Air North Texas
2016-2017 Partner Awards
Regional Transportation Council
November 9, 2017
Our Partners

American Lung Association – DFW Region
Brookhaven College
City of Anna
City of Arlington
City of Bedford
City of Cedar Hill
City of Dallas
City of Denton
City of Fort Worth
City of Grand Prairie
City of Grapevine
City of Kennedale
City of Mesquite
City of North Richland Hills
City of Plano
City of Richardson
Cedar Valley College
DART
DCTA
DFW Airport
FWTA

Health and Wellness Alliance for Children
Hood County
Insta-brite Technologies
NCTCOG
The North Texas Commission
Dallas County
Parker County
Tarrant County
TxDOT – Dallas
TxDOT – Fort Worth
U.S. Green Building Council – North Texas Chapter
University of North Texas Health Science Center
University of Texas at Arlington
UT Southwestern
Award Categories

- Outstanding Effort Awards
  - Advertising
  - Initiative
  - Partner Involvement
  - Outreach

- Arlo Ambassador Award
- Air North Texas Partner of the Year
Hood County Clean Air News

2017 Ozone Season

The 2017 ozone season began on March 17. The ozone season will last until the end of November for the North Texas region this year. EPA 100 letters concerning any intended modifications to state recommendations for the 2015 Ozone NAAQS designations were expected at the beginning of this month, but were not issued. On June 5th, EPA sent out a news release that ozone designations will be pushed back by one year and are now expected to be issued in October 2018. The current, uncontrolled, design value for the Hood County monitor is 65 parts per billion (ppb) through June 24, 2017. The 2015 Ozone Standard is 70 ppb.

Rider 7 Funding

On June 12th, notice was given that the Governor’s office line-item vetoed the TCEQ Rider 7 Air Quality Financing Grant. This event...
Outstanding Initiative

Clean Air Action Day (CAAD) - June 23rd
Action Pledge
CAAD is on the first Friday of the summer each year, and this year it is on June 23rd. Take action for clean air and do one thing to improve air quality for the health of our community.
A random drawing will be held on June 23rd for all action pledge participants. Prizes include:
1. $25 gift card to Amazon.com
2. Sustainability goodies bags (tole, lunch bag, cutlery set, water bottle)
In addition to taking this pledge, come to the CAAD Brown Bag Lunch from 12-1pm in LIB 110 (mini-auditorium). We’ll show short videos with a focus on environmental and human health, and we’ll have Alchemy frozen pops available. Alchemy Pops is a Fort Worth business which sources locally when possible. Each attendee will also get a free water bottle from Air North Texas. Water bottles and pops are first come, first serve.
Thanks for taking the action pledge! (click on the arrow below to be the pledge)

Clean Air Action Day (CAAD)
encourages North Texas action to improve air quality and create a healthier community for us all. Action is on June 23rd. Drawing with prizes on that day for participants.

In addition to the pledge come to the Brown Bag Lunch in LIB 110 on Friday. We’ll show short videos with a focus on environmental and human health, and we’ll have Alchemy frozen pops available. Alchemy Pops is a Fort Worth business which sources locally when possible. Each attendee will also get a free water bottle from Air North Texas. Water bottles and pops are first come, first serve.

Dallas-Fort Worth Clean Cities | Drive Electric Week
Your expert on alternative fuel and advanced technology vehicles, available grants, technical support, cost analysis, and more.
DFWCLEANCITIES.ORG

Untouched Health Science Center
UNT Health Science Center - Sustainability
Published by Sandy Wiggins Bauman (V) - July 29 - 0
Drive an Electric Vehicle (EV) or want to? Attend DFW’s Drive Electric Week on September 9th!

Need a New Freezer?
A few UNT freezers on campus will be replaced with more energy-efficient and space-saving freezers with funds through the Office of Sustainability. Deadline to apply is June 30. Click to see the requirements and the application.

101 people reached
Outstanding Partner Involvement
Outstanding Outreach & Arlo Ambassador
Partner of the Year
Contacts

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Whitney Vandiver
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www.airnorthtexas.org
EIGHT-HOUR NAAQS FOR OZONE
HISTORICAL TRENDS

Based on ≤70 ppb (As of November 8, 2017)

Exceedance Levels
- Orange (71-75 ppb)
- Orange (76-85 ppb)
- Red (86-105 ppb)
- Purple (106+ ppb)

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

Not a full year of data.
Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion
**Design Value (ppb)**

1. 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).

2. Not a full year of data.

---

**2015 Standard ≤ 70 ppb** (TBD; Marginal by 2022)

**1997 Standard < 85 ppb** (Revoked)

**2008 Standard ≤ 75 ppb** (by 2017)

**As of November 8, 2017**

Source: NCTCOG TR Dept
2017 Clean Diesel Subaward and Call for Projects

Regional Transportation Council
November 9, 2017

Lori Clark
Program Manager
## Air Quality Emphasis Areas

<table>
<thead>
<tr>
<th>High-Emitting Vehicles/Equipment</th>
<th>![Checkmark]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Speeds</td>
<td>![Checkmark]</td>
</tr>
<tr>
<td>Idling</td>
<td></td>
</tr>
<tr>
<td>Vehicle Miles of Travel</td>
<td></td>
</tr>
<tr>
<td>Energy and Fuel Use</td>
<td>![Checkmark]</td>
</tr>
<tr>
<td>Cold Starts</td>
<td></td>
</tr>
<tr>
<td>Hard Accelerations</td>
<td></td>
</tr>
</tbody>
</table>
Background

Source: EPA National Clean Diesel Funding Assistance Program

NCTCOG Proposal Recommended for Full Award

<table>
<thead>
<tr>
<th>Expense Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle/Equipment Replacement Projects</td>
<td>$2,000,003</td>
</tr>
<tr>
<td>NCTCOG Administration*</td>
<td>$90,709</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Benefits Anticipated</th>
<th>5-Year Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nitrogen Oxides Reductions</td>
<td>96.92 Tons</td>
</tr>
<tr>
<td>Particulate Matter Reductions</td>
<td>6.93 Tons</td>
</tr>
</tbody>
</table>

*Up to $25,000 RTC Local “Backstop” for Staff Administration Approved August 10, 2017

EPA = Environmental Protection Agency
Eligible Entities:

- Local Governments
- Private Companies who Contract with Local Governments
- Must Adopt RTC Clean Fleet Policy or Similar

<table>
<thead>
<tr>
<th>Eligible Activities</th>
<th>Funding Threshold</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replace On-Road Diesel Trucks</td>
<td>45% Cost if New is Electric</td>
</tr>
<tr>
<td>Replace Non-Road Diesel Equipment</td>
<td>35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO\textsubscript{X} Standards (Both Natural Gas and Propane Engines Currently Available)</td>
</tr>
<tr>
<td></td>
<td>25% Cost for All Others</td>
</tr>
</tbody>
</table>

CARB = California Air Resources Board
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
Proposed CFP Details

Balance Available for CFP:
$1,528,400

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\textsubscript{X} Emissions Reduced
Feasibility/Risk
Multi-Pollutant Emission Reductions
## Proposed CFP Schedule

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

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  
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www.nctcog.org/AQfunding
TRANSIT GRANT FUNDING CLEANUP ACTION

Regional Transportation Council
November 9, 2017
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

<table>
<thead>
<tr>
<th>Program</th>
<th>Federal Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion Mitigation and Air Quality – Flexed to FTA (2015)</td>
<td>$4,830,000</td>
</tr>
<tr>
<td>Enhanced Mobility for Seniors and Individuals with Disabilities (2013)</td>
<td>$185,000</td>
</tr>
<tr>
<td>Job Access/Reverse Commute (2009, 2011)</td>
<td>$1,402,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$7,209,000</strong></td>
</tr>
</tbody>
</table>
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

FWTA
Operating assistance supporting service in FWTA’s North Quadrant area*

*Project to include connection to Naval Air Station Joint Reserve Base Fort Worth.
## PROJECT FUNDING SUMMARY

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

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

2 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 5.1

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
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817-704-5641

Dan Lamers
Senior Program Manager
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Endorsement of Reprogramming of Funds on IH 635 East Phase 3

Regional Transportation Council
November 9, 2017

Michael Morris, P.E.
Director of Transportation
IH 635 East Cross Section
Evolution of “Managed” Lanes

- HOV
- Tolled Managed
- Dynamically Priced
- Guaranteed Transit
- Early Deployment Vehicle Technology
- Driverless Trucks
IH 635 East Phase 3 Action

• Endorse Reference Item 6.1
• Approve Other Action of the Director Requested by the Texas Transportation Commission on this Project
• Support Dallas District in Advancing IH 635 East with the Commission by the End of 2017
• Approve Letter by RTC Chairman Supporting TxDOT Funding Approach
• No Change to RTC Policy 17-1
Regional Transportation Council
November 9, 2017

Lori Clark
Program Manager
AIR QUALITY EMPHASIS AREAS

- High-Emitting Vehicles/Equipment
- Low Speeds
- Idling
- Vehicle Miles of Travel
- Energy and Fuel Use
- Cold Starts
- Hard Accelerations
Section 1413 of the Fixing America’s Surface Transportation Act

Secretary Required to Designate Corridors to Improve Mobility of Vehicles Using Alternative Fuels:
- Electric Vehicle (EV) Charging
- Hydrogen
- Propane
- Natural Gas (CNG and LNG)

Benefits of Corridor Designation
- Prioritize Future Fueling Station Investment
- Accelerate Public Interest/Awareness with Signage
- Engage/Collaborate with Volkswagen Settlement
- Qualify for CMAQ Funding Priority (EV and CNG)

CMAQ = Congestion Mitigation and Air Quality Improvement Program;
CNG = Compressed Natural Gas; LNG = Liquefied Natural Gas
FIRST NOMINATION CYCLE

July 22, 2016:
Nominations Requested

August 22, 2016:
Nomination Deadline

November 2, 2016:
Initial Designations Published;
Corridors Designated as Signage-Ready or Signage-Pending

December 4, 2016:
Deadline for Initial Designations

Nominations Submitted by H-GAC, NCTCOG, and TxDOT
NCTCOG NOMINATED ROADWAYS

Alternative Fuel Corridors
Nominated by NCTCOG in 2016

- NCTCOG Metropolitan Planning Area
- Ozone Nonattainment Counties
- Corridors Nominated by NCTCOG (2016)
FHWA DESIGNATED ROADWAYS

Currently Designated Alternative Fuel Corridors in Texas and Neighboring States

NCTCOG Metropolitan Planning Area
Ozone Nonattainment Counties
Corridors Nominated by NCTCOG (2016)
Corridors Designated by FHWA (2016)
CURRENT NOMINATION CYCLE

Additional Nominations Due November 30

**TxDOT Coordinating Submittal**

- Remaining Interstate System and Metro Loops
  - Includes IH 635 and IH 820
- Willing to Include Non-Interstates if Compelling Case

**NCTCOG/RTC Role**

- Collaborate with TxDOT and Other Regions
- Provide Technical Assistance as Needed
- Submit Non-Interstate Corridors for Inclusion
PROPOSED NCTCOG ADDITIONS

NCTCOG Proposed Corridor Additions

- NCTCOG Metropolitan Planning Area
- Ozone Nonattainment Counties
- Corridors Designated by FHWA (2016)
- Potential TxDOT Submittal
- Additional NCTCOG Recommendations
Currently Designated Alternative Fuel Corridors in Texas and Neighboring States, In Addition to Potential TxDOT Submittal and NCTCOG Recommendations
ACTIONS REQUESTED

Support TxDOT Approach of Submitting Remaining Interstates

Recommend that TxDOT Include Non-Interstate Segments Providing Regional Connectivity

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Fuel(s)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 75 from Dallas to Texas/Oklahoma Border</td>
<td>EV</td>
</tr>
<tr>
<td>US 67 from Cleburne to IH 20</td>
<td>CNG</td>
</tr>
<tr>
<td>US 287 from Ennis to Amarillo</td>
<td>CNG, EV and Propane</td>
</tr>
</tbody>
</table>

*EV Corridors Expected to Primarily Serve Passenger Vehicles; CNG and Propane Corridors Expected to Primarily Serve Truck Traffic
FOR MORE INFORMATION

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www.dfwcleancities.org/altfuelcorridors
“BIG PROJECTS” IN TEXAS

1. Increased Communication With all the Parts of TxDOT Headquarters
2. TxDOT Districts/RTC/Headquarters Review Other Category 12 Projects
3. Importance and History of Fair Share
4. Decision in Winter 2017 or Summer 2018 (LBJ Goes in December 2017)
5. Statewide Funding Partnership and Project Delivery Meeting in January 2018
Performance Measures: Roadway Safety and Transit Asset Management

Regional Transportation Council
Information Item
November 9, 2017
Federally Required Performance Measures

- Highway Safety Improvement Program (PM1)
- Infrastructure Condition (PM2)
- System Performance/Freight/Congestion Mitigation and Air Quality (PM3)
- Transit Asset Management
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 the State and regional partners

Upcoming deadlines for Roadway Safety and Transit Asset Management
Monitoring Transportation System Performance

1. Identify RTC policy emphasis areas.

2. Set metrics and targets focused on RTC policy emphasis areas.

3. Track and report performance compared to targets (through existing documents like the Mobility Plan and State of the Region).

4. Track Federal, State and partner agency implementation over time (in the Transportation Improvement Program).

Incorporate performance and partner feedback.
Roadway Safety
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 data-driven, 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:

<table>
<thead>
<tr>
<th>Year</th>
<th>Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>0.0%</td>
</tr>
<tr>
<td>2018</td>
<td>0.4%</td>
</tr>
<tr>
<td>2019</td>
<td>0.8%</td>
</tr>
<tr>
<td>2020</td>
<td>1.2%</td>
</tr>
<tr>
<td>2021</td>
<td>1.6%</td>
</tr>
<tr>
<td>2022</td>
<td>2.0%</td>
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</tbody>
</table>
# NCTCOG Safety Target Recommendations

<table>
<thead>
<tr>
<th>Safety Performance Targets</th>
<th>TxDOT 2018 Targets</th>
<th>NCTCOG 2018 Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>No. of Fatalities</strong></td>
<td>3,704</td>
<td>665</td>
</tr>
<tr>
<td><strong>Fatality Rate</strong></td>
<td>1.432</td>
<td>0.96</td>
</tr>
<tr>
<td><strong>No. of Serious Injuries</strong></td>
<td>17,565</td>
<td>3,612</td>
</tr>
<tr>
<td><strong>Serious Injury Rate</strong></td>
<td>6.74</td>
<td>5.18</td>
</tr>
<tr>
<td><strong>No. of Non-motorized Fatalities and Serious Injuries</strong></td>
<td>2,151</td>
<td>560</td>
</tr>
</tbody>
</table>

Targets are based on five-year averages (2014-2018 for 2018 targets) and will be revisited annually.
<table>
<thead>
<tr>
<th>NCTCOG Programs and Projects</th>
<th>TxDOT Strategic Highway Safety Plan Emphasis Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Distacted Driving</td>
</tr>
<tr>
<td>Driver Behavior Social Marketing Campaign</td>
<td>X</td>
</tr>
<tr>
<td>Inter. Safety Imp. Plan (ISIP)</td>
<td></td>
</tr>
<tr>
<td>Traffic Signal Retiming Prog.</td>
<td></td>
</tr>
<tr>
<td>Traffic Signal/Intersection Improvement Prog.</td>
<td></td>
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<tr>
<td>WWD Mitigation Prog.</td>
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<tr>
<td>Traffic Signal Cloud Data</td>
<td>X</td>
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<tr>
<td>Look Out Texans</td>
<td></td>
</tr>
<tr>
<td>Reg. Pedestrian Safety Plan</td>
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<tr>
<td>Technical Training/Workshops</td>
<td>X</td>
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<tr>
<td>Safety Spot Improvement Prog.</td>
<td></td>
</tr>
<tr>
<td>Trans. Alternative Funding</td>
<td></td>
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<tr>
<td>Emerging Technology Investment Prog.</td>
<td>X</td>
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<tr>
<td>Freeway Management and HOV Enforcement Prog.</td>
<td></td>
</tr>
</tbody>
</table>
Transit Asset Management

Images: DART, DCTA, FWTA, and NCTCOG
# Federal Transit Administration Transit Asset Management Categories

## Asset Category: Transit Assets in the Region

<table>
<thead>
<tr>
<th>Asset Category</th>
<th>Transit Assets in the Region</th>
<th>RTC Policy Emphasis (# of Assets)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Stock (transit vehicles)</td>
<td>Eleven types of transit vehicles</td>
<td>Bus (725)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Small Bus (341)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Light Rail Vehicle (163)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Commuter Rail Locomotive (9)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Commuter Rail Passenger Car (38)</td>
</tr>
<tr>
<td>Infrastructure (rail track)</td>
<td>Three types of rail track</td>
<td>Commuter Rail Track (75 segments)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Light Rail Track (189 segments)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Streetcar Track (4 segments)</td>
</tr>
<tr>
<td>Equipment (transit support vehicles)</td>
<td>Three types of transit support vehicles</td>
<td>Not a policy emphasis area</td>
</tr>
<tr>
<td>Facilities (buildings, stations, park and rides)</td>
<td>Four types of transit facilities</td>
<td>Not a policy emphasis area</td>
</tr>
</tbody>
</table>
## Proposed Regional Targets for 2018

<table>
<thead>
<tr>
<th>Asset Category</th>
<th>Target</th>
<th>Metric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Stock (transit vehicles)</td>
<td>0%</td>
<td>Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration’s Default Useful Life Benchmark</td>
</tr>
<tr>
<td>Infrastructure (rail track)</td>
<td>0%</td>
<td>Rail track segments with performance restrictions</td>
</tr>
<tr>
<td>Equipment (transit support vehicles)</td>
<td>0%</td>
<td>Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration’s Default Useful Life Benchmark</td>
</tr>
<tr>
<td>Facilities (buildings, stations, park and rides)</td>
<td>0%</td>
<td>Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale.</td>
</tr>
</tbody>
</table>
Coordination with Transit Providers

Transit providers set agency targets independently.

Transit provider asset management approaches varied:
  Five different types of metrics;
  Two different targets for buses;
  Five different targets for small buses.

Coordination will continue in order to standardize regional transit asset management approach.
Next Steps for Performance Measures
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.
## Timeline

<table>
<thead>
<tr>
<th>Action</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Information</td>
<td>October 27, 2017</td>
</tr>
<tr>
<td>RTC Information</td>
<td>November 9, 2017</td>
</tr>
<tr>
<td>Public Meetings</td>
<td>November 2017</td>
</tr>
<tr>
<td>STTC Action</td>
<td>December 8, 2017</td>
</tr>
<tr>
<td>RTC Action</td>
<td>December 14, 2017</td>
</tr>
<tr>
<td>Target-Setting Deadline: Transit Asset</td>
<td>December 27, 2017</td>
</tr>
<tr>
<td>Management</td>
<td></td>
</tr>
<tr>
<td>Target-Setting Deadline: Roadway Safety</td>
<td>February 27, 2018</td>
</tr>
<tr>
<td><strong>Contact</strong></td>
<td><strong>Transit Asset Management</strong></td>
</tr>
<tr>
<td>-------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td><strong>Jing Xu</strong></td>
<td>Senior Transportation Planner</td>
</tr>
<tr>
<td><strong>Sarah Chadderdon</strong></td>
<td>Program Manager, Transit Planning</td>
</tr>
<tr>
<td><strong>Camille Fountain</strong></td>
<td>Transportation Planner</td>
</tr>
<tr>
<td><strong>Sonya J. Landrum</strong></td>
<td>Principal Transportation Planner</td>
</tr>
<tr>
<td>Jing Xu</td>
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<td>Camille Fountain</td>
<td>Transportation Planner</td>
</tr>
</tbody>
</table>
Update on Texas Innovation Alliance Activities

Regional Transportation Council
November 9, 2017

Thomas J. Bamonte
North Central Texas Council of Governments
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
TEAM Tarrant County
A Better Way - Roadmap

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 Years
- Joint procurement opportunities
- Cost allocation
- Joint demonstration projects to prove concepts
Low Speed Automated Vehicles
Arlington/DFW Test Bed

Team Arlington
Texas Mobility Summit - October 17, 2017
Upcoming DFW Events

December 7: Transit agencies AV open house
• “Milo” demo rides
• Workshop on AV impact on public transit

December 8: Workshop: Using Waze data
• Transportation
• Emergency response
• Developer opportunities
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Statewide Automated Vehicle Procurement

Regional Transportation Council
November 9, 2017

Thomas J. Bamonte
North Central Texas Council of Governments
AV Development Goes Mainstream
Driverless Divergence

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

- **<5 years**
- **5-10 years**
- **10-15 years**
- **15-20 years**
- **20+ years**
- **Never**

### Millennials

### 34-44

### 45-54

### 55-64

### 65+

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
Contact Information

Thomas J. Bamonte, Senior Program Manager

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@TomBamonte
# Mobility 2045 Schedule

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Plan Development</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Draft Recommendations for Review</td>
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<td></td>
<td>Official Comment Period</td>
<td>STTC Action</td>
<td>RTC Action</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- Public meetings held during highlighted months.
- Regional Transportation Council plan adoption scheduled for June 14, 2017.
Funded Major Roadway Projects Since 2000

Project Funding Since 2000 (Major Projects): $27.8 billion
Focus on Connections

To, From, Within
People, Places, Products

HSR

Fort Worth, Arlington, and Dallas
DFW to Houston
DFW to Austin and San Antonio
Focus on Connections

Regional Passenger Rail
  Multimodal Connectivity
  Frisco Line
  Cotton Belt
  People Movers

Non-Motorized Connections
  Bicycle
  Pedestrian
  Trails
Focus on Connections

Tolled Managed Lanes System
  SH 121
  LBJ East

Connectivity through Downtown Dallas
Connect Goods and Services to Markets
## Prioritization and Expenditures

### Maximize Existing System

<table>
<thead>
<tr>
<th>Category</th>
<th>2040</th>
<th>2045</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure Maintenance</td>
<td>$37.4</td>
<td>$41.3</td>
</tr>
<tr>
<td>Management and Operations</td>
<td>$7.2</td>
<td>$7.9</td>
</tr>
<tr>
<td>Growth, Development, and Land Use Strategies</td>
<td>$3.6</td>
<td>$3.9</td>
</tr>
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</table>

### Strategic Infrastructure Investment

<table>
<thead>
<tr>
<th>Category</th>
<th>2040</th>
<th>2045</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail and Bus</td>
<td>$27.2</td>
<td>$30.0</td>
</tr>
<tr>
<td>HOV/Managed Lanes</td>
<td>$43.4</td>
<td>$47.9</td>
</tr>
<tr>
<td>Freeways/Tollways and Arterials</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Total Expenditures

<table>
<thead>
<tr>
<th></th>
<th>2040</th>
<th>2045</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>$118.9²</td>
<td>$131.0²</td>
</tr>
</tbody>
</table>

1. Preliminary estimates to be refined.
2. Actual dollars, in billions. Values may not sum due to independent rounding.
Support Open Data Best Practices

“Encourage cooperative sharing of transportation data among public and private sector entities to improve transportation system safety and operations.”

Encourage Cooperation on Wireless Communications Infrastructure

“Encourage implementation of advanced wireless communication infrastructure for efficient and effective transportation system communication services.”
Possible Technology Policies

Encourage Multi-Occupant Ride Sharing

“Support public and private sector ride-sharing services for multiple occupants to minimize congestion.”

Support Automated Vehicle Deployment

“Support automated vehicle deployment to improve transportation system safety and operations.”
Possible Tolled Managed Lane Area

Create an “Island”
Allow Tolled Managed Lanes
Congestion Management Tool
Specific Geography
Toll Roads not Included

Designed to
Maximize System Efficiency Using Toll, Occupancy, and Other Corridor Management Strategies Within a Specific Boundary
Possible Tolled Managed Lane Area

Sample Area Selection Criteria

- High Corridor Traffic Volumes  
  (Revenue Offset)
- Corridor Congestion Level
- System Connectivity
- System/Corridor Reliability
- Longer Trip Lengths
- Consider Environmental Justice Sensitivity  
  (Household Income)
- Employment Access
- High Reliability Access to Regionally Significant Trip Generators  
  (Airports)
Tolled Managed Lane System Policy Area

Congestion Index:
- No Congestion
- Light Congestion
- Moderate Congestion
- Severe Congestion

Major Roads

Tolled Managed Lane Policy Area

Dallas CBD

Fort Worth CBD

Cost of Congestion/Delay: $25.3 billion

*Congestion Index is based on a percent increase in travel time.

Mobility 2045

North Central Texas Council of Governments

March 2016
Next Steps

Continue Partner Coordination
Finalize Partner Projects
Continue Financial Forecast Analysis
Provide Monthly RTC Updates
  December – Draft Project List
  January – Draft Financial Forecast
Conduct Public Meetings in January
Questions

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www.nctcog.org/mobility2045
2017-2018
CMAQ/STBG* FUNDING:
FEDERAL/LOCAL FUNDING EXCHANGES

Regional Transportation Council
November 9, 2017

*Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant
# CMAQ/STBG Funding Programs

<table>
<thead>
<tr>
<th>Status</th>
<th>Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑</td>
<td>Federal/Local Funding Exchanges</td>
</tr>
<tr>
<td>☑</td>
<td>Automated Vehicle Program</td>
</tr>
<tr>
<td>☑</td>
<td>Strategic Partnerships</td>
</tr>
<tr>
<td>☑</td>
<td>Planning and Other Studies</td>
</tr>
<tr>
<td></td>
<td>10-Year Plan/Proposition 1 Adjustments</td>
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<tr>
<td>☐</td>
<td>Sustainable Development Phase 4: Turnback Program, Context Sensitive,</td>
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<td></td>
<td>Transit Oriented Development (TOD) Projects</td>
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<td>☑</td>
<td>Transit Program</td>
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<tr>
<td>☐</td>
<td>Assessment Policy Programs/Projects</td>
</tr>
<tr>
<td>☑</td>
<td>Local Bond Program Partnerships</td>
</tr>
<tr>
<td>☐</td>
<td>Safety, Innovative Construction, and Emergency Projects</td>
</tr>
<tr>
<td>☐</td>
<td>Management and Operations (M&amp;O), NCTCOG-Implemented, and Regional/Air</td>
</tr>
<tr>
<td></td>
<td>Quality Programs</td>
</tr>
</tbody>
</table>

- ✓ = Project Selection Completed
- ■ = Pending STTC/Regional Transportation Council (RTC) Approval
- ■ = Program Partially Completed
## CMAQ/STBG Funding Program: Federal/Local Funding Exchanges

<table>
<thead>
<tr>
<th>Description/Purpose</th>
<th>To increase regional revenues through the exchange of federal funds and local funding. This effort establishes Phase 3 of the RTC/Local program.</th>
</tr>
</thead>
</table>
| Current Requests    | • DART TRIP Program (Done)  
                       • Glade Road/DFW Airport  
                       • TRE Local Swap  
                       • Kaufman County/City of Terrell |
| 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 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), Dallas Area Rapid Transit (DART), and the Fort Worth Transportation Authority (FWTA) to implement this program.

• Cities along the TRE 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 survey of vehicle license plates at TRE stations or via a transit onboard survey).
### SUMMARY OF PROPOSED FUNDING EXCHANGES

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

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 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 potential partnership with Haltom City that may be added to this program for either:
  • Broadway Avenue
  • Haltom Road
• Details will be finalized before the next RTC meeting.
## TIMELINE

<table>
<thead>
<tr>
<th>MEETING/TASK</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
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<td>December 8, 2017</td>
</tr>
<tr>
<td>RTC Action</td>
<td>January 11, 2018</td>
</tr>
<tr>
<td>Executive Board – Action to receive and manage local funds</td>
<td>January 25, 2018</td>
</tr>
</tbody>
</table>
QUESTIONS?

Adam Beckom, AICP
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817-608-2344
abeckom@nctcog.org

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Brian Dell
Transportation Planner II
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Toll Equity Loan Agreement (TELA) and Return of TELA Fees to NTTA

November 9, 2017
Regional Transportation Council
Ken Kirkpatrick
Background

Two Projects (NTTA “Special Projects System“)
- PGBT-WE (SH 183 to IH 20)
- Chisholm Trail (IH 30 to Cleburne)

Toll Equity Loan Agreement (2010)
- Executed between TxDOT/NTTA
- State Highway Fund as a financial backstop
- Lowered NTTA financing costs, saved hundreds of millions
- Imposed TELA fees after 10 years (approximately $8M/year)

RTC Policy Position (P10-05, 2010)
- Requested NTTA Release TELA as soon as “financially feasible“
- Support the waiver or return of any TELA Fees to NTTA
- RTC/NTTA executed TELA Fee Return Agreement
Current Actions

NTTA System Bond Refinancings
Strategic Refinancing Plan ($3.3B since 2014)
Capitalize on lower interest rates, savings of $467M

NTTA Special Projects System Bond Refinancing (Nov. 1, 2017)
$2.5B refinancing, savings of $385M
Combines NTTA System and Special Projects Systems into one
Eliminates need for TELA support and fees
Eliminates RTC obligation to return TELA fees

Termination of TxDOT/NTTA TELA (Nov. 1, 2017)

Termination of RTC/NTTA TELA Return Fee Agreement (Nov. 1, 2017)