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

Regional Transportation Council
December 13, 2018

*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>MongoDB</td>
<td>Round 1</td>
</tr>
<tr>
<td>MongoDB</td>
<td>Round 2</td>
</tr>
<tr>
<td>■</td>
<td>Strategic Partnerships</td>
</tr>
<tr>
<td>MongoDB</td>
<td>Round 1</td>
</tr>
<tr>
<td>MongoDB</td>
<td>Round 2</td>
</tr>
<tr>
<td>■</td>
<td>Round 3/Intersection Improvements/MTP Policy Bundle</td>
</tr>
<tr>
<td>✅</td>
<td>Planning and Other Studies</td>
</tr>
<tr>
<td>✅</td>
<td>10-Year Plan/Proposition 1 Adjustments</td>
</tr>
<tr>
<td>✅</td>
<td>Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects</td>
</tr>
<tr>
<td>✅</td>
<td>Transit Program</td>
</tr>
<tr>
<td>□</td>
<td>Assessment Policy Programs/Projects</td>
</tr>
<tr>
<td>✅</td>
<td>Local Bond Program Partnerships</td>
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<tr>
<td>✅</td>
<td>Safety, Innovative Construction, and Emergency Projects</td>
</tr>
<tr>
<td>□</td>
<td>Management &amp; Operations (M&amp;O), NCTCOG-Implemented, &amp; Regional/Air Quality Programs</td>
</tr>
</tbody>
</table>

- ✅ = Project Selection Completed
- ■ = Program Partially Completed
- □ = Pending STTC/RTC Approval
STRATEGIC PARTNERSHIPS ROUND 3

• Purpose
  • Coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-Regional Transportation Council (RTC) funds, and advance project development

• Eligibility criteria considered:
  • Local partners are contributing more than the standard 20% match (overmatching the federal funds or paying for design, right-of-way, etc.),
  • Project has multiple non-RTC stakeholders/contributors, or
  • Project is of strategic importance within/to the region
INTERSECTION IMPROVEMENTS

- **Purpose**
  - Coordinate with local agencies and TxDOT to identify intersections that need safety and traffic flow improvements

- **Selection criteria considered:**
  - Project addresses a safety issue (history of vehicle crashes)
  - Air quality benefits
  - Cost effectiveness
  - Current volumes
  - Level of service
MTP POLICY BUNDLE TDC PROGRAM

• Purpose
  • Provide agencies with an opportunity to use MTP Policy Bundle TDCs on federally eligible local projects

• Eligibility criteria considered:
  • New project
  • Project must be eligible to receive federal funds under Title 23 (Highway Program) or Title 49 (Transit Program) of United States Code

• Selection criteria considered (more details can be found in the Council mail out):
  • Current Volumes
  • Air Quality benefits the project yields
  • Cost effectiveness
  • Are additional lanes warranted?
  • Level of Service
  • Project addresses a safety issue (history of vehicle crashes)
PROJECT REVIEW PROCESS

• Projects were divided into project types and evaluated against each other.

• Project types:
  • Roadways
  • Intersections
  • Bicycle/Pedestrian
  • Complete Streets/Context-Sensitive Design
  • Intelligent Transportation Systems (ITS)/Traffic Signals
  • Strategic Partnerships
<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>WESTERN SUBREGION</th>
<th>EASTERN SUBREGION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ(^1,3)</td>
<td>$21,453,864</td>
<td>$48,484,689</td>
</tr>
<tr>
<td>Funding Share</td>
<td>30.7%</td>
<td>69.3%</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>WESTERN SUBREGION</th>
<th>EASTERN SUBREGION</th>
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</thead>
<tbody>
<tr>
<td>STBG(^1,2,4)</td>
<td>$40,264,359</td>
<td>$60,745,800</td>
</tr>
<tr>
<td>Funding Share</td>
<td>39.9%</td>
<td>60.1%</td>
</tr>
</tbody>
</table>

Notes:
1: Funding distributions take only federal funds into account
2: Staff also proposes to fund a project in North Richland Hills with Regional Toll Revenue (RTR) funds in order to help balance the overall East/West Equity; Staff proposes to move Dallas County RTR funds to Tarrant County
3: CMAQ target is 34% Western and 66% Eastern
4: STBG target is 32% Western and 68% Eastern
### SUMMARY OF PROPOSED FUNDING RECOMMENDATION

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

Blue text indicates changes since the November 2018 RTC meeting
# APPROVAL TIMELINE

<table>
<thead>
<tr>
<th>MEETING/TASK</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Information</td>
<td>October 26, 2018</td>
</tr>
<tr>
<td>RTC Information</td>
<td>November 8, 2018</td>
</tr>
<tr>
<td>Public Meetings</td>
<td>November 2018</td>
</tr>
<tr>
<td>STTC Action</td>
<td>December 7, 2018</td>
</tr>
<tr>
<td>RTC Action</td>
<td>December 13, 2018</td>
</tr>
</tbody>
</table>
REQUESTED ACTION

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

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Evan Newton
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Cody Derrick
Transportation Planner I
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Legislative Update and RTC Legislative Program

REGIONAL TRANSPORTATION COUNCIL | DECEMBER 13, 2018

AMANDA WILSON
Federal Update

FY 2019 Appropriations
Action needed by Dec. 21
- Continuing Resolution to extend FY 2018 funding levels through early 2019, or
- New appropriations for FY 2019 (funding through Sept. 30)

AV START
Bill lost momentum in 2017 but revised draft introduced Dec. 3
Would be first federal framework for automated vehicles
Approach to AVs is technology-neutral
Opponents cite issues on passenger safety, privacy/data security, and testing
Time running short, could be attached to appropriations bill to limit debate
Federal Legislative Program

Adequately Fund the Transportation System
Define a National Transportation Vision
Increase Efficiency
Expand Options
Pursue Innovation, Technology and Safety
Texas Legislature Update

Bill pre-filing for 86th Texas Legislature began Nov. 12

More than 800 bills pre-filed so far

Notable bill topics:
  - Property tax relief
  - Economic Stabilization Fund (Rainy Day Fund)
  - Toll roads

Legislative session begins Jan. 8

NCTCOG weekly update emails start Jan. 11
Texas Legislature – Interim Reports

House Committee on Transportation Recommendations
- TxDOT project delivery
- Transportation financing mechanisms
- Oversight of toll authorities
- Technology (ITS/AVs/UAS)
- Energy sector impact on state and county roads

Senate Committee on Natural Resources & Economic Development
- Texas Emissions Reduction Program
Texas Legislative Program

Actively Seek and Support Legislation to Meet Transportation and Air Quality Needs
   - Flexibility
   - Funding
   - Air quality programs
   - Property/airspace for communications and development
   - Improve safety

Support Progress Made Towards Transportation and Air Quality During Recent Legislative Sessions

Provide Support for Other Transportation Topics to be Addressed in Legislation
Requested Action

Approve the 2019 Regional Transportation Council Principles for the Federal Surface Transportation Authorization (Reference Item 5.1)

Approve the Regional Transportation Council Legislative Program for the 86th Texas Legislature (Reference Item 5.2)

Transmit Legislative Programs to US Congress and Texas Legislature

Authorize the Transportation Department Director to Communicate with the US Congress and Texas Legislature Regarding these Positions on Behalf of the Regional Transportation Council
Questions and Comments

Amanda Wilson
Program Manager
(817) 695-9284
awilson@nctcog.org
Alternative Fuel Corridor Nomination

Regional Transportation Council
December 13, 2018

Lori Clark
Program Manager
Background

Section 1413 of the Fixing America’s Surface Transportation Act
USDOT Required to Designate Corridors to Improve Mobility of Vehicles Using Certain Alternative Fuels:

- Electric Charging
- Hydrogen
- Propane
- Natural Gas (CNG and LNG)

Benefits of Corridor Designation
- Prioritize Future Fueling Station Investment
- Accelerate Public Interest/Awareness with Signage
- Improves User Experience (Reliability & Wayfinding)

Schedule & History
- 2016: Round 1 Nominations Submitted by NCTCOG, H-GAC, TxDOT
- 2017: Round 2 Nominations Submitted by TxDOT, RTC Submitted Requests to TxDOT
- 2018: Round 3 Nominations Open Until January 31, 2019; TxDOT Intends to Submit

USDOT = US Department of Transportation; TxDOT = Texas Department of Transportation
## Alternative Fuel Signage

**Signage Policy For Alternative Fuel Stations Finalized by TxDOT June 2018**

<table>
<thead>
<tr>
<th>Signage Type</th>
<th>Corridor Identification*</th>
<th>General Services</th>
<th>Specific Services</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><img src="image1" alt="Corridor Sign" /></td>
<td><img src="image2" alt="General Service Sign" /></td>
<td><img src="image3" alt="Specific Service Sign" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Awareness</th>
<th>Wayfinding</th>
<th>Wayfinding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Included in TxDOT Policy?</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Installation Status</td>
<td>None</td>
<td>SignagePostedforAllQualifyingNaturalGasStations</td>
<td>Based on Individual Facility Requests</td>
</tr>
</tbody>
</table>

*Image from FHWA presentation on Alternative Fuel Corridors (November 2018)*
FHWA-Designated Compressed Natural Gas Corridors & New Stations

The Most Regionally Connected Corridors Across State Lines

Increasingly Critical for the Freight Industry

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

TxDOT Has Posted Signage for Qualifying Facilities Statewide
FHWA-Designated Liquefied Natural Gas Corridors & New Stations

Utilized in the Freight Industry

TxDOT Has Posted Signage for Qualifying Facilities Statewide
FHWA-Designated Liquefied Petroleum Gas Corridors

Existing Stations Within DFW Area Are Not Eligible For Signage Due to Limited Station Access
The Most Undeveloped Corridors Of All Fuel Types, but Growing Interest

Hydrogen Fuel Cell Class 8 Trucks Have Been Developed

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

Toyota Zero-Emission Truck, NCTCOG Staff Photo
FHWA-Designated Electric Vehicle Corridors & New Stations

New Stations Being Built Along Designated Corridors as Part of National Zero-Emission Vehicle Investment Plan (part of Volkswagen Settlement)

Additional Stations Funded under TERP

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

Several Stations in DFW Area Meet TxDOT General Services Signage Criteria
All FHWA-Designated Alternative Fuel Corridors

Interstates: 8
State Highway: 1
US Highway: 1
Action Requested

Approval of Corridor and Signage Recommendations to TxDOT:

Include the following corridors in Round 3 Submittal:

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Segment</th>
<th>Fuel(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 635*</td>
<td>Metro Loop</td>
<td>CNG, Propane, Electric</td>
</tr>
<tr>
<td>IH 820*</td>
<td>Metro Loop</td>
<td>CNG, Propane, Electric</td>
</tr>
<tr>
<td>US 67*</td>
<td>Cleburne to IH 20</td>
<td>CNG</td>
</tr>
<tr>
<td>US 287*</td>
<td>Ennis to Amarillo</td>
<td>CNG, Propane, Electric</td>
</tr>
<tr>
<td>US 380</td>
<td>Near Greenville to Denton</td>
<td>CNG, Propane, Electric</td>
</tr>
</tbody>
</table>

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

Post General Services Signage for all Qualifying Stations

Post Corridor Identification Signage
For More Information

Lori Clark
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DFW Clean Cities Coordinator
(817) 695-9232
Lclark@nctcog.org

David Garcia
Air Quality Planner
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www.dfwcleancities.org/altfuelcorridors
Background

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

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

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

TRE: Trinity Railway Express  |  DART: Dallas Area Rapid Transit  |  Trinity Metro: also known as Fort Worth Transportation Authority
Considerations/Assumptions

Trinity Metro to Combine Shuttle Service with Existing Routes

Bridge Funding Needed During Project Transition
  Utilize Existing Revenue Previously Authorized for Transit

Assumes Existing Local Financial Commitment Will Remain the Same
  Trinity Metro, DFW Airport and DART Share Local Match Requirement
Action Requested

Recommend Approval:

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

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

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

Shannon Stevenson
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Transit Operations
sstevenson@nctcog.org
817-608-2304
Texas Commission on Environmental Quality (TCEQ) Goals

1. Reduce Nitrogen Oxides (NO\(_x\)) Emissions
2. Reduce the Potential for Exposure of the Public to Pollutants
3. Prepare for Increased and Sustained Use of Zero Emission Vehicles (ZEV)
4. Complement Other Incentive Funding Programs

Texas’ Total Allocation: $209 Million

- Administrative Costs; Up to 4%
- Statewide ZEV Infrastructure; Up to 15%
- Mitigation Actions in Priority Areas; At Least 81%

www.TexasVWFund.org
### ELIGIBLE PROJECTS AND INCENTIVE LEVELS – ON-ROAD VEHICLES

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Ownership</th>
<th>New Fuel Type</th>
<th>Funding Levels Allowed by Trust(^1)</th>
<th>Draft Funding Level Proposed by TCEQ(^1)</th>
<th>Final Funding Level for Texas(^1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replace or Repower</td>
<td>Govt Owned</td>
<td>Any</td>
<td>100%</td>
<td>60%</td>
<td>80%</td>
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<tr>
<td>Replace</td>
<td>Non-Govt Owned</td>
<td>Electric</td>
<td>75%</td>
<td>60%</td>
<td>50%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other</td>
<td>25%(^2)</td>
<td>25%(^2)</td>
<td>25%(^2)</td>
</tr>
<tr>
<td>Repower</td>
<td>Non-Govt Owned</td>
<td>Electric</td>
<td>75%</td>
<td>60%</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Other</td>
<td>40%</td>
<td>40%</td>
<td>40%</td>
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\(^1\)Maximum Reimbursement Allowed Per Activity; Cost of Necessary Infrastructure for Battery Electric or Fuel Cell Vehicles also Eligible at “Electric” Funding Level  
\(^2\)Exception is Drayage Trucks, which Qualify for 50%
### ELIGIBLE PROJECTS AND INCENTIVE LEVELS – OTHER PROJECTS

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Ownership</th>
<th>Fuel Type</th>
<th>Funding Levels Allowed by Trust(^1)</th>
<th>Draft Funding Level Proposed by TCEQ(^1)</th>
<th>Final Funding Level for Texas(^1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install Light-Duty ZEV Supply Equipment</td>
<td>Govt Owned</td>
<td>Electric</td>
<td>100%</td>
<td>50%</td>
<td>50%</td>
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<tr>
<td></td>
<td></td>
<td>Hydrogen</td>
<td>25%-33%</td>
<td>25%-33%</td>
<td>25%-33%</td>
</tr>
<tr>
<td></td>
<td>Non-Govt Owned</td>
<td>Electric</td>
<td>60%-80%</td>
<td>50%</td>
<td>50%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hydrogen</td>
<td>25%-33%</td>
<td>25%-33%</td>
<td>25%-33%</td>
</tr>
<tr>
<td>Replace/Repower Airport Ground Support Equipment</td>
<td>Govt Owned</td>
<td>Electric</td>
<td>100%</td>
<td>60%</td>
<td>80%</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Non-Govt Owned</td>
<td>Electric</td>
<td>75%</td>
<td>60%</td>
<td>50%</td>
</tr>
<tr>
<td>Replace/Repower Forklifts or Port Cargo-Handing</td>
<td>Govt Owned</td>
<td>Electric</td>
<td>100%</td>
<td>60%</td>
<td>80%</td>
</tr>
<tr>
<td>Equipment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Non-Govt Owned</td>
<td>Electric</td>
<td>75%</td>
<td>60%</td>
<td>50%</td>
</tr>
</tbody>
</table>

\(^1\) Maximum Reimbursement Allowed Per Activity; Cost of Necessary Infrastructure for Battery Electric or Fuel Cell Vehicles also Eligible at “Electric” Funding Level

Not Shown: Ocean-Going Vessel Shorepower (Not Applicable in DFW Area)
TCEQ Proposing to Disallow Replacement/Repower of Freight Switchers, Ferries or Tugboats; Not Opting in to State Clean Diesel Program
## FUNDING DISTRIBUTION AND METHODOLOGY

### Area

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

*33%* Represents the Amount for Mitigation Actions in Priority Areas

FUNDING ALLOCATION COMPARISON

Draft Versus Final Funding Allocations to Priority Areas

- San Antonio Area
- Dallas-Fort Worth Area
- Houston-Galveston-Brazoria Area
- El Paso County
- Austin Area
- Beaumont-Port Arthur Area
- Bell County

Millions

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

Allow Regional Agencies to Serve as Third-Party Administrators of Mitigation Trust Funds
  No Changes; TCEQ Will Administer All Funding

Update Emission Calculation Methodology to Use Latest/Greatest Tools
  No Changes; TCEQ Will Utilize Standard TERP Methodology

Confirm and Clarify Equal Eligibility of Zero-Emission Vehicle Infrastructure
  No Changes

Quantify Cost Effectiveness Based Only on Mitigation Plan Funding
  No Changes
ACTION REQUESTED

Recommend Submittal of Comments on Administration of Funds in NCTCOG Area:

Separate Local Government Sector from Private Sector

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

Establish Reasonable Cost Per Ton Threshold for Eligibility

Allow All Eligible Mitigation Actions to Compete at the Same Time

Require Applicants to Demonstrate Broader Commitment
  Adopt Air Quality Policies (e.g. RTC Clean Fleet Policy)
  Participate in DFW Clean Cities

Prioritize Vehicles Powered by Engines Certified to California Air Resources Board Low-NO\textsubscript{x} Technology or ZEV

Prioritize ZEV Infrastructure at Multifamily and Workplace Sites; in Cities without Existing Infrastructure; and Along FHWA-Designated “Pending” Electric Charging Corridors
Recommend Submittal of Comments on Administration of Funds in NCTCOG Area:

Provide Maximum Flexibility on Geographic Requirements for Private Fleets

Announce Workshops with Approximately 4 Weeks’ Notice

Delay Funding Availability for Statewide Charging Infrastructure Until Summer 2019
FOR MORE INFORMATION

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Program Manager  
817-695-9232  
lclark@nctcog.org

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

Nancy Luong  
Air Quality Planner  
817-704-5697  
nluong@nctcog.org

Go To www.nctcog.org/airquality; Select “Funding and Resources”
MOBILITY 2045 STATUS, TRANSPORTATION CONFORMITY DETERMINATION, AND OZONE STANDARDS UPDATE

Regional Transportation Council
December 13, 2018

Kevin Feldt, Program Manager
Jenny Narvaez, Program Manager
Implementing Your Mobility Plan Everyday

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

Coordinating with Partners

- Federal Agencies
- State Agencies
- Transit Agencies
- Local Governments
- Public

Adopted Federally Required Performance Measures

Advancing IH-635 East
Efforts to Identify Solutions in Collin County

US 380
North/South Mobility Options

High-Speed Rail (HSR) Projects Moving Forward

Fort Worth to Laredo Procurement Active
Fort Worth to Dallas (DFW Core Express Project) Procurement Upcoming
Dallas HSR Station Area Study

US 75 Technology Lanes Efforts

Auto Occupancy Detection Technology Moving Forward

Regional Veloweb Funding for Corridor Completion Approved

Fort Worth to Dallas Trail
Cotton Belt Trail
Automated Vehicle Program 2.0 Funding Approved
Freight North Texas Truck Parking Study Completed
Positive Train Control Implementation Continues
Enhancements to Regional 511 Program Completed
Clean Fleets North Texas Projects Recommended
Regional Transportation Council Approval – June 14, 2018

Next Mobility Plan Work Has Begun
  Transportation Partner Coordination
  Public Meeting In November
  NCTCOG Staff Debriefings and Planning Meetings
Nonattainment → Conformity

Received – November 21, 2018

Applies to Mobility 2045 MTP and 2019-2022 TIP

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

Satisfies the following requirements:

  EPA’s adequacy determination of motor vehicle emissions budgets

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

Addresses transportation conformity in accordance with the 2008 8-hour ozone standard
8-HOUR OZONE NAAQS HISTORICAL TRENDS

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

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.

Source: TCEQ, [http://www.tceq.texas.gov/cgi-bin/compliance/mo/8hr_monthly.pl](http://www.tceq.texas.gov/cgi-bin/compliance/mo/8hr_monthly.pl)

ppb = parts per billion
2008 and 2015 Ozone NAAQS

Legend
- Metropolitan Planning Area
- Counties Designated Nonattainment Under 2008 8-Hour Ozone NAAQS
- Counties Designated Nonattainment Under 2015 8-Hour Ozone NAAQS
- Ozone Monitoring Sites

NONATTAINMENT AREA(S)
April 2018

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

No SIP Required

June 2018

EPA Promulgated Final Nonattainment Area Designations

Attainment Deadline: August 3, 2021

November 2018

Implementation Final Rule Signed by EPA Acting Administrator (Revocation of Previous Standards in Separate Future Rule)
Updates in 2018

July 2018

Attainment Deadline for EPA Moderate Designated 10-County Region

SIP Revisions

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

November 2018

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

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

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

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Jenny Narvaez
Program Manager
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jnarvaez@nct cog.org
Transportation Alternatives
Set-Aside Program

2019 Call for Projects
for the North Central Texas Region

Karla Weaver, AICP
Active Transportation Project Types

- Shared-Use Paths
- On-Street Bikeways
- Bicycle/Pedestrian Signalization
- Sidewalks, Crosswalks, Curb Ramps
- Traffic Controls and Calming Measures
- Signage
- Road Diets (incorporating pedestrian and bicycle accommodations)
## TA Set-Aside Program Funding (FY20)

<table>
<thead>
<tr>
<th>Western Subregion Fort Worth District Share (34%)</th>
<th>Eastern Subregion Dallas and Paris District Share (66%)</th>
<th>Total TA Set-Aside Federal Funding Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2,700,960</td>
<td>$5,243,040</td>
<td>$7,944,000*</td>
</tr>
</tbody>
</table>

*Federal Funding Suballocation for FY20:

<table>
<thead>
<tr>
<th>Maximum Federal Funding Award per Project</th>
<th>Minimum Federal Funding Award per Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5,000,000</td>
<td>$150,000</td>
</tr>
</tbody>
</table>
## Evaluation and Scoring Criteria

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

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

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

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

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

* Contact TxDOT District Representatives for more information about eligibility

### Dallas District
Maher Ghanayem  
214-320-6691  
Maher.Ghanayem@txdot.gov

### Fort Worth District
Phil Hays  
817-370-6500  
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### Paris District
Sydney Newman  
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Sydney.Newman@txdot.gov
Application Information

nctcog.org/TAP

(application materials available beginning 12/17/18)

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Questions?

nctcog.org/TAP

(application materials available beginning 12/17/18)