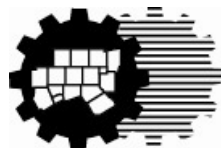


2017 Clean Diesel Subaward and Call for Projects

**Surface Transportation Technical Committee
October 27, 2017**

**Lori Clark
Program Manager**



**North Central Texas
Council of Governments**

Background

Source: EPA National Clean Diesel Funding Assistance Program

NCTCOG Proposal Recommended for Full Award

Expense Category	Amount
Vehicle/Equipment Replacement Projects	\$2,000,003
NCTCOG Administration*	\$90,709

Benefits Anticipated	5-Year Impacts
Nitrogen Oxides Reductions	96.92 Tons
Particulate Matter (PM) Reductions	6.93 Tons

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

EPA = Environmental Protection Agency

Project Eligibility

Eligible Entities:

Local Governments

Private Companies who Contract with Local Governments

Must Adopt RTC Clean Fleet Policy or Similar

Eligible Activities	Funding Threshold
<u>Replace On-Road Diesel Trucks*</u> 16,000 GVWR and Up; Model Year 1995-2006; (Also Model Year 2007-2009 if Replacing with Electric)	45% Cost if New is Electric 35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO_x Standards (Both Natural Gas and Propane Engines Currently Available)
<u>Replace Non-Road Diesel Equipment*</u> Must Operate >500 Hours/Year; Eligible Model Years Vary	25% Cost for All Others

**All Old Vehicles/Equipment Must be Scrapped*

CARB = California Air Resources Board

GVWR = Gross Vehicle Weight Rating

Proposed Subaward

Denton County Transportation Authority (DCTA) Transit Bus Replacement Project

Background:

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

Subaward Details:

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

Balance Available for CFP:

\$1,528,400

Proposed CFP Details

Structure:

Modified First-Come, First-Served

Interim Application Deadlines 5 pm Last Friday of Each Month

Competitive Evaluation Within Month

Selection Criteria:

Cost Per Ton NO_x Emissions Reduced

Feasibility/Risk

Multi-Pollutant Emission Reductions

Cost Per Ton PM Emissions Reduced

Cost per Ton Hydrocarbon Emissions Reduced

Cost Per Ton Carbon Monoxide Emissions Reduced

Cost Per Ton Carbon Dioxide Emissions Reduced

Cost Per Gallon Petroleum Reduced

Proposed CFP Schedule

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

Extension of Existing CFP

North Texas Airport Emissions Reduction CFP

Background:

EPA Funds Awarded in 2015

Have Been Accepting Applications on Modified First-Come,
First-Served Basis with Monthly Application
Deadlines

Final Deadline Currently **December 29**, 2017

No Applications Received to Date

Proposal:

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

Air Quality Emphasis Areas

High-Emitting Vehicles/Equipment



Low Speeds

Idling

Vehicle Miles of Travel

Energy and Fuel Use



Cold Starts

Hard Accelerations

Action Requested

Recommend RTC Approval Of:

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

CFP Structure, Selection Criteria, and Schedule

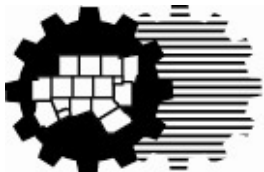
Extend North Texas Airport Emissions Reduction CFP through September 2018

For More Information

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**North Central Texas
Council of Governments**

TRANSIT GRANT FUNDING CLEANUP

ACTION

**Surface Transportation Technical Committee
October 27, 2017**



BACKGROUND

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

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

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

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

AVAILABLE FEDERAL FUNDING

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

REQUESTED FUNDING

DART

Fare equipment partnership with small and non-traditional providers

Software integration with non-traditional and private provider payment platforms

Taxi vouchers in nine service gap locations

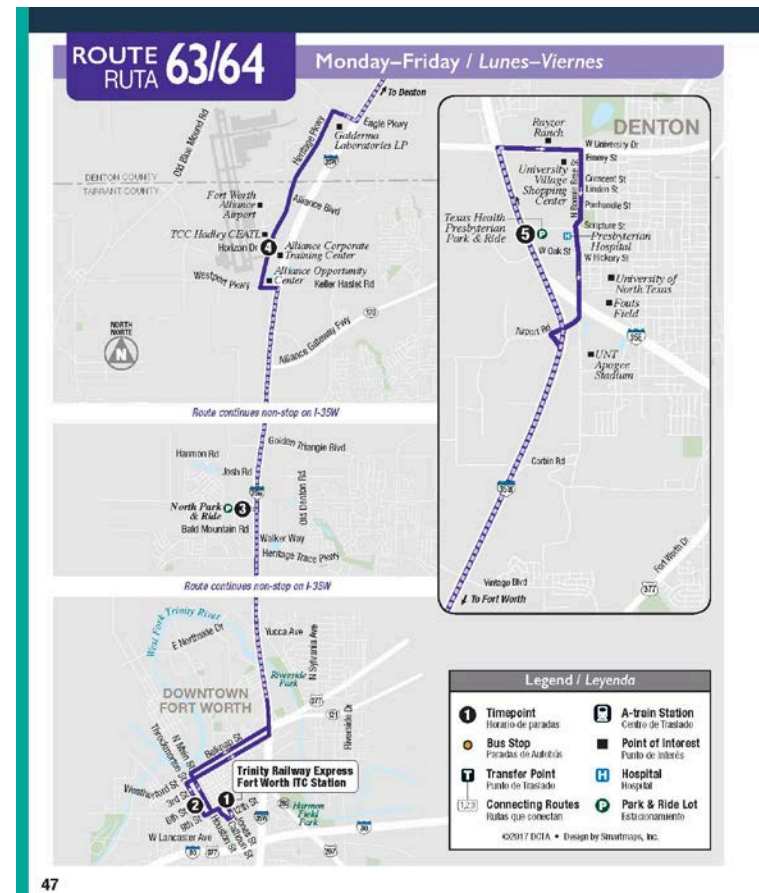
Seven low floor, smaller alternative-fuel vehicles and five 40-foot transit buses



REQUESTED FUNDING, CONT.

DCTA & FWTa Joint Request

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



REQUESTED FUNDING, CONT.

DCTA

Mobility management technology
integration across partner
scheduling software



FWTA

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



MORE PLACES. MORE PEOPLE.
MORE POSSIBILITIES.

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

PROJECT FUNDING SUMMARY

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

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 4.1

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

QUESTIONS

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REGIONAL TRANSPORTATION COUNCIL EFFORTS SUPPORTING AMAZON HQ2

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
OCTOBER 27, 2017

MICHAEL MORRIS, P.E.
DIRECTOR OF TRANSPORTATION



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

Darker red are slower speeds.

[illegible]

DFW International Airport to Fort Worth Downtown on North Tarrant Express

[illegible]

DFW International Airport to Dallas Downtown on I-30

[illegible]

Legend
speed, mph

1	10
11	20
21	30
31	40
41	50
51	60
61	70

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

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

[illegible]

DFW International Airport to Fort Worth Downtown on North Tarrant Express

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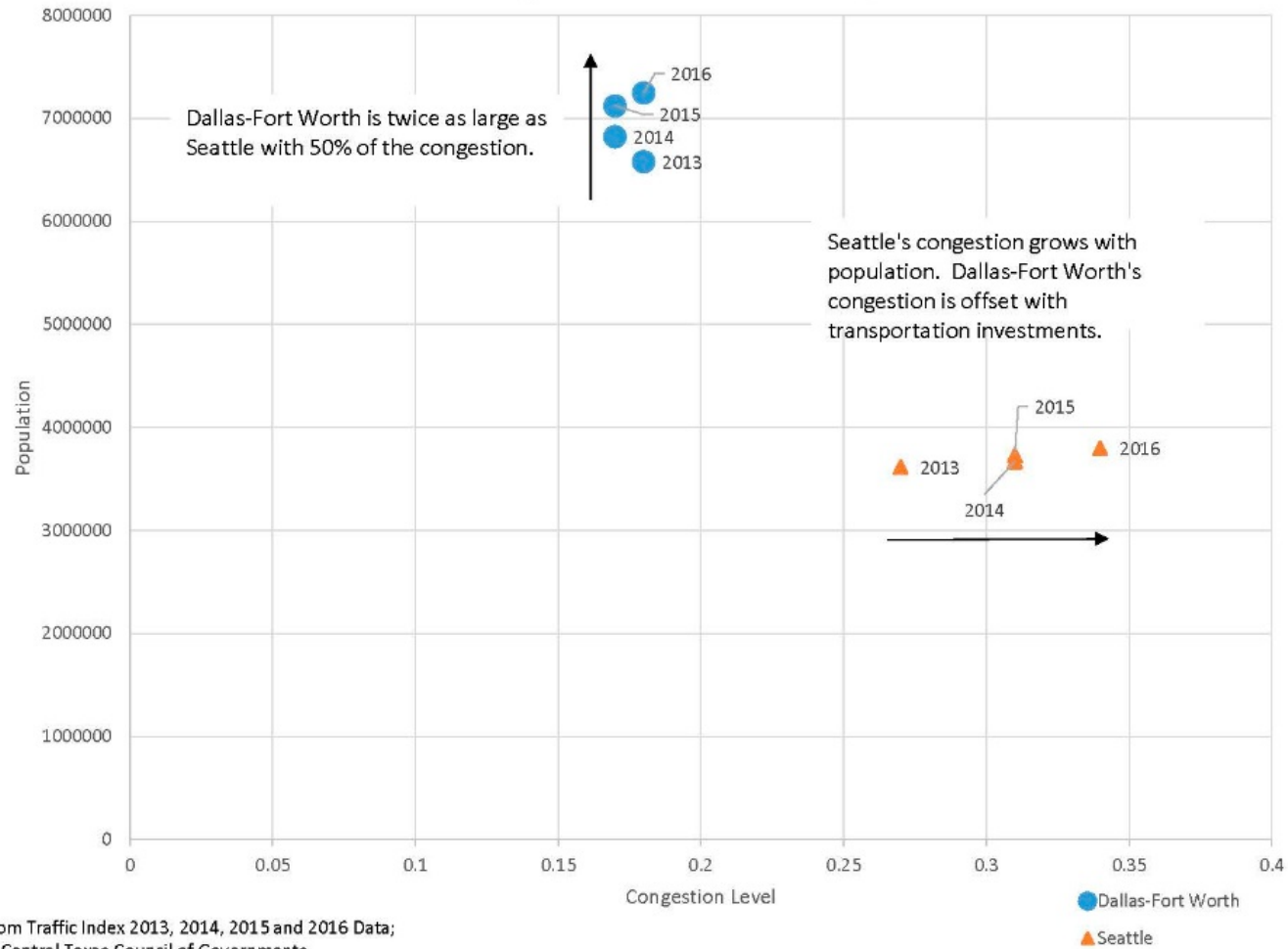
DFW International Airport to Dallas Downtown on I-35 E

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Legend
speed, mph

1	10
11	20
21	30
31	40
41	50
51	60
61	70

Dallas-Fort Worth and Seattle Comparison of Congestion Levels and Population



10 EXAMPLES

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

Statewide Automated Vehicle Procurement

Surface Transportation Technical Committee

Thomas J. Bamonte

North Central Texas Council of Governments

October 27, 2017



AV Development Goes Mainstream



ARGO AI

CRUISE



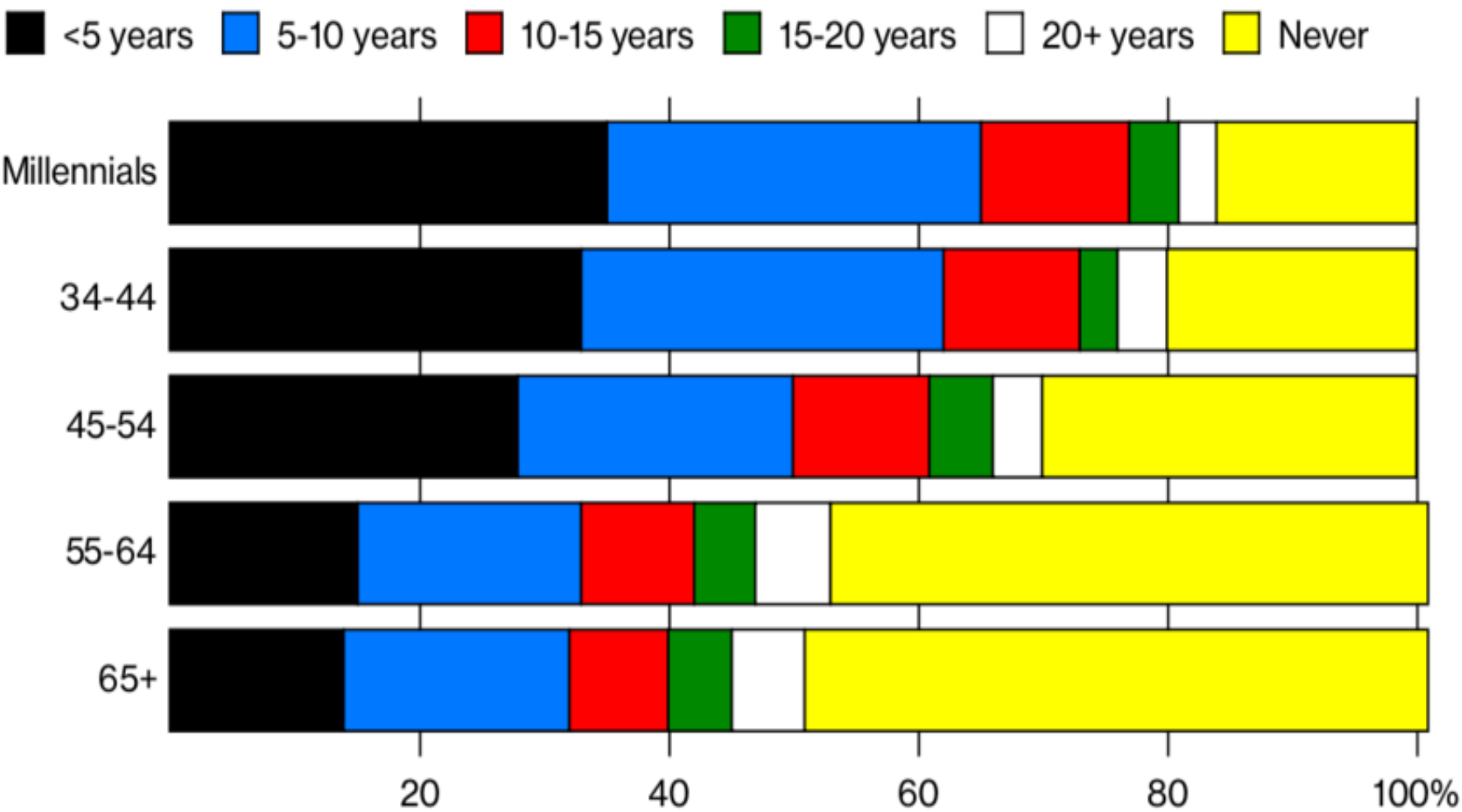
DELPHI





Driverless Divergence

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



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





Statewide AV Procurement

Single procurement process

Prequalify pool of AV vendors

Cities/agencies order AVs off the “menu”

Flexibility to structure own contracts

Permissive not mandatory

Next Steps

Draft and issue procurement documents

Evaluate responses

Publicize availability of AV menu

Periodically refresh vendor list

Contact Information

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[@TomBamonte](#)

Update on Texas Innovation Alliance Activities

Surface Transportation Technical Committee

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



Texas Innovation Alliance

Cities

Universities

TxDOT

Private sector

Near-term focus





“Coming together is a beginning, staying together is progress, and working together is success.”

- Henry Ford

TEAM Tarrant County



Innovate Texas Together | #Open4Innovation

Richard Brooks, MedStar

Phil Dupler, FWTA

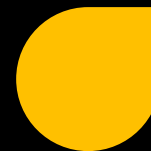
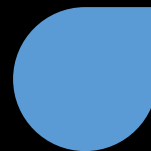
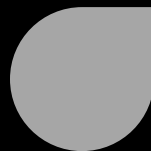
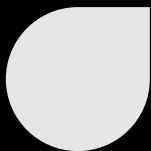
Corey Ershow, Lyft

Nicole Gilmore, HHSC

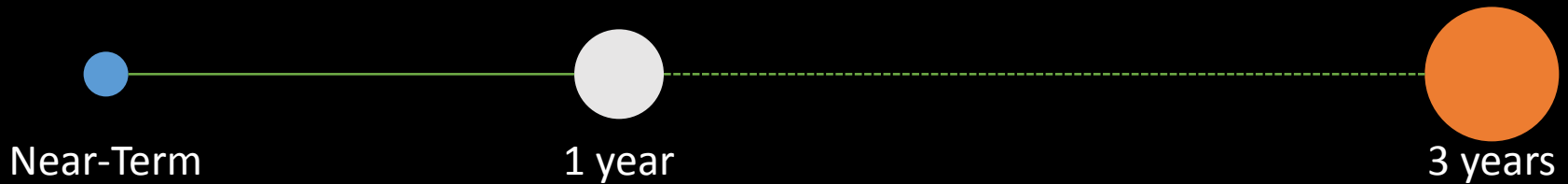
Sheila Holbrook White, MHMR Tarrant

Scott Rule, JPS Health System

Russell Schaffner, Tarrant County



A Better Way - Roadmap



Near Term

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

1 Year

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

3 Year

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

TEAM Tarrant County





Lauren Isaac



Lyndsay Mitchell



Tom Bamonte



Kelley Coyner



Ann Foss



Alicia Winkelblech



Felipe Castillo



Les Sundra Ford



Joseph Holmes



Hamid Hajjafari

Low Speed Automated Vehicles Arlington/DFW Test Bed



Team Arlington

Texas Mobility Summit - October 17, 2017



Hospitals



City Centers



Campus



Train Stations



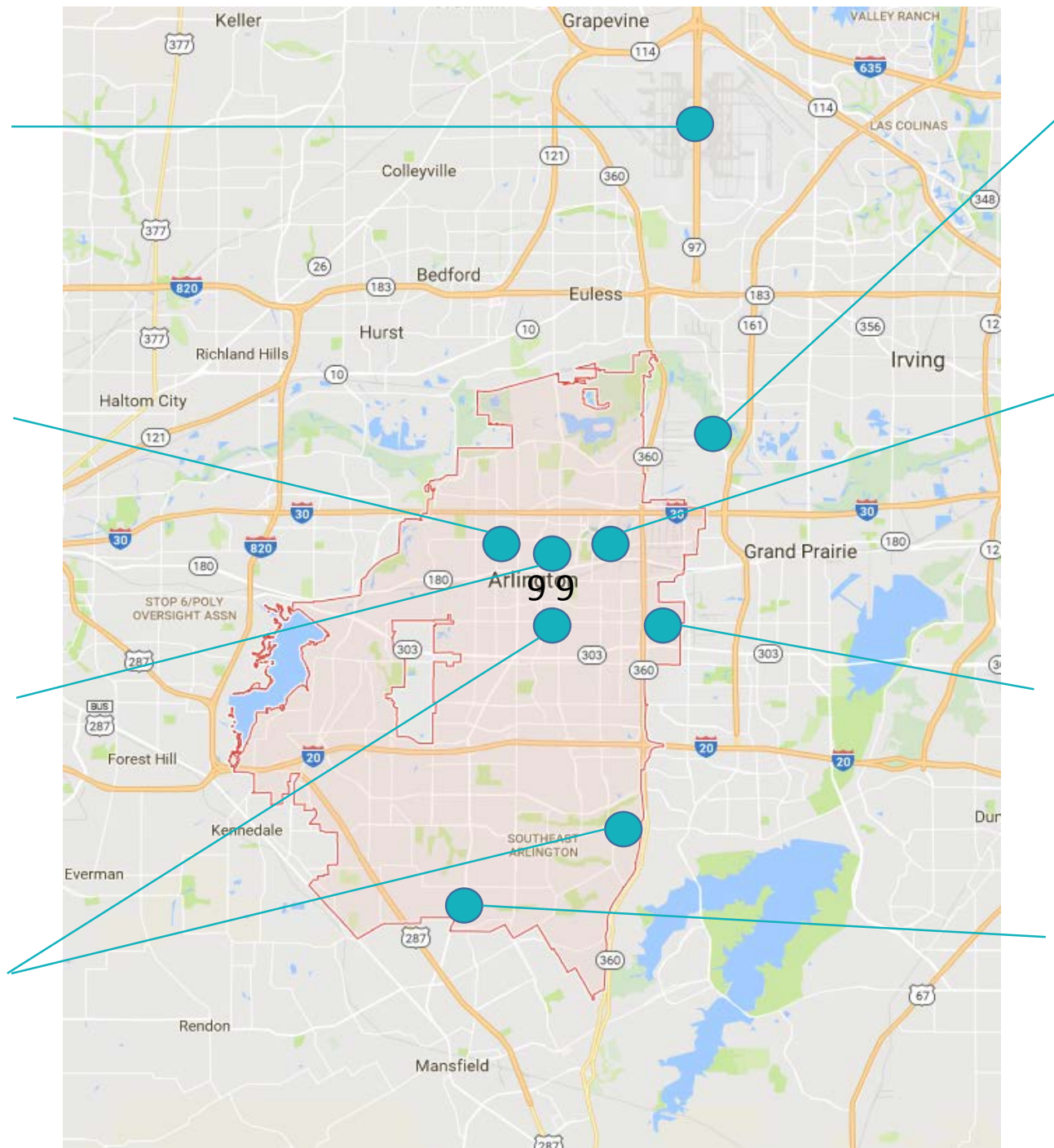
Theme Parks



Industrial Sites



Retirement Homes



Upcoming DFW Events

December 7: Transit agencies AV open house

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

December 8: Short course on using Waze data

- Transportation
- Emergency response
- Developer opportunities



Update: ATCMTD Grant Applications

Advanced Transportation and Congestion Management Technologies Deployment

Install advanced transportation technologies to improve safety, efficiency, system performance

5-10 annual awards; \$12M FY max

Federal match: Up to 50%

Fiscal Year	2016	2017	2018	2019	2020
Authorization	\$60 M	\$60 M	\$60 M	\$60 M	\$60 M

Update: 5G Research Platform Grant



Contact Information

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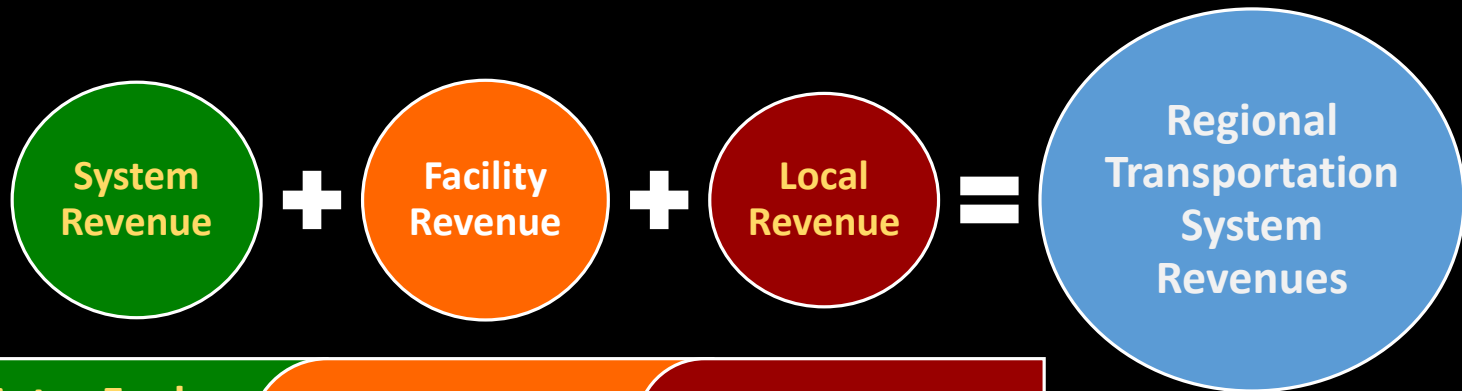
Mobility 2045 Update

Surface Transportation Technical Committee

October 27, 2017



Transportation Funding Basics



- Motor Fuel Taxes
- Vehicle Registration Fees
- Other Federal Sources
- Toll System Revenues*
- Other State Sources

- Toll Road Bonds
- Managed Lanes
- Public/Private Partnerships
- Public Transportation Fares

- Sales Taxes
- Special Taxes
- Bond Programs
- Impact Fees
- Property Taxes
- Value Capture

*Revenue from existing NTTA facilities after bonds are retired.

DRAFT

Prioritization and Expenditures

		2040	2045 ¹
Maximize Existing System	Infrastructure Maintenance • Maintain & Operate Existing Facilities • Bridge Replacements	\$37.4	\$42.1
	Management and Operations • Improve Efficiency & Remove Trips from System • Traffic Signals and Bicycle & Pedestrian Improvements	\$7.2	\$8.1
	Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance	\$3.6	\$4.0
Strategic Infrastructure Investment	Rail and Bus Induce Switch to Transit	\$27.2	\$30.6
	HOV/Managed Lanes Increase Auto Occupancy	\$43.4	\$48.8
	Freeways/Tollways and Arterials Additional Vehicle Capacity		

1 Preliminary estimates to be refined.

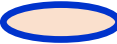
2 Actual dollars, in billions. Values may not sum due to independent rounding.

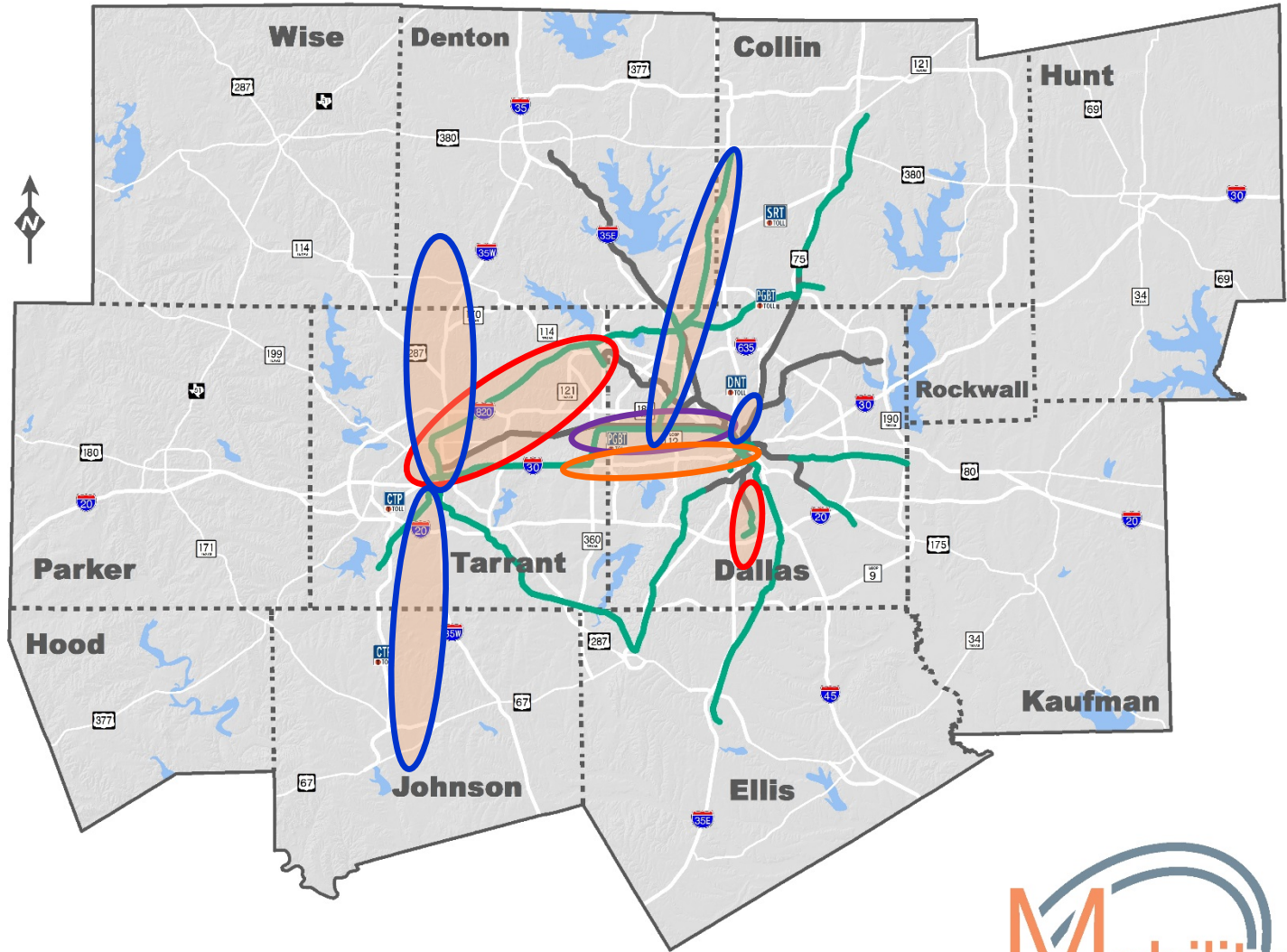
Total Expenditures

\$118.9²

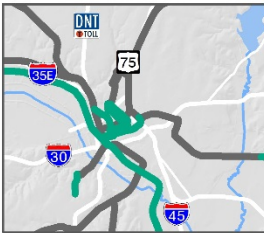
\$133.7²

Passenger Rail Projects

-  Under Evaluation
-  Remove - Under Construction/Complete
-  Remove - Local Consensus
-  Alignment Change
-  Mobility 2040 Rail Projects
-  Existing Rail



Dallas CBD



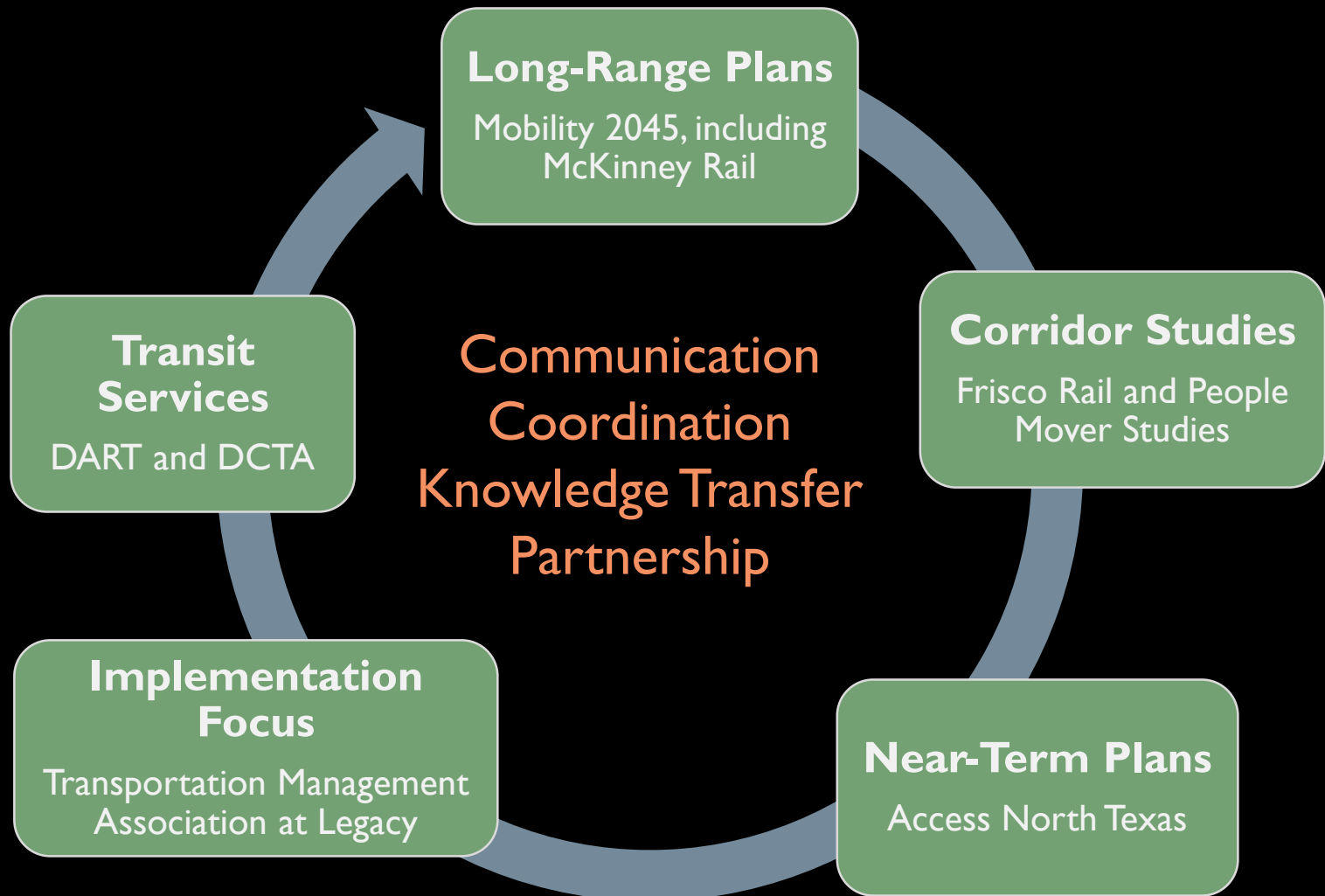
Fort Worth CBD



DRAFT



Collin County Transit-Related Initiatives



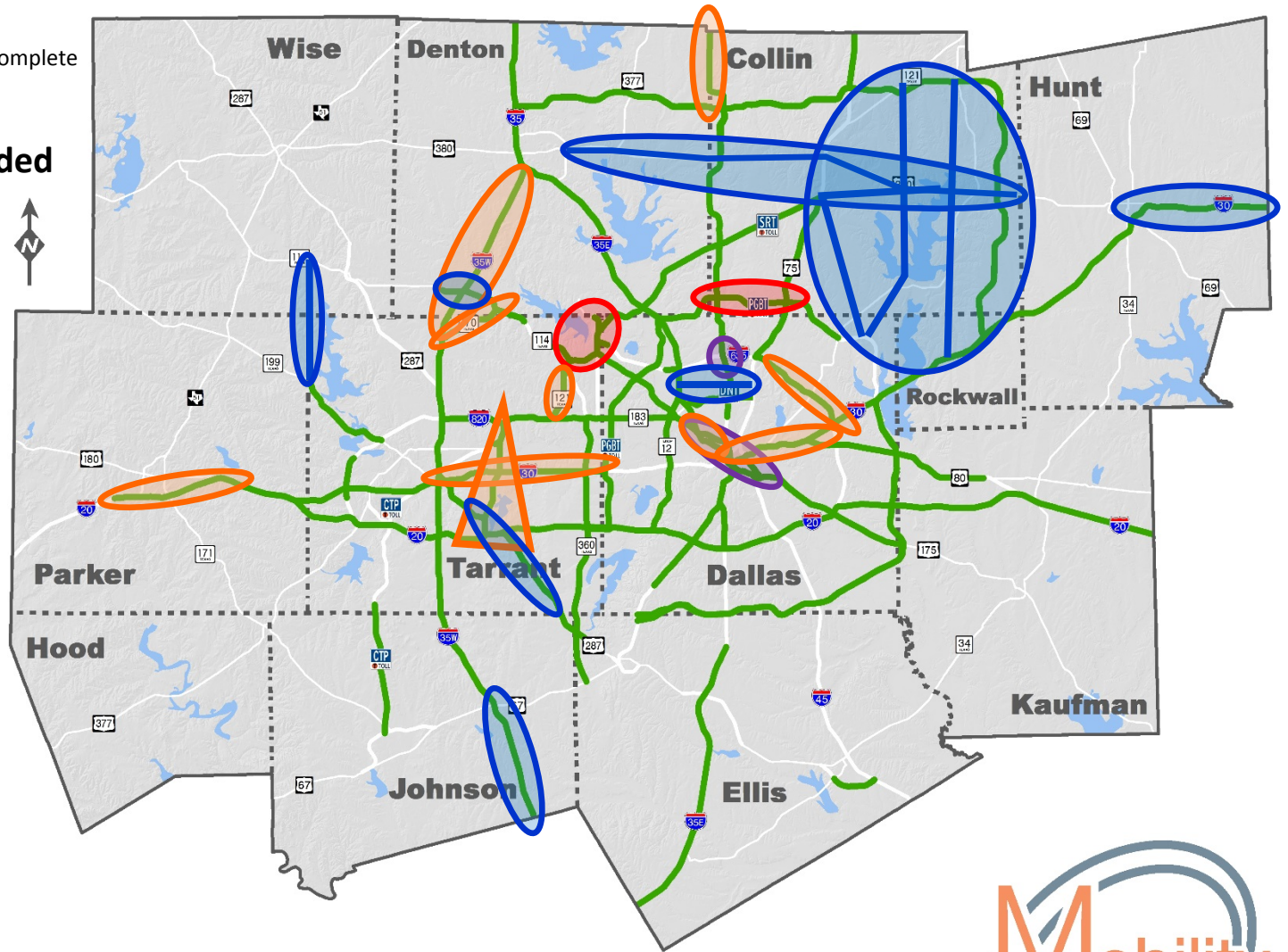
Roadway Project Status

Projects Removed

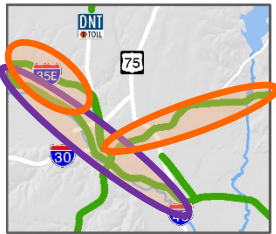
-  Under Construction/Complete
-  Local Consensus

Projects Revised/Added

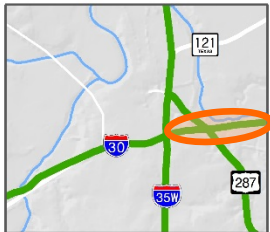
-  Design Change
-  New Projects



Dallas CBD



Fort Worth CBD

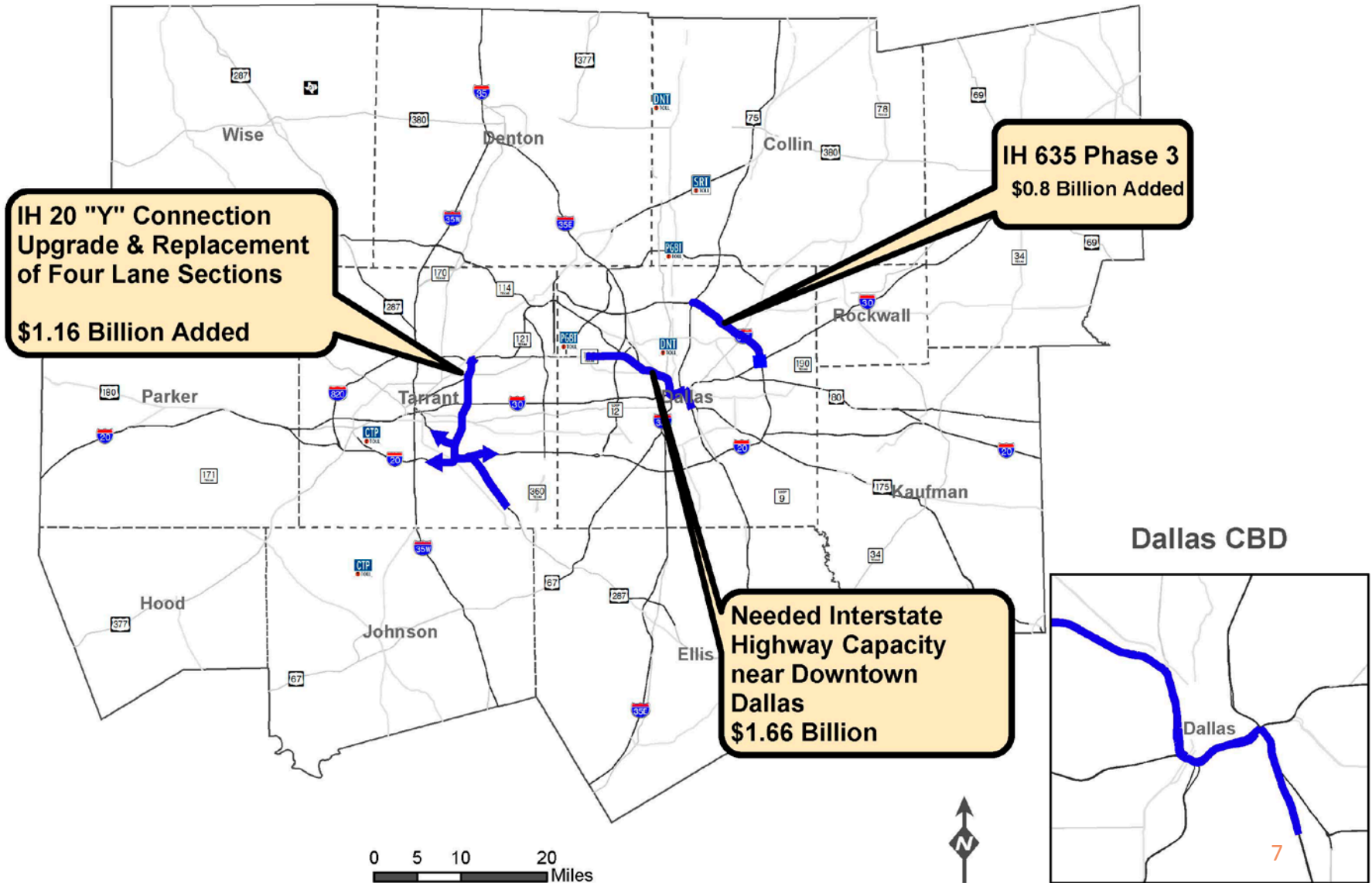


DRAFT



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

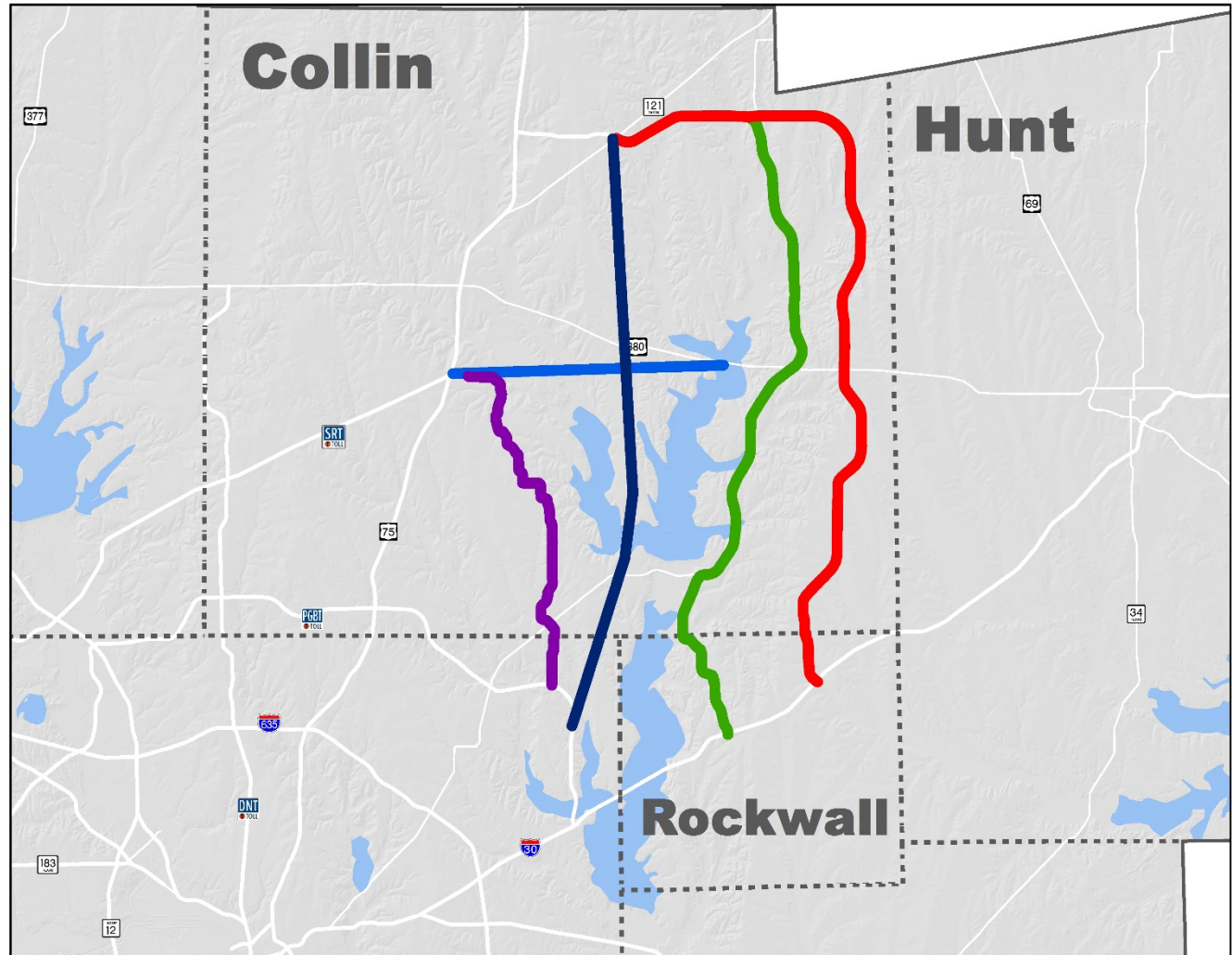
Next Big Projects in the Dallas-Fort Worth Region: Additional Texas Transportation Commission Incremental Funding



Collin County Roadway Opportunities

Proposed Roadway Corridors

- West Corridor
- Lake Corridor Frwy
- SH 78/SH 205/John King Corridor
- Collin County Outer Loop Frwy
- Spur 399 Frwy Extension



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



North Central Texas
Council of Governments

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Policies



Adopted RTC Policies

Policy P17-01

Expedite IH 635 Phase 3

Policy P17-02

Expedite IH 20 “Y” Connection

Policy P17-03

Define Improvements and Identify Resources

SH 183, IH 35E, IH 30, IH 45, US 175

Policy P17-04

Advance Current Commitments



Policies and Programs

Review and Revise Policies and Programs

Response to Legislative Programs

Enhanced Performance-Based Planning

Guaranteed Transit

Role of Technology

Toll Managed Lane System Policy



Possible Technology Policies

Support Open Data Best Practices

Encourage Cooperation on Wireless Communications Infrastructure

Encourage Multi-Occupant Ride Sharing

Support Automated Vehicle Deployment

DRAFT



Possible Toll Managed Lane Policy

Not Intended for Toll Roads

Strategy for Increasing Capacity Where Needed

Focused on Toll Managed Lanes

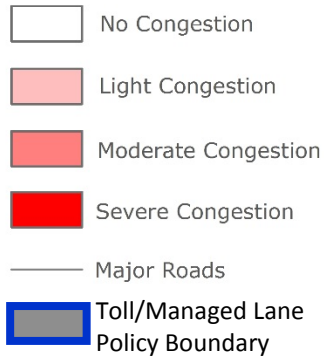
Deployment Within Prescribed Area

DRAFT



Toll Managed Lane System Policy Boundary

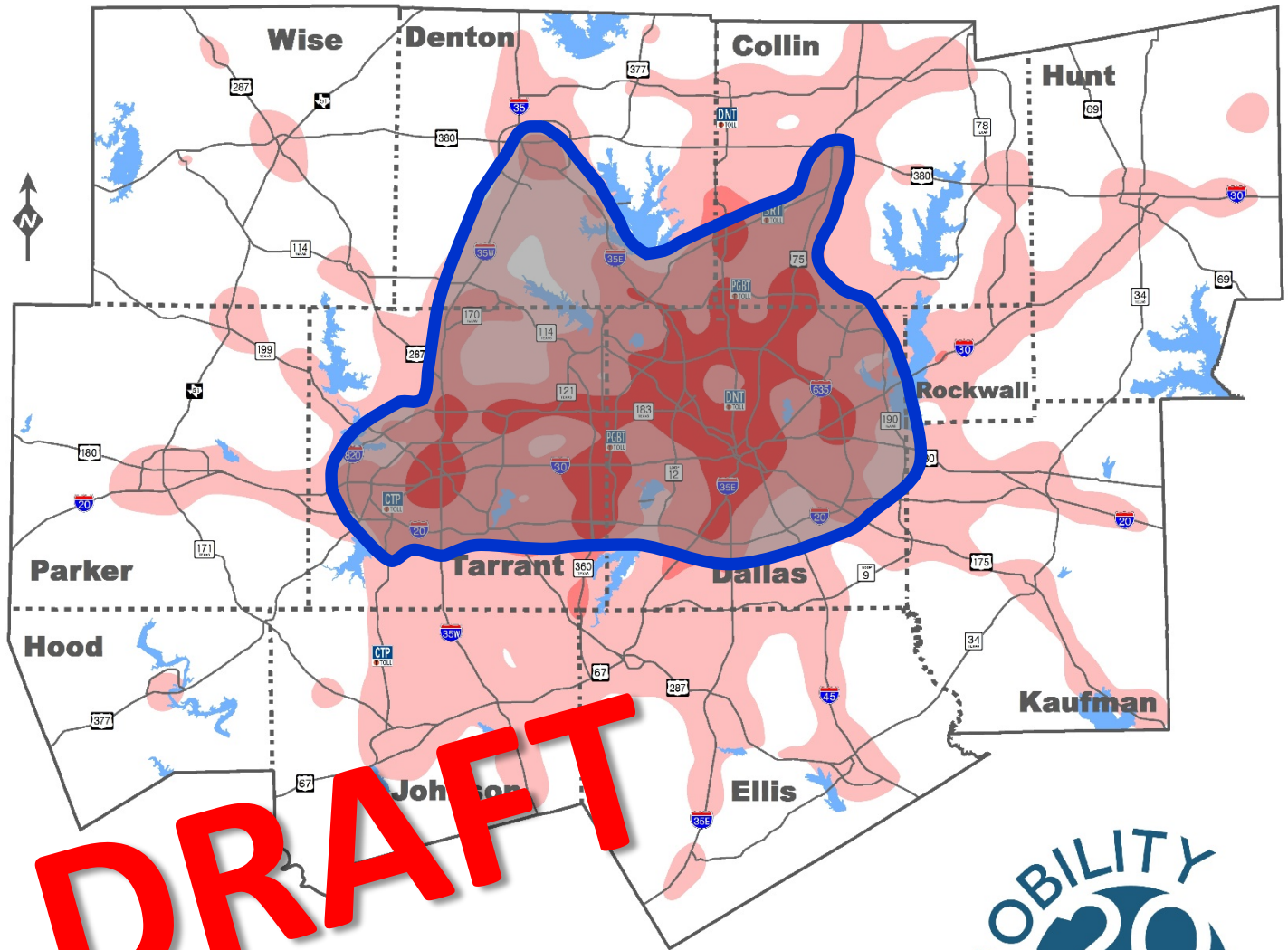
Congestion Index*



Dallas CBD



Fort Worth CBD



DRAFT



Cost of Congestion/Delay: \$25.3 billion

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



North Central Texas
Council of Governments

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Next Steps



Next Steps

Continue Partner Coordination

Finalize Partner Projects – Nov. 15

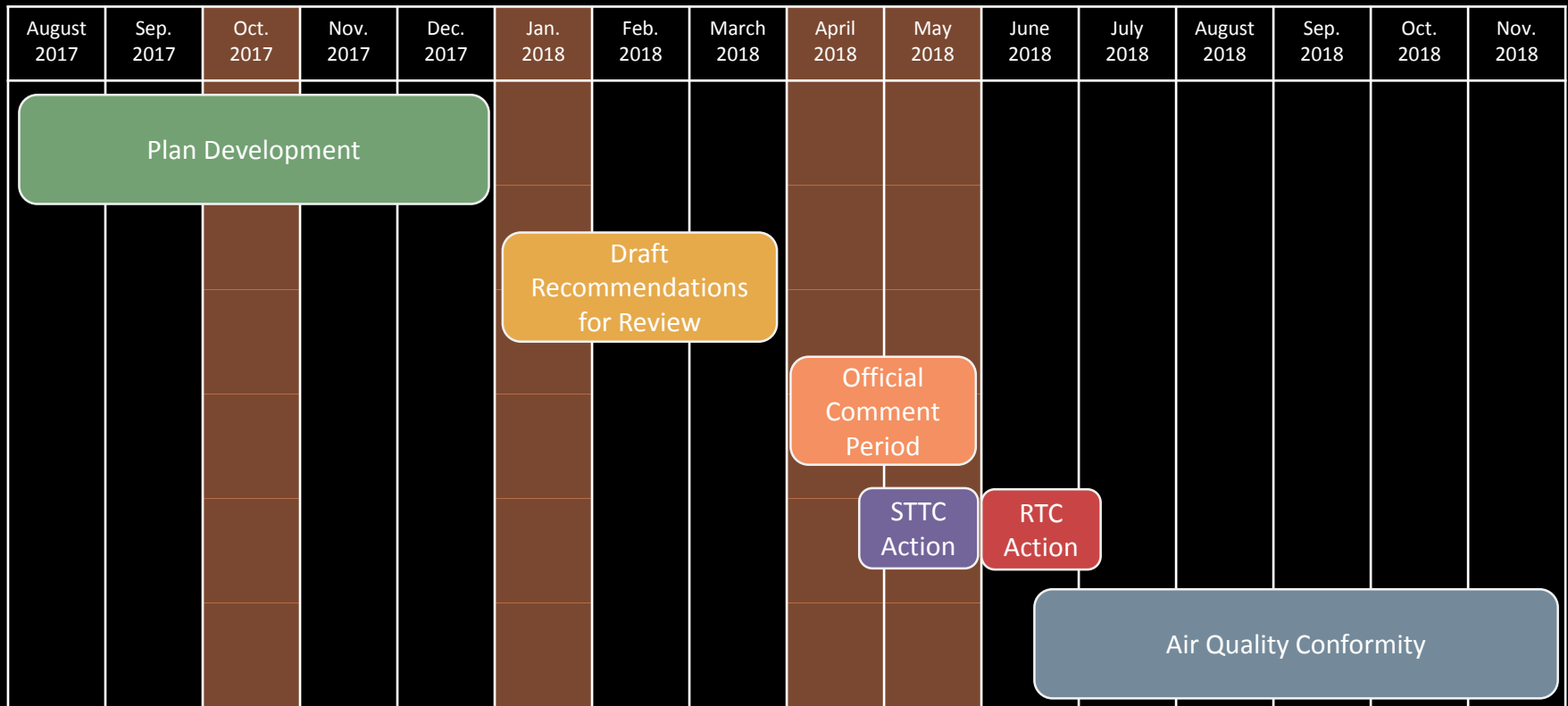
Provide Monthly STTC and RTC Updates

Finalize Financial Forecast

Conduct January Public Meetings



Schedule



Public meetings held during highlighted months.

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



Questions

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Kevin Feldt

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Policy Implications – State Revenue

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



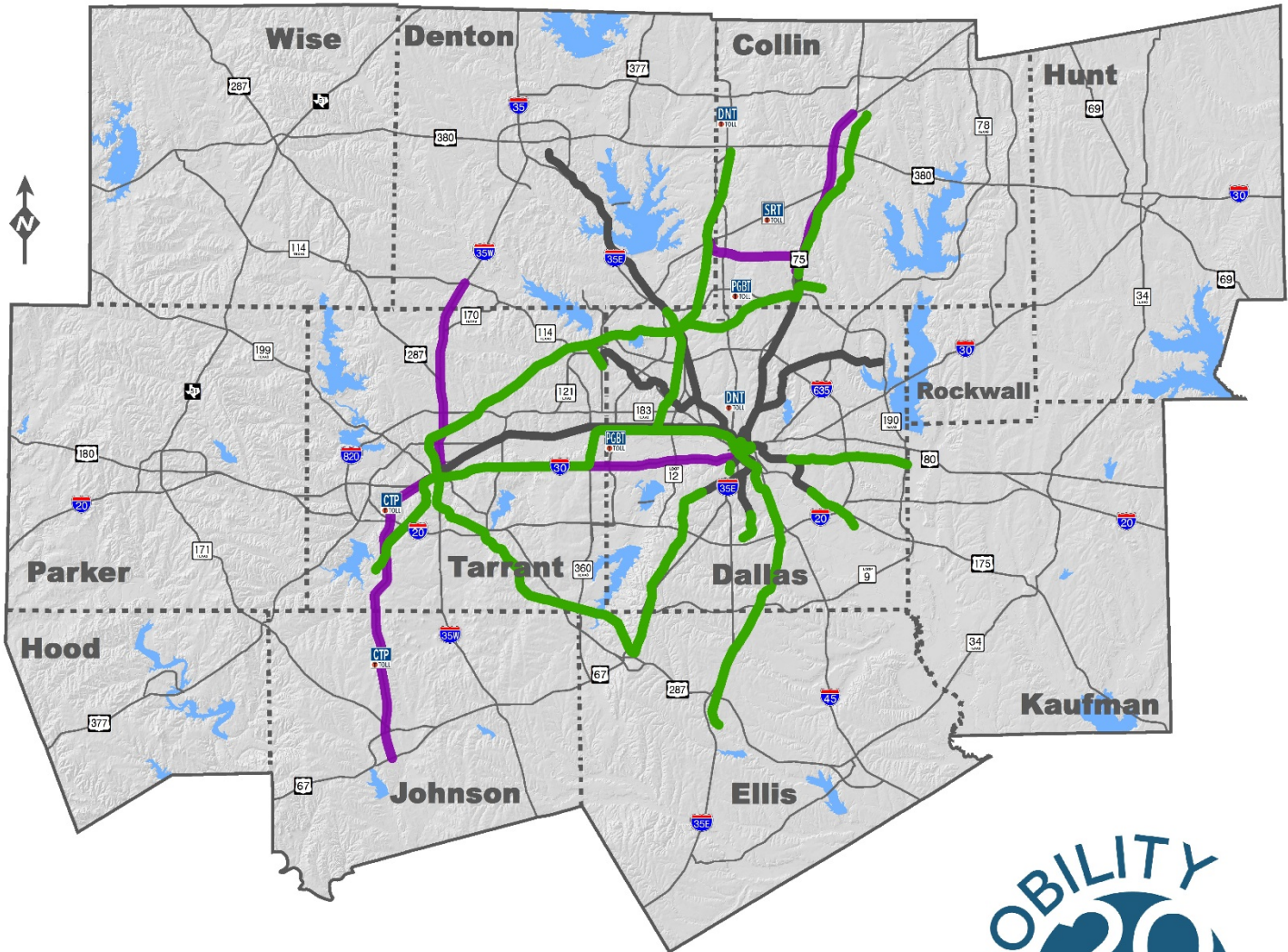
Policy Implications – Federal Revenue

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

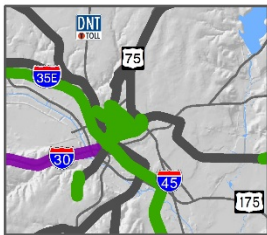


Major Transit Corridor Recommendations

- Recommended Rail
- Existing Rail
- Recommended High-Intensity Bus
- Major Roadways



Dallas CBD

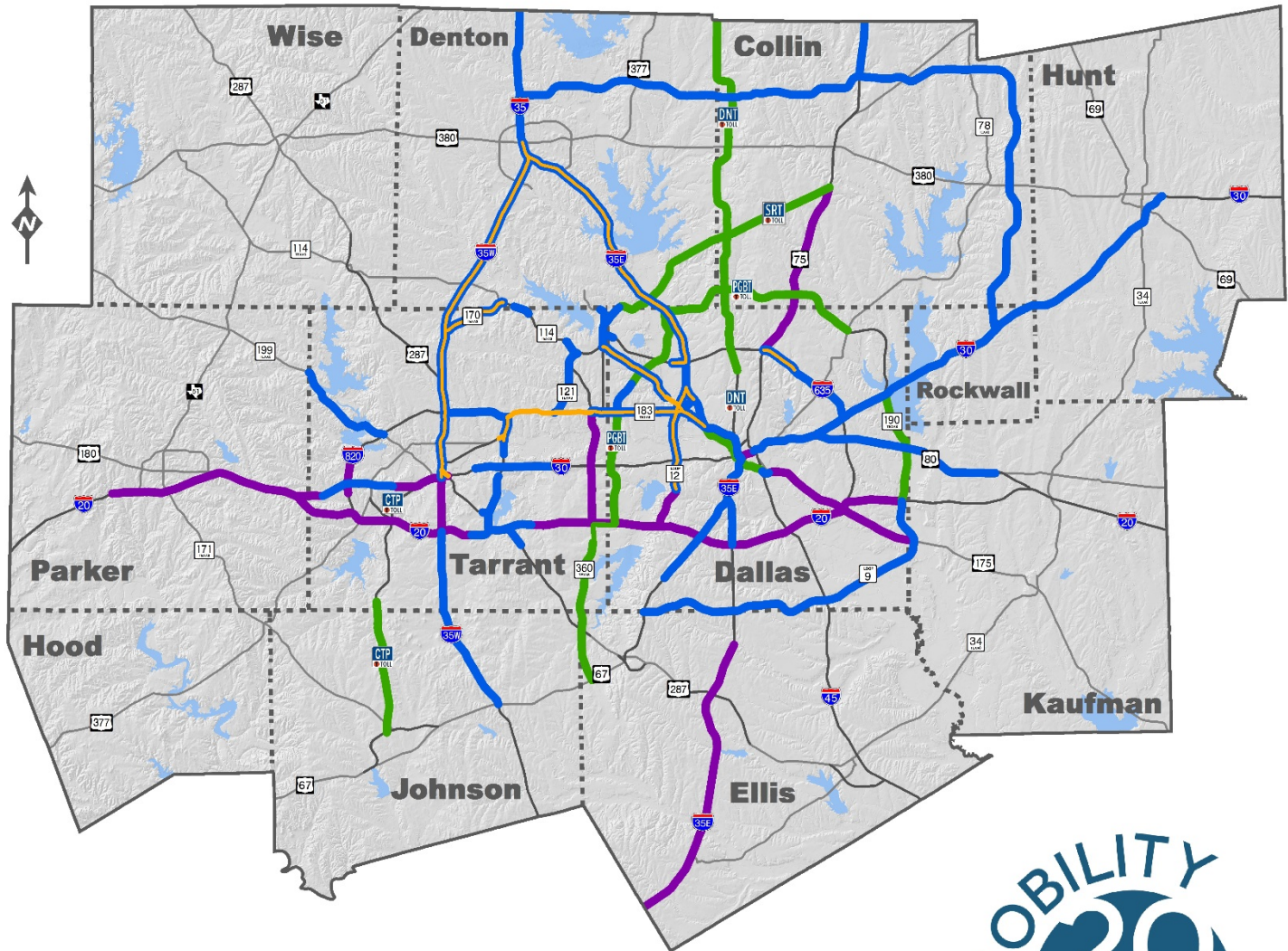


Fort Worth CBD

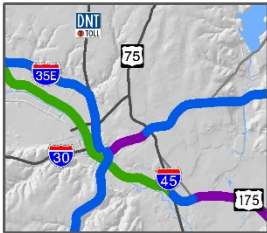


Major Roadway Recommendations

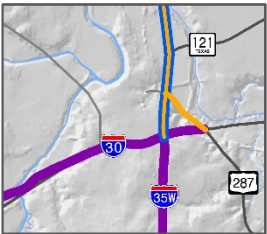
-  New or Additional Freeway Capacity
-  Additional Freeway Capacity and New Tolled Managed Lanes
-  New or Additional Tolled Managed Capacity
-  New or Additional Toll Road Capacity
-  Capacity Maintenance
-  Freeways/Tollways
-  Other Major Roadways



Dallas CBD



Fort Worth CBD



Performance Measures: Roadway Safety and Transit Asset Management

Surface Transportation Technical Committee

Information Item

October 27, 2017

Background

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

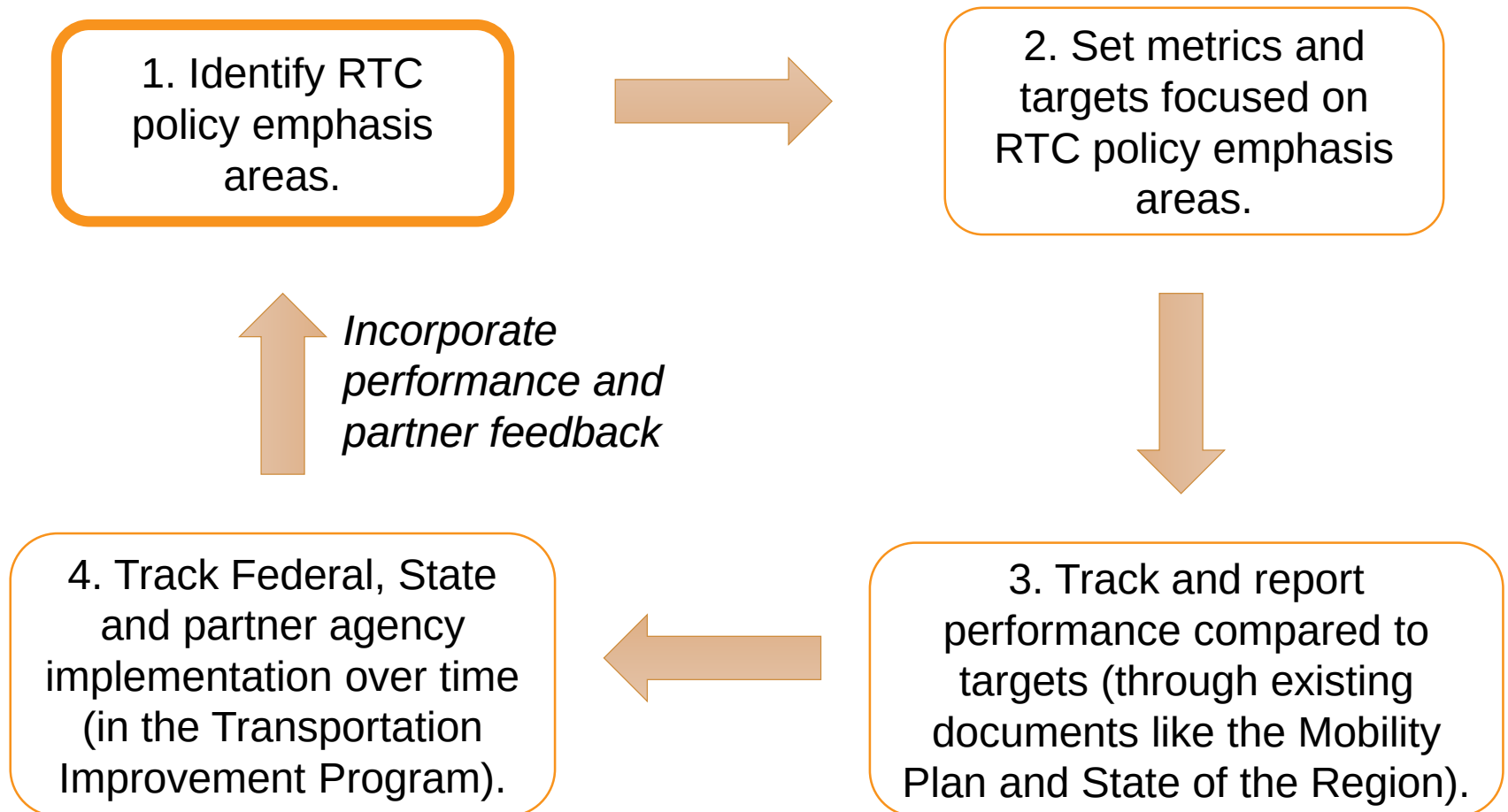
Federal legislation has specified certain quantitative performance measures that must be tracked and reported annually

Generally regional in scale, not intended to inform individual projects

Coordinated with State and regional partners

Upcoming deadlines for Roadway Safety and Transit Asset Management

Monitoring Transportation System Performance



Federally Required Performance Measures

Highway Safety Improvement Program (PM1)

Infrastructure Condition (PM2)

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

Transit Asset Management

Roadway Safety Performance Targets

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

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

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

TxDOT Safety Performance Target Setting

- Evidence based, data-driven targets are required.
- TxDOT Strategic Highway Safety Plan (SHSP) utilized a 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:

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

NCTCOG Safety Target Recommendations

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

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

NCTCOG Safety Projects and SHSP Emphasis Areas

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

Transit Asset Management



Federal Transit Administration

Transit Asset Management Categories



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

Coordination with Transit Providers

Transit providers used five different types of metrics.

Among all transit providers, targets also varied, including:

- Two different targets for buses;

- Five different targets for cutaway buses.

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

Proposed Regional Targets for 2018



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

Next Steps for Roadway Safety and Transit Asset Management

Set baseline for performance with current data.

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

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

Bring back metrics and targets for RTC emphasis areas annually.

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

Timeline

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

Contact

Transit Asset Management

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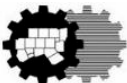
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2017-2018 CMAQ/STBG* FUNDING: FEDERAL/LOCAL FUNDING EXCHANGES

Surface Transportation Technical Committee
October 27, 2017

* Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM



Federal/Local Funding Exchanges



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 Programs/Projects



Local Bond Program Partnerships



Safety, Innovative Construction, and Emergency Projects



Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

= Project Selection Completed

= Pending STTC/Regional Transportation Council (RTC) Approval

= Program Partially Completed

CMAQ/STBG FUNDING PROGRAM: FEDERAL/LOCAL FUNDING EXCHANGES

Description/ Purpose	To increase regional revenues through the exchange of federal funds and local funding. This effort establishes Phase 3 of the RTC/Local program.
Current Requests	• 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 projects and implement projects not eligible for federal funds or that would be best implemented without federal funds.

TRE LOCAL SWAPS

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

SUMMARY OF PROPOSED FUNDING EXCHANGES¹

DRAFT

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

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

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

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

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

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

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

POTENTIAL ADDITIONAL PARTNERSHIP(S)

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

TIMELINE

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

QUESTIONS?

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National Drive Electric Week Recap



**Surface Transportation
Technical Committee**
October 27, 2017

Kenny Bergstrom
Communications Coordinator
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Hosted at Grapevine Mills Mall on September 9th

Keynote by Colleyville Councilmember Mike Taylor

Official Count – 155 Electric Vehicles

Texas Record

Over 500 Attendees

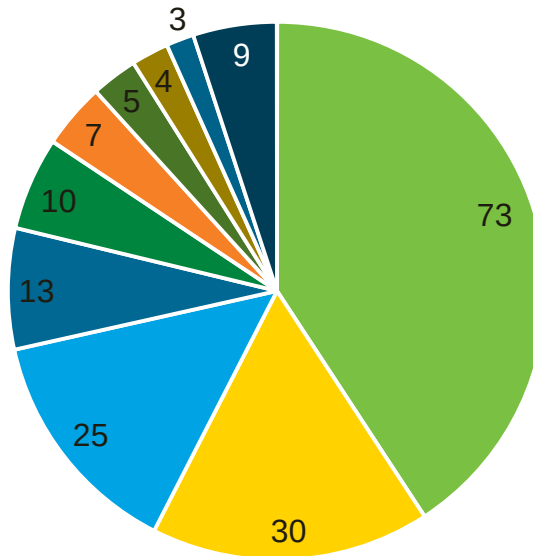
4.8 Million EV Miles Driven by Registered Attendees

Most Miles Reported in the US

Event Report Available at DriveElectricDFW.org

- **Bill Utter Ford**
- **Byron Nelson High School Solar Team**
- **Carvana**
- **Chargepoint**
- **Citizens Climate Education**
- **City of Lewisville**
- **Classic Chevrolet**
- **Earth X**
- **Fort Worth Sierra Club**
- **Natural Awakenings**
- **North Texas Electric Auto Association**
- **North Texas Renewable Energy Group**
- **Phi Theta Kappa**
- **Revitalize Charging**
- **Robin Lawn Care**
- **Winston Solar Team**

Participating EV Makes/Models



■ Tesla Model S

■ Nissan Leaf

■ BMW i3

■ Cadillac ELR

■ Fiat 500e

■ Chevy Volt

■ Tesla Model X

■ Chevy Bolt

■ Ford Focus/CMAX/Fusion

■ Other Vehicles

Drive Electric Week North Texas



Drive Electric Week Webinar Series



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



Drive Electric Week Webinar Series

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

9.11.17 | **EV 101** | Free | 12p

9.12.17 | **Workplace Charging** | Free | 12p

9.13.17 | **Opportunities for Utilities** | Free | 12p

9.14.17 | **Municipalities & EVs** | Free | 12p

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

www.DriveElectricDFW.org



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DFW Clean Cities Website
www.dfwcleancities.org

EVNT Website
www.dfwcleancities.org/evnt

NDEW Website
www.DriveElectricDFW.org

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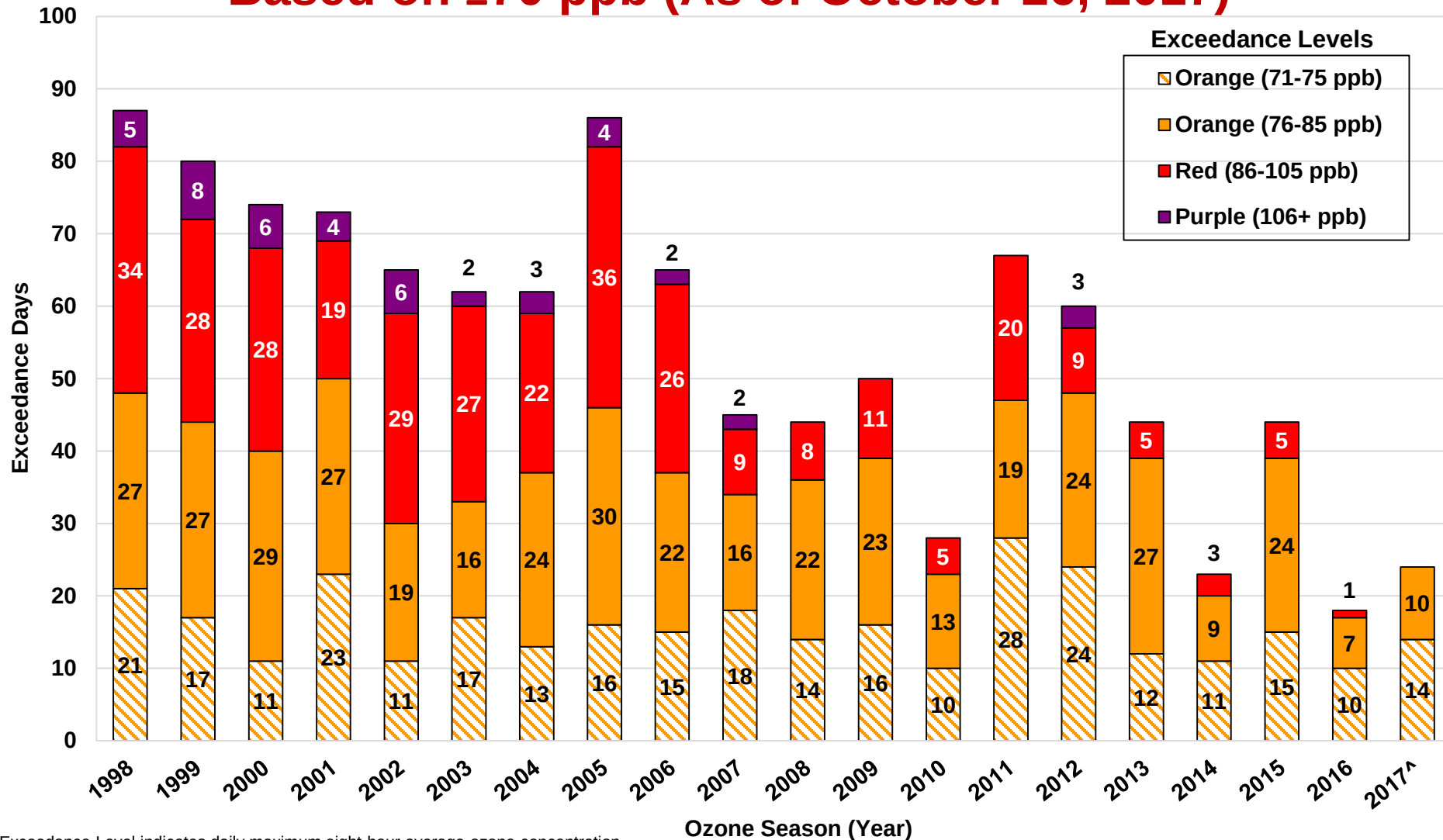
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Dallas-Fort Worth
CLEAN CITIES

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

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



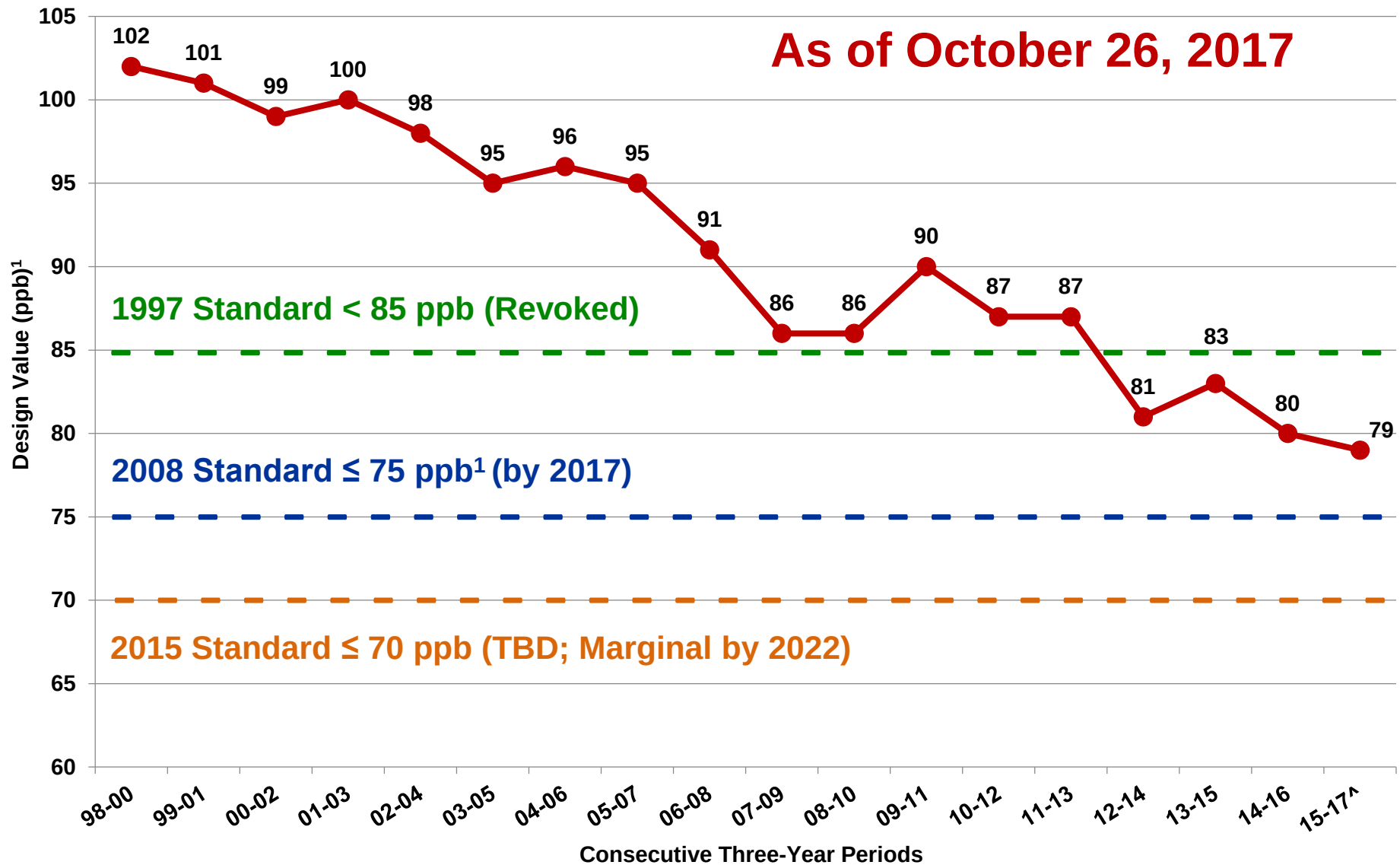
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Ozone Season (Year)

^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

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS



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.