

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

Surface Transportation Technical Committee

**Thomas J. Bamonte
North Central Texas Council of Governments
July 28, 2017**

Automated Vehicle Program Funding Summary

Texas AV Proving Ground Network

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

Transportation data infrastructure

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

“Mover” prototype - \$575,000

Traffic Signal Data Sharing Project



Traffic Signal Data Sharing Project Proposed Awards

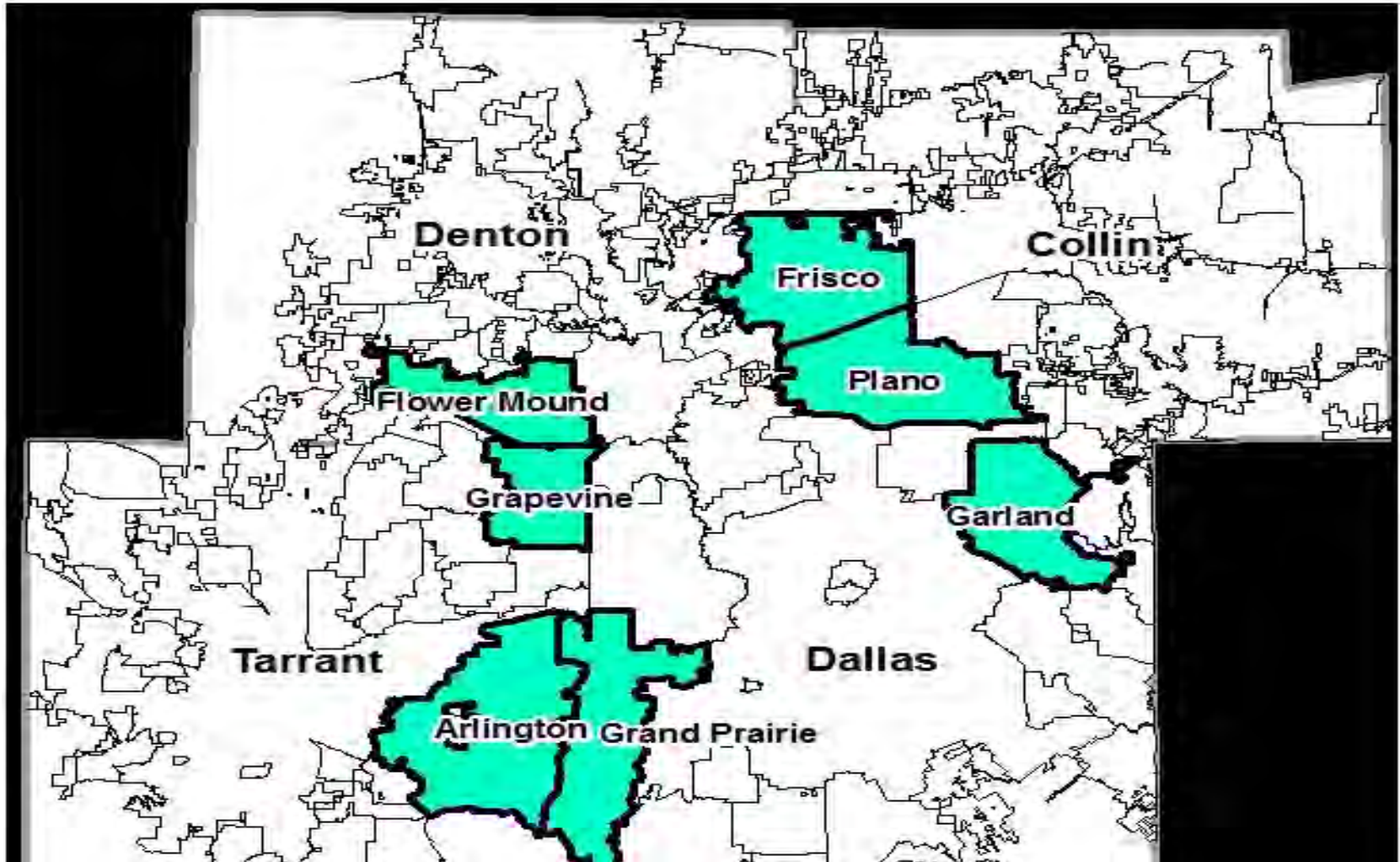
| APPLICANT | TRAFFIC SIGNALS | AMOUNT |
|---------------|-----------------|----------|
| Arlington | 348 | \$25,000 |
| Flower Mound | 68 | \$25,000 |
| Frisco | 124 | \$25,000 |
| Garland | 192 | \$25,000 |
| Grapevine | 75 | \$25,000 |
| Grand Prairie | 199 | \$25,000 |
| Plano | 236 | \$25,000 |
| TxDOT | 5 | \$25,000 |

Total awards: \$200,000

Total traffic signals: 1,247

Coverage in region: 27%

Traffic Signal Data Sharing Project



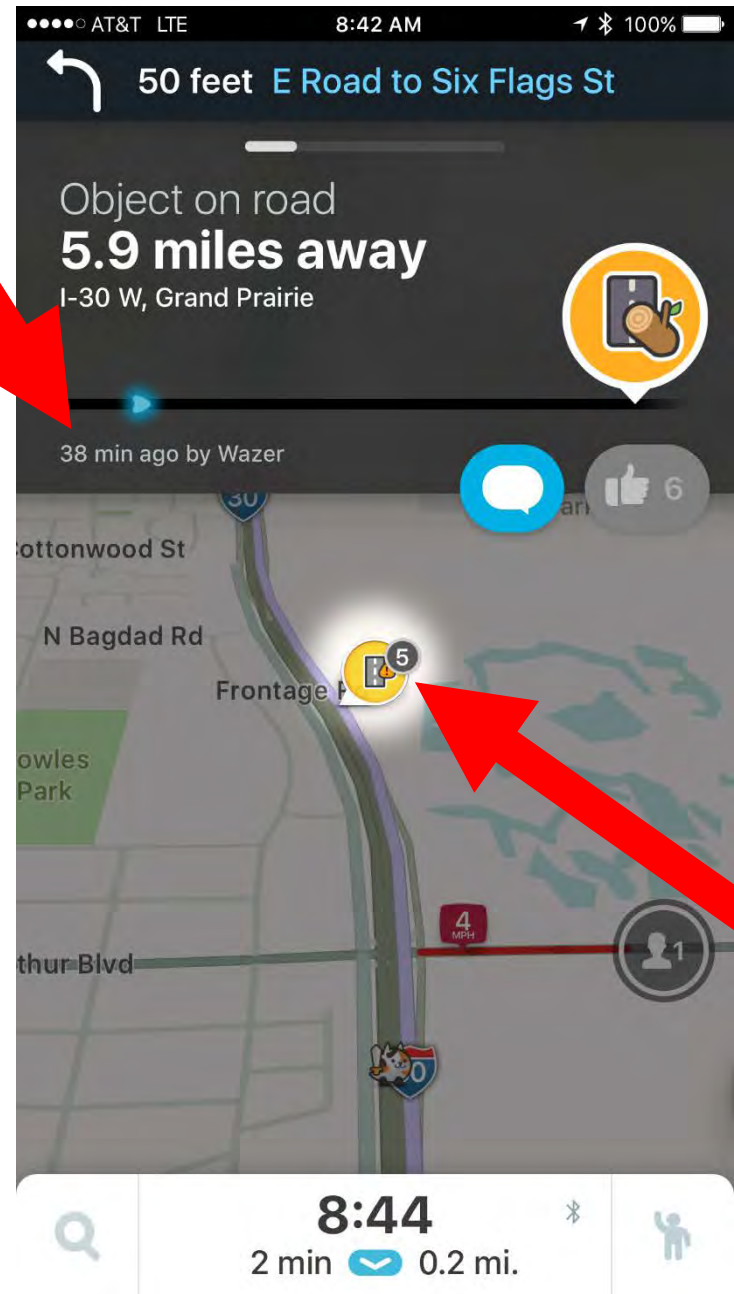
511DFW/Waze Data Sharing Project



Crowdsourcing supplement to 911 calls

**Reported: 38
minutes ago
by Wazer**

**5 validations
of report**



511DFW/Waze Data Sharing Project Proposed Awards

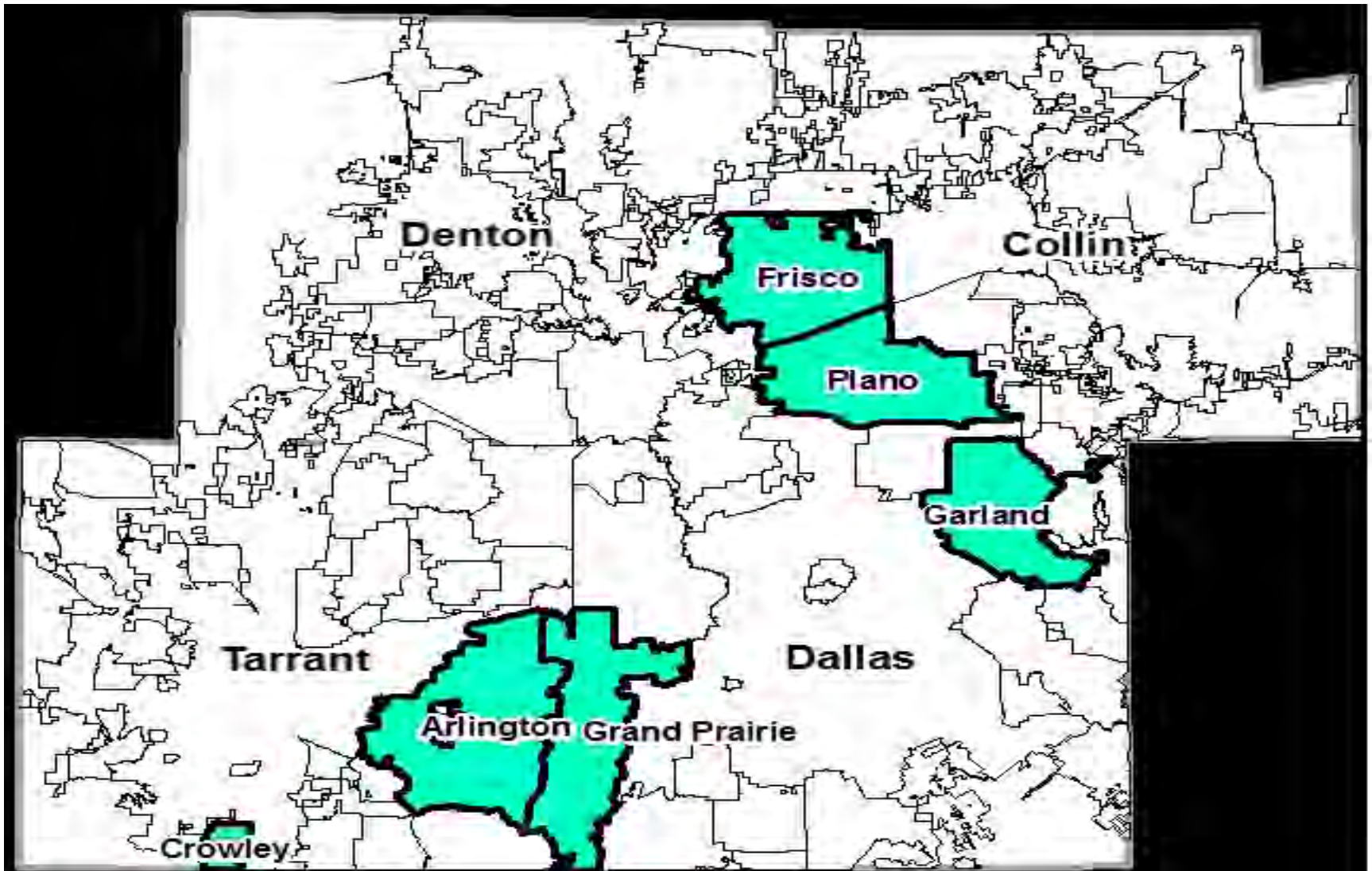
| APPLICANT | WAZE CCP MEMBER | AWARD |
|---------------|-----------------|-----------|
| Arlington | Yes | \$25,000 |
| Crowley | No | \$16,500* |
| Frisco | Yes | \$25,000 |
| Garland | Yes | \$15,000 |
| Grand Prairie | Yes | \$25,000 |
| Plano | Yes | \$25,000 |

Total awards: \$131,500

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

Population coverage in 4 core counties: 33%

511DFW/Waze Data Sharing Project



Proposed Action

Recommend RTC approval of proposed grants under Traffic Signal and Waze/511DFW data sharing projects

Contact Information

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AIR QUALITY PROJECT FUNDING

Surface Transportation Technical Committee
July 28, 2017

Bailey Muller
Air Quality Planner



North Central Texas
Council of Governments

ZERO-EMISSION VEHICLE REBATE

BACKGROUND

Existing CMAQ Project:

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

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

Proposal:

Administer Funds as Rebates on Public Sector Zero-Emission Vehicles

Leverage with Fleets for the Future Cooperative Procurement Project

ZERO-EMISSION VEHICLE REBATE PROPOSAL

Proposed “Rebate” on Electric Vehicles (EVs) Purchased Through Fleets for the Future Using CMAQ Funds*

- **Maximum Rebate: \$2,500 or Actual Incremental Cost (Whichever is Lower)**
- **Up to 5 EVs: Maximum Rebate per Vehicle**
- **Additional Vehicles: Minimum \$1,000 Each Up to Maximum Rebate, Contingent on Funding Availability**

Fleet Obligations:

- **Commit to Use for at Least 4 Years**
- **Agree to Have Telematics/Automated Vehicle Locator System Installed**
- **Federal Terms and Conditions Apply**

**Contingent on TxDOT Approval and Availability of Funds, as well as Reinstatement of Buy America Waivers for Clean Vehicle Projects*

ELECTRIFIED PARKING SPACE PROJECT

BACKGROUND & PROPOSAL

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

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

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

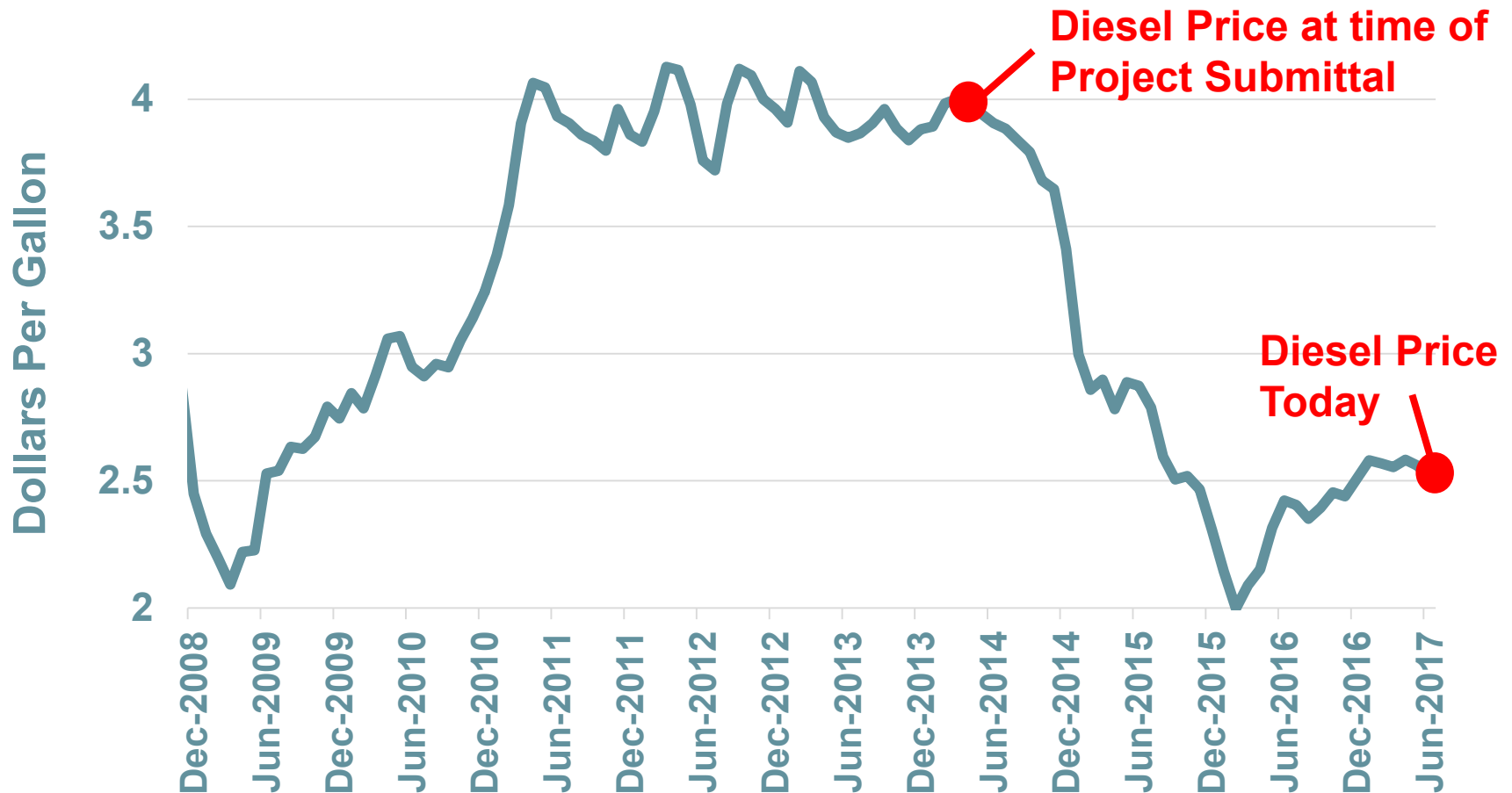
Project Funding: ~\$100,000 (25%) – EPA
 ~\$100,000 (25%) – ~~CMAQ~~ **RTC Local***
 ~\$200,000 (50%) – IdleAir

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

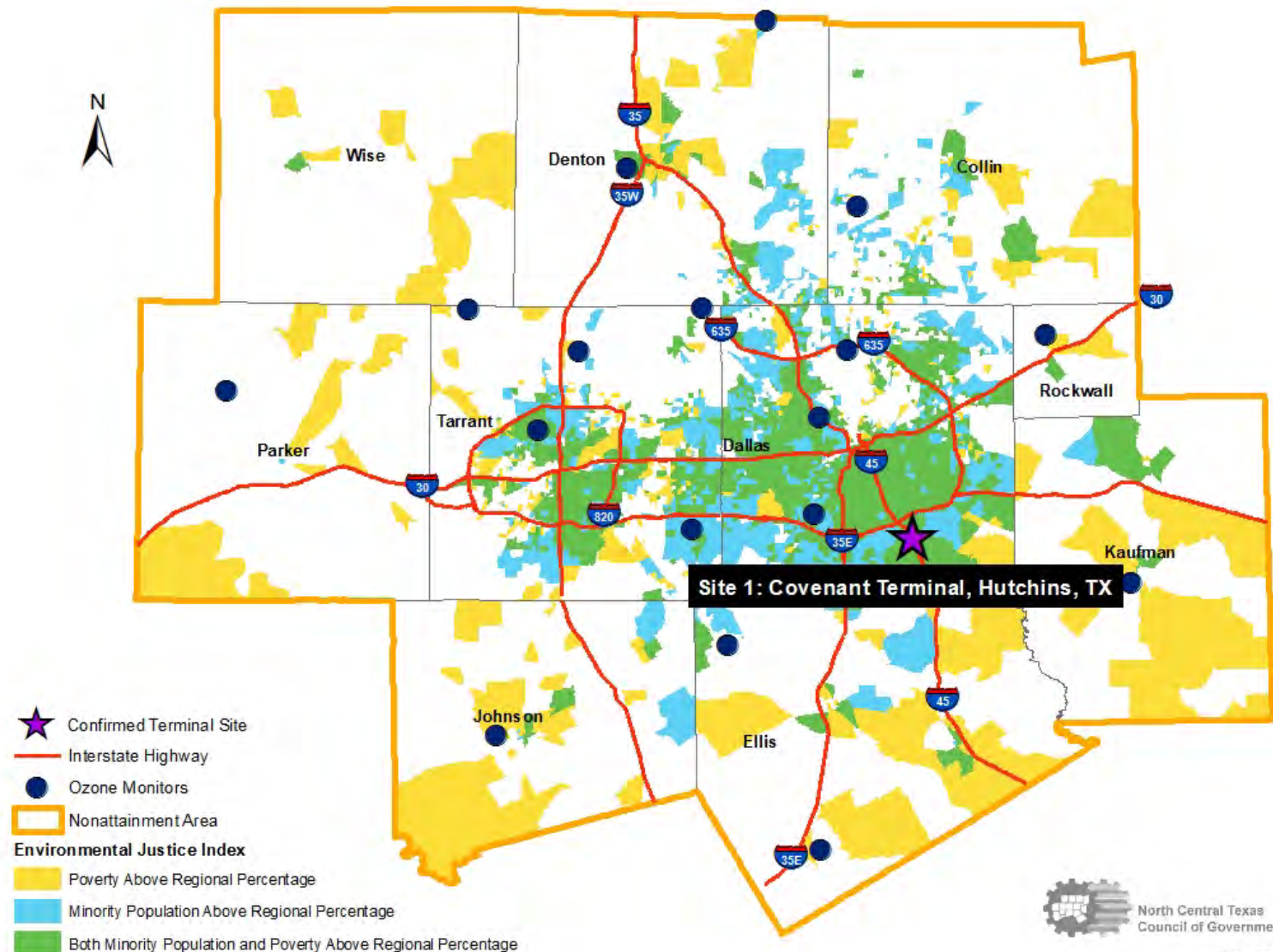
ELECTRIFIED PARKING SPACE PROJECT

THE CHALLENGE

U.S. Diesel Retail Prices



EPS PROJECT LOCATION RELATIVE TO OZONE MONITORS AND ENVIRONMENTAL JUSTICE AREAS



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July 2017

** IdleAir is currently working to confirm the second site location. If the second site cannot be secured to meet project deadlines, funding will be limited to \$50,000 for one location. 6*

DERA 2017 STAFF FUNDING

BACKGROUND & PROPOSAL

Background: NCTCOG Submitted a Grant Proposal to the EPA for DERA Fiscal Year 2017 Funding

- **Projects to Replace Diesel Vehicles or Equipment Owned by Local Governments or Their Private Sector Contractors**
- **NCTCOG Request: ~\$2,000,000 EPA Funds for Subgrants
~91,000 EPA Funds for Staff Administration
Match to Come from Subgrantees**

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

- **Once Subgrant Projects Implemented and Match Collected, Backstop No Longer Needed**

ACTION REQUESTED

1. Zero Emissions Vehicle Rebate:

Approve Proposed Administration in Conjunction with Fleets for the Future and Proposed Rebate Structure

2. Electrified Parking Spaces at Truck Terminals:

Approve Use of up to \$100,000 ~~CMAQ~~ **RTC Local Funding to Facilitate Implementation**

3. Staff Administration on DERA 2017 EPA Proposal:

Approve Use of up to \$25,000 RTC Local as Backstop to Facilitate Staff Effort Until Match Collected

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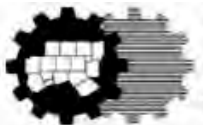


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FUNDING CHANGES TO IH 635 EAST AND PROPOSITION 1 PROJECTS

Surface Transportation Technical
Committee

July 28, 2017



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Council of Governments
Transportation Department

2017-2018 CMAQ/STBG PROJECT FUNDING PROGRAMS

- The Programs include:
 - Federal/Local Funding Exchanges
 - Automated Vehicle Program
 - Strategic Partnerships
 - Planning and Other Studies
 - **10 Year Plan/Proposition 1 Adjustments**
 - Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
 - Transit Program
 - Assessment Policy Program(s)/Project(s)
 - Local Bond Program Partnerships
 - Safety, Innovative Construction, and Emergency Projects
 - Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

2017-2018 CMAQ/STBG FUNDING PROGRAM: 10-YEAR PLAN/PROPOSITION 1 ADJUSTMENTS

- This action is the first phase of the 10-Year Plan and Proposition 1 Adjustments program.
- These changes are needed early for inclusion in the 2018 Unified Transportation Program (UTP).
- The second phase of this program will be brought back and will include:
 - Year-of-Expenditure/Total Project Cost updates
 - Adjustments due to revised construction costs
 - Adjustments due to changes in funding allocations

PROPOSITION 1 FUNDING ADJUSTMENTS

- In 2015, the Regional Transportation Council (RTC) approved Proposition 1 funding for Fiscal Years 2015-2019.
- The RTC adjusted funding for projects through the Regional 10-Year Plan in December 2016 due to:
 - The decreased allocation of Proposition 1 funds in Fiscal Year 2017
 - Proposition 1 funding being combined into several regular categories (1, 2, 4, and 11)
- As projects have let or have been implemented, there are cost overruns and underruns.
- Further funding adjustments are needed on several projects.

PROPOSED PROPOSITION 1 FUNDING ADJUSTMENTS

- Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds (\$81,942,307) are being requested for eligible expenses.
- All projects will remain funded.
- Several projects will be pushed to FY 2027.

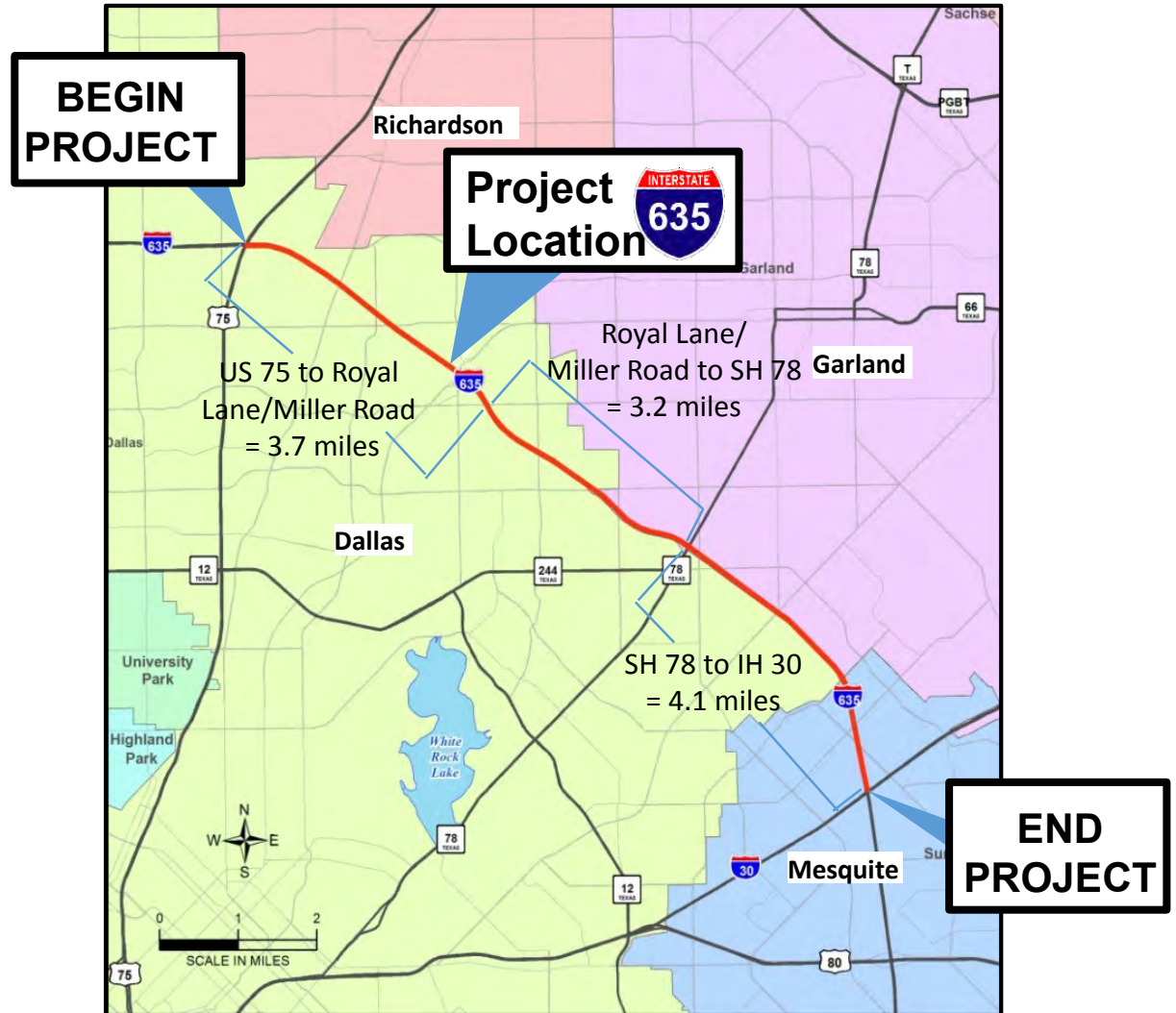
IH 635 EAST PROJECT

- The Texas Legislature declined to approve a bill that would have authorized IH 635 East to be funded through a Comprehensive Development Agreement (CDA).
- The Texas Department of Transportation (TxDOT) and the RTC must develop a new funding partnership in order to implement this project.
- The project will be built from West to East (Interchange at IH 30 will be last).
- Focus is on Phase 1 of the IH 635 East Project, from US 75 to Royal/Miller Road
 - Project includes tolled managed lanes

PROJECT LOCATION

Project
Limits: US
75 to IH 30

Project
Length: 11
miles



Source: Texas Department of Transportation

PROPOSED IH 635 EAST PROJECT FUNDING CHANGES

- Reallocate existing toll-eligible funding (i.e., Category 2) from the 10-Year Plan to IH 635 East Phase 1.
- Proposed action moves Category 2 funds from later phases of IH 635 East and 4 projects in Collin County to IH 635 East, Phase 1.
- The funds from those 4 projects were replaced with Category 4 and 12 funds from later phases of IH 635 East.
- The total funding in each county remains the same.
 - All four Collin County projects were made whole.
 - Funding reduced on later phases of IH 635 East

POSSIBLE FUNDING SOLUTIONS FOR FUTURE PHASES OF IH 635 EAST

- IH 635 East Phase 2 (between Royal/Miller Road and IH 30) would receive 100% of toll revenue from Phase 1 until fully funded.
- IH 635 East is a candidate to receive the \$300 million in Dallas County contingency funds set aside in the Regional 10-Year Plan.

REQUESTED ACTION

- Recommend RTC Approval of:
 - Funding changes to the affected Proposition 1 projects as summarized in Reference Item 5.1
 - Funding changes to fully fund the IH 635 East Phase 1 project as summarized in Reference Item 5.2
 - Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Program (STIP) and other planning/administrative documents to incorporate these changes.

QUESTIONS?

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CLEAN AIR ACTION DAY RESULTS

Surface Transportation Technical Committee

Mindy Mize, Program Manager

July 28, 2017



**North Central Texas
Council of Governments**



What is Air North Texas?



A public awareness campaign that encourages residents of North Texas to make clean air choices

Composed of a coalition of regional organizations committed to improving the air in North Texas



Air North Texas aims to generate a consistent region-wide brand that promotes behavioral and lifestyle changes that impacts our health and the environment

Clean Air Action Day 2017



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

Top actions:

- Take lunch to work
- Vehicle maintenance
- Buy local
- Drive efficiently
- Combine trips



STTC Clean Air Action Day Challenge



Approximately 420 participants were employees at STTC member organizations

Member efforts include:

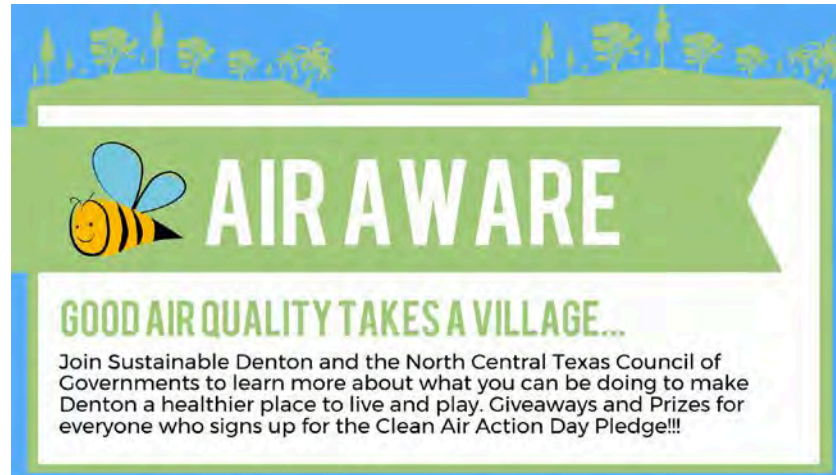
City of Plano newsletter, web and social media outreach

City of Denton “Be Air Aware” event, 6/22

City of Grand Prairie “Guys Night Out” event, 6/22



STTC Clean Air Action Day Challenge



STTC Clean Air Action Day Challenge Champion



Air North Texas Partners



American Lung Association
 – DFW Region
 Brookhaven College
 City of Anna
 City of Arlington
 City of Bedford
 City of Cedar Hill
 City of Dallas
 City of Denton
 City of Fort Worth
 City of Grand Prairie
 City of Grapevine
 City of Kennedale
 City of Mesquite
 City of North Richland Hills
 City of Plano
 City of Richardson
 Cedar Valley College
 DART
 DCTA
 DFW Airport
 Health and Wellness
 Alliance for Children
 Hood County
 Insta-brite Technologies
 NCTCOG
 The North Texas
 Commission
 Dallas County
 Parker County
 Tarrant County
 TxDOT – Dallas District
 TxDOT – Fort Worth District
 U.S. Green Building Council
 – North Texas Chapter
 University of North Texas
 Health Science Center
 University of Texas at
 Arlington
 UT Southwestern
 The-T

Contacts



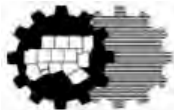
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TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS POTENTIAL LAPSE



North Central Texas
Council of Governments
Transportation Department

Surface Transportation Technical Committee
July 28, 2017

TAP FUNDING AT RISK OF LAPSING

- Federal regulations state that apportioned funds are available for obligation for the year of apportionment plus three years*
- Any apportioned amounts that remain unobligated at the end of that period shall lapse
- TAP funds apportioned in Fiscal Year (FY) 2014 must be utilized by the end of federal FY 2017 (September 30, 2017)

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

RISK ASSESSMENT

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

Risk Level Categories

LOW RISK - Project on schedule to let in FY 2017

MODERATE RISK - Project scheduled to let in FY 2017, but based on information received, there is a potential for delays

HIGH RISK - Project not likely to meet FY 2017 deadline

RISK THIS YEAR: FY 2014 OBLIGATIONS

- Good news!
- As of July 2017, ~~\$3.6M~~ all of the \$8.2M of the FY 2014 TAP funds have obligated
- ~~\$4.6M~~ \$0 at risk of lapsing
- ~~Six~~ Four projects are on schedule to obligate prior to the end of FY 2017 with expected obligations of ~~\$7.4M~~ \$2.2M*

*Represents projects identified as “Low Risk” on Electronic Item 12

RISK THIS YEAR: FY 2013 AND FY 2014 OBLIGATIONS

| Allocation FY - DFW MPO TAP Funds | Federal Allocated Amount | Obligations | Excess Obligations Applied to Following FY |
|--|--------------------------------|---------------------|--|
| FY 2013 | \$8.0M | \$8.0M | \$0 |
| FY 2014 | \$8.2M | \$8.9M ¹ | \$0.7M |
| Sub Total | \$16.2M | \$16.9M | |
| Anticipated FY 2017 Obligations ² | | \$2.2M | |
| Total | \$16.2M | \$19.1M | \$2.9M³ |

Notes:

¹Represents over-obligation in prior fiscal years of \$400K in FY2016 and obligations of \$8.5M in FY2017

²Represents projects identified as “Low Risk” on Electronic Item

³Obligations in excess of FY2014 obligation requirement will be applied towards FY2015 obligation requirement

RISK ASSESSMENT SUMMARY FOR FY 2014 OBLIGATIONS

| Risk Level Category | Amount |
|--|--------|
| LOW RISK - Project on schedule to let in FY 2017 | \$2.2M |
| MODERATE RISK - Project scheduled to let in FY 2017, but based on information received, there is a potential for delays | \$2.3M |
| HIGH RISK - Project not likely to meet FY 2017 deadline or no response from agency | \$5.4M |

NEXT STEPS AND ACTION NEEDED

- NCTCOG will continue to work with TxDOT and agency staff to monitor project progression
- STTC members should coordinate with agency staff to insure that projects remain on schedule to let or obligate in FY 2017
- Focus should be on projects that are currently identified as Low or Moderate Risk as they are necessary to meet the obligation requirements

QUESTIONS?

CONTACT INFORMATION

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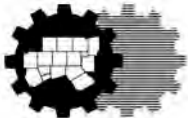
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Joint Land-Use Study Project

Surface Transportation Technical Committee








July 28, 2017

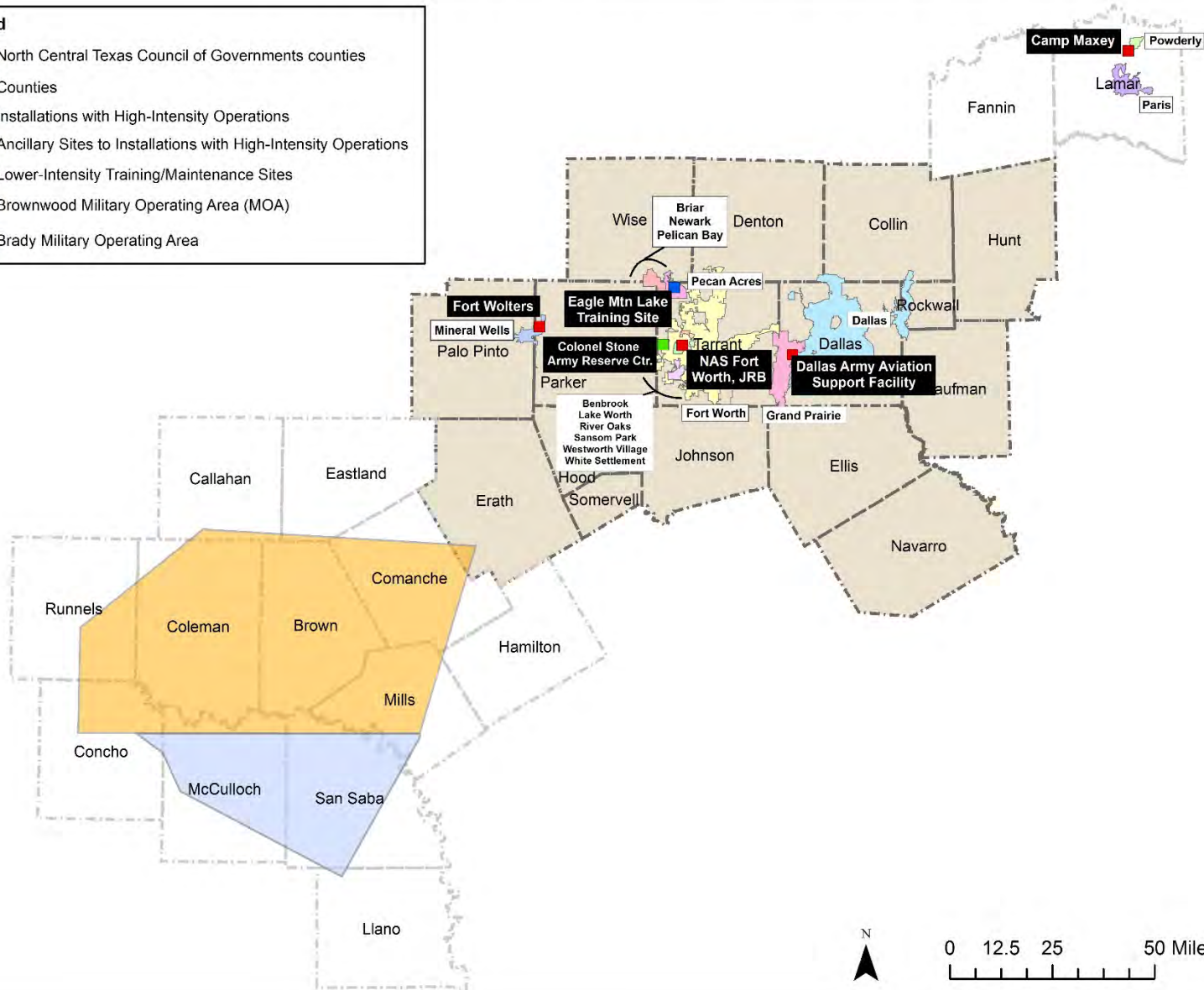


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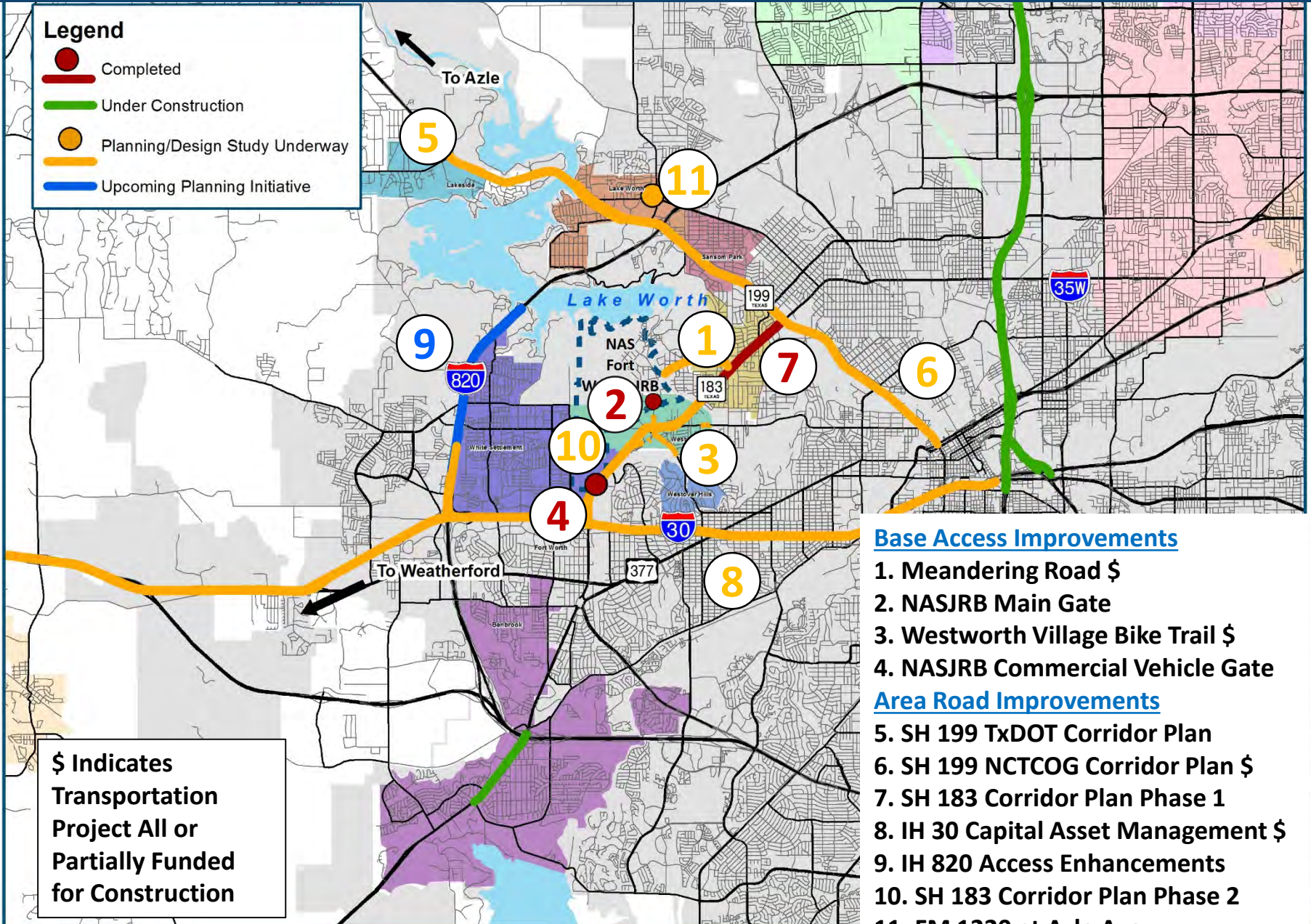
Military Installations and Local Governments Included in the 2016-2017 Regional Joint Land Use Study

Legend

-  North Central Texas Council of Governments counties
-  Counties
-  Installations with High-Intensity Operations
-  Ancillary Sites to Installations with High-Intensity Operations
-  Lower-Intensity Training/Maintenance Sites
-  Brownwood Military Operating Area (MOA)
-  Brady Military Operating Area



Current and Future Transportation Improvements Near NAS Fort Worth, JRB



DFW CONNECTOR PILOT PROGRAM UPDATE

Surface Transportation Technical Committee

July 28, 2017



North Central Texas
Council of Governments



Regional Transportation Council

Ken Kirkpatrick, Counsel for Transportation

Mindy Mize, Program Manager, Transportation Marketing

Amanda Wilson, A.I.C.P., Program Manager, Community Outreach

BACKGROUND

Purpose of Pilot Program

Test Ideas to Increase TollTag Usage
Apply Lessons Learned in IH 35W Corridor
Reduce Collection Risk to TxDOT

Initial Phase: Increase Pay-by-Mail Surcharge (75%, 90%)

Current Rates: Tag/No-Tag - \$0.70/\$1.33

TollTag/Pay-by-Mail Split

January 2015: 68%/32%

January 2016: 70%/30%

January 2017: 75%/25%

June 2017: 75%/25%

RTC Approved Funding for Phase Two (Marketing Efforts)

MARKETING EFFORTS FOR DFW CONNECTOR PILOT PROGRAM

TollPerks for New TollTag Customers

Prize Giveaways

Preloaded TollTags to Targeted Areas

**TollTag Sales at Inspection Stations and/or Car Dealerships in
Targeted Areas**

Marketing is Expected to Start in Late July 2017

TOLLPERKS FOR NEW TOLLTAG CUSTOMERS

Marketing

Targeted to Potential ZipCash Users of DFW Connector Corridor Who Would Be New TollTag Customers

Advertised Through Pandora Radio and Geo-Targeting with Paid Social Ads, such as Facebook

NCTCOG and NTTA Social Media Messaging

2,000 TollPerks Points will be Given to New TollTag Customers Using a Referral Code

Approximately Worth \$20

TollTag Must be Tied to a Credit Card/Bank Account

Campaign will Run for 30 Days

PRIZE GIVEAWAYS

Marketing

**Prizes - Vacation Package \$2,500; Best Buy \$1,500;
Macy's \$1,000**

**Targeted to Potential ZipCash Users of DFW Connector
Corridor Who Would Be New TollTag Customers**

**Advertised Through Pandora Radio and Geo-Targeting with
Paid Social Ads, Such as Facebook**

NCTCOG and NTTA Social Media Messaging

TollTag Must be Tied to a Credit Card/Bank Account

Campaign will Run for 30 Days

PRELOADED TOLLTAGS TO TARGETED AREAS

Marketing

Preloaded TollTags are Offered to High Use ZipCash Customers in Average to Low Income Zip Codes Using the DFW Connector

\$20 Credit is Offered, but TollTag Must be Tied to a Credit Card/Bank Account

Participant will Make Initial Payment on Their New TollTag, and Will Receive a \$20 Credit

Use Direct Mail Piece and Insert in ZipCash Bills to Advertise to ZipCash Users on DFW Connector

NEXT STEPS FOR THE DFW CONNECTOR PILOT PROGRAM

Finalize Creative and Messaging for the DFW Connector Pilot Program

Finalize the Performance Metrics and Tracking

Advertising Campaign Expected to Start Before August 2017 RTC Meeting

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VOLKSWAGEN SETTLEMENT UPDATE

**Surface Transportation Technical Committee
July 28, 2017**

**Chris Klaus
Senior Program Manager**



**North Central Texas
Council of Governments**

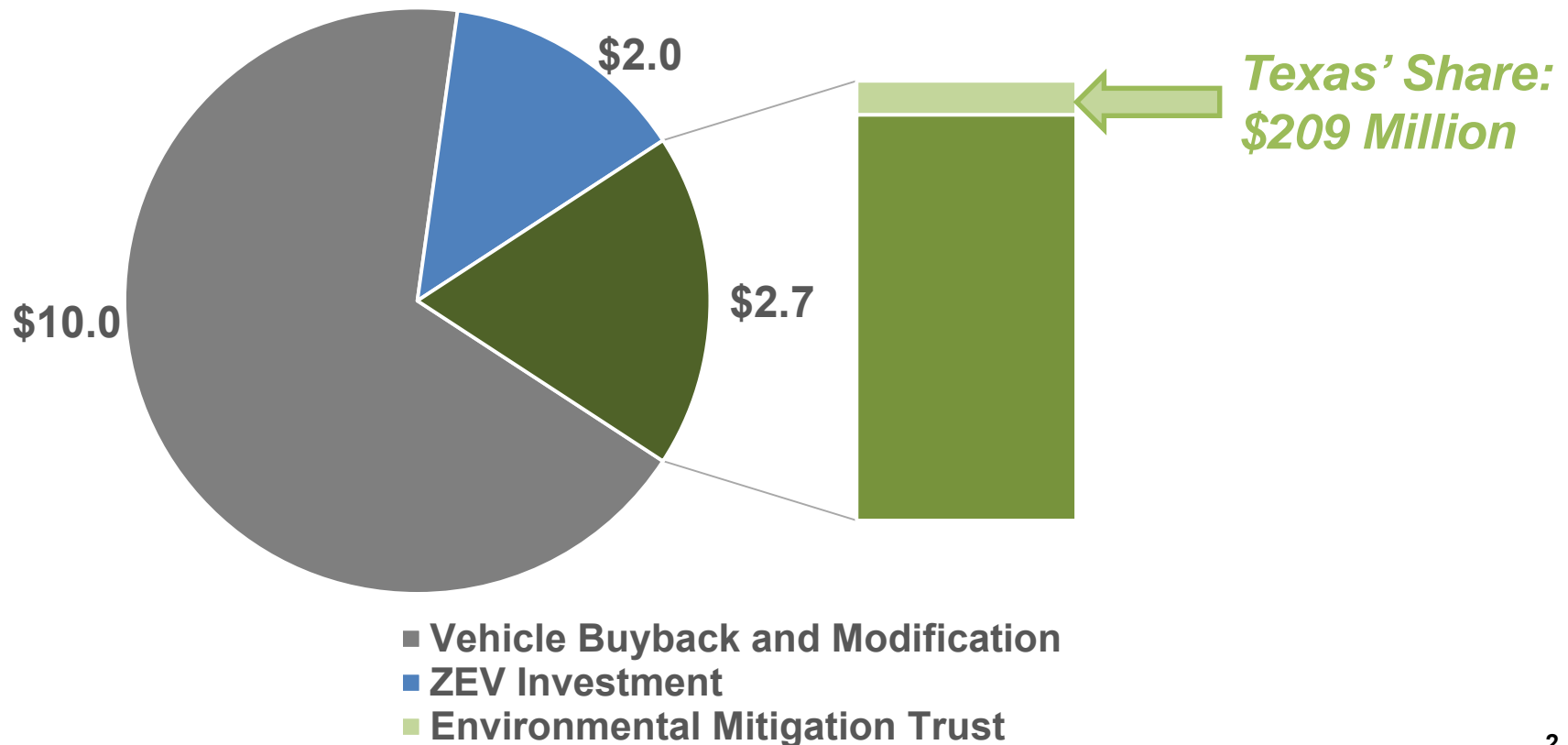
SETTLEMENT BREAKDOWN

Total Settlement to Date: \$14.7 Billion

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

Environmental Mitigation Trust (EMT) - Distributed to States

Settlement Breakdown (\$ in Billions)



ZEV INVESTMENT

\$1.2 Billion Commitment Nationwide (Excludes California)

| Cycle 1 (Q1 2017 – Q2 2019) | Cycle 2 (Q3 2019 - Q4 2021) | Cycle 3 (Q1 2022 – Q2 2024) | Cycle 4 (Q3 2024 – Q4 2026) | Full 10 years |
|--------------------------------|--------------------------------|--------------------------------|--------------------------------|---------------|
| \$300M | \$300M | \$300M | \$300M | \$1,200M |



Charging Infrastructure Installation – Approximately \$250 Million

Long Distance Highway Network

Interstate Highway (IH) 30, IH 20, and IH 35 Named

Community Charging

Houston 1 of 11 Initial Metropolitan Areas

Public Education Initiatives – Approximately \$25 Million

ZEV Access Initiatives – Under Development

\$25 Million Reserved for Electrify America Administrative Costs

MITIGATION TRUST PROCESS



Trustee Selected

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



Trust Agreement Finalized

Trust Considered Effective



Potential Government Beneficiaries Must File Certification Form to Become Beneficiary and Identify Lead Agency

Up to 60 days from Trust Effective Date



Trustee Files List of Designated Beneficiaries

Up to 120 days from Trust Effective Date



Beneficiaries Must Create Mitigation Plan

Summary of How the Beneficiary Intends to Use Allotted Funds



Mitigation Trust Administered by Trustee

Trustee Required to Transmit Determination of Beneficiary's Funding Request within 60 Days Upon Receipt

PREVIOUS RTC RECOMMENDATION

**State of Texas File As Beneficiary
\$209M**



Designate TCEQ as Lead Agency



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



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



**AACOG
\$27.4M**



**CAPCOG
\$32.9M**



**H-GAC
\$58.9M**



**NCTCOG
\$63M**



**RGCOG
\$5.9M**



**Others
\$20.9M**

*TCEQ = Texas Commission on Environmental Quality
CAPCOG = Capital Area Council of Governments
RGCOG = Rio Grande Council of Governments*

*AACOG = Alamo Area Council of Governments
H-GAC = Houston-Galveston Area Council*

RECENT DEVELOPMENTS

June 26 – Workshop in Austin, Texas

Governor's Office Requested Feedback:

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

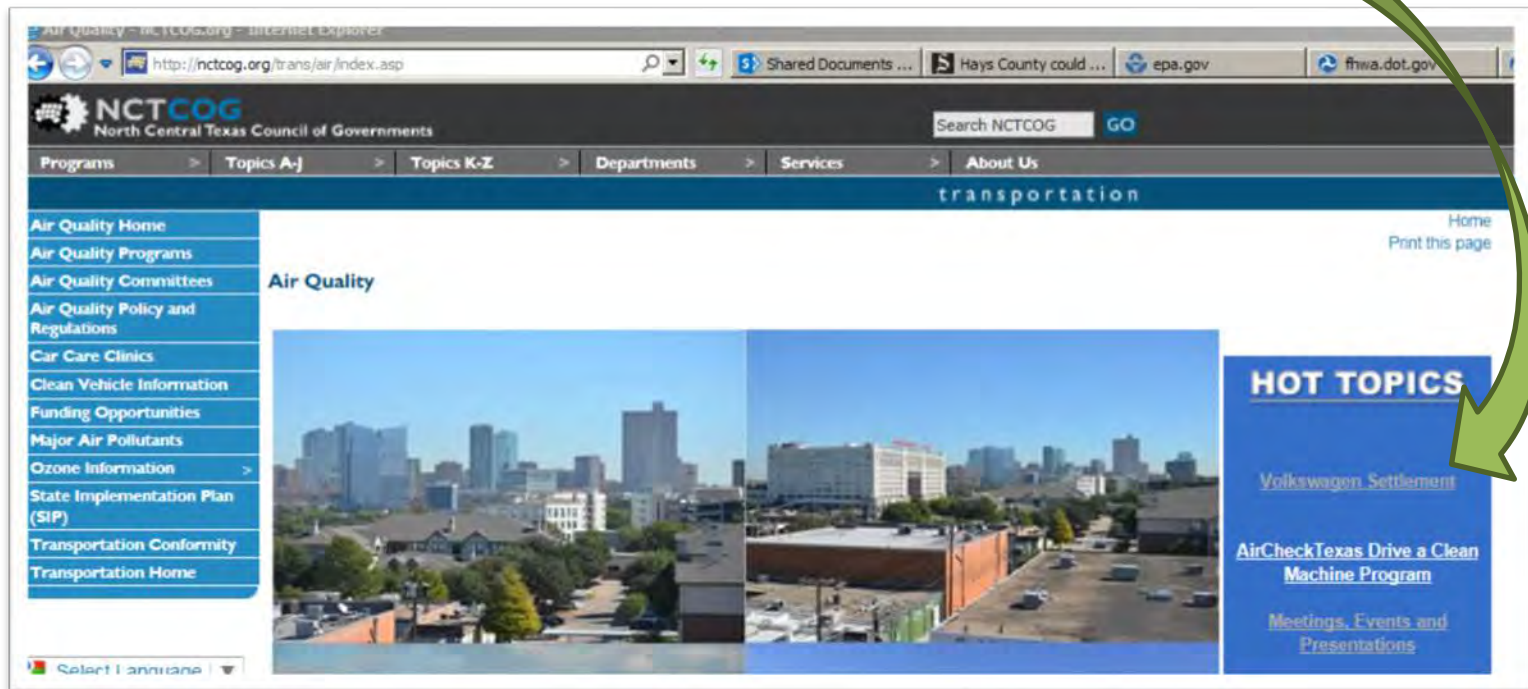
Discussion of Leveraging Economies of Scale through Bulk Purchases

NEXT STEPS

Work Toward Identifying Quantities and Types of Vehicles to be Replaced

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

www.nctcog.org/airquality



On Volkswagen Page:
“NCTCOG Survey: Fleet Project Wish List”

ELIGIBLE NO_x MITIGATION ACTIONS

Eligible Mitigation Actions 1-9

- ✓ 1. **Replace/Repower Freight and Port Drayage Trucks (Class 8)**
Includes Dump Trucks, Waste Haulers, Concrete Mixers
- ✓ 2. **Replace/Repower School, Shuttle, & Transit Buses (Class 4-8)**
3. **Replace/Repower Freight Switchers**
4. **Replace/Repower Ferries/Tugs**
5. **Install Ocean Going Vessels Shorepower**
- ✓ 6. **Replace/Repower Freight Trucks (Class 4-7)**
Includes Dump Trucks, Waste Haulers, Concrete Mixers
- ✓ 7. **Replace/Repower Airport Ground Support Equipment**
8. **Replace/Repower Forklifts and Port Cargo Handling Equipment**
- ✓ 9. **Deploy Light-Duty ZEV Supply Equipment**

Eligible Mitigation Action 10

- ✓ 10. **Diesel Emission Reduction Act (DERA) Option for State Clean Diesel Program**
Texas' State Clean Diesel Program Currently for School Buses

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www.nctcog.org/airquality

REGIONAL TRAFFIC SIGNAL RETIMING PROGRAM AND MINOR IMPROVEMENT PROGRAM

Call for Projects

Surface Transportation Technical
Committee

Marian Thompson, P.E.

July 28, 2017



North Central Texas
Council of Governments

Presentation Overview



- **Programs Overview**
- **Eligible Projects**
- **Funding**
- **Proposed Evaluation and Scoring**
- **Proposed Schedule**



Programs Overview

What are
these
Programs?

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

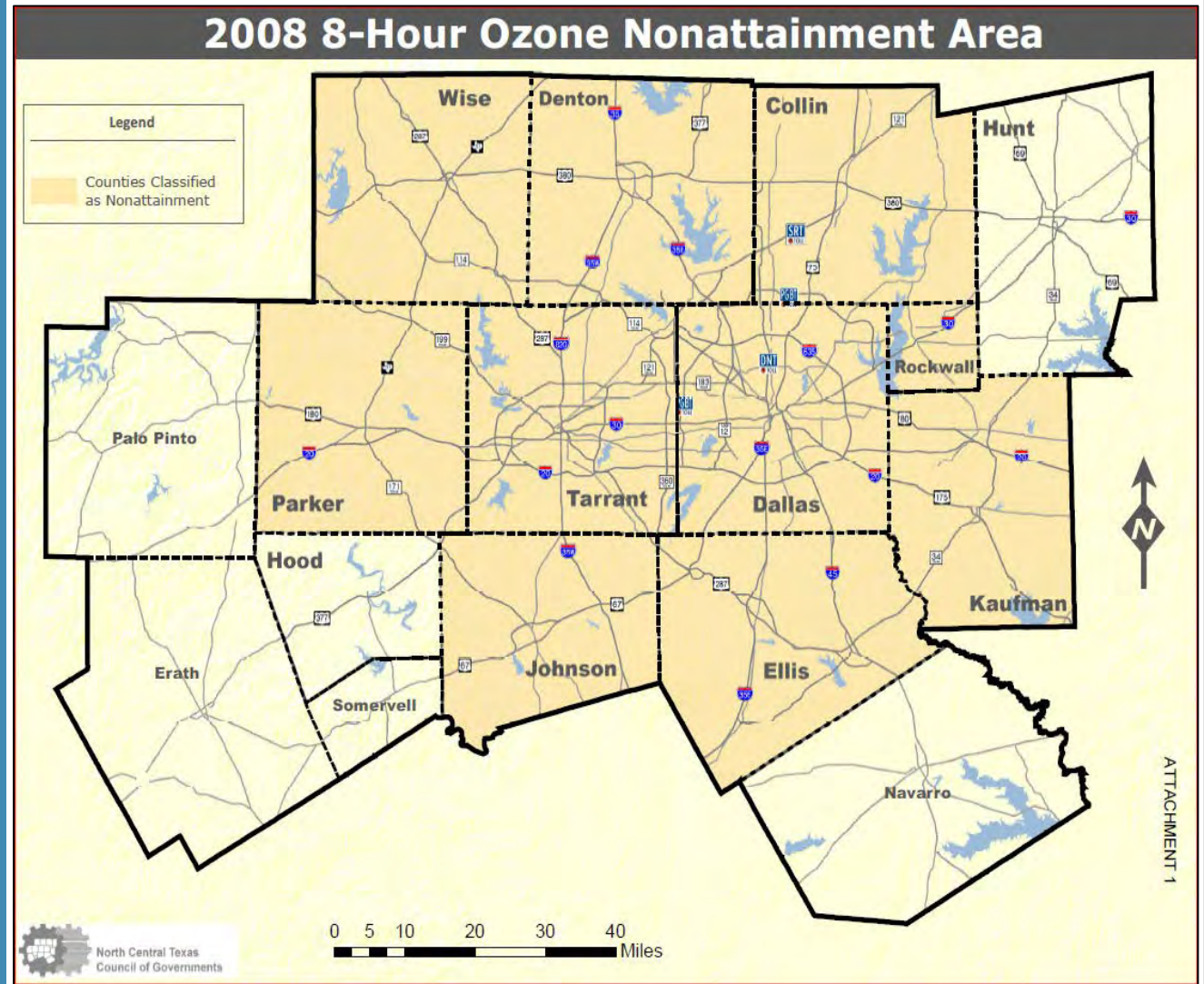
The **Minor Improvement Program** improves the capacity of the existing roadway system by implementing low-cost operational improvements, thereby enhancing mobility and improving air quality.



Eligibility



Eligible Project Areas Under NCTCOG's Call for Projects



Project
Eligibility
(Proposed)

2017
Call for Projects
RTSRP

- 80 percent of traffic signals have not been retimed since 2013
- 80 percent of traffic signals located along route of significance
- Eight or more consecutive traffic signals
- No construction planned within two years
- Execute interlocal agreement with NCTCOG
- Cost overruns are agency responsibility
- Staff time not eligible

Project Eligibility

(Proposed)

2017

Call for Projects Minor Improvements

- 20 percent local match
- Projects along route of significance
- No construction planned within two years
- Project funding request not to exceed \$50,000
- Low-cost improvements such as cabinets, controllers, restriping, etc.
- Execute interlocal agreement with NCTCOG
- Cost overruns are agency responsibility
- Staff time not eligible



Congestion
Mitigation
Air Quality
Funding

Local Match

**Regional Traffic
Signal
Retiming Program**

**Minor
Improvement
Program**

\$2,000,000

\$2,900,000

- **20 percent (minimum) local match**
- **Local match must be cash**





Evaluation and Scoring

Photo Credit: TxDOT

Proposed Evaluation and Scoring Criteria for RTSRP Projects

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

Proposed Evaluation and Scoring Criteria for Minor Improvement Projects

| Category | Scoring (pts) | Description |
|------------------------------------|---------------|---|
| Mobility Benefit/Cost Ratio | 35 | Project benefit/cost ratio will be calculated based on improvements associated with basic traffic signal program input. |
| NOx & VOC Cost Per Pound | 35 | Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements. |
| Recommended improvements | 20 | Recommended improvements from previous RTSRP phases by consultants. |
| Additional Local Match | 5 | Agency willing to contribute more than 20 percent local match. |
| Environmental Justice Distribution | 5 | Environmental justice methodology used to map concentrations of EJ populations using demographic data. |



Schedule

Proposed Schedule

| Description | Meeting | Date |
|---|---------|--------------------------------|
| Information - Corridor Selection Criteria | STTC | July 28, 2017 |
| Information - Corridor Selection Criteria | RTC | August 10, 2017 |
| Action - Approval of Selection Criteria | STTC | August 25, 2017 |
| Action - Approval of Selection Criteria | RTC | September 14, 2017 |
| NCTCOG Call for Projects | | September 15, 2017 |
| Proposals Due | | October 15, 2017 5:00pm |
| Scoring by NCTCOG | | November 15, 2017 |
| Public Meeting | | October/November 2017 |
| Information/Action - Projects Selected | STTC | December 1, 2017 |
| Information/Action - Projects Selected | RTC | December 14, 2017 |

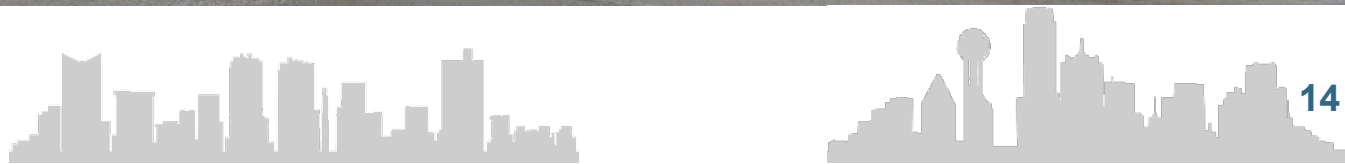
Questions?

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Texas Transportation Innovation Activities

Surface Transportation Technical Committee

**Thomas J. Bamonte
North Central Texas Council of Governments
July 28, 2017**

ATCMTD Program

Advanced Transportation and Congestion Management
Technologies Deployment

Grants for large scale installation/operation of
advanced transportation technologies

5-10 awards/year

\$12M maximum award

Federal match: 50%

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

ATCMTD Applications from Region

Arlington: Micro On-Demand Rideshare System

- Dynamic rideshare vehicles
- Automated vehicles
- V2I applications

Dallas: North Central Texas Regional Smart Transportation System

- Deployment of next-gen traffic signal system
- Cloud-based SPaT data repository
- Cross-jurisdictional coordination

DART: Integrated Operations

- Command Center—consolidation of functions, tech
- Video analytics
- Smart kiosks and onboard WiFi

Texas Innovation Alliance

National Science Foundation 5G research platform

- R & D platform: Transportation applications
 - V2X
 - Emergency response
 - Infotainment systems
 - IoT applications
- Open and statewide
- Public and private researchers/developers
- Preliminary application approved
- Final application due 7/31

Contact Information

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LOW-INCOME VEHICLE REPAIR ASSISTANCE, RETROFIT, AND ACCELERATED RETIREMENT PROGRAM (LIRAP) AND LOCAL INITIATIVE PROJECTS (LIP)

**Dallas County Commissioners Court
July 5, 2017**



**Michael Morris, P.E.
Chris Klaus
Shannon Stevenson
North Central Texas Council of Governments**

RECOMMENDATION

Temporarily Suspend and Automatically Reinststate the Collection of Fees for the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Retirement Program (LIRAP) and Local Initiative Projects (LIP) in Dallas County

LEGISLATIVE UPDATE

ONE STEP FORWARD; TWO STEPS BACK

Legislative Budget Board recommended LIRAP/LIP funding for fiscal year 2018 and fiscal year 2019.

Several bills in the 85th Texas Legislature attempted to modernize and increase flexibility of LIRAP/LIP, but were unsuccessful.

House Bill 2321 (Turner)

House Bill 402 (Huberty)

Senate Bill 2003 (Watson)

Texas Governor vetoed funding for fiscal years 2018 and 2019 for LIRAP/LIP (along with other air quality programs).

CONSEQUENCES

TRANSPORTATION IMPLICATIONS?

LIRAP/LIP are important components of the State Implementation Plan (SIP) (Weight of Evidence)

LIRAP/LIP critical in ensuring the emissions reductions of the inspection and maintenance (I/M) program are achieved (the I/M program is a legally binding control measure in the SIP)

I/M benefits accounted for in Motor Vehicle Emissions Budgets

Possible transportation conformity constraint

MOVING FORWARD

Continue to operate LIRAP for the next two years by utilizing previous unspent allocations; explore funding options for LIP (e.g., Trade)

Collaborate with local governments, State agencies, and stakeholders toward a plan to generate awareness, interest, and participation

Employ good government practices

Prevent the Legislature from using funds out of dedicated accounts collected at the local levels to certify the State budget

Ensure previous funds collected are appropriated back to the counties for their original intent (i.e., \$140M for DFW)

Work during the upcoming special and interim sessions to gain support to appropriate funding, modernize LIRAP and increase LIP flexibility, including giving local governments more control over how to best spend available funds

QUESTIONS?

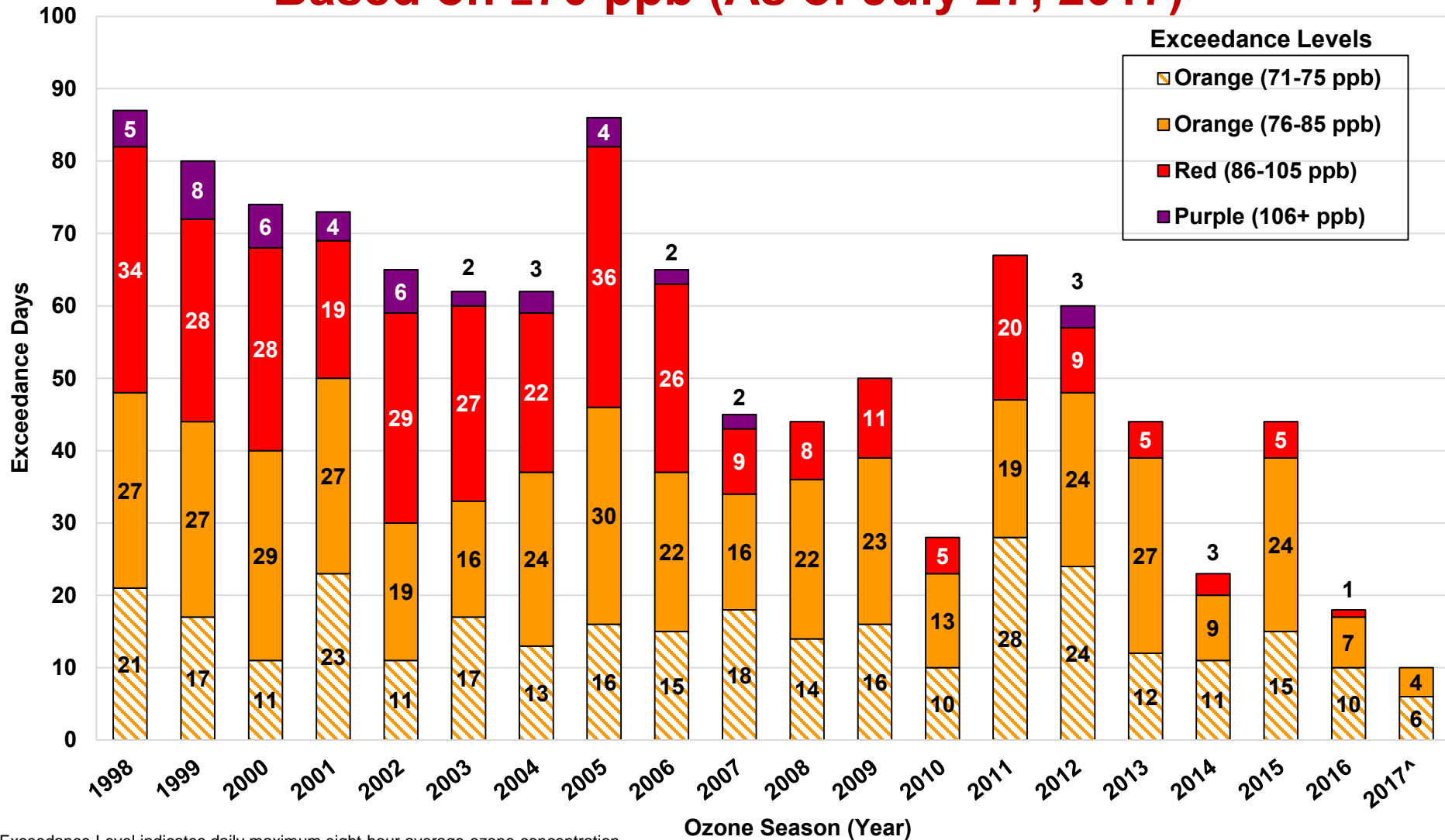
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EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of July 27, 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.

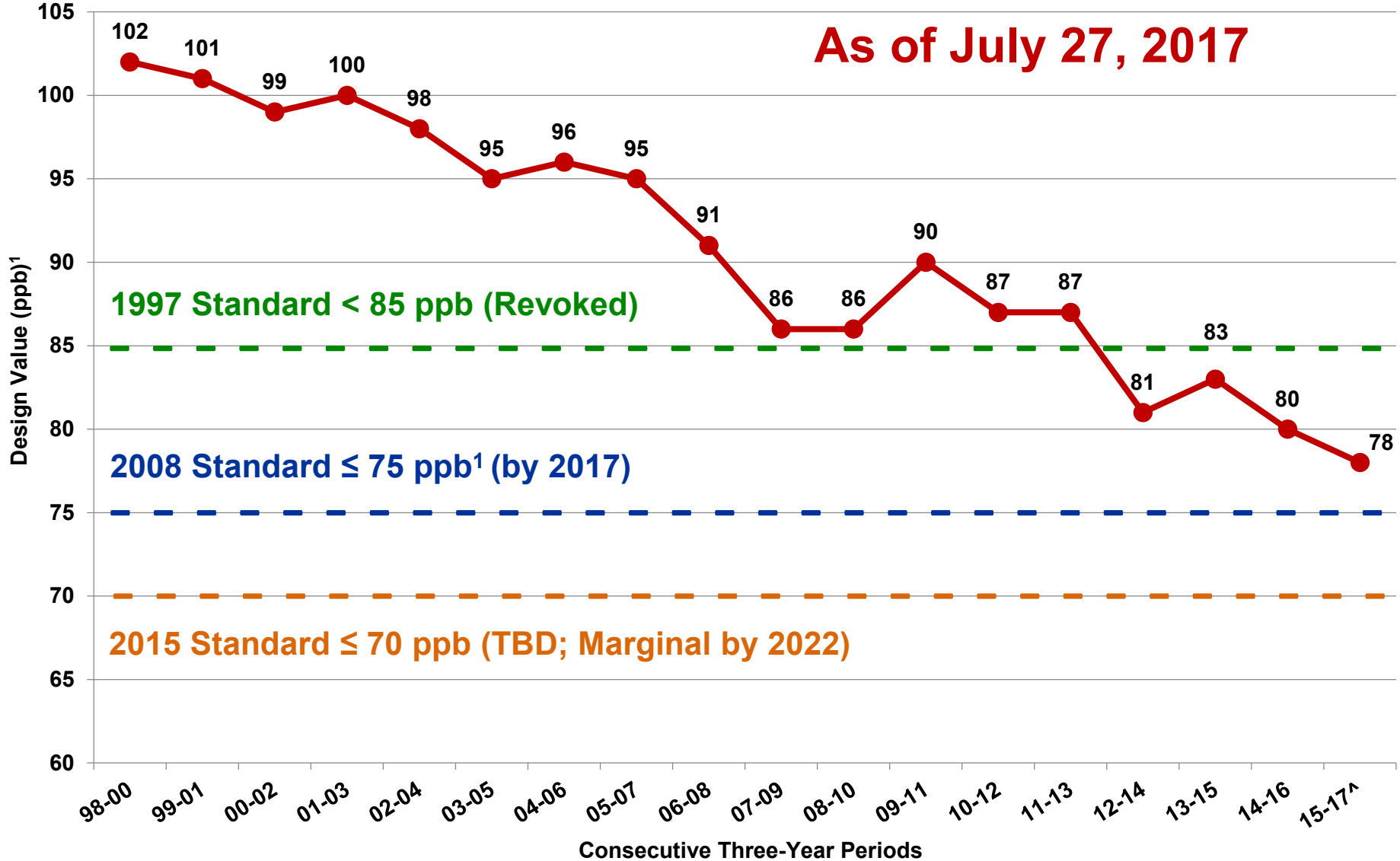
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

^ANot 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

As of July 27, 2017



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.