; Marginal by 2022)

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**As of August 9, 2017**

<table>
<thead>
<tr>
<th>Year</th>
<th>Design Value (ppb)</th>
</tr>
</thead>
<tbody>
<tr>
<td>98-00</td>
<td>102</td>
</tr>
<tr>
<td>99-01</td>
<td>101</td>
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<td>00-02</td>
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<td>01-03</td>
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<td>04-06</td>
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<td>05-07</td>
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<td>06-08</td>
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<td>14-15</td>
<td>80</td>
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<tr>
<td>15-17</td>
<td>78</td>
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</tbody>
</table>

---

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

^Not a full year of data.

Source: NCTCOG TR Dept
AIR QUALITY PROJECT FUNDING

Regional Transportation Council
August 10, 2017

Lori Clark
Program Manager
Existing Congestion Mitigation and Air Quality Improvement Program (CMAQ) Project:

Emissions Reduction Strategies for Ozone Precursors Including Volatile Organic Compounds Controls and Other Designated Pollutants

Task 1: Administer Vehicle Technology Improvement Projects, $300,000

Proposal:

Administer Funds as Rebates of up to $2,500 Each on Public Sector Zero-Emission Vehicles*

Leverage with Fleets for the Future Cooperative Procurement Project

*Contingent on TxDOT Approval and Availability of Funds, as well as Reinstatement of Buy America Waivers for Clean Vehicle Projects
ELECTRIFIED PARKING SPACE PROJECT
BACKGROUND & PROPOSAL

Subgrant to Convoy Solutions, LLC, DBA IdleAir to Install 80 Electrified Parking Spaces (EPS) at Four Trucking Terminals

Project Funding: $300,700 (25%) EPA
$779,400 (75%) IdleAir

Rescope Project to Approximately 40 EPS at Two Trucking Terminals in the DFW Nonattainment Area

Project Funding: ~$100,000 (25%) – EPA
~$100,000 (25%) – CMAQ RTC Local*
~$200,000 (50%) – IdleAir

*Contingent on revenue-sharing plan to offset RTC Local contribution over 5-year project life.

EPA = Environmental Protection Agency
ELECTRIFIED PARKING SPACE PROJECT

THE CHALLENGE

U.S. Diesel Retail Prices

Source: US Energy Information Administration
* IdleAir is currently working to confirm the second site location. If the second site cannot be secured to meet project deadlines, funding will be limited to $50,000 for one location.
Background: NCTCOG Submitted a Grant Proposal to the EPA for DERA Fiscal Year 2017 Funding

Projects to Replace Diesel Vehicles or Equipment Owned by Local Governments or Their Private Sector Contractors

NCTCOG Request: ~$2,000,000 EPA Funds for Subgrants
~91,000 EPA Funds for Staff Administration
Match to Come from Subgrantees

Proposal: Approve Up to $25,000 RTC Local as “Backstop” for Staff Administration

Once Subgrant Projects Implemented and Match Collected, Backstop No Longer Needed
ACTION REQUESTED

1. **Zero Emissions Vehicle Rebate:**
   Approve Proposed Administration in Conjunction with Fleets for the Future and Proposed Rebate Structure

2. **Electrified Parking Spaces at Truck Terminals:**
   Approve Use of up to $100,000 CMAQ RTC Local Funding to Facilitate Implementation

3. **Staff Administration on DERA 2017 EPA Proposal:**
   Approve Use of up to $25,000 RTC Local as Backstop to Facilitate Staff Effort Until Match Collected
CONTACT INFORMATION

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Traffic Signal Data Sharing Grant Program and 511DFW/Waze Grant Program Awards

Regional Transportation Council

Thomas J. Bamonte
North Central Texas Council of Governments
August 10, 2017
Automated Vehicle Program
Funding Summary

Texas AV Proving Ground Network
• UTA campus/streets - $350,000
• Second AV shuttle deployment - $250,000
• I-30 test corridor (Managed Lanes 3.0) - $1M

Transportation data infrastructure
• Traffic signal data sharing - $250,000
• Transportation data sharing (Waze/511DFW) $250,000

“Mover” prototype - $575,000
Friday 8/11/17
Texas Rangers
Lot J  9:00 a.m.
Traffic Signal Data Sharing Project
## Traffic Signal Data Sharing Project

### Proposed Awards

<table>
<thead>
<tr>
<th>APPLICANT</th>
<th>TRAFFIC SIGNALS</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington</td>
<td>348</td>
<td>$25,000</td>
</tr>
<tr>
<td>Flower Mound</td>
<td>68</td>
<td>$25,000</td>
</tr>
<tr>
<td>Frisco</td>
<td>124</td>
<td>$25,000</td>
</tr>
<tr>
<td>Garland</td>
<td>192</td>
<td>$25,000</td>
</tr>
<tr>
<td>Grapevine</td>
<td>75</td>
<td>$25,000</td>
</tr>
<tr>
<td>Grand Prairie</td>
<td>199</td>
<td>$25,000</td>
</tr>
<tr>
<td>Plano</td>
<td>236</td>
<td>$25,000</td>
</tr>
<tr>
<td>TxDOT</td>
<td>5</td>
<td>$25,000</td>
</tr>
</tbody>
</table>

**Total awards:** $200,000  
**Total traffic signals:** 1,247  
**Coverage in region:** 27%
Traffic Signal Data Sharing Project
511DFW/Waze Data Sharing Project
Waze reports supplement 911 calls

Reported: 38 minutes ago by Wazer

5 validations of report
## 511DFW/Waze Data Sharing Project

### Proposed Awards

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Waze CCP Member</th>
<th>Award</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington</td>
<td>Yes</td>
<td>$25,000</td>
</tr>
<tr>
<td>Crowley</td>
<td>No</td>
<td>$16,500*</td>
</tr>
<tr>
<td>Frisco</td>
<td>Yes</td>
<td>$25,000</td>
</tr>
<tr>
<td>Garland</td>
<td>Yes</td>
<td>$15,000</td>
</tr>
<tr>
<td>Grand Prairie</td>
<td>Yes</td>
<td>$25,000</td>
</tr>
<tr>
<td>Plano</td>
<td>Yes</td>
<td>$25,000</td>
</tr>
</tbody>
</table>

Total awards: $131,500

Total population (w/Fort Worth): 2,072,940

Population coverage in 4 core counties: 33%
511DFW/Waze Data Sharing Project
Proposed Action

Approval of proposed grants under Traffic Signal and Waze/511DFW data sharing projects.
Contact Information

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FUNDING CHANGES TO IH 635 EAST AND PROPOSITION 1 PROJECTS

Regional Transportation Council
August 10, 2017
2017-2018 CMAQ/STBG PROJECT FUNDING PROGRAMS

The Programs include:
- Federal/Local Funding Exchanges
- Automated Vehicle Program
- Strategic Partnerships
- 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 Program(s)/Project(s)
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs
This action is the first phase of the 10-Year Plan and Proposition 1 Adjustments program. These changes are needed early for inclusion in the 2018 Unified Transportation Program (UTP). The second phase of this program will be brought back and will include:

- Year-of-Expenditure/Total Project Cost updates
- Adjustments due to revised construction costs
- Adjustments due to changes in funding allocations
In 2015, the Regional Transportation Council (RTC) approved Proposition 1 funding for Fiscal Years 2015-2019. Since that time, revenue projections have been reduced. As projects have let or have been implemented, there are cost overruns and underruns. Funding adjustments are needed on several projects.
PROPOSED PROPOSITION 1 FUNDING
ADJUSTMENTS

Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds ($81,942,307) are being requested for eligible expenses.
All projects will remain funded.
Several projects will be pushed to FY 2027 temporarily.
The Texas Legislature declined to approve a bill that would have authorized IH 635 East to be funded through a Comprehensive Development Agreement (CDA). The Texas Department of Transportation (TxDOT) and the RTC must develop a new funding partnership in order to implement this project. If the whole project is not funded, the project will be built from West to East. Initial focus is on Phase 1 of the IH 635 East Project, from US 75 to Royal/Miller Road (i.e., contingency). Project includes tolled managed lanes.
Project Location

Project Limits: US 75 to IH 30

Project Length: 11 miles

Source: Texas Department of Transportation
Reallocate existing toll-eligible funding (i.e., Category 2) from the 10-Year Plan to IH 635 East Phase 1.

Proposed action moves Category 2 funds from later phases of IH 635 East and 4 projects in Collin County to IH 635 East, Phase 1 (i.e., trading funding sources).

The funds from those four projects were replaced with Category 4 and 12 funds from later phases of IH 635 East.

The total funding in each county remains the same.

- All four Collin County projects were made whole.
- Funding temporarily reduced on later phases of IH 635 East
POSSIBLE FUNDING SOLUTIONS FOR FUTURE PHASES OF IH 635 EAST

Phase 1 would be fully funded with $469 million of Category 2 funds (Skillman/Audelia and IH 635 East built together). The rest of the project would still have $293.7 million in Category 4 and 12 funds. Later phases would receive 100% of toll revenue from Phase 1 until fully funded. IH 635 East is a candidate to receive the $300 million in Dallas County contingency funds set aside in the Regional 10-Year Plan. There are potential proprietary agreements with private sector partners that may include a TIFIA loan. Texas Transportation Commission (TTC) review of the UTP is pending. A potential federal funding initiative could be utilized (e.g., national infrastructure programs). There is the option of tolling the entire corridor.
REQUESTED ACTION

RTC Approval of:

Funding changes to the affected Proposition 1 projects as summarized in Reference Item 6.1

Funding changes to fully fund the IH 635 East Phase 1 project as summarized in Reference Item 6.2

Reviewing options to build IH 635 East as a single project.

Administratively amending 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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Regional Transportation Council
August 10, 2017
Amanda Wilson, AICP
North Central Texas Council of Governments
## Federal Legislative Update

<table>
<thead>
<tr>
<th><strong>SENATE APPROPRIATIONS</strong></th>
<th><strong>HOUSE APPROPRIATIONS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Provides USDOT with $1.5B more funding than 2017</td>
<td>Provides USDOT with $1.1B less funding than 2017</td>
</tr>
<tr>
<td>Restores TIGER grants ($550M)</td>
<td>Cuts all funding for TIGER</td>
</tr>
<tr>
<td>Funds transit Capital Investment Grants (CIG) program</td>
<td>Cuts to transit CIG program</td>
</tr>
<tr>
<td>No funds for Automated Vehicle (AV) research</td>
<td>$100 million for AV research</td>
</tr>
<tr>
<td></td>
<td>$800M Highway contract authority rescission</td>
</tr>
</tbody>
</table>
State Legislative Update

Special session began July 18

Committee hearings being held on many topics (LIRAP, emissions)

20 items included in Governor’s call
  ◦ Sunset legislation for several agencies should pass both chambers
  ◦ Both chambers passed their own bills on tree regulations, school finance, property tax reform
  ◦ Still at odds on other issues
State Legislative Update

Preemption of local texting while driving regulations
SB 15 passed Senate, sent to House on July 27

Removing trees by property owners
SB 14 passed Senate, sent to House on July 27

Municipal regulation of tree removal on private property, tree mitigation fee credit
HB 7 passed House, passed Senate Committee on August 8
Contact Information

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www.nctcog.org/trans/legislative
TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS UPDATE
TAP FUNDING AT RISK OF LAPSING

• Federal regulations state that apportioned funds are available for obligation for the year of apportionment plus three years*

• Any apportioned amounts that remain unobligated at the end of that period shall lapse

• TAP funds apportioned in Fiscal Year (FY) 2014 must be utilized by the end of federal FY 2017 (September 30, 2017)

*Date of apportionment is not the same as the project award date
RISK ASSESSMENT

• Through coordination with implementing agencies and the Texas Department of Transportation (TxDOT), we determined the current status and expected let date for each project
• North Central Texas Council of Governments (NCTCOG) and TxDOT then verified if the timelines were realistic and which projects might obligate in FY 2017
• Though this collaborative effort the following risk levels were assigned:

<table>
<thead>
<tr>
<th>Risk Level Categories</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOW RISK</td>
</tr>
<tr>
<td>- Project on schedule to let in FY 2017</td>
</tr>
<tr>
<td>MODERATE RISK</td>
</tr>
<tr>
<td>- Project scheduled to let in FY 2017, but based on information received, there is a potential for delays</td>
</tr>
<tr>
<td>HIGH RISK</td>
</tr>
<tr>
<td>- Project not likely to meet FY 2017 deadline</td>
</tr>
</tbody>
</table>
RISK THIS YEAR: FY 2014 OBLIGATIONS

• Good news!
• As of July 2017, all of the $8.2M of the FY 2014 TAP funds have obligated plus an additional $700K
• Four (4) additional projects are on schedule to obligate prior to the end of FY 2017 with expected obligations of $2.2M*
• Obligation requirement for FY 2017 has been met and no funding should lapse

*Represents projects identified as “Low Risk” on Electronic Item provided
### RISK THIS YEAR: FY 2013 AND FY 2014 OBLIGATIONS

<table>
<thead>
<tr>
<th>Allocation FY - DFW MPO TAP Funds</th>
<th>Federal Allocated Amount</th>
<th>Obligations</th>
<th>Excess Obligations Applied to Following FY</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2013</td>
<td>$8.0M</td>
<td>$8.0M</td>
<td>$0</td>
</tr>
<tr>
<td>FY 2014</td>
<td>$8.2M</td>
<td>$8.9M¹</td>
<td>$0.7M</td>
</tr>
<tr>
<td>Sub Total</td>
<td>$16.2M</td>
<td>$16.9M</td>
<td></td>
</tr>
<tr>
<td>Anticipated FY 2017 Obligations²</td>
<td></td>
<td>$2.2M</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$16.2M</td>
<td>$19.1M</td>
<td>$2.9M³</td>
</tr>
</tbody>
</table>

Notes:

¹Represents over-obligation in prior fiscal years of $400K in FY 2016 and $8.5M in FY 2017
²Represents projects which are identified as “Low Risk” on Electronic Item
³Obligations in excess of FY 2014 obligation requirement will be applied towards FY 2015 obligation requirement
## RISK ASSESSMENT SUMMARY FOR FY 2014 OBLIGATIONS

<table>
<thead>
<tr>
<th>Risk Level Category</th>
<th>Amount</th>
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<tbody>
<tr>
<td><strong>LOW RISK</strong> - Project on schedule to let in FY 2017</td>
<td>$2.2M</td>
</tr>
<tr>
<td><strong>MODERATE RISK</strong> - Project scheduled to let in FY 2017, but based on information received, there is a potential for delays</td>
<td>$2.3M</td>
</tr>
<tr>
<td><strong>HIGH RISK</strong> - Project not likely to meet FY 2017 deadline or no response from agency</td>
<td>$5.4M</td>
</tr>
</tbody>
</table>
NEXT STEPS AND ACTION NEEDED

• NCTCOG will continue to work with TxDOT and agency staff to monitor project progression
• STTC members should coordinate with agency staff to insure that projects remain on schedule to let or obligate in the fiscal year identified in the TIP
• Focus should be on projects that are programmed in FY 2018 for the FY 2015 allocation/apportionment
CONTACT INFORMATION

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QUESTIONS?
REGIONAL TRAFFIC SIGNAL RETIMING PROGRAM AND MINOR IMPROVEMENT PROGRAM

Call for Projects

Regional Transportation Council
Natalie Bettger
August 10, 2017
Presentation Overview

• Programs Overview
• Eligible Projects
• Funding
• Proposed Evaluation and Scoring
• Proposed Schedule
What are these Programs?

Programs Overview

The **Regional Traffic Signal Retiming Program (RTSRP)** is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming along selected corridors.

The **Minor Improvement Program** improves the capacity of the existing roadway system by implementing low-cost operational improvements, thereby enhancing mobility and improving air quality.
Eligibility
Eligible Project Areas Under NCTCOG’s Call for Projects
2017 Call for Projects RTSRP

- Eighty Percent of Traffic Signals have Not Been Retimed Since 2013
- Eighty Percent of Traffic Signals Located Along Route of Significance
- Eight or More Consecutive Traffic Signals
- No Construction Planned Within Two Years
- Staff Time is Not Eligible
2017 Call for Projects
Minor Improvements

- Projects Along Route of Significance
- No Construction Planned Within Two Years
- Project Funding Request Not to Exceed $50,000
- Low-cost Improvements such as Cabinets, Controllers, Restriping, etc.
- Staff Time Not Eligible

Project Eligibility (Proposed)
### Congestion Mitigation Air Quality Funding

#### Local Match

<table>
<thead>
<tr>
<th>Regional Traffic Signal Retiming Program</th>
<th>Minor Improvement Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2,000,000</td>
<td>$2,900,000</td>
</tr>
</tbody>
</table>

- Twenty percent (minimum) local match
- Local match must be cash
Evaluation and Scoring
## Proposed Evaluation and Scoring Criteria for RTSRP Projects

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring (pts)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility Benefit/Cost Ratio</td>
<td>35</td>
<td>Project benefit/cost ratio will be calculated based on the improvements associated with basic traffic signal program input.</td>
</tr>
<tr>
<td>NOx &amp; VOC Cost Per Pound</td>
<td>35</td>
<td>Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.</td>
</tr>
<tr>
<td>Communication</td>
<td>10</td>
<td>Communication between field devices and traffic management center.</td>
</tr>
<tr>
<td>Environmental Justice Distribution</td>
<td>5</td>
<td>Environmental justice methodology used to map concentrations of EJ populations using demographic data.</td>
</tr>
<tr>
<td>Multi-Modal Operations</td>
<td>5</td>
<td>Projects supporting multimodal operations including high truck volume corridors (four percent or greater) and/or located at or near transit facilities/routes.</td>
</tr>
<tr>
<td>Multi-Jurisdictional Corridor</td>
<td>5</td>
<td>Corridors passing through more than one agency's jurisdictional boundary.</td>
</tr>
<tr>
<td>Data Cloud</td>
<td>5</td>
<td>Provide traffic signal data to the cloud.</td>
</tr>
</tbody>
</table>
## Proposed Evaluation and Scoring Criteria for Minor Improvement Projects

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring (pts)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
<tr>
<td>NOx &amp; VOC Cost Per Pound</td>
<td>35</td>
<td>Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.</td>
</tr>
<tr>
<td>Recommended improvements</td>
<td>20</td>
<td>Recommended improvements from previous RTSRP phases by consultants.</td>
</tr>
<tr>
<td>Additional Local Match</td>
<td>5</td>
<td>Agency willing to contribute more than twenty percent local match.</td>
</tr>
<tr>
<td>Environmental Justice Distribution</td>
<td>5</td>
<td>Environmental justice methodology used to map concentrations of EJ populations using demographic data.</td>
</tr>
</tbody>
</table>
## Proposed Schedule

<table>
<thead>
<tr>
<th>Description</th>
<th>Meeting</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information - Corridor Selection Criteria</td>
<td>STTC</td>
<td>July 28, 2017</td>
</tr>
<tr>
<td>Information - Corridor Selection Criteria</td>
<td>RTC</td>
<td>August 10, 2017</td>
</tr>
<tr>
<td>Action - Approval of Selection Criteria</td>
<td>STTC</td>
<td>August 25, 2017</td>
</tr>
<tr>
<td>Action - Approval of Selection Criteria</td>
<td>RTC</td>
<td>September 14, 2017</td>
</tr>
<tr>
<td>NCTCOG Call for Projects</td>
<td></td>
<td>September 15, 2017</td>
</tr>
<tr>
<td>Proposals Due</td>
<td></td>
<td><strong>October 13, 2017 5:00pm</strong></td>
</tr>
<tr>
<td>Scoring by NCTCOG</td>
<td></td>
<td>November 15, 2017</td>
</tr>
<tr>
<td>Public Meeting</td>
<td></td>
<td>October/November 2017</td>
</tr>
<tr>
<td>Information/Action - Projects Selected</td>
<td>STTC</td>
<td>December 1, 2017</td>
</tr>
<tr>
<td>Information/Action - Projects Selected</td>
<td>RTC</td>
<td>December 14, 2017</td>
</tr>
</tbody>
</table>
JOINING FORCES
ALIGNING COMMUNITY & MILITARY MISSIONS

Regional Transportation Council
August 10, 2017
Amanda Wilson, AICP
Joining Forces is a collaborative effort among local governments, military installations, citizens and other stakeholders.

It identifies encroachment issues affecting both surrounding communities and current and future military missions; and

Recommends strategies to promote compatibility through communication, education and the local planning process.
STUDY AREA
The JLUS analyzed compatibility in the following areas:

- Air Quality
- Aviation and Airspace Safety
- Communication and Coordination
- Economic Development
- Energy Infrastructure
- Environmental/Cultural Resources
- Frequency Spectrum
- Land Use
- Local Government Plans
- Military Plans/Operations
- Noise Management/Avoidance
- Outdoor Lighting/Signs
- Physical Security
- Statewide Policy/Legislative Actions
- Stormwater Management
- Transportation
- Water
- Wildfire
Approximately 150 actions identified with some overlapping strategies

Desire for more coordination and strong support for military missions

Establishing more formal channels of communication and coordination processes for all installations and surrounding communities

Building on the collaboration among NAS Fort Worth JRB and neighboring communities and refining existing compatibility tools

Addressing aviation and security risks associated with unmanned aircraft systems (UAS or drones)

Addressing aviation and radar interference risks associated with incompatible utility-scale energy infrastructure siting

Promoting regional and statewide compatibility solutions
Current and Future Transportation Improvements Near NAS Fort Worth, JRB

Base Access Improvements
1. Meandering Road $
2. NASJRB Main Gate
3. Westworth Village Bike Trail $
4. NASJRB Commercial Vehicle Gate

Area Road Improvements
5. SH 199 TxDOT Corridor Plan
6. SH 199 NCTCOG Corridor Plan $
7. SH 183 Corridor Plan Phase 1
8. IH 30 Capital Asset Management $
9. IH 820 Access Enhancements
10. SH 183 Corridor Plan Phase 2
11. FM 1220 at Azle Ave

$ Indicates Transportation Project All or Partially Funded for Construction
QUESTIONS

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Amanda Wilson
Program Manager
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Texas Transportation Innovation Activities

Regional Transportation Council

Thomas J. Bamonte
North Central Texas Council of Governments
August 10, 2017
ATCMTD Program

Advanced Transportation and Congestion Management Technologies Deployment

Grants for large scale installation/operation of advanced transportation technologies

5-10 awards/year

$12M maximum award

Federal match: 50%

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ATCMTD Applications from Region

**Arlington: Micro On-Demand Rideshare System**
- Dynamic rideshare vehicles
- Automated vehicles
- V2I applications

**Dallas: North Central Texas Regional Smart Transportation System**
- Deployment of next-gen traffic signal system
- Cloud-based SPaT data repository
- Cross-jurisdictional coordination

**DART: Integrated Operations**
- Command Center—consolidation of functions, tech
- Video analytics
- Smart kiosks and onboard WiFi
Texas Innovation Alliance

National Science Foundation 5G research platform

• R & D platform: Transportation applications
  • V2X
  • Emergency response
  • Infotainment systems
  • IoT applications
• Open and statewide
• Public and private researchers/developers
• Preliminary application approved
• Final application filed 7/31/17
Texas Mobility Summit

- October 16-17
- Teams forming
- Day 1 focus areas
  - Texas Automated Vehicle Proving Grounds
  - Connected Corridors
  - Transportation data sharing
- Day 2: Team presentations
Contact Information

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DFW Clean Cities 2016 Annual Report Results

Regional Transportation Council
August 10, 2017

Pamela Burns
Communications Supervisor
pburns@nctcog.org
2016 Annual Report Background

Department of Energy Goal to Save 2.5 Billion Gallons of Petroleum Per Year by 2020

DFW Clean Cities Goal to Increase Petroleum Reduction by 15% Every Year

Combined Effort with Clean Fleet Policy

North Texas Fleet Data – Private Vehicles Not Included

Reports Collected Every March

www.dfwcleancities.org/annualreport
2016 Gallons of Gasoline Equivalent Reduced: 25,450,518

Alternative Fuel (97%)
Idle Reduction (1%)
Hybrid Vehicles (1%)
Electric and Plug-In Hybrid ( <1%)
Off-Road (<1%)
Fuel Economy Improvements (<1%)
DFW Clean Cities 2016 Annual Report Results

Criteria Pollution Reductions (Tons per Year)

- Nitrogen Oxides: 220 tons per year
- Volatile Organic Compounds: 7 tons per year
Emissions Reduced By Fuel Type

- Compressed Natural Gas (46%)
- Biodiesel (31%)
- Hybrid (11%)
- Liquefied Natural Gas (7%)
- Propane (4%)
- Electric, Ethanol (1%)
Clean Fleet Policy Implications

RTC Funding Eligibility

Policy Adoption + Annual Reporting = Funding Eligibility

DFW Clean Cities Recognition Program
2016 Annual Report Summary

2016 Reduction Short of 15 Percent Goal

Accurate Data Gathering Critical

Additional Fleet Engagement

Clean Fleet Policy + Annual Report = Recognition

Emissions Reduced Aid Transportation Conformity
Contact Information

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DFW Clean Cities Website
www.dfwcleancities.org

NCTCOG Funding Website
www.nctcog.org/aqfunding

Clean Fleet Policy Website
www.nctcog.org/fleetpolicy
VOLKSWAGEN SETTLEMENT
UPDATE

Regional Transportation Council
August 10, 2017

Lori Clark
Program Manager
Total Settlement to Date: $14.7 Billion

Zero Emission Vehicle (ZEV) Investment - Managed by Electrify America

Environmental Mitigation Trust (EMT) - Distributed to States

Settlement Breakdown ($ in Billions)

- Vehicle Buyback and Modification
- ZEV Investment
- Environmental Mitigation Trust

Texas’ Share: $209 Million
ZEV INVESTMENT

$1.2 Billion Commitment Nationwide (Excludes California)

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Charging Infrastructure Installation – Approximately $250 Million
  - Long Distance Highway Network
    - Interstate Highway (IH) 30, IH 20, and IH 35 Named
  - Community Charging
    - Houston 1 of 11 Initial Metropolitan Areas

Public Education Initiatives – Approximately $25 Million

ZEV Access Initiatives – Under Development

$25 Million Reserved for Electrify America Administrative Costs
MITIGATION TRUST PROCESS

Trustee Selected
Wilmington Trust, N.A. Appointed March 15, 2017

Trust Agreement Finalized
Trust Considered Effective

Potential Government Beneficiaries Must File Certification Form to Become Beneficiary and Identify Lead Agency
Up to 60 days from Trust Effective Date

Trustee Files List of Designated Beneficiaries
Up to 120 days from Trust Effective Date

Beneficiaries Must Create Mitigation Plan
Summary of How the Beneficiary Intends to Use Allotted Funds

Mitigation Trust Administered by Trustee
Trustee Required to Transmit Determination of Beneficiary’s Funding Request within 60 Days Upon Receipt
PREVIOUS RTC RECOMMENDATION

State of Texas File As Beneficiary
$209M

Designate TCEQ as Lead Agency

Allow Input from Regions and Other Interested Parties to Develop the Mitigation Plan

Determine Project Priorities and Distribute Funds through Regional Councils of Governments (by TCEQ Directly if Region not Interested)

AACOG $27.4M
CAPCOG $32.9M
H-GAC $58.9M
NCTCOG $63M
RGCOG $5.9M
Others $20.9M

TCEQ = Texas Commission on Environmental Quality
AACOG = Alamo Area Council of Governments
CAPCOG = Capital Area Council of Governments
H-GAC = Houston-Galveston Area Council
RGCOG = Rio Grande Council of Governments

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June 26 – Workshop in Austin, Texas

Governor’s Office Requested Feedback:

1. Types of Projects to Fund
2. Administration of Funds, Given Cap on State Employees
3. Geographic Distribution of Funds
4. Structure to Approve Funding Requests

Discussion of Leveraging Economies of Scale through Bulk Purchases
NEXT STEPS

Work Toward Identifying Quantities and Types of Vehicles to be Replaced

NCTCOG Leading, Collaborating with Houston-Galveston Area Council and Capital Area Council of Governments

www.nctcog.org/airquality

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