



NCTCOG PRESENTATION

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

Regional Transportation Council

September 8, 2022

**Jason Brown
Principal Air Quality Planner**

Round 3 Funding and Applicant Eligibility

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

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

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

**This includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.



Summary of Application Awarding Round 3 Funds

North Texas Clean Diesel Call for Projects*							
Applicant	Activities Requested	Applicant Eligible	Activities Eligible	EPA Funds Requested	Award Status	Recommend	
						Activities	EPA Funds
MHC Truck Leasing	1	Yes	1	\$220,259	Full - 45%	1	\$220,259
Replacing Diesel Fuel Truck with All-Electric Replacement Truck							
Approximate Remaining Funding for Call for Projects						\$98,274	
Project Eligibility							
Eligible Activities				Funding Threshold			
<u>Replace Onroad Diesel Vehicles**</u> <ul style="list-style-type: none"> • GVWR: 16,001 and Up; • EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Electric); • Must Operate > 7,000 Miles/Year during 24 Months Prior to Application 				<u>Replacement Type</u>		<u>Vehicles</u>	
				New is Electric (Zero Emission)		45%	



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

Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Rebate	August 26, 2022
RTC Approval of Recommended Rebate	September 8, 2022
Executive Board Authorization	September 22, 2022
Next Interim Application Deadline (Rolling 90-day deadline until all funds awarded or until project implementation deadline)	October 14, 2022
Project Implementation Deadline	January 31, 2024



Action Requested

RTC Approval of Recommended Rebate Award and Call for Projects:

North Texas Clean Diesel Project 2021

1. \$220,259 (full rebate award) to MHC Truck Leasing to replace one class 6-7 diesel short-haul freight delivery truck with an all-electric short-haul freight delivery truck
2. If funds become available from prior awards, apply available funds to continue Call for Projects until funds are exhausted



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Transit Strategic Partnership Program: Summer 2022 Projects

SHANNON STEVENSON

REGIONAL TRANSPORTATION COUNCIL

September 8, 2022

WASBY
MILE



Transit Strategic Partnership Program

Federal Transit Administration funds in the region awarded through:

- ~ 2% set aside for Transit Strategic Partnerships
- ~ 98% available annually through Programs of Projects (POP) process which are allocated to transit providers

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

Accept projects on rolling basis

Encourage partnerships between non-service providers and existing transit providers

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



Background

- Summer 2021:** NCTCOG finalized the Southern Dallas County Transit Planning Study Report focusing on strategic implementation of transit and mobility services.
- Fall 2021:** Staff provided STTC and RTC updates on redesigned Transit Strategic Partnership Program for utilizing FTA set-aside funding.
- 2021 - 2022:** Staff facilitated various discussions with Cedar Hill, Duncanville, and STAR Transit on potential transit service options in each city.
- Spring 2022:** STAR Transit continued discussions with city staff and proposed service projects were received.
- July 2022:** STAR Transit provided finalized service details and a cost-of-service breakdown to support the funding request.



Building On Efforts



Transit Studies
Southern Dallas County

Geographic Focus	NCTCOG Region	NCTCOG Region	Outside Transit Authority Service Areas
User Focus	All Users	Vulnerable Users	All Users
Travel Modes	All Modes	Bus, Demand Response, and Paratransit	Bus and Demand Response
Planning Horizon	Long Range	Short-Medium Range	Short-Medium Range

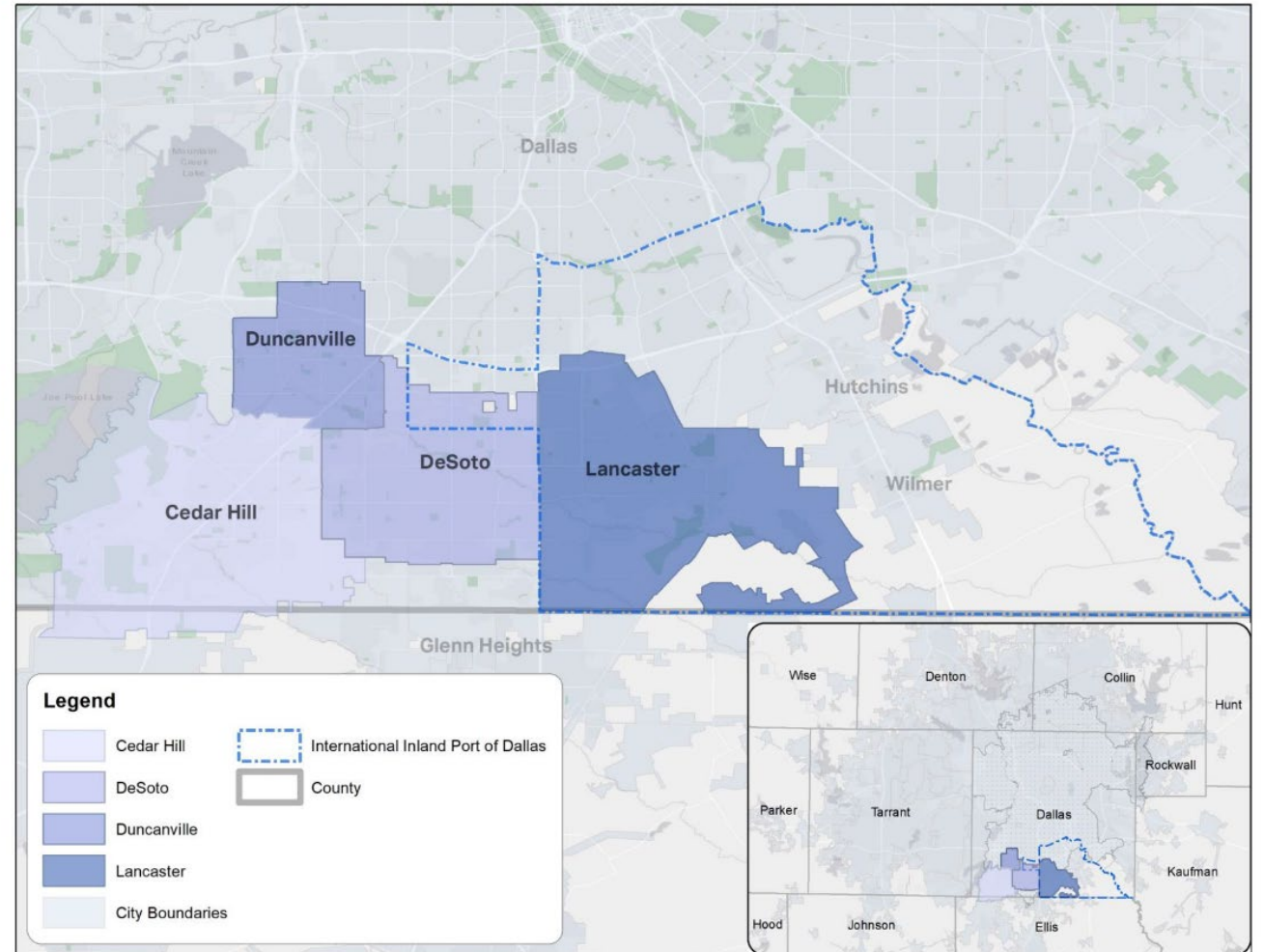


Proposed Service Area

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

Supports recommendations from Southern Dallas County Transit Planning Study Report

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



Proposed Service Overview

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

Service Area	Federal	Local*	Total
Cedar Hill	\$504,000	\$126,000	\$630,000
Duncanville	\$504,000	\$126,000	\$630,000
TOTAL	\$1,008,000	\$252,000	\$1,260,000

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

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

Future Plans: Evaluate service and possibly incorporate into STAR Transit service area



*Local Match to be provided by Cedar Hill and Duncanville

Transit Strategic Partnership Program Federal Funding

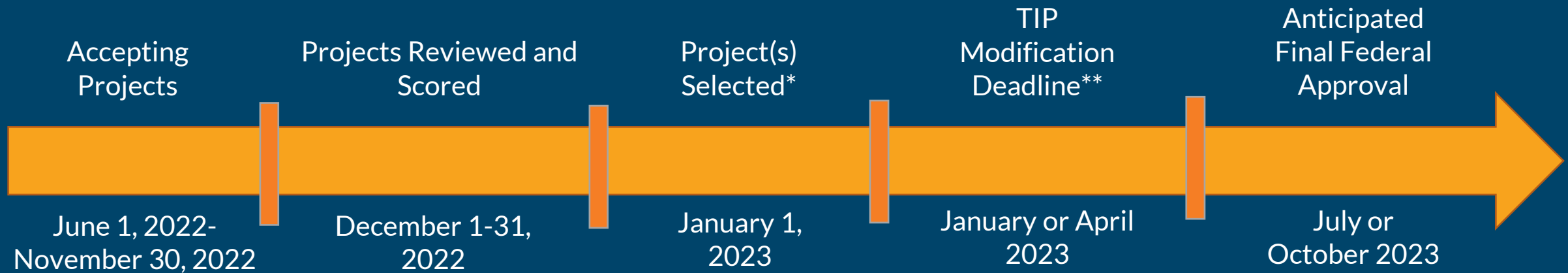
	Dallas-Fort Worth-Arlington (DFW)		Denton-Lewisville (DL)	
	Section 5307	Section 5310	Section 5307	Section 5310
Currently Available	\$4,518,995	\$5,877,414	\$310,868	\$645,831
Anticipated FY2023 Funds ¹	\$305,266	\$1,244,621	\$164,552	\$ 327,726
Total Available	\$4,824,261	\$7,122,035	\$475,420	\$973,557
Summer 2022 Project Request		\$ (1,008,000)		
Remaining Funding	\$4,824,261	\$6,114,035	\$475,420	\$973,557

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

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



Upcoming Transit Strategic Partnership Program Cycle



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

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



Action Requested

RTC Approval:

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

To revise administrative documents as appropriate to incorporate this project.



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TOPICS FOR THE 2023 RTC LEGISLATIVE PROGRAM

Adequately Fund Transportation and
Utilize Tools

Expand Transportation Options in Mega-
Metropolitan Regions

Pursue Innovation and Technology

Improve Air Quality

Enhance Safety



October 13, 2022

RTC Legislative Program presented as an Information Item; Comments Requested

November 10, 2022

RTC Legislative Program Presented as an Action Item

November 8, 2022

General Election for Federal, State, and County Offices

November 14, 2022

Bill Filing Begins for the 88th Texas Legislature

January 10, 2023

88th Legislature Convenes

TIMELINE

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



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NCTCOG PRESENTATION

RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – 2022

JEFFREY C. NEAL – Senior Program Manager

REGIONAL TRANSPORTATION COUNCIL (RTC) – ACTION ITEM

September 8, 2022

RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – OVERVIEW

Funding Availability

\$18 Million

Planning / NEPA / Design

\$114.7 Million

Rural / Tribal – Construction

\$440.6 Million

Urban – Construction

Minimum / Maximum Award

\$1 Million – Min.

per Project (Construction)

80% of Cost – Max.

per Project (Construction)

\$114.7 Million – Max.

per State (Construction)

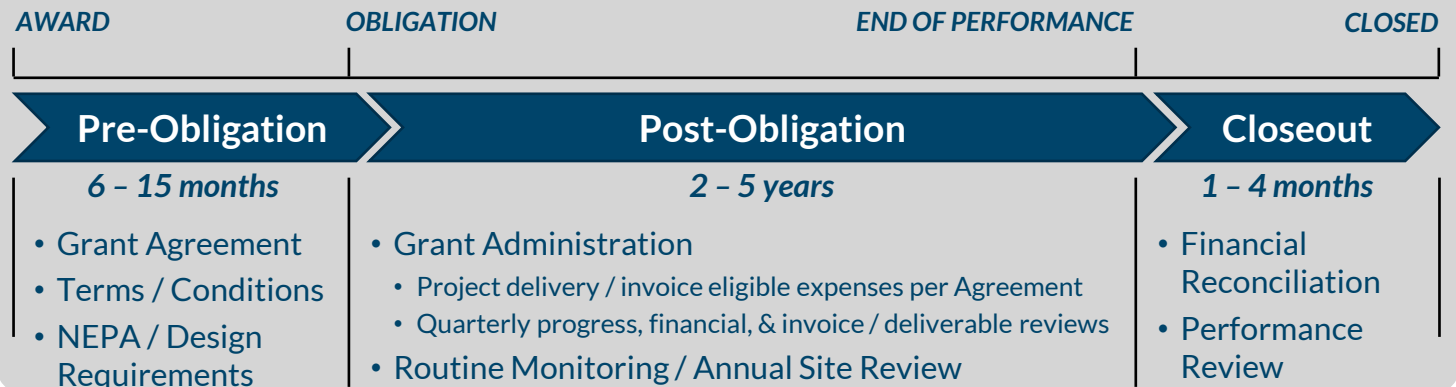
Project Eligibility

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

Applicant Eligibility (groups included)

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

Preferred Grant Lifecycle / Timeframes



RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – OVERVIEW *(cont.)*

- Applications due October 4, 2022 (Limit – 3 / applicant)
- Program Purpose:
 - Fund highway-rail or pathway-rail grade crossing improvement projects to focus on **enhancing the safety and mobility of people and goods**
 - Preference for grade separations, closure of at-grade crossings through track relocation, and corridor-wide grade crossing improvements
- Evaluation Criteria:
 - Technical Merit
 - Quality of work statement(s) & application materials
 - Readiness / completion of prerequisites
 - Applicant past performance, technical capacity, & funding
 - Private-sector participation
 - Qualifications / experience of key personnel / organizations
 - Consistency with local, regional, & State planning documents (including freight)
 - Project Benefits:
 - Improved highway-rail / pathway-rail safety
 - Proposals to grade-separate, eliminate, or close one or more highway-rail / pathway-rail grade crossings
 - Mobility improvements for both people & goods
 - Environmental protection, emission reductions, & community benefits
 - Access improvements for communities, emergency services, & economic opportunities
 - Optimizing contracting incentives to employ local labor



RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – EVALUATION



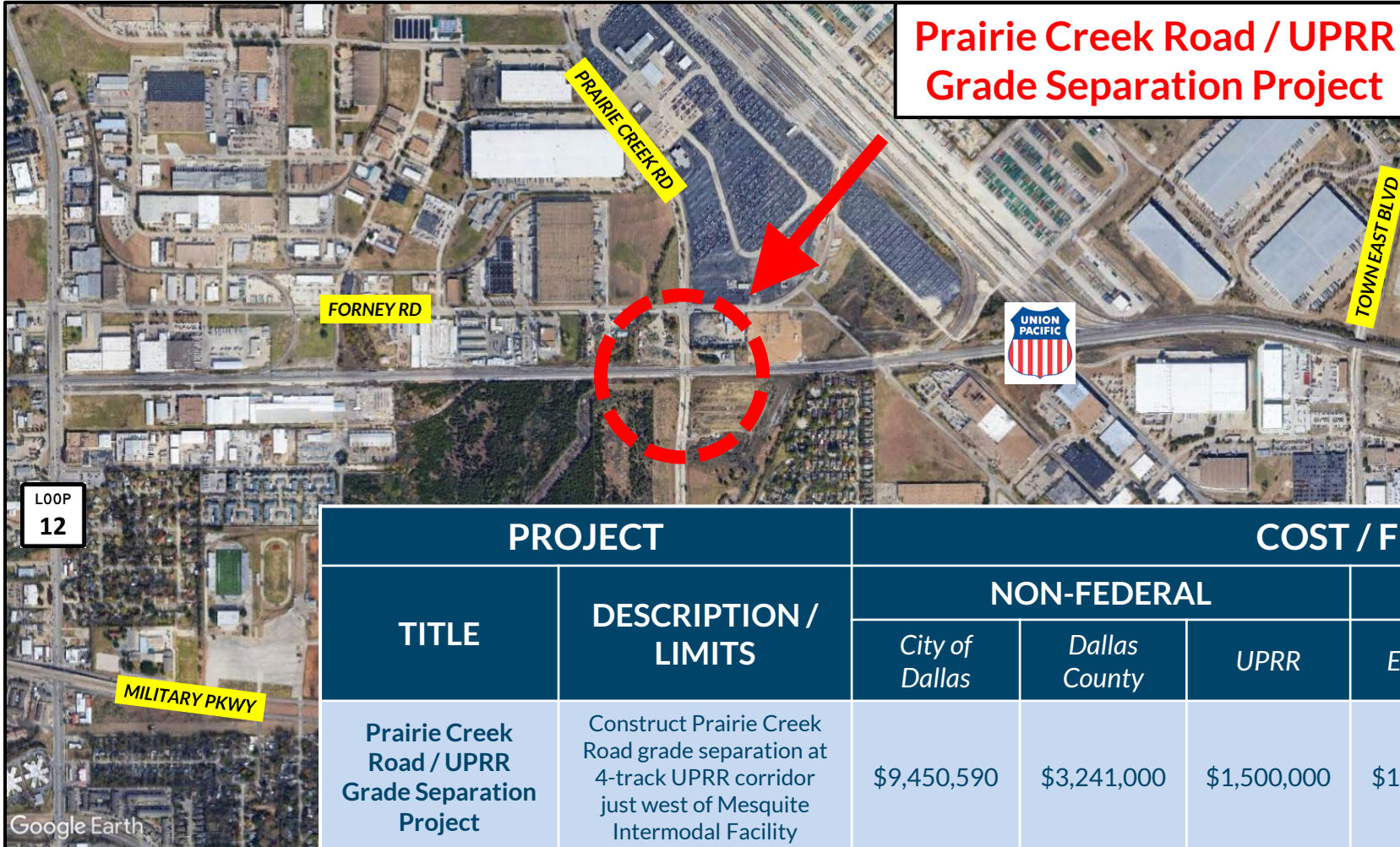
Crossing	Location	Candidate Project	Design Status	Funding Status	Evaluation
<i>EAST SUBREGION</i>					
Prairie Creek Rd	Dallas	Yes	In Design	Partially Funded	Proposed RCEP Submittal – NCTCOG
BUS US 287	Ennis	Potentially	In Design	Funded	Scheduled for Construction (FY 2024)
Westmoreland Rd	Dallas	Yes	Conceptual	Unknown	Proposed RCEP Submittal – City of Dallas
<i>WEST SUBREGION</i>					
Avondale-Haslet Rd	Haslet	Potentially	In Design	Funded	BUILD Grant Timing; RTC Action (April 2022)
Blue Mound Rd	Fort Worth	Future	None	None	Regional Rail Study – Needs Environmental / Design
Bonds Ranch Rd	Fort Worth	Future	None	None	Regional Rail Study – Needs Environmental / Design
Bailey Boswell Rd	Fort Worth / Saginaw	Future	None	None	Regional Rail Study – Needs Environmental / Design
Heritage Trace Pkwy	Fort Worth	Yes	Conceptual	Partially Funded	Recent RAISE Submittal – City of Fort Worth Regional Rail Study – Needs Environmental / Design

▪ **East / West Balance – USDOT Grant Opportunities:**

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



RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – SUBMITTAL



PROJECT		COST / FUNDING STATUS						TOTAL PROJECT COST
TITLE	DESCRIPTION / LIMITS	NON-FEDERAL			FEDERAL			
		City of Dallas	Dallas County	UPRR	Earmark	CMAQ	RCEP Grant	
Prairie Creek Road / UPRR Grade Separation Project	Construct Prairie Creek Road grade separation at 4-track UPRR corridor just west of Mesquite Intermodal Facility	\$9,450,590	\$3,241,000	\$1,500,000	\$1,602,360	\$5,322,653	\$15,138,299	\$36,254,902



RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – SCHEDULE

July 6, 2022	RCEP Notice of Funding Opportunity (NOFO)
September 8, 2022	RTC Action
September 22, 2022	Executive Board Action
September 23, 2022	STTC Endorsement
October 4, 2022	RCEP Submittal Deadline (Grants.gov)



RAILROAD CROSSING ELIMINATION PROGRAM (RCEP) – REQUESTED ACTION

- Request RTC approval of:

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

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



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USDOT Bipartisan Infrastructure Law (BIL): <https://www.transportation.gov/bipartisan-infrastructure-law>

FRA Railroad Crossing Elimination Program (RCEP): <https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/railroad-crossing-elimination-grant-program>



RTC Action Item –
Railroad Crossing Elimination Program



North Central Texas Council of Governments

Safe Streets and Roads for All (SS4A) Regional Grant Application

Regional Transportation Council
9.8.2022

Kevin Kokes

Federal Funding Overview

Bipartisan Infrastructure Law (BIL)

Active BIL Grant NOFOs – FY22

- **Safe Streets and Roads for All (SS4A)**
- Bridge Investment Program
- Railroad Crossing Elimination Program
- Reconnecting Communities Pilot Program
- Nationally Significant Federal Lands and Tribal Project Program (August)

Pending BIL Grant NOFOs – FY22

- Consolidated Rail Infrastructure & Safety Improvements Grant Program (August)
- Strengthening Mobility & Revolutionizing Transportation (SMART) Program (September)
- Federal/State Partnership for Intercity Passenger Rail Grant Program (October)
- Thriving Communities Grant Program (November)

Completed MPO-eligible BIL solicitations

- Local and Regional Project Assistance Program* (RAISE)
- Multimodal Projects Discretionary Grant Program* (INFRA/MEGA/RURAL)
- Port Infrastructure Development Grant Program (PIDG)
- Transit-Oriented Development Pilot Program

**Submitted*

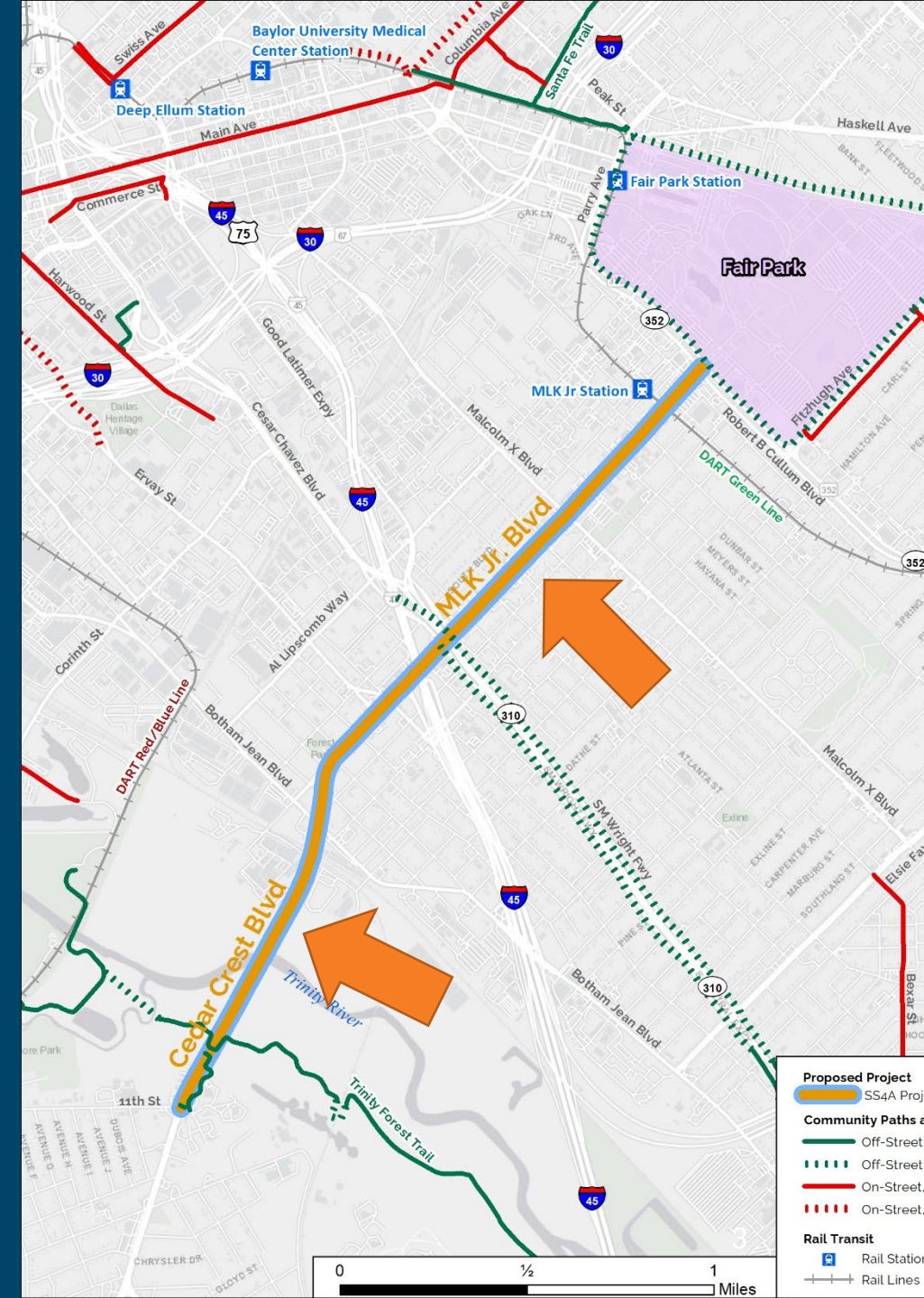


Safe Streets Implementation Grant Project

Martin Luther King, Jr Blvd / Cedar Crest Blvd

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

- Complete street (context-sensitive) retrofit
- DART Bus Stops / Smart Shelters upgrades
- Technology upgrades



Safe Streets Grant Application

Anticipated Project Budget

Component Name	Project Cost	Federal (SS4A)	Non-Federal Match	Match Source
Complete Street (Context Sensitive) Retrofit, Safety, and Technology Upgrades	\$26,250,000	\$21,000,000	\$5,250,000	City of Dallas
DART Bus Stop / Smart Bus Shelter Upgrades	\$1,000,000	\$800,000	\$200,000	DART
Total	\$27,250,000	\$21,800,000	\$5,450,000	



Schedule

Date	Milestone
May 16, 2022	NOFO Released
July 22, 2022	STTC Information
August 18, 2022	RTC Information
August 26, 2022	STTC Action
September 8, 2022	RTC Action
September 15, 2022	Application Due
September 28, 2022	Executive Board Endorsement



Requested Action

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



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Transportation Infrastructure Certification Program

TransPod & JPods

BRENDON WHEELER, P.E.
REGIONAL TRANSPORTATION COUNCIL
SEPTEMBER 8, 2022



RTC Policy P22-02

Develop Process for the Transportation Infrastructure Certification Program

Purpose

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

Guiding Principles

- Must serve long-range transportation need (MTP)
- Technology provider responsible for certification process
- NCTCOG will facilitate mutual cooperation
- Local governments to consider contingency needs, implementation timeframe, and public use goals and expectations



Applicant Status

Applicant/ Technology Provider	Technology/Mode	Market Solution	Purpose/Benefit	Application Status
TransPod	Hyperloop (ultra-high-speed pod in near vacuum environment)	Statewide/Intercity/ Regional	People and Goods/ Air Quality, and Congestion Reduction	Proposal submitted; committee review
JPods	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People/Air Quality and Congestion Reduction	Proposal submitted; committee review
The Boring Company	Tunnel Solutions (subgrade transportation)/ Personal Rapid Transit	Regional/Local	People, Goods, Utility/Air Quality, and Congestion Reduction	Proposal submitted; staff review ongoing
Swyft Cities	Personal Rapid Transit (elevated pod/modern gondola)	Local/Sub-Regional	People/Air Quality and Congestion Reduction	Proposal submitted; staff review ongoing



RTC Policy P22-02

Develop Process for the Transportation Infrastructure Certification Program

Process:

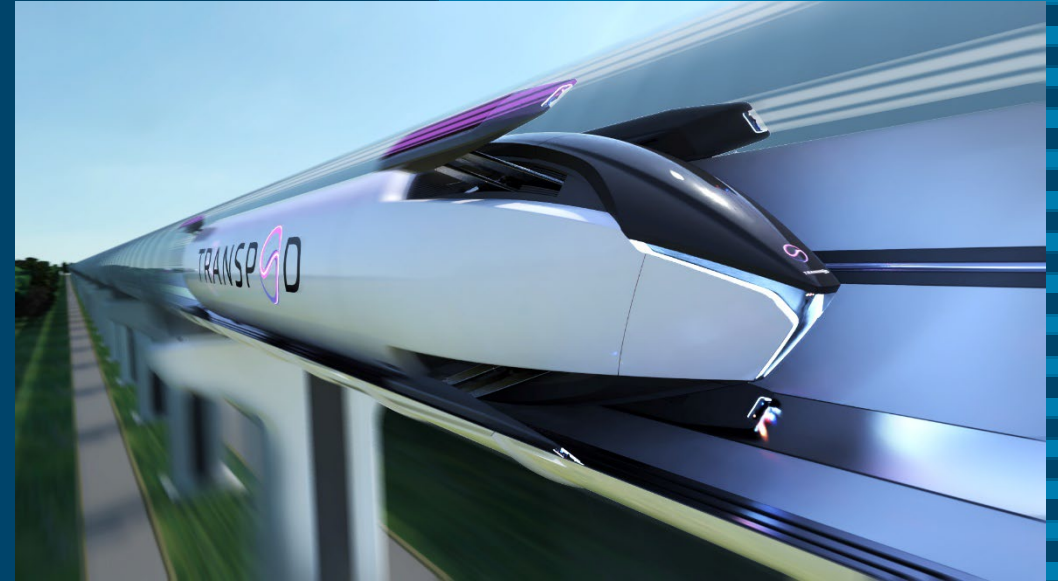
- 1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP).
- 2) NCTCOG staff to brief RTC; RTC to take action on initiating process.**
- 3) Solicit local government interest in submitting potential locations.
- 4) Technology provider to determine preferred location to pursue.
- 5) RTC to initiate development activities; NCTCOG staff to provide support.



TransPod

Hyperloop system for longer-range travel of people and goods

Fully electric; can incorporate solar panels on top



Pursuing certification in Canada and Europe

Advancing 185-mile project in Alberta with private financing; contingency plan in place (revert to high-speed rail)



TransPod: Route Considerations

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

Consistent with the long-range plan, Mobility 2045 Update

1st Phase of future inter-city connection in DFW

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

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

Converted to commercial use once certification complete

Alignment should be generally straight, no sudden curves



JPods

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

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

Fully electric, solar-powered system

Advancing technology in several states with private funding

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



JPods: Route Considerations

Larger vision includes expansion of grid to connect areas of interest

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

Temporary structure available to test market in trial locations as needed

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



Next Steps

Pending RTC action:

Staff to develop Submittal Package for interested local governments defining terms of submittal/application window

Local governments may submit potential sites for either technology during application window

Staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions

Staff will arrange for pre-submittal meeting with NCTCOG, cities, and technology provider to address detailed questions



Requested RTC Action

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



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FEDERAL PERFORMANCE MEASURES UPDATE

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

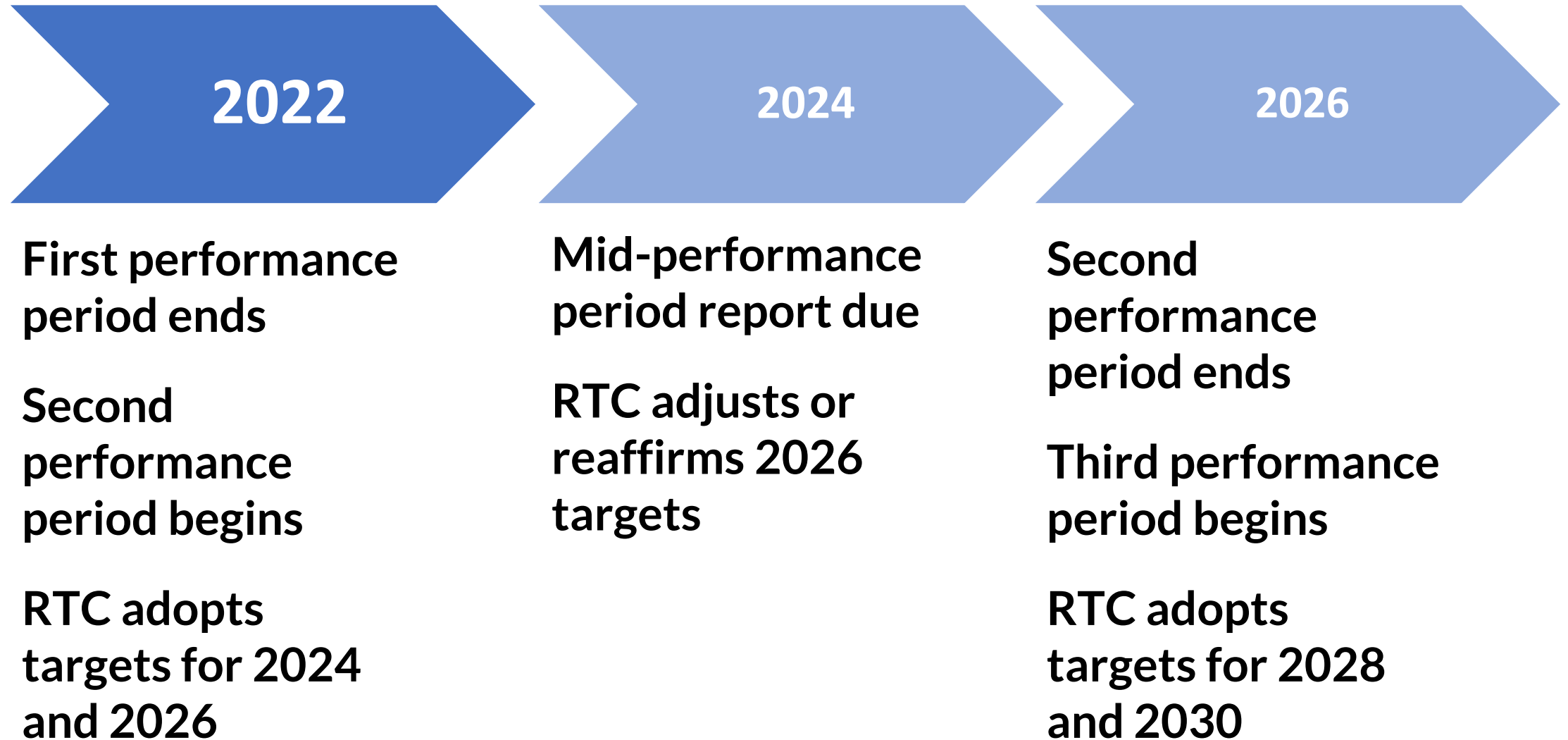
JENNY NARVAEZ

REGIONAL TRANSPORTATION COUNCIL

09.08.2022

PM3: System Performance, Freight, and CMAQ

PM3: System Performance, Freight, and CMAQ



PM3 Measures and Targets

Measure		Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (Latest Observed)	New Targets Forecast/Trend	
			2020	2022		2024	2026
Interstate Reliability		↗	78.6%	79.5%	78.9%	80.9%	82.1%
Non-Interstate Reliability		↗	N/A	71.1%	86.1%	77.8%	79.5%
Peak Hour Excessive Delay	Dallas-Fort Worth-Arlington	↘	N/A	15.00 hrs.	11.40 hrs.	12.91 hrs.	12.51 hrs.
	Denton-Lewisville	↘	New Measure		4.70 hrs.	4.10 hrs.	3.70 hrs.
	McKinney	↘	New Measure		1.90 hrs.	1.30 hrs.	0.90 hrs.
Truck Travel Time Reliability		↘	1.83	1.90	1.76	2.10	2.60



PM₃ Measures and Targets (continued)

Measure		Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (Latest Observed)	New Targets Forecast/Trend	
			2020	2022		2024	2026
Percent Non-SOV Travel	Dallas-Fort Worth-Arlington	↗	19.8%	20.2%	22.2%	22.7%	23.0%
	Denton-Lewisville	↗	New Measure		22.7%	22.8%	22.9%
	McKinney	↗	New Measure		22.7%	22.8%	22.9%
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)	↗	5,884.42	7,403.95	1,942.20	2,330.64	4,195.15
	VOC (kg/day)	↗	1,418.56	1,814.02	466.90	599.90	1,035.83



Addressing PM₃ Measures

Many measures strongly impacted by COVID-19 pandemic

Most measures returning to normal trends; some are retaining improvements

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

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

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

FP3-007: Improve efficiency by promoting safety, mobility, and accessibility on the freight networks.

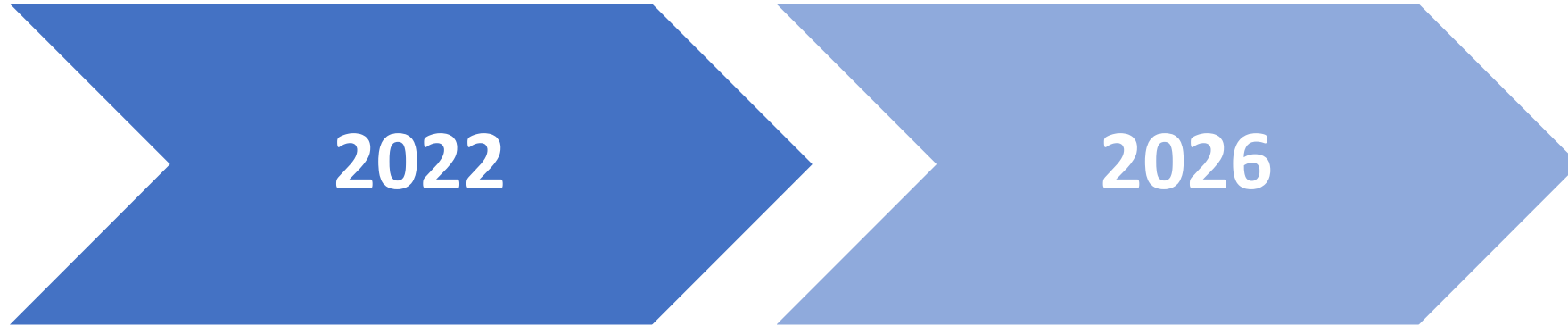
FP3-002: Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability.

FP2-120: Freight System/Network Planning



TAM: Transit Asset Management

Transit Asset Management



**Report on progress
toward FY2018-2022
targets**





**RTC adopts targets for
FY2023-2026**

**Report on progress
toward FY2023-2026
targets**

**RTC adopts targets for
FY2027-2030**







TAM: Targets & Regional Performance (Large Agencies)

Asset Category	Metric	Desired Trend Indicating Improvement	Current Target	Current Performance (FY2020)	Proposed Target
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	5.8%	0%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	3.39%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	59.8%	25%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	1.7%	0%



TAM: Targets & Regional Performance (Small Providers)

Asset Category	Metric	Desired Trend Indicating Improvement	Current Target	Current Performance (FY2020)	Proposed Target
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks		0%	14.7%	5%
Infrastructure (Rail Track)	Rail track segments with performance restrictions		0%	0%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks		0%	62.2%	25%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale		0%	0%	0%



TAM: Various Target Setting Methods

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

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

TxDOT (Transit Division) Group Plan contains 15% targets

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



Committee Schedule

Date	Committee Meeting
July 22	STTC Information Item - Performance Measures and Draft Targets
August 18	RTC Information Item - Performance Measures and Draft Targets
August 26	STTC Action Item - Recommend Approval of Final Targets
September 8	RTC Action Item - Approval of Final Targets
October 1	Deadline for Targets



Recommended RTC Action*

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

Interstate Reliability

Truck Travel Time Reliability

Non-Interstate Reliability

Percent Non-SOV Travel

Peak Hour Excessive Delay

Total Emissions Reductions (NO_x and VOC)

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

Rolling Stock (Transit Vehicles)

Equipment (Support Vehicles)

Infrastructure (Rail Track)

Facilities (Buildings, Stations, Park & Rides)

*STTC Recommended RTC Adoption of Proposed Targets



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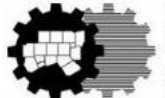
www.nctcog.org/pm/fed



2023-2026 MANAGEMENT AND OPERATIONS, REGIONAL/AIR QUALITY, AND SAFETY FUNDING PROGRAM

Regional Transportation Council

November 11, 2021



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) typically consider extending existing and funding new Air Quality and Management and Operations projects/programs every few years.
- The last review occurred in 2018-2019 and projects were funded through Fiscal Year (FY) 2022.
- We are starting the process now to ensure that needed programs and projects can continue/begin without interruption in FY 2023-2026.

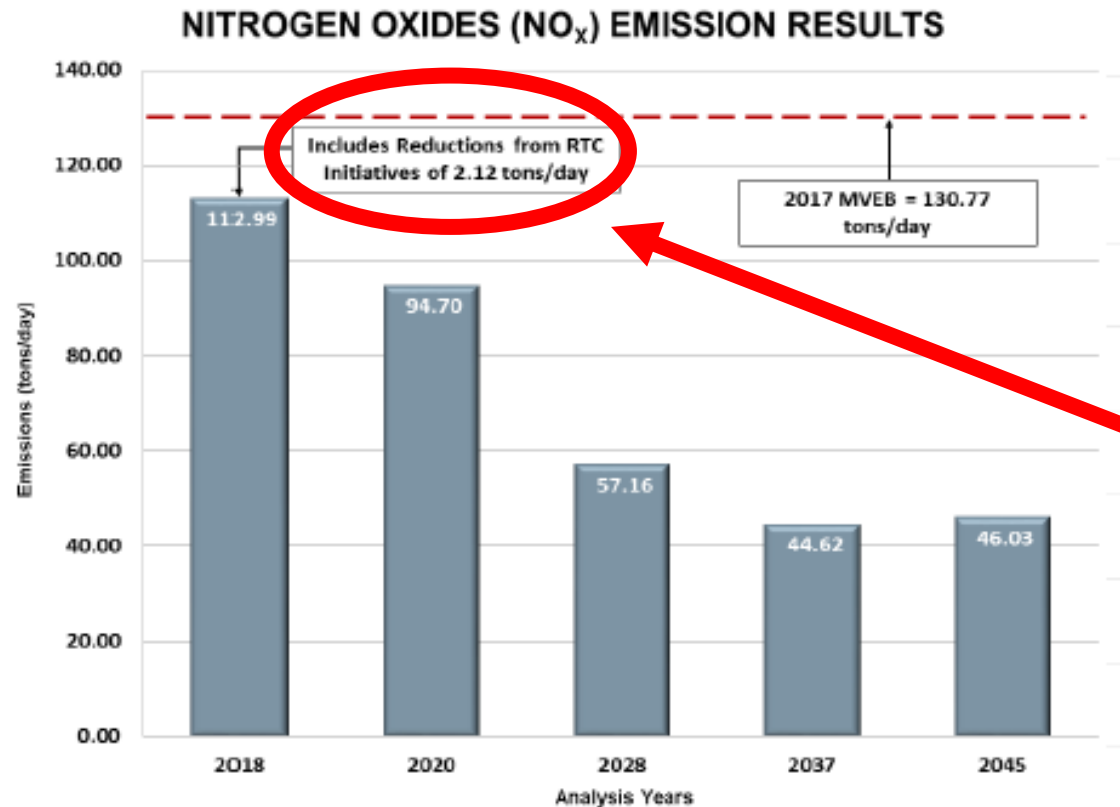
PURPOSE AND NEED

- Provides funding in addition to Transportation Planning Funds (TPF), to enable various operations, planning, and implementation activities (e.g., environmental justice and data collection efforts) to be conducted
- Assigns resources for RTC priorities and air quality initiatives
- Surface Transportation Block Grant (STBG), Congestion Mitigation Air Quality Improvement Program (CMAQ), Regional Toll Revenue (RTR), and RTC/Local funds will most likely be proposed for the FY 2023-2026 program
- Typically, \$15-20M is programmed per fiscal year. This need may decrease with increased federal planning funds.
- A significant portion of the funding is pass-through to other agencies (e.g., Mobility Assistance Patrol and Vanpool programs) and the rest covers NCTCOG staff time to coordinate, plan, and lead these activities.

PROGRAM AND PROJECT TYPES

- **Management & Operations**
 - (Mobility Assistance Patrol, Transit Operations, etc.)
- **NCTCOG-Implemented**
 - (Project Tracking, Planning Efforts, etc.)
- **Regional/Air Quality Projects and Programs**
 - (Aviation, Freeway Incident Management, Employer Trip Reduction, Data Collection, Regional Traffic Signal Retiming, etc.)

IMPORTANCE OF REGIONAL AIR QUALITY AND M&O PROJECTS



- Air Quality Conformity test results must be below EPA's Motor Vehicle Emission Budget (MVEB).
- Previous Regional Transportation Council Initiatives (air quality projects and programs) have allowed region to pass Conformity.
- When the MVEB is reset next year, these programs can help tip the scales if regional Conformity is uncertain.

STATEWIDE SAFETY PROGRAM

- NCTCOG staff proposes that the region take a leadership role on a program to improve safety and reduce fatalities on our transportation system.
- The region would partner with the State as part of a larger statewide initiative.
- A more detailed proposal will be brought back to the committee for review and approval.
- Plan to utilize Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding that was added to the region's STBG allocation in FY 2022 to supplement this program

NEXT STEPS

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

PROPOSED TIMELINE

Meeting/Task	Date
STTC Information	October 22, 2021
RTC Information	November 11, 2021
Public Involvement	December 2021
STTC Action	December 3, 2021
RTC Approval of M&O Funding Program and TIP Modifications to Add Projects to the TIP	January 13, 2022/April 7, 2022
State/Federal Approval of Individual Projects	April 2022/July 2022

QUESTIONS?

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Access North Texas 2022 Update

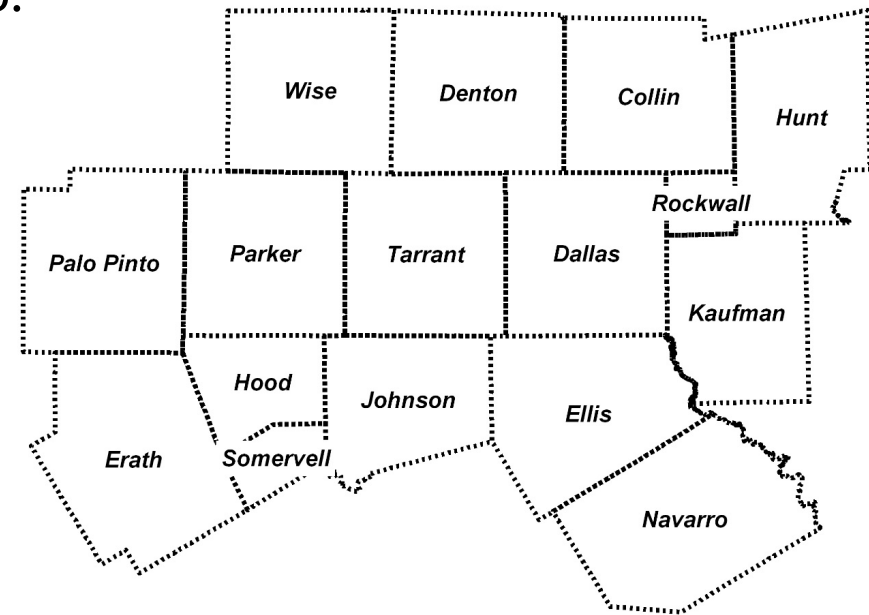
Regional Transportation Council
September 8, 2022

Shannon Stevenson, Senior Program Manager
Transit Management and Planning

Background

Regional public transportation coordination plan to:

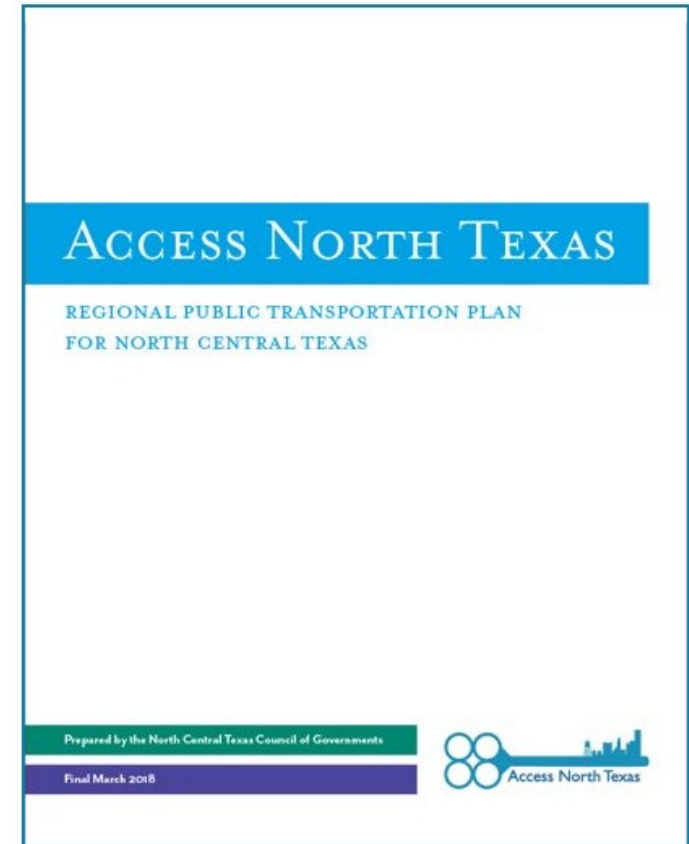
- Identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges
- Specify strategies to:
 - *Address needs and current challenges*
 - *Eliminate gaps in service*
 - *Avoid duplication of transit services*



Meet Federal and State requirements for transit coordination in the 16 counties

Access North Texas 2022

- Regional Transportation Council adopted the last update in 2018; Updates are required every 4-5 years
- Differences from the 2018 Access North Texas Plan
- Encourages coordination and non-traditional transit solutions
- Developed new regional goals and prioritized county strategies
- May be used to guide funding and project implementation decisions



Progress Since 2018: Select Projects

City of Arlington, Via Rideshare Service

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

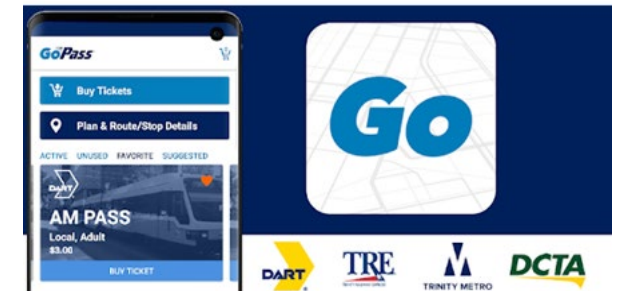
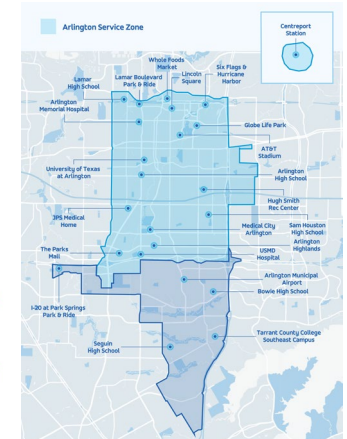
DART, GoPass® Expansion & Discount Program

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

My Ride North Texas 2.0

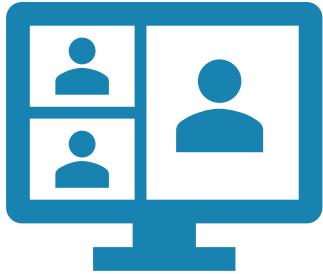
- Residents of North Texas call a 1-800 number and reach personalized travel navigation services 24/7
- Regional Mobility Manager Meetings established to host discussion and coordination among transit providers and partners within the region

**MY
RIDE**
NORTH TEXAS

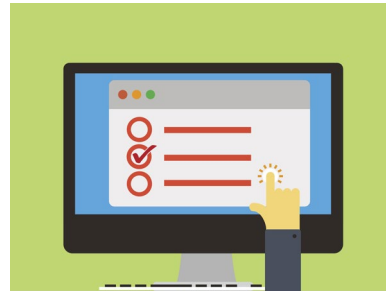


Outreach Components

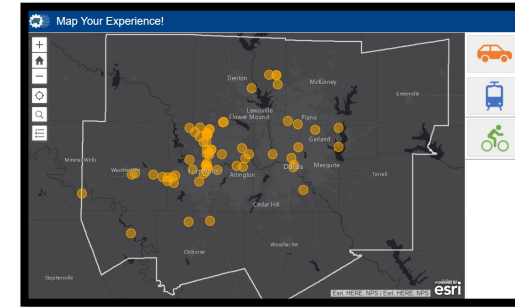
Virtual Meetings



Survey



Map Your Experience

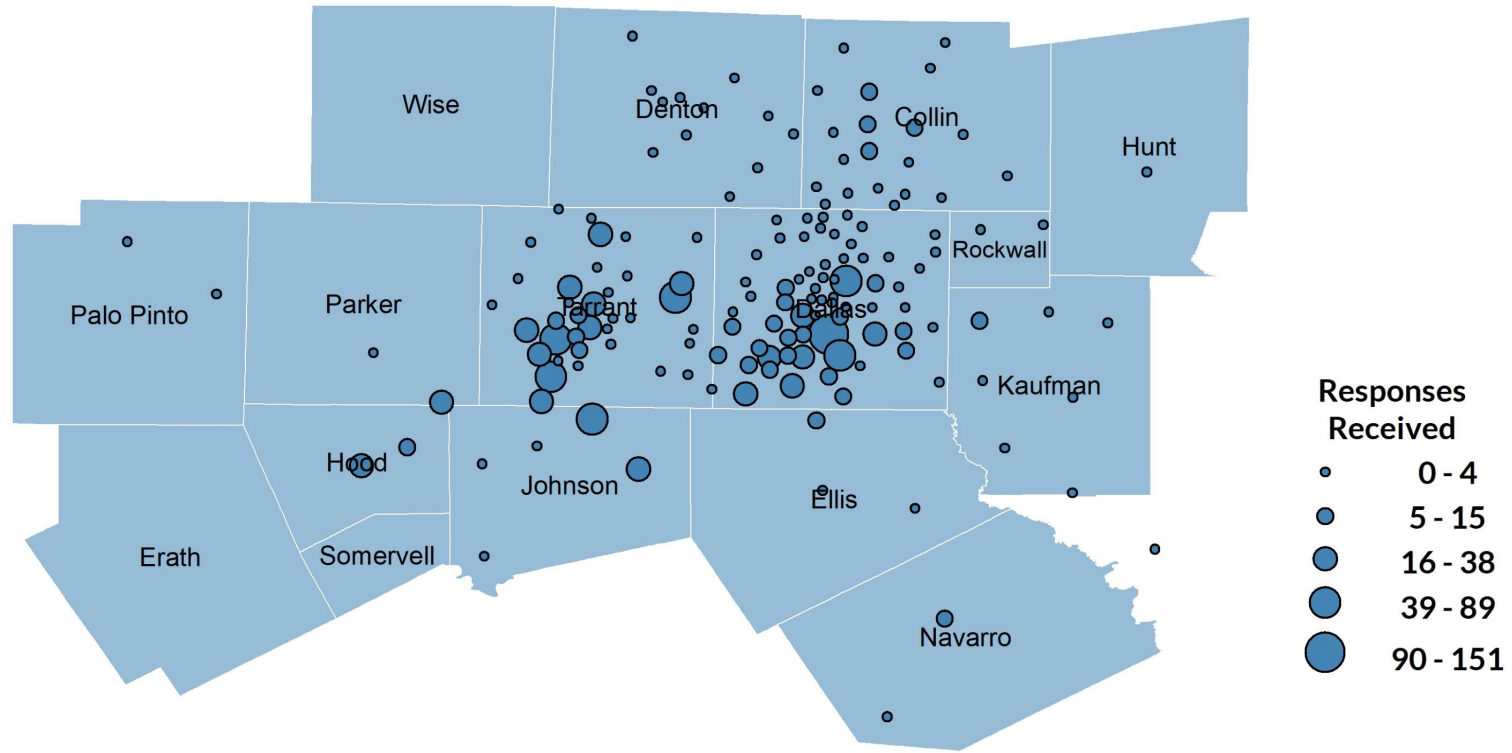


Reached out to over 2,900 individuals including: the public, transit riders, transit agencies, non-profit organizations, health and human service agencies, educational institutions, elected officials and local government staff

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

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

Regional Distribution of Access North Texas Public Survey Responses

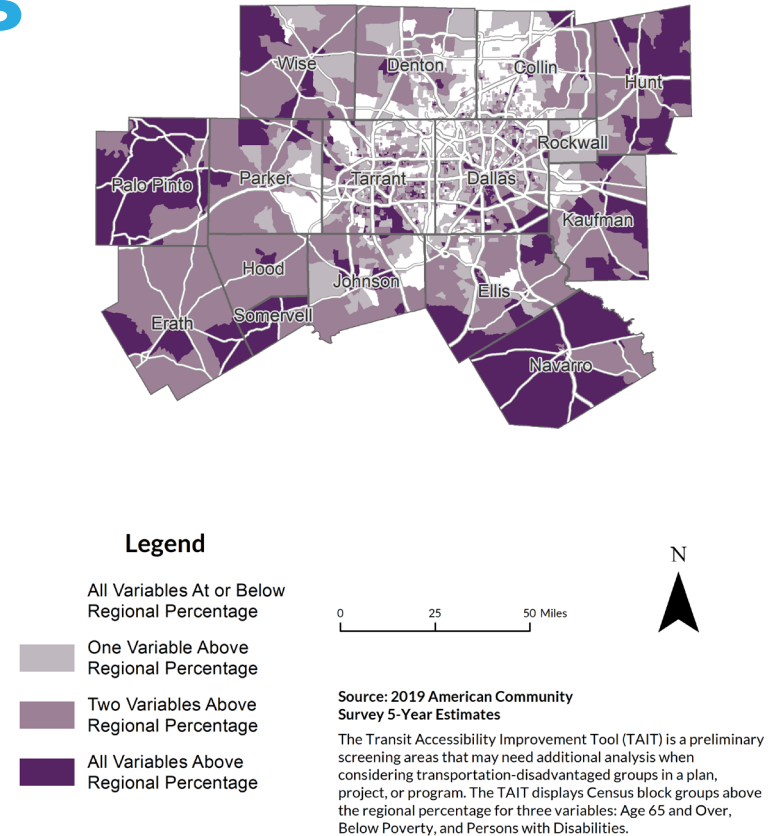


Data Analysis and Mapping

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

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

Identified existing transportation resources



Development of 2022 Regional Goals

1

PLAN and DEVELOP
Transportation
Options by
Assessing
Community Needs
and Challenges

2

IMPLEMENT
Services by
Enhancing
Transportation
Options and
Expanding Where
Service Gaps Exist

3

COORDINATE with
Transportation
Providers, Public
Agencies, and
Stakeholders to
Increase Efficiencies

4

SUPPORT Public
Transportation
Recovery and
Growth

5

PROMOTE Access
and Information
About Available
Transit

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

Next Steps



Document is posted online for public comment and final review of goals and strategies



Technical committee and policy board feedback and approvals



Staff and regional partners to implement strategies identified in the plan



Projects seeking funding under Transit Strategic Partnerships Program should address Access North Texas 2022 Update

Schedule

Date	Deliverable
April 19, 2021	Kick-Off Meeting
April 2021 – September 2021	Public Outreach & Stakeholder Meetings
October 2021 – June 2022	Data Analysis and Plan Development
July 22, 2022	STTC Information
August & September 2022	Public Input & Comments
September 8, 2022	RTC Information
September 23, 2022	STTC Action
October 13, 2022	RTC Action



Draft plan is available at www.AccessNorthTexas.org

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NCTCOG Transportation

TRANSIT COVID RECOVERY CAMPAIGN

Mindy Mize

Regional Transportation Council

September 8, 2022

CAMPAIGN PURPOSE

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

This campaign has three goals:

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





CAMPAIGN PHASES

PHASE ONE

Grow Consumer Confidence

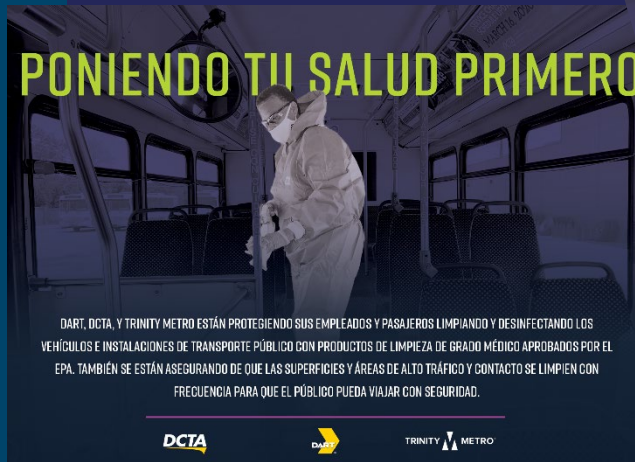
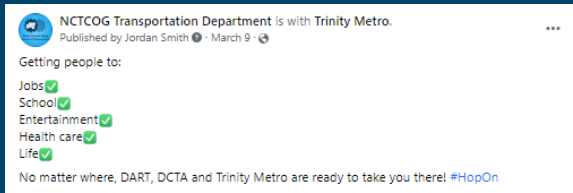
- Branded communication elements developed and created to support health and safety protocols on transit
 - Toolkit for local cities, counties, businesses, etc. (Includes newsletter articles, social media messaging, graphics, flyers, posters, etc.)
 - Online portal: www.nctcog.org/transitrecovery
 -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

Incorporate Influencers

- Utilizing local media personalities aids in establishing trust between transit agencies and riders
 - Social media, radio spots, and video



GROW CONSUMER CONFIDENCE TOOLKIT EXAMPLES



N. Texans encouraged to #HopOn public transit

With employers welcoming back their workers to offices, North Texans can ease back into their pre-pandemic routines by leaving the driving to someone else. The region's three major transit authorities – Dallas Area Rapid Transit, the Denton County Transportation Authority and Trinity Metro – have been providing service throughout the COVID-19 pandemic. Early on, they were a lifeline to healthcare, pharmacy, grocery store and other “essential” employees responsible for keeping people healthy and safe.

As the pandemic has evolved, transit providers have continued to serve riders as those riders were ready to come back. Data shows people have been steadily returning to transit, a mode of transportation hit especially hard by the pandemic. Bus and train ridership climbed each quarter last year, and weekday ridership made steady gains throughout 2021 after being down by more than 50% at the outset of the pandemic.

Work schedules are not the same as they were pre-pandemic. Transit providers can serve workers across the region, regardless of their hours. For example, it may be helpful to people doing shift work, running errands after school or traveling to social gatherings.

The region's public transportation providers have maintained strict cleaning protocols to keep customers and employees safe. This is a practice that continues, even as people in North Texas and beyond have begun to resume their pre-pandemic routines.

With gas prices remaining high, now might be a good time for people to board the bus or train again. North Texans may not be able to control gas prices, but they can choose how they get around and commute. In addition to saving money by filling the gas tank less, leaving the driving



GROW CONSUMER CONFIDENCE EXAMPLE TRANSIT PARTNER ADVERTISING – TRINITY METRO

TWO FREE ZIPZONE RIDES ARE A REALLY GOOD LOOK
DOS VIAJES ZIPZONE GRATIS SON MUY ATRACTIVOS

TRINITY METRO

RIDESHARE THE EASY, AFFORDABLE WAY WITH ZIPZONE
HAZ VIAJES COMPARTIDOS FÁCILES Y ECONÓMICOS CON ZIPZONE

Because you live in Trinity Metro's South Tarrant ZIPZONE, you can book rides anywhere in this zone, straight from your phone, and get picked up by one of our ridershare vans in minutes – all for just \$3, plus \$1.50 for each additional passenger. If you have a Trinity Metro Local Ticket, your ZIPZONE ride is FREE!

Enjoy convenient service every weekday, 7 am – 7 pm, to destinations in Crowley, Everman and south Fort Worth, including workplaces, shopping, dining and connectors to other Trinity Metro services.

Ready to find a ride you'll love now? Get all the details, plus a promo code good for two free ZIPZONE rides at bit.ly/TRINITYMETROZIPZONE.

1 TOC - South Campus
2 Metro Center
3 Walnut
4 Wilco Parks
5 Camp
6 Denton
7 Everman
8 Gateway Station
9 Sunray Center
10 Forney
11 Bockley

Disfruta un servicio conveniente de lunes a viernes, de 7 am a 7 pm, a destinos en Crowley, Everman y el sur de Fort Worth, incluyendo a lugares de trabajo, centros comerciales, restaurantes y conexiones a otros servicios de Trinity Metro.

¿Listo para encontrar un transporte que ves a amar? Obtén toda la información y un código promocional válido para dos viajes ZIPZONE gratis en RIDETRINITYMETRO.org/ZIPZONE.

TRINITY METRO TEXRail

THE GAS IS INCLUDED

Avoid the pain at the pump when you ride TEXRail! We get you where you need to go. You keep more of your money.

800.525.6762 AutosMatters.com atlovermedia.com

CHEVRON

TRINITY METRO TEXRail

MAKE YOUR MOVE WITH TRINITY METRO TEXRAIL

Trinity Metro TEXRail is the most affordable and convenient way to reach your destination when traveling between downtown Fort Worth and DFW International Airport. Whether you are going to an art gallery in Grapevine, to the historic Fort Worth Stockyards, shopping at Sundance Square or catching a flight out of DFW, TEXRail gets you there on time, safely and affordably.

Try it today! Download GoPass to purchase your ticket, select adult fare and use promo code **TEXRAIL50A** to receive a **FREE Local Day Pass**.

DOWNLOAD THE GOPASS APP TODAY

To redeem this special offer, you must download and use the GoPass mobile app. You must use the ticket within 60 days of the purchase date or the ticket will expire. And before boarding the Trinity Metro vehicle, you will need to activate your ticket. To activate a ticket, slide the button on the bottom of the ticket. Non-activated tickets will expire 60 days from the purchase date. There are no refunds for unused tickets. This offer is valid for 30 days from the email communications mailing date.

TRINITY METRO TEXRail

TRINITY METRO ZIPZONE

ZIP IN. ZIP OUT.

LEARN MORE



TRANSIT COVID RECOVERY CAMPAIGN

INCORPORATE INFLUENCERS



Big Al Mack

KISS 106.1 FM

The Kidd Kraddick Show

6:00 A.M. - 10:00 A.M.

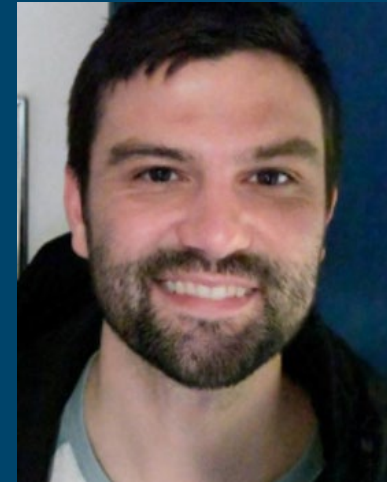


Ernie Brown

KLIF 570 AM

The Ernie Brown Show

4:00 P.M. - 7:00 P.M.



Jake Kemp

96.7 FM/1310 AM

The Hang Zone

12:00 P.M. - 3:00 P.M.



PHASE TWO

Promote “Transit Is Your Friend”

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

Increase Ridership Demand

- Implement an event to promote and increase ridership
- Target new riders and riders whose transit passes have lapsed



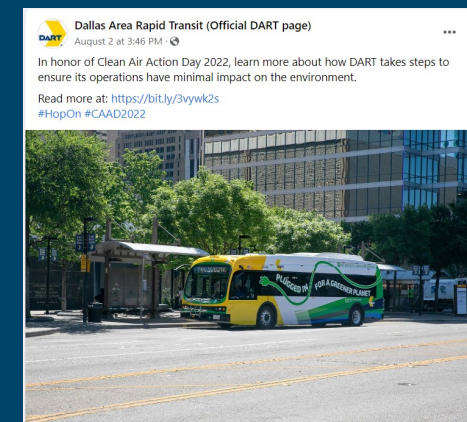
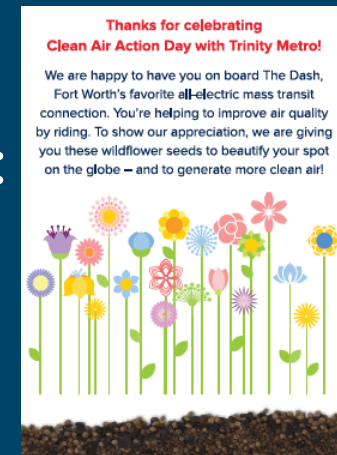
WHAT WE'VE DONE



WHAT WE'RE DOING

Summer 2022

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



2022 RIDERSHIP BY AGENCY

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

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

Dashboard: www.nctcog.org/transittrends



WE NEED YOUR HELP

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

Campaign Portal

www.nctcog.org/transitrecovery



CONTACT US



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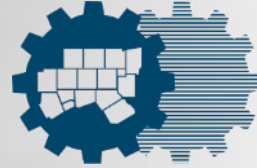


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Status Report on IH 45 Corridor Zero Emission Vehicle Infrastructure Plan and National Drive Electric Week

Lori Clark

Program Manager/DFW Clean Cities Coordinator

Regional Transportation Council

09.08.2022

IH 45 Corridor Zero Emission Vehicle Plan - Grant Background

\$80,000 FHWA Award May 2020

Alternative Fuel Corridor Program

Key Deliverables



Stakeholder List & Meetings

August 2020 to June 2022



Corridor Workshop



ZEV Ride & Drives and Display

ZEV Workshop Held April 26, 2022



Infrastructure Deployment Plan with Stakeholder Letters of Support

Due August 31, 2022



Plan Goals

Provide Actionable Recommendations to Facilitate ZEV Deployments:

Battery Electric

Hydrogen Fuel Cell Electric

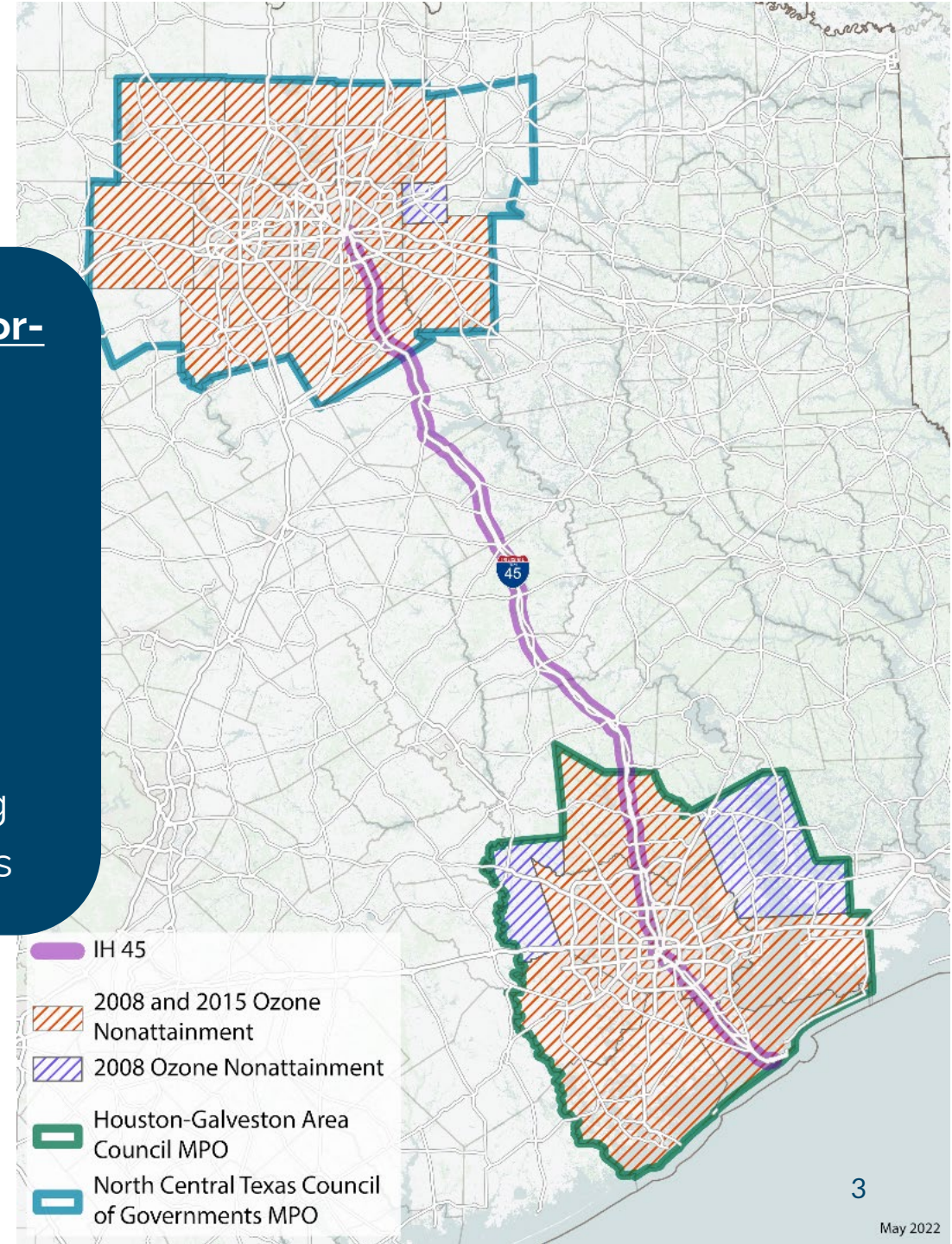
Support Future Strategic Initiatives (e.g., Autonomous Vehicles)

Engage Wide Range of Stakeholders

To Achieve Corridor-Ready Status

1 Qualifying EV Charger Every 50 Miles

1 Hydrogen Fueling Site Every 150 Miles



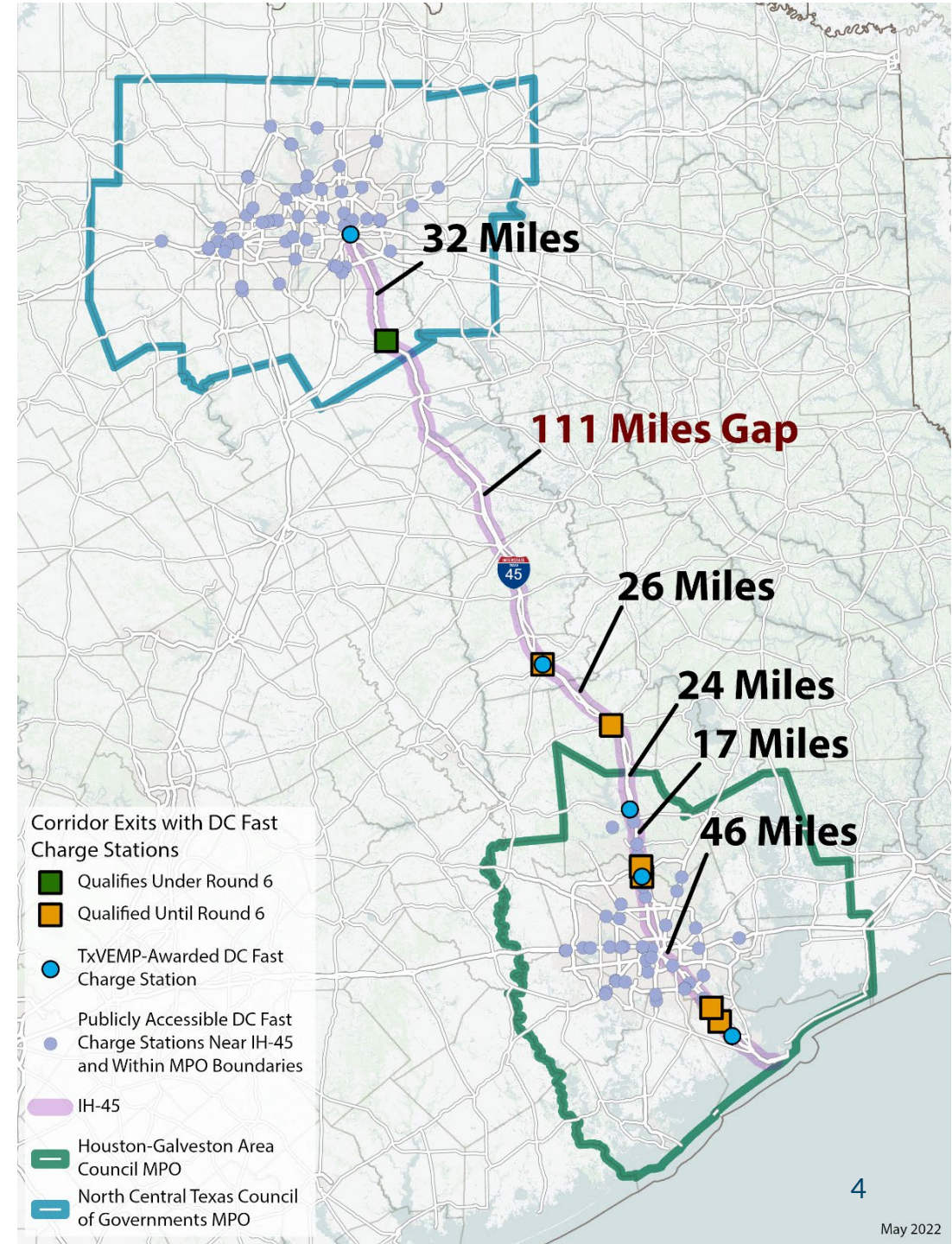
Light-Duty Battery EV Charging

Current Status

111 Mile Gap from Ennis to Madisonville

As of February 2022, Qualifying Stations Must:

- Be Within 1 Mile of the Corridor Exit
- Provide at Least 4 CCS Connectors Capable of Providing at Least 150 kW Charging Simultaneously



Light-Duty Battery EV Charging

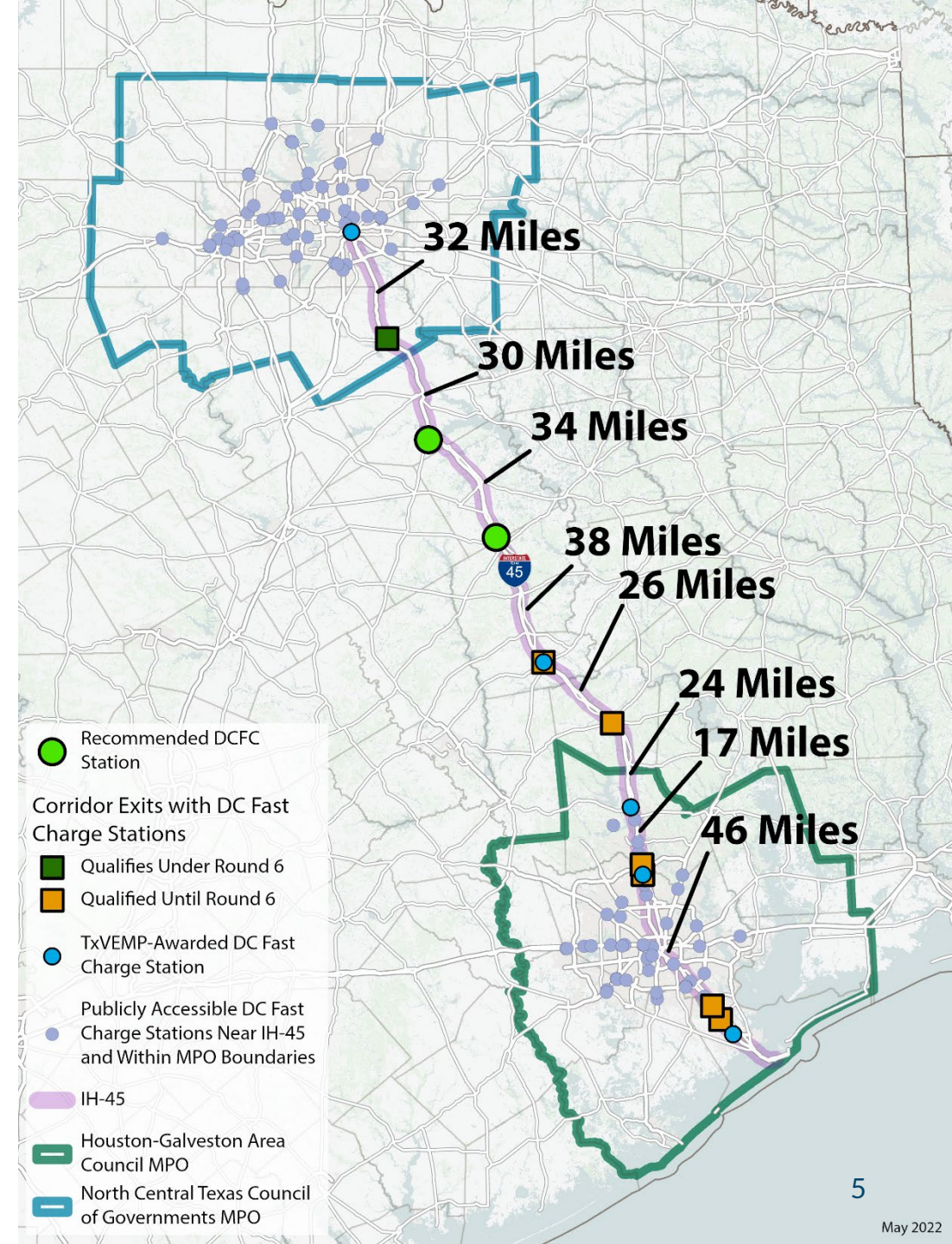
Data-Driven Approach

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

Recommendations

2 Charging Stations: Buffalo and Corsicana

Staff has Coordinated with TxDOT to Ensure Inclusion in Texas EV Charging Plan



Medium- and Heavy-Duty Truck Impact on Regional Air Quality

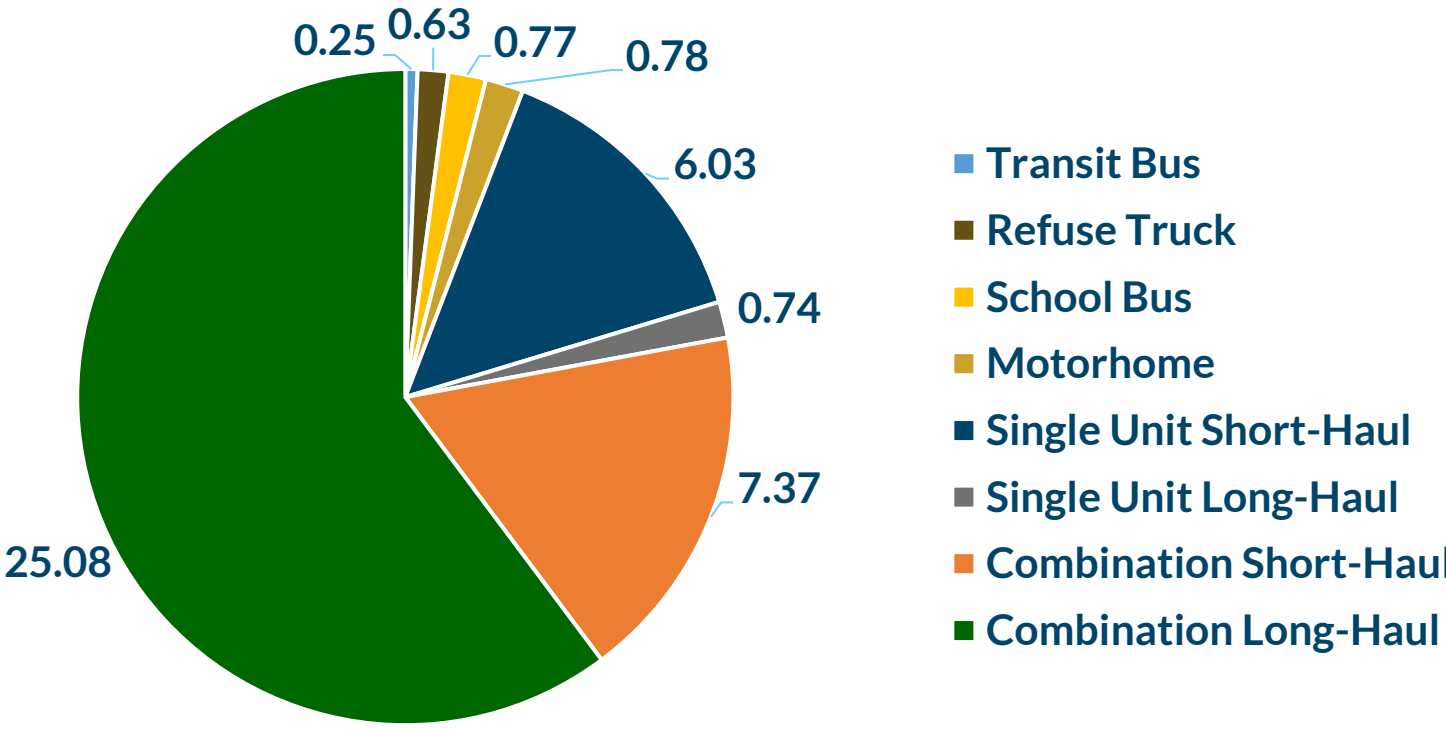
Medium/Heavy Duty Vehicle Impacts:

- ~5 % of Miles Traveled
- ~40% of Nitrogen Oxides (NO_x)

Key Factors in Choosing ZEV Platform:

- Weight
- Refueling Time
- Range (Route Length)

NO_x Emissions in Tons per Day by Medium/Heavy-Duty Vehicle Type



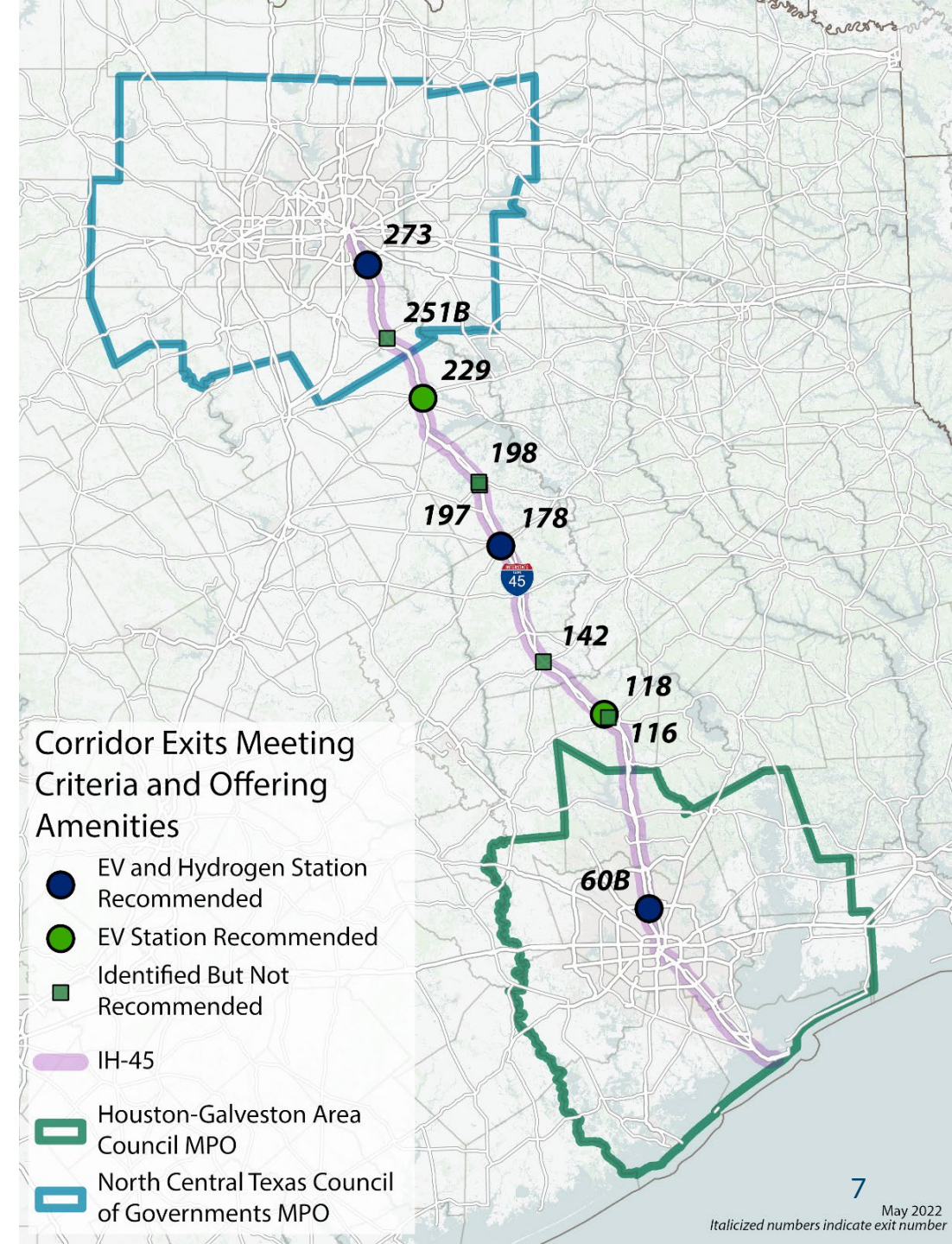
Infrastructure for Heavy-Duty Vehicles

Data-Driven Approach

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

Recommendations:

- 5 EV Charging Sites: Houston, Huntsville, Buffalo, Corsicana, near UP Intermodal Facility
- 3 Hydrogen Fueling Sites: Houston, Buffalo, near UP Intermodal Facility



Implementation Considerations

Estimated Costs per Site

\$600,000 for Light-Duty Charging

\$6-\$18 Million for Heavy-Duty Charging

\$6-\$26 Million for Heavy-Duty Hydrogen

Futureproofing & Resilience

Standardization

Co-Location of Fuels

Design to Accommodate Autonomous Vehicles

Development of Additional Corridors, Notably Texas Triangle



Policies, Regulations, and Incentives

Federal Actions Providing Momentum for ZEV Projects

State-Level Factors Mixed

Favorable Economics

Lack of State-Level Policies and Complications of Deregulation

Dallas and Houston Climate Action Plans Provide Supportive Local Framework

Expanding Availability of Incentives

Inventory of Incentive Programs

Identification of Key Barriers and Potential Solutions



Next Steps

Complete Light-Duty Recommendations Through Texas EV Charging Plan

(National EV Infrastructure Formula Program)

Leverage Stakeholder Network for Project Planning

Additional Corridor Plans – Potential Through Department of Energy

Refueling/Recharging Site Development – Potential Through \$2.5 Billion Discretionary Grant Program for Charging and Fueling Infrastructure



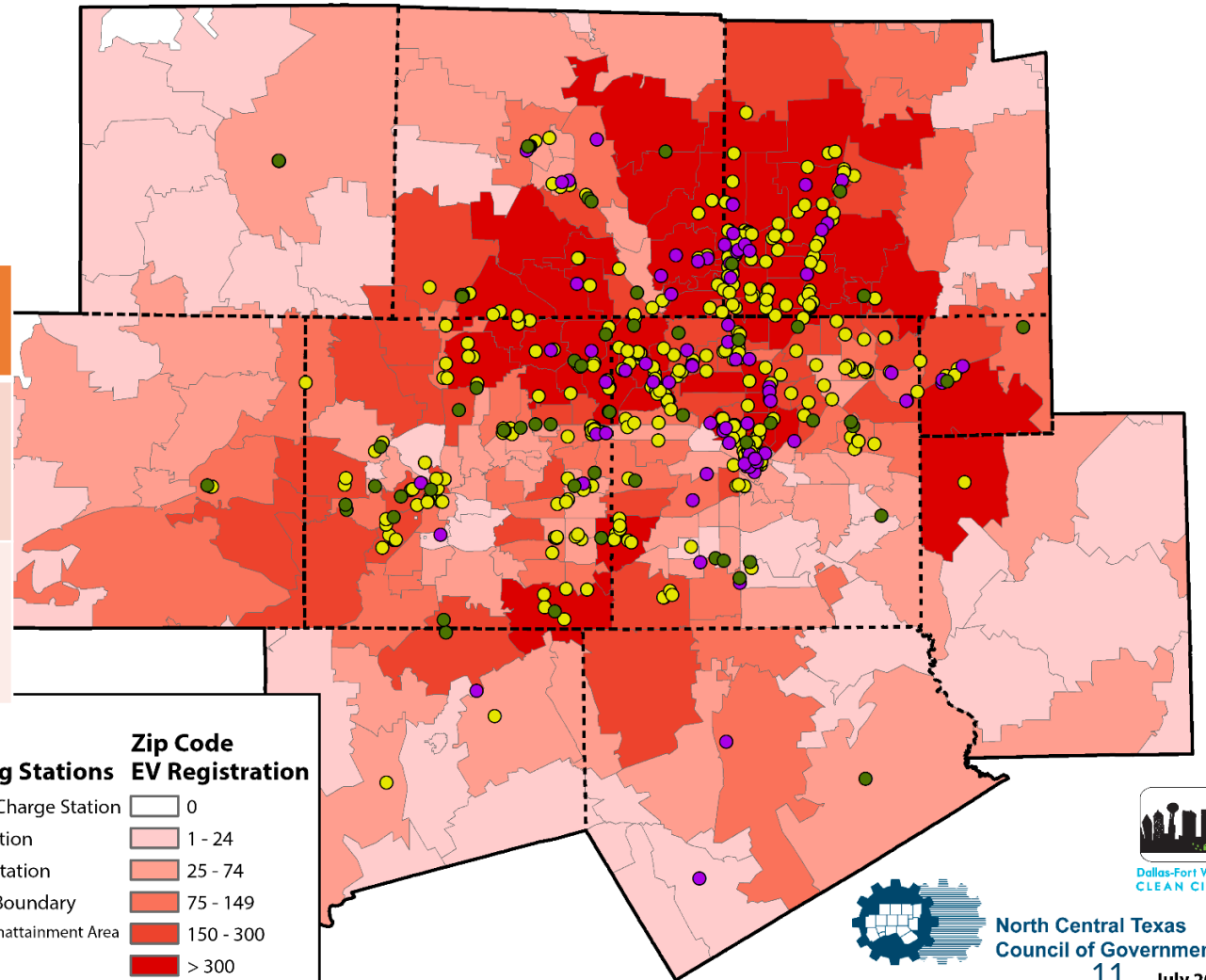
EV Adoption and Infrastructure Availability

EV Registration and EVSE in Ozone Nonattainment Area

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

Variability in Charging Station Accessibility

Public Level 2 Chargers	Public DC Fast Chargers	Tesla Chargers
Minimum: Ellis County, 0	Minimum: Kaufman and Wise Counties, 0	Minimum: Kaufman, Parker, Wise Counties, 0
Maximum: Dallas County, 261	Maximum: Tarrant County, 23	Maximum: Dallas County, 37



Legend

● DC Fast Charge Station	 Zip Code EV Registration 0
● Tesla Station	 1 - 24
● Level 2 Station	 25 - 74
 County Boundary	 75 - 149
 Ozone Nonattainment Area	 150 - 300
	 > 300



National Drive Electric Week

September 23 – October 2

Webinars

Fleets

How to Plan an EV Ride & Drive

Mapping and Website Resources

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

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

Dallas City Hall

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

Partner Outreach Toolkit Available Online



For More Information



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www.nctcog.org/IH45-ZEV

www.driveelectricdfw.org



Relevance to Regional Planning

Air Quality Emphasis Areas:

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

Performance Measure:

Mobility 2045 Policies:

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

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

[Mobility 2045 Chapter 4 – Environmental Considerations](#)

[Appendix C – Environmental Considerations](#)

