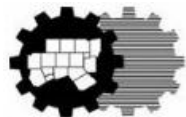


# **2022 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE**

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Surface Transportation Technical Committee

September 24, 2021



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

- The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) on July 8, 2021.
- Approved changes included addressing cost overruns on existing projects with Category 2 and/or 4 funds and requesting Category 12 funds from the Texas Transportation Commission (TTC).
- The TTC approved the 2022 UTP at its August 2021 meeting.
- In the 2022 UTP, all Category 2 and 4 requests were funded. Of the \$1.98B of Category 12 funds requested, approximately \$339M was awarded to the region (\$255M in the Eastern Subregion and \$84M in the Western Subregion).

# PROPOSED FUNDING CHANGES

- **Projects with Funding Category Changes**
  - FM 2642 from FM 35 to SH 66 (Hunt County) – Increase Category 2 funding from \$7,314,160 to \$8,066,160 as Category 12 was not awarded
  - SH 24/SH 11 from Culver St to Live Oak St and SH 11 from SH 24 to Monroe St (Hunt County) – Increase Category 2 funding from \$4,900,000 to \$5,096,000 as Category 12 was not awarded
  - US 75 from North of CR 370 to CR 375 (Grayson CL) (Collin County) – Category 12 request partially funded with Category 4 instead

# **CATEGORY 12 FUNDING AWARDED BY THE TTC (WESTERN SUBREGION)**

- IH 20 from FM 2552 to Bankhead Highway (Parker County) – Project awarded \$31,000,000
- IH 30 from SS 580 (East of Linkcrest Dr) to IH 820 (Tarrant County) – Project awarded \$50,000,000
- Regional Mobility Assistance Patrol (Fort Worth District) – Project awarded \$2,587,500 (covers 3 years of implementation)



# **CATEGORY 12 FUNDING AWARDED BY THE TTC (EASTERN SUBREGION)**

- US 380 from JCT US 380/BUS 380 to CR 560 (Collin County) – Project awarded \$40,008,000
- IH 30 from IH 35E to IH 45 (Dallas County) – Project awarded additional \$101,538,342
- US 80 from East of Belt Line Rd to Lawson Rd (Dallas County) – Project awarded \$103,240,838
- IH 30 at FM 1570 (Hunt County) – Project awarded additional \$1,200,000
- IH 30 from South of FM 36 to North of FM 36 (Hunt County) – Project awarded additional \$1,000,000
- IH 30 from South of FM 1565 to North of FM 1565 (Hunt County) – Project awarded additional \$1,000,000
- IH 30 from South of CR 2509 to North of CR 2509 (Hunt County) – Project awarded additional \$1,200,000
- Regional Mobility Assistance Patrol (Dallas District) – Project awarded \$6,040,500 (covers 3 years of implementation)

# REGIONAL FUNDING ALLOCATIONS FOR 2017-2022 UTPs

Funding Category	2017 Allocation	2018 Allocation	2019 Allocation	2020 Allocation	2021 Allocation	2022 Allocation
Category 2	\$3.784B	\$3.607B	\$3.832B	\$3.516B	\$2.913B	\$2.931B
Category 4	\$830M	\$1.553B	\$1.637B	\$1.537B	\$1.340B	\$1.348B
Category 12*	\$812M	\$2.130B	\$1.395B	\$3.041B	\$3.089B	<b><u>\$2.601B</u></b>
<b>Total Allocation</b>	<b>\$5.426B</b>	<b>\$7.290B</b>	<b>\$6.864B</b>	<b>\$8.094B</b>	<b>\$7.342B</b>	<b>\$6.880B</b>

\*Category 12 amounts are the total project authorizations in a given UTP, as the funds are not allocated to a specific region or TxDOT District

# STBG/CATEGORY 2 FUNDING EXCHANGE

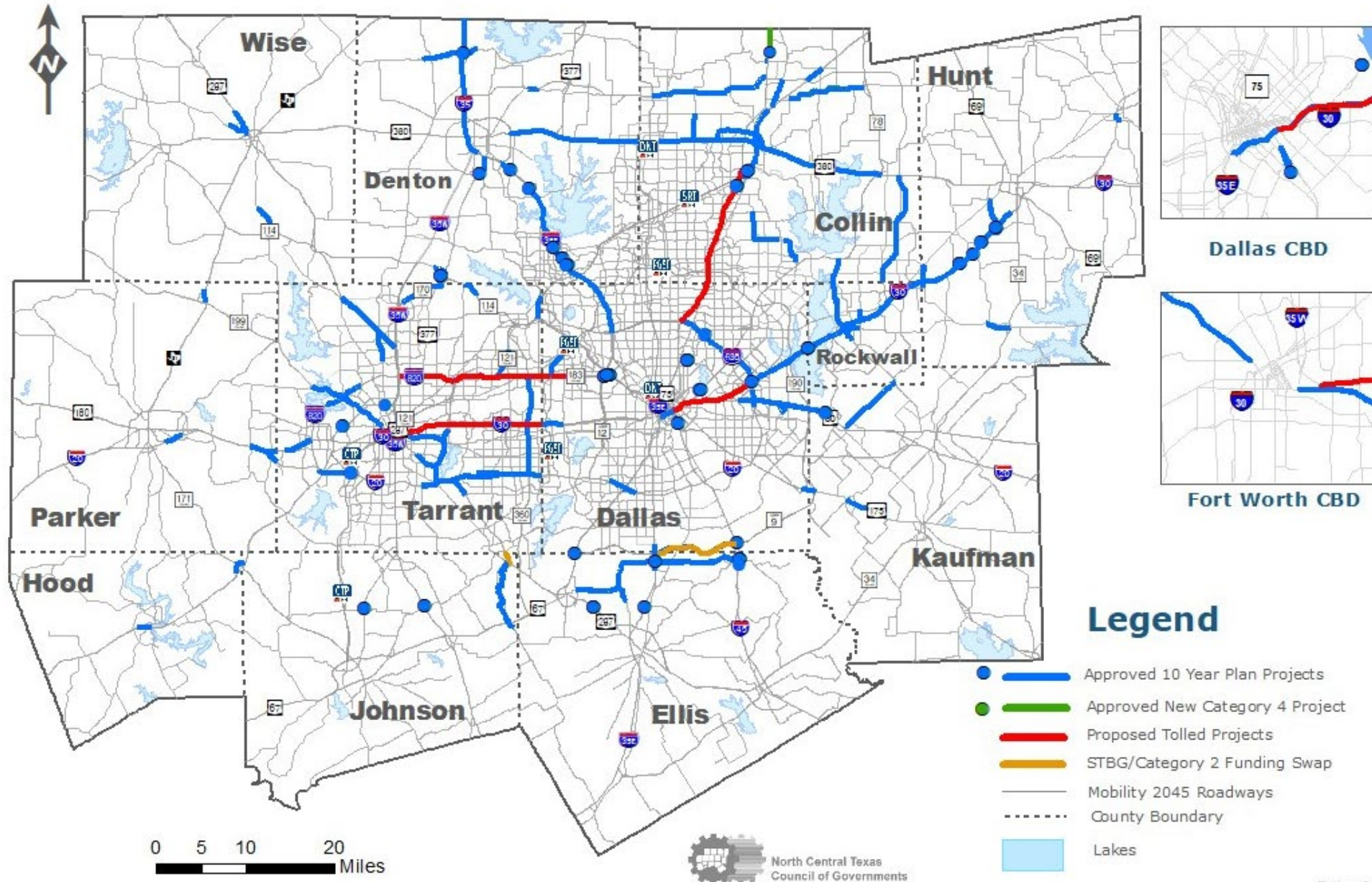
- In July 2021, the RTC approved the exchange of Category 2 funding on US 287 and SL 9 with Fiscal Year (FY 2021) STBG funds to help reduce the region's large STBG carryover balance.
- Staff committed to bring back a proposal with specific projects on which to program the freed-up Category 2 funds.
- The amount being exchanged has been reduced from the originally proposed amount of \$141,459,476 due to cost savings at letting on the SL 9 project of \$41,683,842.

# STBG/CATEGORY 2 FUNDING EXCHANGE PROJECT PROPOSALS

TIP Code	CSJ	Project	Proposed Category 2 Funds
<b>State Loop 9 Funding Exchange Projects</b>			
TBD	TBD	FM 429 from N of US 80 to 1 mile S of US 80	\$10,000,000
55235	0353-02-037	SH 114 from W of US 377 to E of IH 35W	\$30,000,000
30001	N/A	IH 35E Phase 2 Placeholder	\$25,725,634
<b>Total Funding</b>			<b>\$65,725,634</b>
<b>US 287 Funding Exchange Projects</b>			
21022	0008-13-248	IH 820 at Trinity Railway Express Line from North of Trinity Blvd to South of SH 10	\$18,000,000
21093.1	0008-03-131	IH 20 from FM 1187 to US 180	\$3,411,564
TBD	TBD	SH 360 from Trinity River to Post and Paddock	\$12,638,436
<b>Total Funding</b>			<b>\$34,050,000</b>

# Dallas-Fort Worth Regional 10 Year Plan Projects

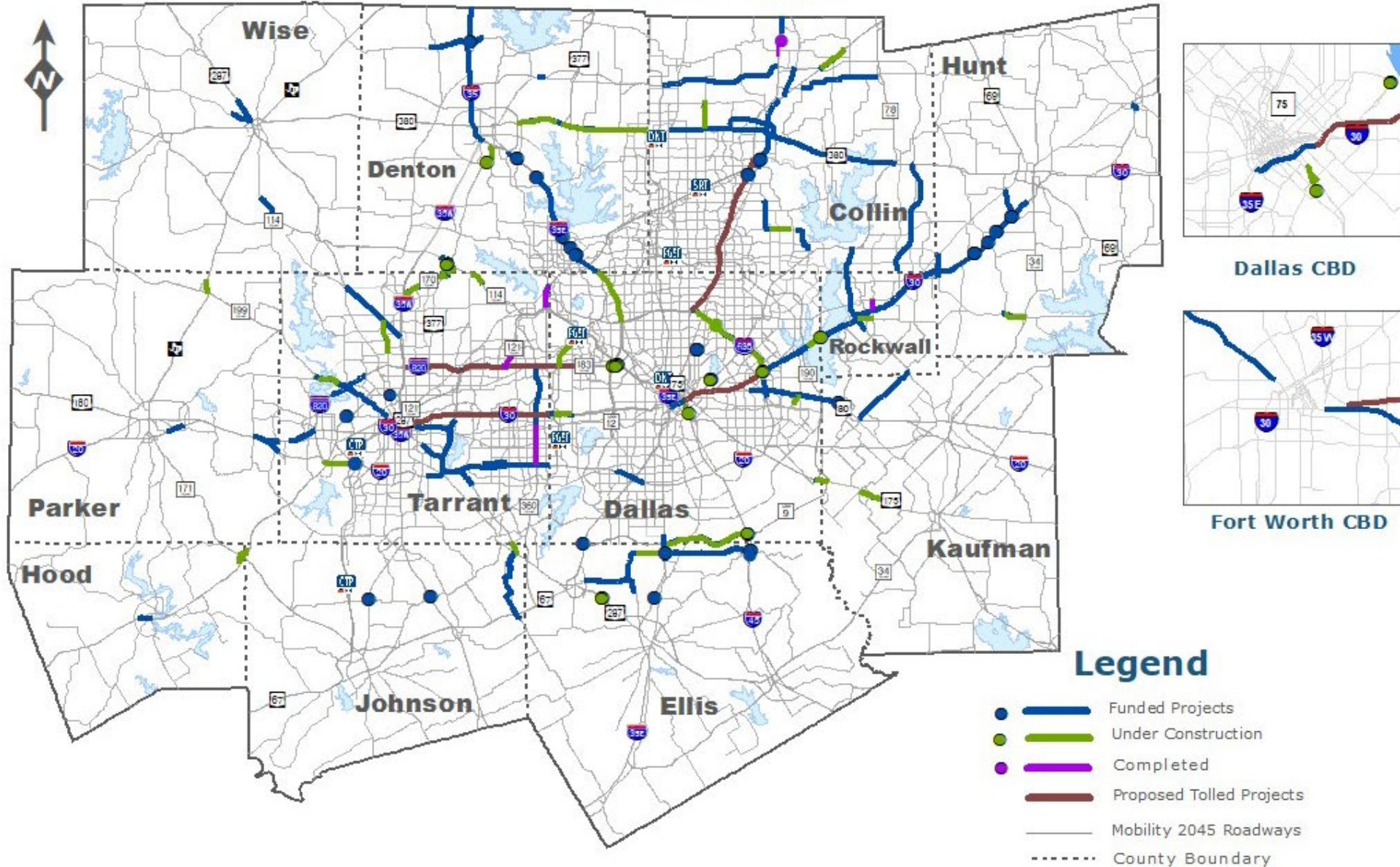
FY 2017 - FY 2031





# Dallas-Fort Worth Regional 10 Year Plan Project Status

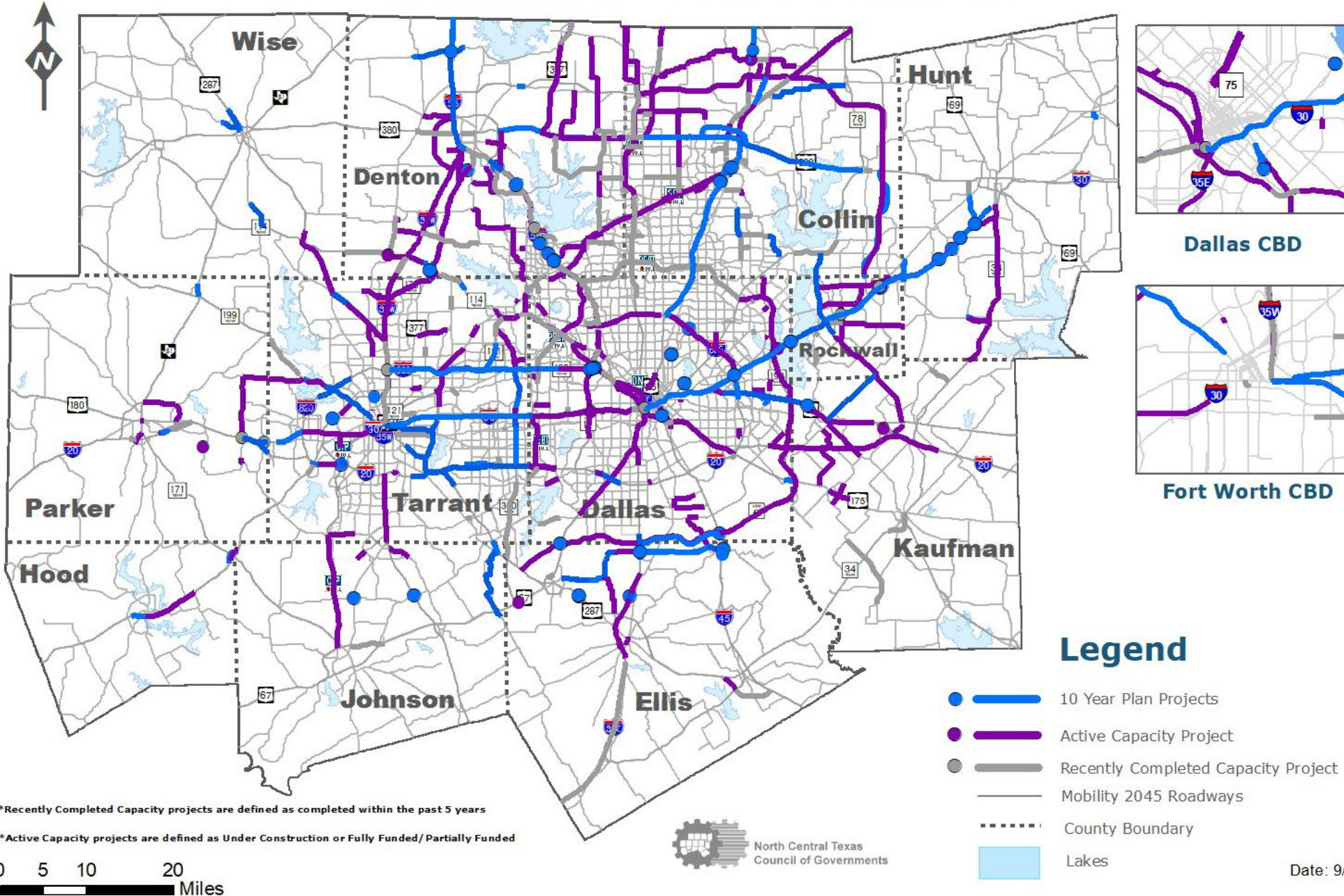
FY 2017 - FY 2031



0 5 10 20 Miles



# Recently Completed & Active Capacity Transportation Projects including 10 Year Plan Projects



\*Recently Completed Capacity projects are defined as completed within the past 5 years

\*Active Capacity projects are defined as Under Construction or Fully Funded/Partially Funded

# NEXT STEPS

- NCTCOG will continue to coordinate with TxDOT on the next round of 10-Year Plan changes, including continuing efforts to re-fund projects that had funding removed in previous 10-Year Plans
  - Funding targets will likely not be available until after a draft project list is due to TxDOT Austin
- The process used to prioritize and score 10-Year Plan projects is under review by NCTCOG staff. A proposal for the revised process will be brought back for review and approval at a future meeting.



# ANTICIPATED 2023 UTP SCHEDULE

<b>MEETING/TASK</b>	<b>DATE</b>
TxDOT Funding Analysis	Oct. 2021-Feb. 2022
Initial Draft List Due to TxDOT	January 2022
Anticipated Receipt of Funding Targets	February 2022
NCTCOG Public Involvement	April-May 2022
STTC Action	April-May 2022
RTC Action	May-June 2022
TxDOT Public Meetings for 2023 UTP	June-August 2022
Anticipated TTC Approval of 2023 UTP	August 2022

# REQUESTED ACTION

- Recommendation for RTC approval of:
  - The final 2021 Regional 10-Year Plan project listing,
  - The proposed projects to complete the Category 2/STBG funding exchange, and
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

# CONTACT/QUESTIONS?

Christie J. Gotti  
Senior Program Manager  
Ph: (817) 608-2338  
[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

Brian Dell  
Principal Transportation Planner  
Ph: (817) 704-5694  
[bdell@nctcog.org](mailto:bdell@nctcog.org)

Cody Derrick  
Transportation Planner III  
Ph: (817) 608-2391  
[cderrick@nctcog.org](mailto:cderrick@nctcog.org)

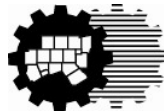
# Trinity Railway Express (TRE) Shuttle Funding for Continued Operations

**Surface Transportation Technical Committee**

**September 24, 2021**

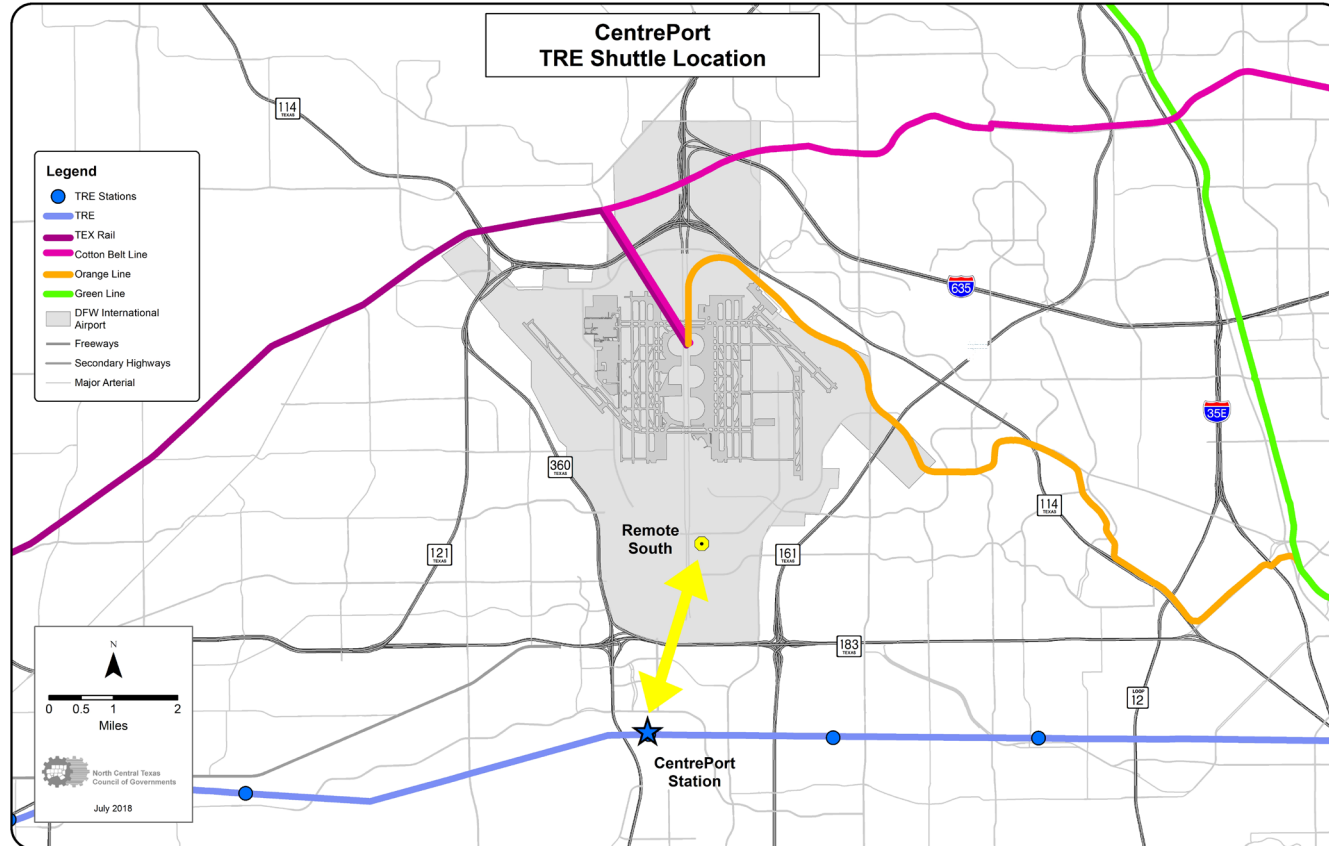
**Gypsy Gavia**

**Principal Transportation Planner**



North Central Texas  
Council of Governments

# TRE Shuttle Location



# Project Background

- September 2009:** DFW Airport awarded transit funds to implement TRE shuttle service from Centreport Station to Remote South Parking Lot. Project was awarded again in 2012 and 2015 Transit Call for Projects.
- March 2018:** DFW Airport notified NCTCOG of its intention to discontinue service once TEXrail service was fully operational
- April 2019:** Trinity Metro began operating service as the TRE Link – Route 31 and DFW Airport’s funding was transferred to Trinity Metro
- Summer 2021:** Trinity Metro, DART, and DFW Airport reached out to NCTCOG seeking support for the continuation of this critical first/last mile service

# Request from TRE Shuttle Partners

- How Much:** Total of \$910,000 in Regional Toll Revenue (RTR) Funds for Transit Projects and Surface Transportation Block Grant (STBG) Funds from previously approved COVID-19 Infrastructure Program #015: Transit Partnership Funding
- What:** Final funding as Trinity Metro, DART, and DFW Airport finalize a sustainability plan over the next year
- When:** October 1, 2021 – September 30, 2024
- Future Plans:** Operational expenses to be split between Trinity Metro, DART, and DFW Airport or possibly incorporate into Trinity Metro's service area

# Proposed Budget Matrix

	RTC		Trinity Metro, DART, and DFW Airport	
Service Period	RTR Funds <sup>1</sup>	STBG Funds <sup>2</sup>	Local Match <i>(Split 3 ways)</i>	Annual Totals
Year 1 (FY2022)	\$290,000		\$290,000	\$580,000
Year 2 (FY2023)		\$300,000	\$300,000	\$600,000
Year 3 (FY2024)		\$320,000	\$320,000	\$640,000
<b>TOTAL</b>	<b>\$290,000</b>	<b>\$620,000</b>	<b>\$910,000</b>	<b>\$1,820,000</b>

<sup>1</sup> First year of proposed funding is available through existing Regional Toll Revenue funds previously approved for transit

<sup>2</sup> Subsequent funding would be available through previously approved COVID-19 Infrastructure Program #015: Transit Partnership Funding



# Action Requested

## STTC Approval:

To utilize existing Regional Toll Revenue funds previously approved for transit and previously approved COVID-19 Infrastructure Program #015: Transit Partnership Surface Transportation Block Grant (STBG) funds for a total not to exceed of \$910,000;

For Trinity Metro, DART, and DFW Airport to assume funding responsibility after FY2024 for shuttle service between the TRE Centreport Station and DFW Airport; and

To revise administrative documents as appropriate to incorporate this project.

# For More Information

## **Shannon Stevenson**

Senior Program Manager  
Transit Management & Planning

[sstevenson@nctcog.org](mailto:sstevenson@nctcog.org)

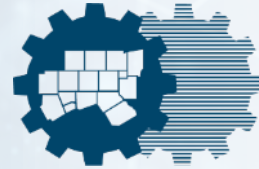
817-608-2304

## **Gypsy Gavia**

Principal Transportation Planner  
Transit Management & Planning

[ggavia@nctcog.org](mailto:ggavia@nctcog.org)

817-695-9134



NCTCOG PRESENTATION

# Call for Projects to Reduce Diesel Emissions

SURFACE TRANSPORTATION  
TECHNICAL COMMITTEE

September 24, 2021

Huong Duong, Air Quality Planner

# RELEVANCE TO REGIONAL PLANNING

## **Purpose:**

### Performance Measure:

Air Quality

### Mobility 2045:

#### **Air Quality Policy AQ2-005:**

Efforts to improve air quality are enhanced by policies which provide guidance on best practices to minimize fleet emissions impacts through acquisition, operation, and/or maintenance behaviors.

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

[Appendix C – Environmental Considerations](#)

## **Air Quality Emphasis Areas:**

High-Emitting Vehicles/Equipment

Idling

Hard Accelerations

Low Speeds

Cold Starts

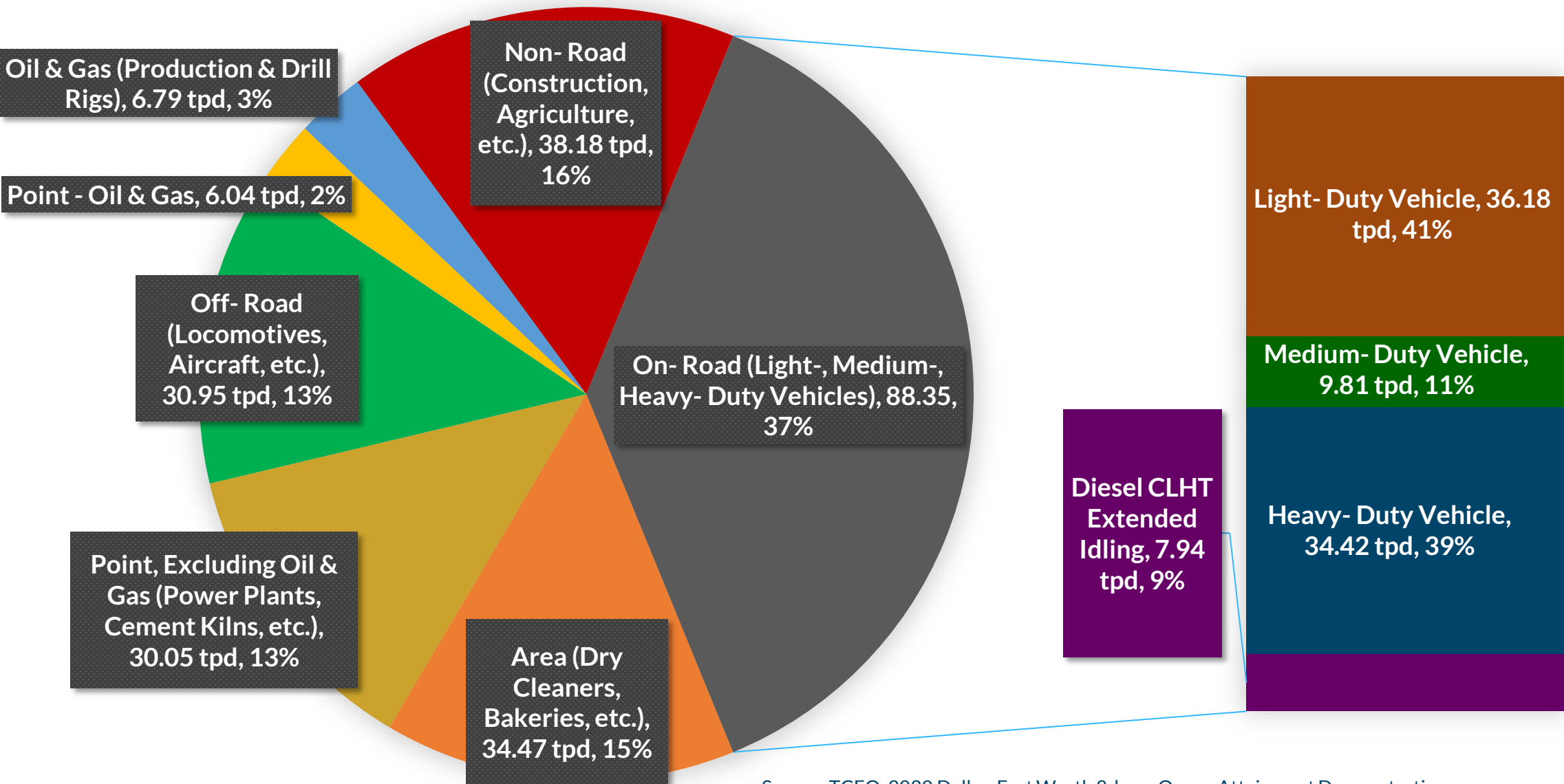
Vehicle Miles of Travel

Energy and Fuel Use



# Estimated 2020 NOx Emissions Inventory (categorized by source)

Source Category Estimates = 234.75 tons per day (tpd)



Source: TCEQ, 2020 Dallas-Fort Worth 8-hour Ozone Attainment Demonstration State Implementation Plan

\*CLHT= Combination Long Haul Truck



# CALL FOR PROJECTS SUMMARY

NAME	PROJECT TYPES	STATUS
Clean Fleets North Texas 2020 <b>(Bucket 1)</b>	Replace Heavy-Duty Diesel Vehicles and Equipment	Closing October 8, 2021
North Texas Emissions Reduction Project 2020 <b>(Bucket 2)</b>	Replace High-Use Diesel Vehicles/Equipment, Rail/Switch Yard Idle Reduction Technologies	Closed, Funds Exhausted
North Texas Freight Terminal Electrification 2020 <b>(Bucket 3)</b>	Installation of Transport Refrigerated Unit Electrified Parking Spaces, Connection Kits, Power Monitoring	On-Going
North Texas Clean Diesel Projects 2021 <b>(Bucket 4)</b>	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power	New



# New Funding and Applicant Eligibility

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

Call for Project	North Texas Clean Diesel Projects 2021 ( <b>Bucket 4</b> )
Project Types	Replace Onroad and Nonroad Diesel Engines/Vehicles/Equipment; Install Locomotive Shore Power
Available Funding*	\$1,531,290
Applicants	Private Fleets and Companies; Public Entities such as Local Governments
Geographic Area	10-County Nonattainment Area**
Clean Fleet Policy	Must Adopt RTC Clean Fleet Policy or Similar

\*A committed project of \$825,000 was included in the EPA award.

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





# Project Eligibility

## North Texas Clean Diesel Project 2021 (Bucket 4)

Eligible Activities	Funding Threshold		
<u>Replace Onroad Diesel Vehicles and Engines*</u> <ul style="list-style-type: none"> <li>GVWR: 16,001 and Up;</li> <li>EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Electric);</li> <li>Must Operate &gt; 7,000 Miles/Year during 24 Months Prior to Application</li> </ul>	<u>Replacement Type</u>	<u>Vehicles/ Equipment</u>	<u>Engines</u>
	New is Electric (Zero Emission):	45%	60%
	Cost if New is Powered by Certified to CARB Optional Low-NO <sub>x</sub> Standards:	35%	50%
	Cost for All Others or EPA Certified:	25%	40%
<u>Replace Nonroad Diesel Equipment*</u> <ul style="list-style-type: none"> <li>Must Operate &gt; 500 Hours/Year during 24 Months Prior to Application;</li> <li>Eligible Tiers Vary</li> </ul>	New is Electric (Zero Emission):	45%	60%
	Cost if New is Powered by Certified to CARB Optional Low-NO <sub>x</sub> Standards:	35%	50%
	Cost for All Others or EPA Certified:	25%	40%
<u>Locomotive Engine Replacement and Shore Power Installation**</u>	40% Cost Coverage		

\*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)

\*\*All equipment and installation must be completed by EPA SmartWay Verified Technology Vendor.





# Project Eligibility

## North Texas Clean Diesel Project 2021 (Bucket 4)

Eligible Activities	Funding Threshold	
<u>Replacement of Diesel Transport Refrigeration Unit (TRU) Trailer</u> <ul style="list-style-type: none"> <li>TRU trailer Replacement ONLY</li> </ul>	<u>Replacement Type</u>	<u>Maximum Funding Level</u>
	New Zero Tailpipe Emission eTRU* Trailer includes Charging Unit	<b>45%</b>
<u>Replacement of Drayage**</u> <ul style="list-style-type: none"> <li>GVWR: 33,001 and Up;</li> <li>EMY: Older - 2009 (Also EMY 2010 - Newer if Replacing with Electric);</li> <li>Operates on or transgresses through port or intermodal rail yard property for the purposes of loading, unloading, or transporting cargo</li> </ul>	2014 or Newer Diesel, Alternative Fuel Vehicle, Gasoline, or Zero Emission Vehicle:	<b>50%</b>
	2018 or Newer: Zero-Emission or CARB Low-NOx	

\*New unit will operate solely on grid, battery, or other zero emission power sources

\*\*Drayage truck operator must hold a valid and current vehicle registration and driver's license issued in the United States. Operator must have proof that your existing truck has been covered for primary liability insurance over the last year.



# Eligibility and Scoring Criteria

## North Texas Clean Diesel Project 2021 (Bucket 4)

Characteristics	<b>Rebate Program</b> Purpose: Reduces administrative burden as compared to a subgrant program.	
	<b>Competitive application process</b> Purpose: Choose the best activities for our region.	
Eligibility	<b>Operate in Required Geographic Area</b>	
	<b>Clean Fleet Policy Adoption</b> Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy	
Scoring Criteria	<b>Criteria</b>	<b>% of Total Score</b>
	<b>Cost Per Ton NO<sub>x</sub> Emissions Reduced</b> Purpose: Maximize Emissions Reductions	70%
	<b>Rebate Recipient Oversight Criteria</b> Purpose: Balance Project Benefits with Administrative Burden	25%
	<b>Geographic Impact Criteria</b> Purpose: Preference to Projects Operating in Environmental Justice areas	5%



# ACTION REQUESTED

## Recommend RTC Approval Of:

North Texas Clean Diesel Project 2021 (**Bucket 4**)

1. Issue Call for Projects
2. Details
  - Eligibility Screens
  - Selection Criteria
3. Schedule
  - Call for Projects Estimated Open: October 14, 2021
  - Rolling 90-Day Application Deadline to Fully Award Funds



# CONTACT US



Huong Duong  
Air Quality Planner  
[HDuong@nctcog.org](mailto:HDuong@nctcog.org) | 817-704-5678



Trey Pope  
Air Quality Planner  
[Tpope@nctcog.org](mailto:Tpope@nctcog.org) | 817-695-9297



Jason Brown  
Principal Air Quality Planner  
[Jbrown@nctcog.org](mailto:Jbrown@nctcog.org) | 817-704-2514



Chris Klaus  
Senior Program Manager  
[Cklaus@nctcog.org](mailto:Cklaus@nctcog.org) | 817-695-9286





NCTCOG PRESENTATION

# Locally Enforced Motor Vehicle Idling Restrictions

Surface Transportation Technical Committee

September 24, 2021

Jason Brown, Principal Air Quality Planner

# 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:

Air Quality

## Mobility 2045:

Air Quality Policy AQ2-005:

Efforts to improve air quality are enhanced by policies which provide guidance on best practices to minimize fleet emissions impacts through acquisition, operation, and/or maintenance behaviors.

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

[Appendix C – Environmental Considerations](#)

# Texas Commission on Environmental Quality

## Locally Enforced Motor Vehicle Idling Limitations

### Texas Administrative Code RULE §114.510 – 114.517

#### Description

#### Applicability

- GVW > 14,000 pounds
- April 1- October 31
- Only within jurisdictions having signed Memorandum of Agreement with the Texas Commission on Environmental Quality

#### Control Requirements

Main engine may not idle for more than five minutes when not in motion

No driver using vehicle's sleeper berth may idle in:

- A residential neighborhood
- A school zone
- Within 1,000 feet of a hospital
- Within 1,000 feet of a public school during hours
- Within 2-mile radius of an electrified truck stop

#### Exemptions

- Vehicle Type
- Operations
- Air-Conditioning and heating provisions

#### Penalty

Fine not to exceed \$500



**2008**

RTC Resolution created to encourage cities to adopt the TCEQ vehicle idling restriction rule by signing an MOA\*

**2018**

Most \*MOAs have expired, but ordinances are still in place for most cities

**2007**

Motor Vehicle Idling Rule implemented in DFW SIP

**2016**

Statewide Idling Working Group was created

**2021**

Propose RTC Resolution revision

# Background

Collaboration with the Texas Commission on Environmental Quality and local cities assisted the development of the Engine Off North Texas Local Government Guide which led to the revision of the RTC Resolution.



# Regional Transportation Council Resolution

## Current (2008)

---

1. Identified Locally Enforced Motor Vehicle Idling Restrictions as a Voluntary Mobile Emission Reduction Program
2. Endorsed implementation of TCEQ Idling Limitations Rule
3. Encourage local governments to adopt TCEQ Idling Limitations Rule
4. Effective April 10, 2008

## Proposed (2021)

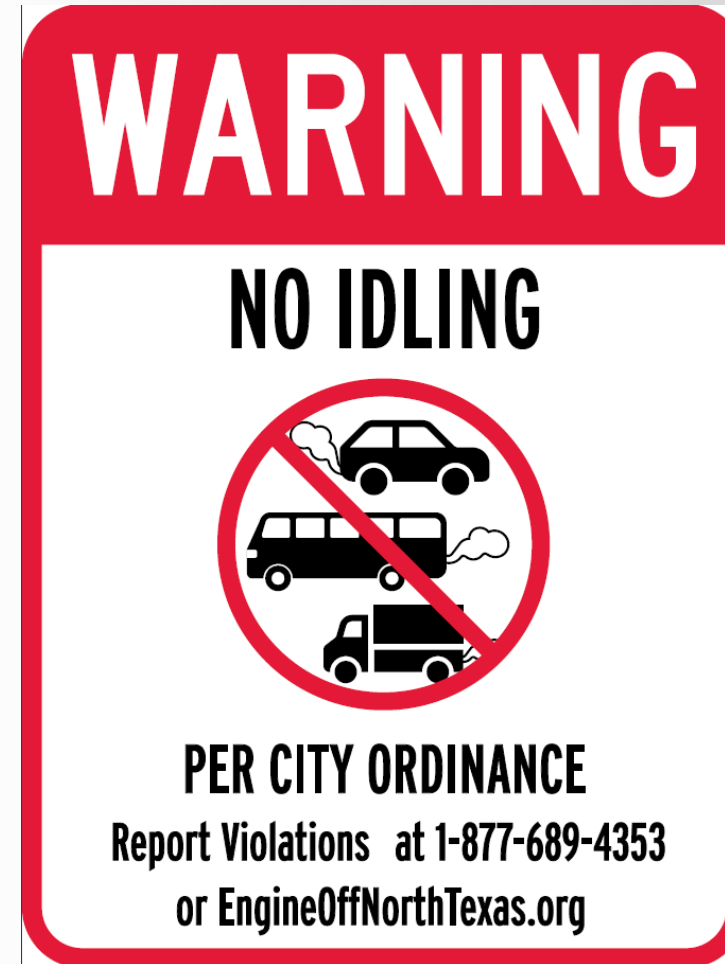
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1. Identified Locally Enforced Motor Vehicle Idling Restrictions as Weight of Evidence
2. Endorse implementation of an idling restriction ordinance/resolution
3. Encourage local governments to adopt any idling restriction as applicable to local government needs
4. Effective October 14, 2021

# Benefits of Revised RTC Resolution

Allows some cities and counties to have more **flexibility** in implementing an idling restriction ordinance or resolution while still being **eligible for funding for idle reduction infrastructure** from the Texas Commission on Environmental Quality.

Program efforts will be **documented as Weight of Evidence** within the State Implementation Plan.



# Action Requested

## **Recommend RTC Approval of:**

Revised RTC Resolution Supporting Locally  
Enforced Motor Vehicle Idling Restrictions in  
North Central Texas.

# CONTACT US



Jason Brown

Principal Air Quality

[jbrown@nctcog.org](mailto:jbrown@nctcog.org) | 817-704-2514



Huong Duong

Air Quality Planner

[hduong@nctcog.org](mailto:hduong@nctcog.org) | 817-704-5678

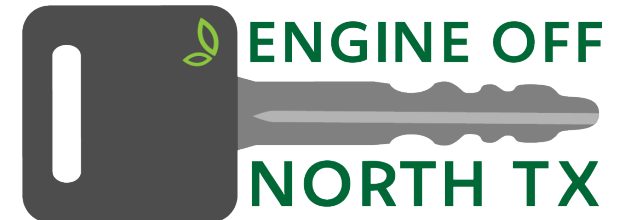


Chris Klaus

Seniro Program Manager

[cklaus@nctcog.org](mailto:cklaus@nctcog.org) | 817-695-9286

For More Information Visit  
[EngineOffNorthTexas.org](http://EngineOffNorthTexas.org)



Images were provided by NCTCOG Staff and GETTY Images

# TIMING OF D2 FOR MOBILITY 2045

Michael Morris, P.E.

Director of Transportation

Surface Transportation Technical Committee

September 24, 2021

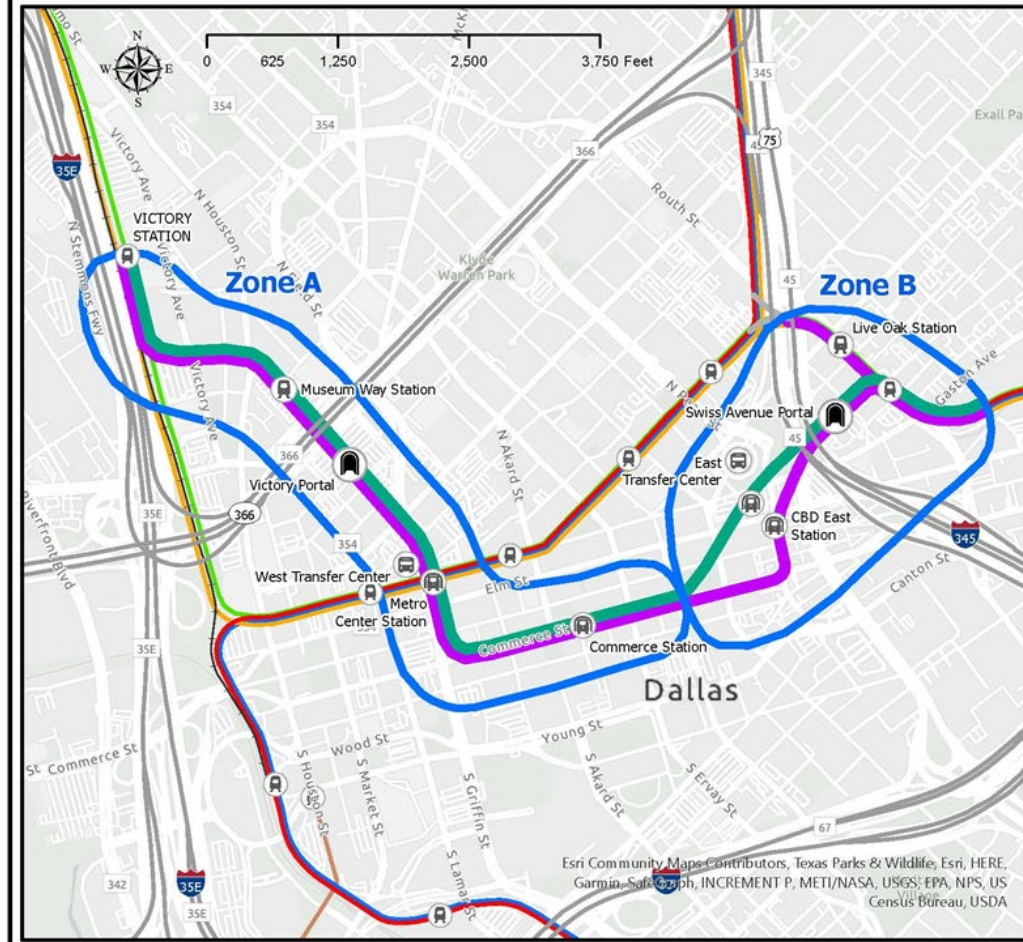


# Attachment 1 DART D2 Project Council District 2, 14

- █ Locally Preferred Alternative - City Council Resolution September 2017
- █ DART's Current Proposed Alternative

- █ BLUE LINE
- █ RED LINE
- █ GREEN LINE
- █ MCKINNEY AVENUE TROLLEY
- █ ORANGE LINE
- █ DALLAS STREETCAR

— TRINITY RAILWAY



Esri Community Maps Contributors, Texas Parks & Wildlife, Esri, HERE, Garmin, Swatch, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA



# D2 TIMING: WHEN WILL DALLAS CBD ROADWAY CAPACITY FAIL?

Mobility 2045 Timing Issue (Mobility and Air Quality)

DART Transit

Ridership Lagging

Advancing Phase 1 Bus Program

Current Customers are Traditional Transit Users

Silver Line and D2 Balanced Investment



# POLICY REVIEW

## Potential Change in Trends

Not Population Growth

Population and Employment Location

Slow Employee Return to Work

Large Employer Employee Location

Function of Building Structure

## Potential City of Dallas Interest

D2

Phase 2 Signal Improvements for Transit

Street Cars/TRE to Fair Park



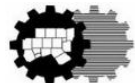


# **METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY ROUND 2 QUARTERLY STATUS UPDATE**

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Surface Transportation Technical Committee

September 24, 2021



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

- ❖ The objective of the MPO Milestone Policy is to ensure that projects that have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.
- ❖ The second round of the Milestone Policy was initiated in November 2019 to review projects currently over 10 years old that have not been implemented.
- ❖ In February 2021, the RTC approved the second round Milestone Policy, including:
  - ❖ Establishing deadlines by which projects must go to construction
  - ❖ A revamped project tracking process

# RTC APPROVED MILESTONE POLICY TRACKING PROCESS

- ❖ Quarterly status reports are required on all projects on the Milestone Policy list until they go to letting.
- ❖ Reports must detail steps that the project sponsor is taking to advance the project (e.g., executing funding or railroad agreements, engaging property owners or utility companies, etc.)
- ❖ NCTCOG staff evaluates the reports and “rates” the projects based on how well the project sponsor is implementing the project(s) and how many risk factors there are. The rating system is as follows:
  - ❖ Green – Low risk of project delays
  - ❖ Yellow – Medium risk of project delays
  - ❖ Red – High risk of project delays
- ❖ If the committed schedule is not met and the project has been graded as red/high risk, the project will likely be recommended for cancellation.

# SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (SEPTEMBER 2021)

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY 2021	1	\$2,482,813
Scheduled Letting FY 2022	5	\$132,283,981
Scheduled Letting FY 2023	10	\$115,256,164
Scheduled Letting FY 2024 or Beyond	4	\$117,892,158
<b>Total</b>	<b>20</b>	<b>\$367,915,116</b>

To date, 3 projects have let prior to their established deadlines.

# SUMMARY OF PROJECT RISK

PROJECT RATING	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Green (Low Risk of Delay)	12	\$189,151,415
Yellow (Medium Risk of Delay)	7	\$176,280,888
Red (High Risk of Delay)	1	\$2,482,813
<b>Total</b>	<b>20</b>	<b>\$367,915,116</b>

# PROJECT RISK BY FISCAL YEAR

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY 2021	0	0	1
Scheduled Letting FY 2022	1	4	0
Scheduled Letting FY 2023	9	1	0
Scheduled Letting FY 2024 or Beyond	2	2	0
<b>TOTAL</b>	<b>12</b>	<b>7</b>	<b>1</b>

# NEXT STEPS

- ❖ Continue monitoring project progress and providing any assistance needed
- ❖ Provide quarterly updates moving forward
- ❖ Bring back an update and recommendation on the one high risk project in the City of Dallas once more information is gathered



# QUESTIONS?

Christie J. Gotti  
Senior Program Manager  
Ph: (817) 608-2338  
[cgotti@nctcog.org](mailto:cgotti@nctcog.org)

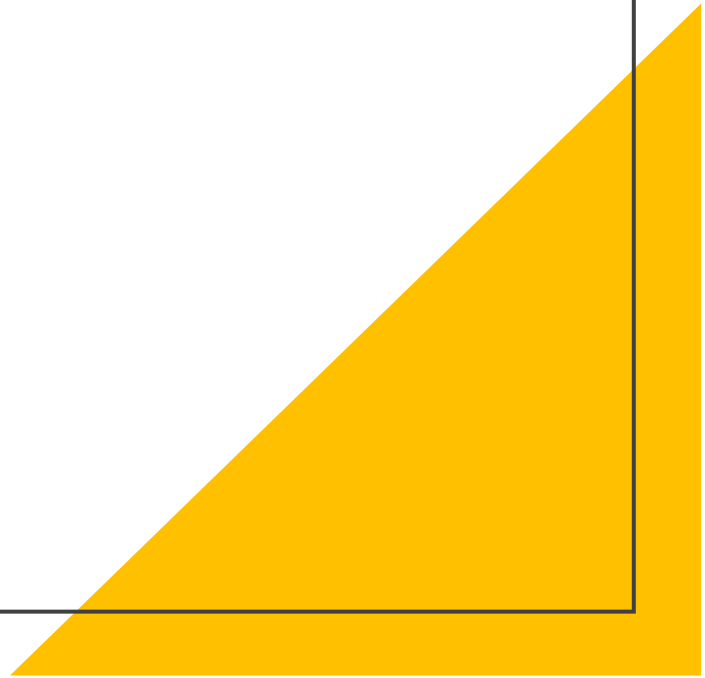
Brian Dell  
Principal Transportation Planner  
Ph: (817) 704-5694  
[bdell@nctcog.org](mailto:bdell@nctcog.org)

James Adkins  
Transportation Planner  
Ph: (682) 433-0482  
[jadkins@nctcog.org](mailto:jadkins@nctcog.org)

# **TRANSIT STRATEGIC PARTNERSHIPS**

Surface Transportation Technical Committee  
September 24, 2021

Rachel Jenkins, Transportation Planner  
Transit Management and Planning



# AWARDING FEDERAL TRANSIT FUNDS IN NORTH TEXAS

Public transportation providers in the region were awarded ~\$136M in Federal Transit Administration (FTA) formula funds through the Fiscal Year 2021 apportionment award cycle

Two processes are used to award transit funds

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

# FEDERAL FORMULA FUNDING TRANSIT PROGRAMS FOR URBAN AREAS

Section	Program	Purpose	Project Types
5307	Urbanized Area Formula (includes Job Access/ Reverse Commute projects)	Serve general public including low-income populations	Capital Operating Planning
5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve needs of the elderly and individuals with disabilities	Capital Operating
5337	State of Good Repair	Maintain rail services	Capital
5339	Bus and Bus Facilities	Purchase Vehicles and/or maintain bus services	Capital

# FY2021 STRATEGIC PARTNERSHIP FUNDING FOR THE REGION

Available Funding for North Texas<sup>1</sup>

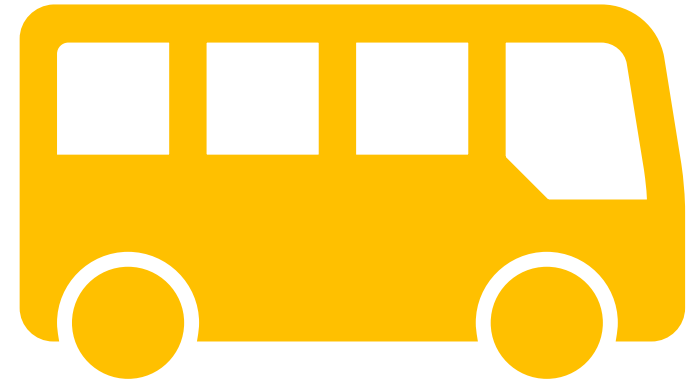
UZA	Section 5307	Section 5310
Dallas-Fort Worth-Arlington (DFWA) UZA:	\$1,721,062	\$2,036,056
Denton-Lewisville (DL) UZA:	\$128,387	\$222,945
<b>Total :</b>	<b>\$1,849,449</b>	<b>\$2,259,001</b>

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)

<sup>1</sup>FTA funding for the McKinney UZA is administered through TxDOT

# OVERVIEW

- Process to evaluate transit project ideas and implement services based on need and feasibility
- Accept proposals on rolling basis
- Encourage partnerships between non-service providers and existing transit providers
- Not intended to make up for operating shortfalls, but demonstration projects in urbanized areas



# STRATEGIC PARTNERSHIPS: IMPROVED PROCESS



PRIORITIZES ACCESS  
NORTH TEXAS, TRANSIT  
STUDIES ACCESSIBILITY  
AND ENVIRONMENTAL  
JUSTICE



ADDRESSES GAPS  
IN SERVICE



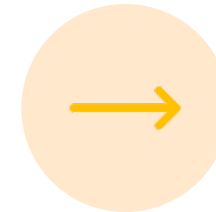
RESPONSIVE TO  
IMMEDIATE NEEDS



LEVERAGES  
FUNDING WHEN  
IT'S AVAILABLE



PROACTIVE



SIMPLIFIED  
PROCESS





# PROPOSAL

---

- Simplifies focus on identifying challenges/gaps
- Addresses innovation, Access North Texas, recent transit studies' recommendations, accessibility, environmental justice, transit dependent populations, risk
- Encourages collaboration

# EVALUATION CRITERIA

CATEGORY	POSSIBLE POINTS
<b>Needs Assessment</b> Addresses Access North Texas, Transit Studies, Transit Dependent Populations, Environmental Justice, Accessibility	60
<b>Strategic Value and Innovation</b> Is it an innovative project that serves an immediate need? Could it serve as a model to other agencies? Non-duplicative?	15
<b>Project Funding and Sustainability</b> Are budget assumptions sound and reasonable? Meets minimum funding requirements? Local match identified? Project Sustainability?	15
<b>Implementation Capacity and Collaboration</b> Include coordination with stakeholders and existing providers? Does the agency have the required capacity to implement?	10
<b>TOTAL</b>	<b>100</b>

# NEEDS ASSESSMENT

## Access North Texas

- Does the proposed project address regional and/or county strategies?

## Transit Studies

- Does the proposed project fall into one of the study areas?
- If so, does it reference recommendations from the associated study?

## Transit-Dependent Populations

- How does the proposed project intend to serve seniors, individuals with disabilities, low-income individuals, etc.?

## Environmental Justice Index

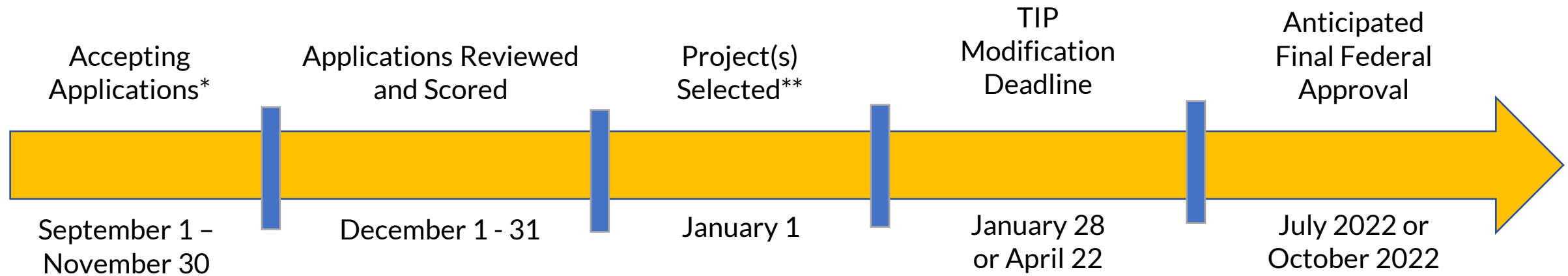
- Does the proposed service area fall above the regional percentage for minority population, population below poverty, or both?

## Accessibility

- How will the proposed project improve accessibility?

# INITIAL APPLICATION CYCLE

Launch of September 1, 2021



*\*Typically, a 6-month rolling application period. First cycle is expedited.*

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

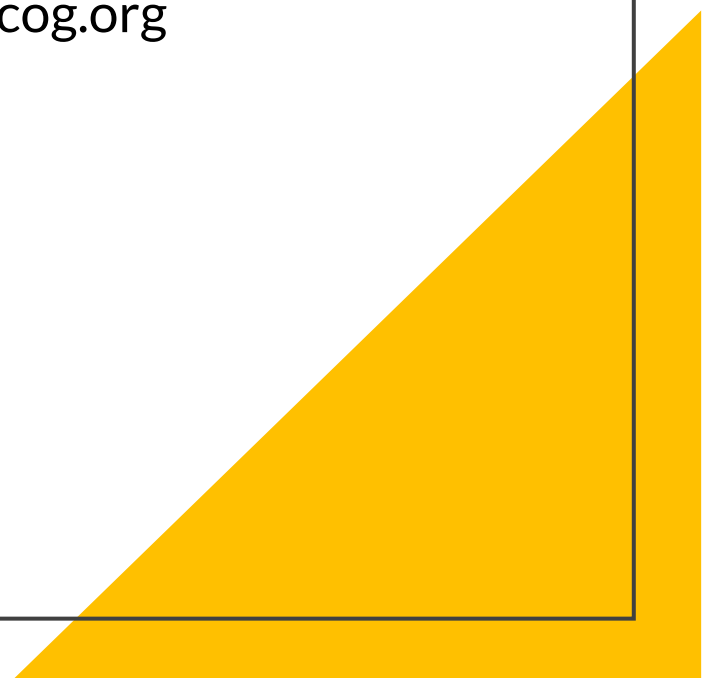
*\*\*\* Selected projects may be submitted to either of the two TIP deadlines within the cycle.*

# QUESTIONS?

Shannon Stevenson  
Senior Program Manager  
Ph: (817) 608-2304  
sstevenson@nctcog.org

Gypsy Gavia  
Principal Transportation Planner  
Ph: (817) 695-9134  
ggavia@nctcog.org

Rachel Jenkins  
Transportation Planner  
Ph: (817) 608-2329  
rjenkins@nctcog.org





# Status Report on Electric Vehicles and National Drive Electric Week

① SORIA ADIBI  
SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
9.24.2021



Dallas-Fort Worth  
CLEAN CITIES

**evnt**  
Electric Vehicles North Texas

100 MILE



# Expanding EV Availability



## Light-Duty Vehicles

(Sedans, Pickups, SUVs, Vans)

90 Battery-Electric

115 Plug-In Hybrid Electric

9 Fuel Cell Electric



## Buses

30 Battery-Electric Transit

4 Fuel Cell Electric Transit

14 Battery-Electric School Buses



## Trucks

5 Battery-Electric Refuse

11 Battery-Electric  
Delivery

3 Plug-In Hybrid Delivery

1 Fuel Cell EV Delivery

Source: Alternative Fuels Data Center, Information by Fleet Application and Vehicle Search Tools; <https://afdc.energy.gov/>



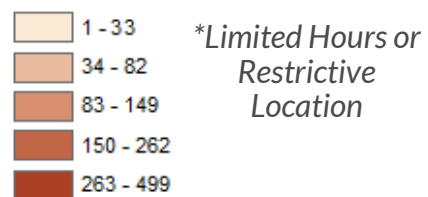


## Legend


- Level 2 Chargers
- Level 2 Chargers (Limited Access)\*
- DC Fast Chargers
- DC Fast Chargers (Limited Access)\*
- Tesla Destination Chargers
- Tesla Superchargers
- Counties

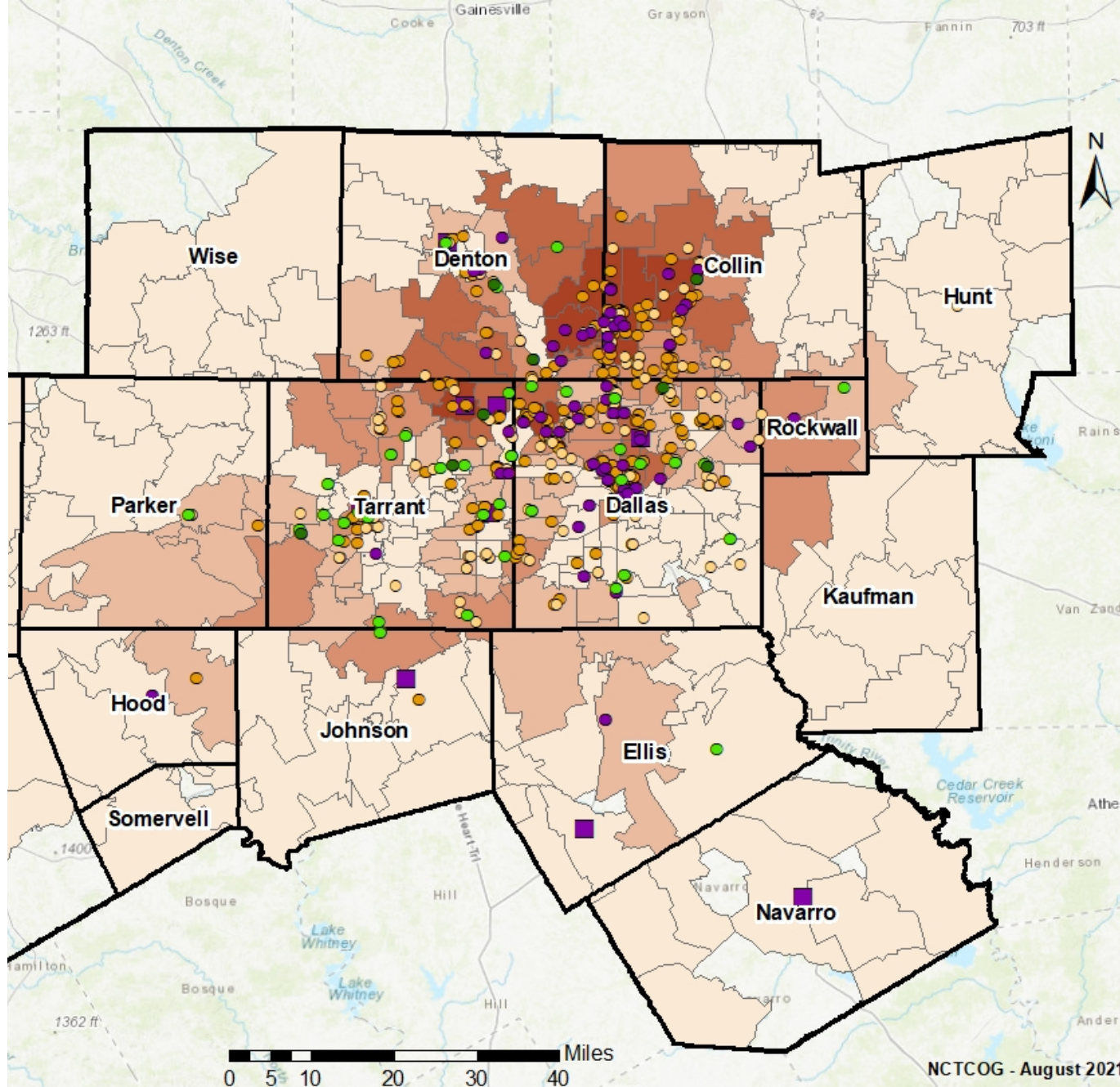
## EV Registration by Zip Code

### Count of EVs



 **> 18,000**  
EVs Registered in  
North Texas in  
August 2021

 **32.5%**  
Average Annual  
Growth Rate of  
EVs Registration  
from 2015-2020

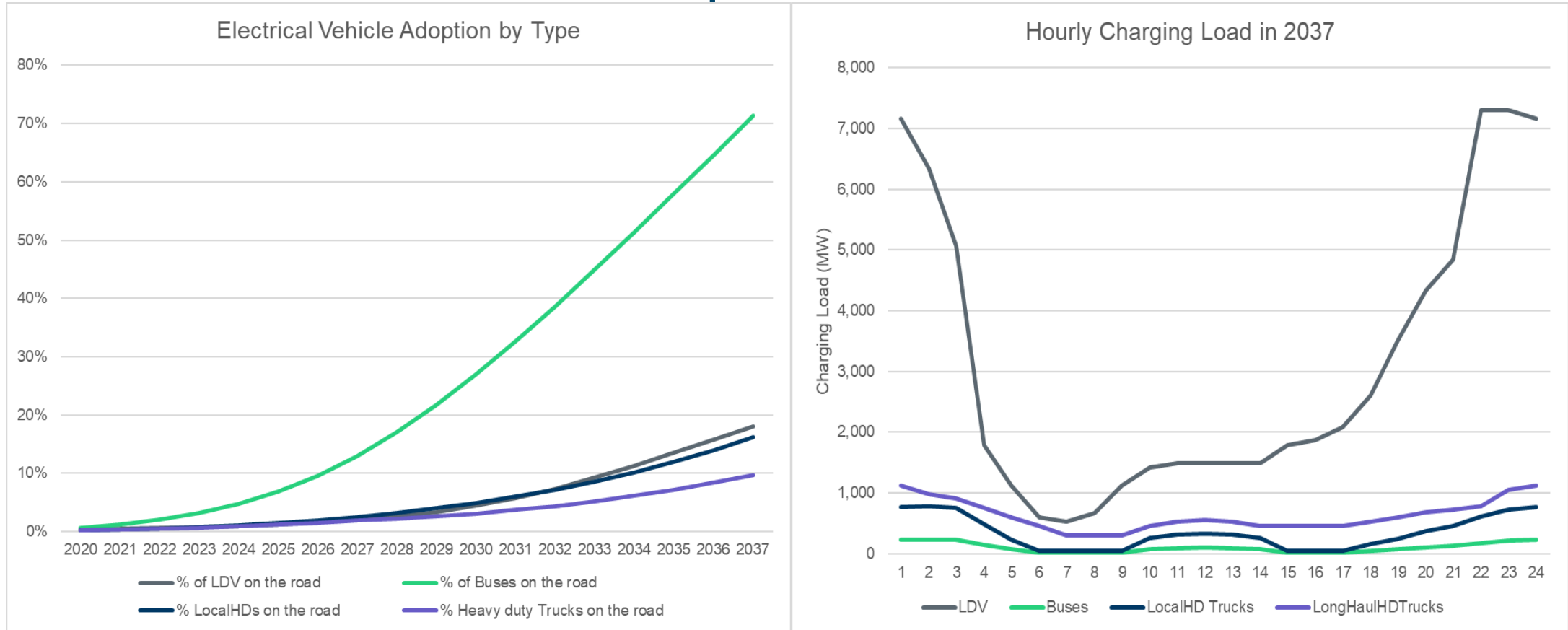


# Infrastructure Availability and EV Adoption by Zip Code

New Incentives for EV Purchases and for DC Fast Charge Stations Available, First-Come, First-Served  
[www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)



# ERCOT Long-Term System Assessment Assumptions



Source: Electric Reliability Council of Texas (ERCOT) Long-Term System Assessment, [http://www.ercot.com/content/wcm/key\\_documents\\_lists/213867/2022\\_LTSA\\_Update\\_InputAssumptions\\_August2021.pdf](http://www.ercot.com/content/wcm/key_documents_lists/213867/2022_LTSA_Update_InputAssumptions_August2021.pdf). Uses an adjusted forecast from Bloomberg New Energy Finance Electric Vehicle Outlook (<https://about.bnef.com/electric-vehicle-outlook/>) and National Renewable Energy Laboratory charging load profiles.



# For Fleets: Extended “Test Drives” Available

DFW Clean Cities “Try and Drive Alternative” Program

Offers Ranging from 1 Day – 2 Months

4 Participating Vendors

1 Light-Duty Sedan

1 Truck for Refuse Applications

1 Truck for Delivery Applications

1 Truck for Regional Haul/Drayage Applications

2 Terminal Tractors

[www.nctcog.org/dfwtrydrive](http://www.nctcog.org/dfwtrydrive)



New Plug In Electric Vehicles added  
in 2020 to North Texas Fleets





# National Drive Electric Week 2021

## For Fleets and Local Government Staff

### **Electric Truck Webinar**

September 29, 3:00-4:30 PM

### **EV Charging Station Webinar**

September 30, 10:00 AM

### **Peterbilt Facility Tour**

October 1, By Invite Only

## For the Public

### **Oncor 3<sup>rd</sup> Annual EV Road Rally**

**Participating Cities:** Allen, Dallas, Irving,  
Jacksonville, Plano, and Southlake

September 25 – October 2

### **MAIN EVENT: EV Showcase and Film Screening**

October 3, 2021, 4-8:30 PM

The REC of Grapevine

[www.driveelectricdfw.org](http://www.driveelectricdfw.org)



Image Provided By: Ken Oltmann/CoServ



# Contact Us



Soria Adibi

Senior Air Quality Planner

[sadibi@nctcog.org](mailto:sadibi@nctcog.org) | 817-704-5667



Bethany Ross

Air Quality Planner

[Bross@nctcog.org](mailto:Bross@nctcog.org) | 817-704-5663

