



NCTCOG TRANSPORTATION
DEPARTMENT

FTA Transit-Oriented Development Pilot Grant FY2024: Trinity Railway Express Transit-Oriented Development Strategic Plan

Regional Transportation Council | 7.11.2024



FTA TOD Planning Pilot Grant

- Federal Transit Administration Pilot Program for Transit-Oriented Development (TOD) Planning has \$10.5 million (FY 2024) available in competitive grants for comprehensive or site-specific planning associated with new fixed guideway and core capacity improvement transit projects
- As required by statute, plans must:
 - Study improving economic development and enabling mixed-use near transit stations
 - Plan to increase ridership potential
 - Examine multimodal connectivity, accessibility, and pedestrian and bicycle transit access
 - Engage the private sector
 - Identify infrastructure needs
- Must have partnership between transit agencies and cities to be eligible
- NEW in 2024 – Planning for affordable housing is highly encouraged (no project won in 2023 without this as part of their application)



TRE TOD Strategic Plan Proposal

Trinity Railway Express (TRE) Transit Oriented Development (TOD) Strategic Plan

Goal: Increase TOD, density, mixed-income, economic development and ridership on the TRE.

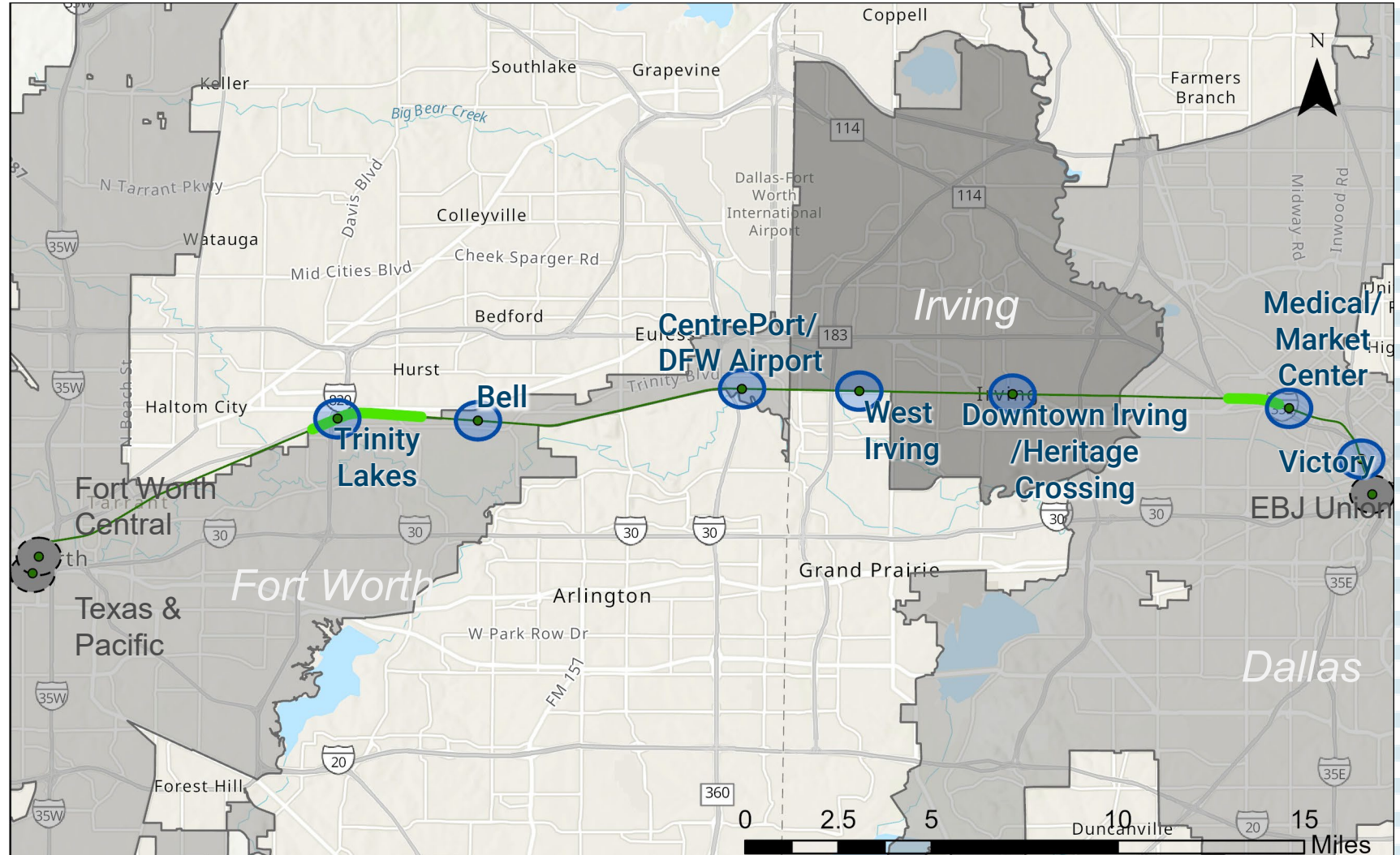
Tasks:

1. Routes to Rail study to identify and plan for improved pedestrian and bicycle connection to stations.
2. Market Study & Land Use Redevelopment Plan to determine how to increase density, economic development, and affordable housing within context of each station and the region.
3. Public/ Private Financing/ Funding Plan to create guidance for leveraging federal funding and loans and best use of local public/private partnership for TOD.



TRE Stations Included in Pilot Grant

- TRE Stations
- TRE BUILD
- Grant Double Track
- TRE Line
- 1/2 Mile Radius
- Excluded Stations



Next Steps

Grant application deadline is July 22, 2024

NCTCOG is coordinating with cities and transit agencies to have letter of intent for partnership signed by all entities.

- Dallas Area Rapid Transit
- Trinity Metro
- Trinity Railway Express
- City of Fort Worth
- City of Irving
- City of Dallas



Requested Action

Seeking Regional Transportation Council (RTC) Approval to:

- Submit the FY 2024 Federal Transit Administration FTA TOD Planning Pilot Program grant application for the Trinity Railway Express TRE Transit-Oriented Development Strategic Plan requesting \$800,000 in federal funding and an approved \$200,000 in RTC Local funds for non-federal match should the project be selected for funding award.
- Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding.



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Application to the Environmental Protection Agency Clean Heavy-Duty Vehicles Grant Program

Savana Nance

Regional Transportation Council

7.11.2024

transdev

Program Overview and Eligibility

Environmental Protection Agency (EPA) Clean Heavy-Duty Vehicles (CHDV) Grants Program

Sub-Programs	<p><u>School Bus Sub-Program</u>: Replace school buses</p> <p><u>Vocational Vehicles Sub-Program</u>: Replace vocational* Class 6 and 7 heavy-duty vehicles with zero-emission (ZE) vehicles</p>	
Eligible Applicants	States, municipalities**, nonprofit school transportation associations, Indian Tribes	
Available Funding	<p>\$932 million in funding; \$400 million for nonattainment areas</p> <p>\$500,000 to \$60 million per award (includes infrastructure and workforce)</p>	
Vehicle Eligibility for Vocational Vehicles Sub-Program	<p>Replacement Vehicle:</p> <p>Non-zero emission vehicle*** with Gross Vehicle Weight Rating (GVWR) of 19,501 to 33,000 lbs</p>	<p>New Vehicle:</p> <ul style="list-style-type: none"> • 2023 or newer Class 6/7 hydrogen fuel cell or battery-electric vehicle • Subject to Build America, Buy America

* Any vehicle that is equipped for a particular industry, trade or occupation (construction, refuse, heavy hauling trucks).

** Defined as “a city, town, borough, county, parish, district, or other public body created by or pursuant to state law.”

*** Vehicles that emit tailpipe emissions or exhaust; includes any fuel type except for electricity and hydrogen.



Program Benefits

New opportunities for the region, including:

Increased funding levels for hydrogen fuel cell vehicles and electric vehicles

Replacement of non-diesel (gasoline, compressed natural gas, propane) vehicles

Flexible scrappage alternatives

Funding for infrastructure, renewable on-site power generation systems, and workforce development activities related to zero-emission vehicles

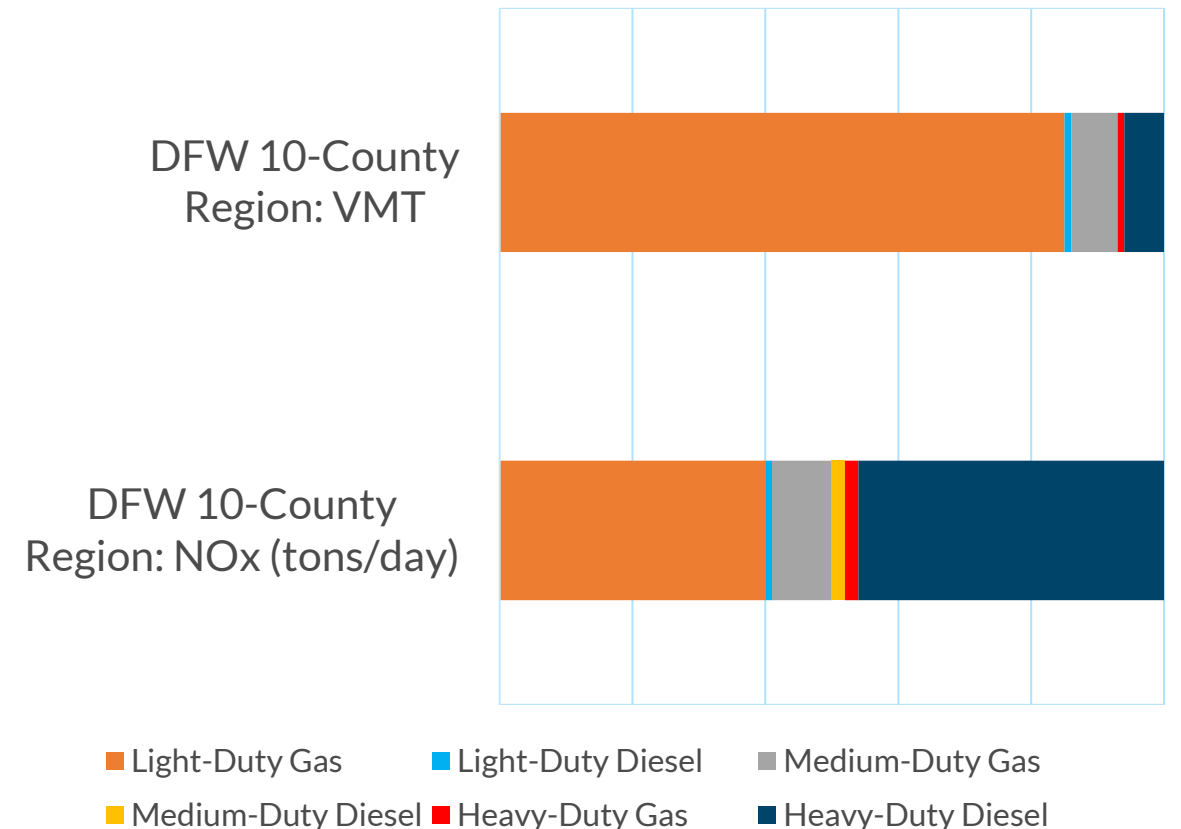
Supports the Clean Vehicles and Equipment Measure in the Dallas-Fort Worth Air Quality Improvement Plan

www.publicinput.com/dfwAQIP



Current Ozone design value of 78 ppb continues to exceed the EPA standard

Vehicle Miles Traveled Versus Nitrogen Oxides Contribution by On-Road Vehicle Type in Dallas-Fort Worth



Emissions Impact of Heavy-Duty Diesel is Disproportionately High Compared to Miles Traveled

Value of an NCTCOG Proposal

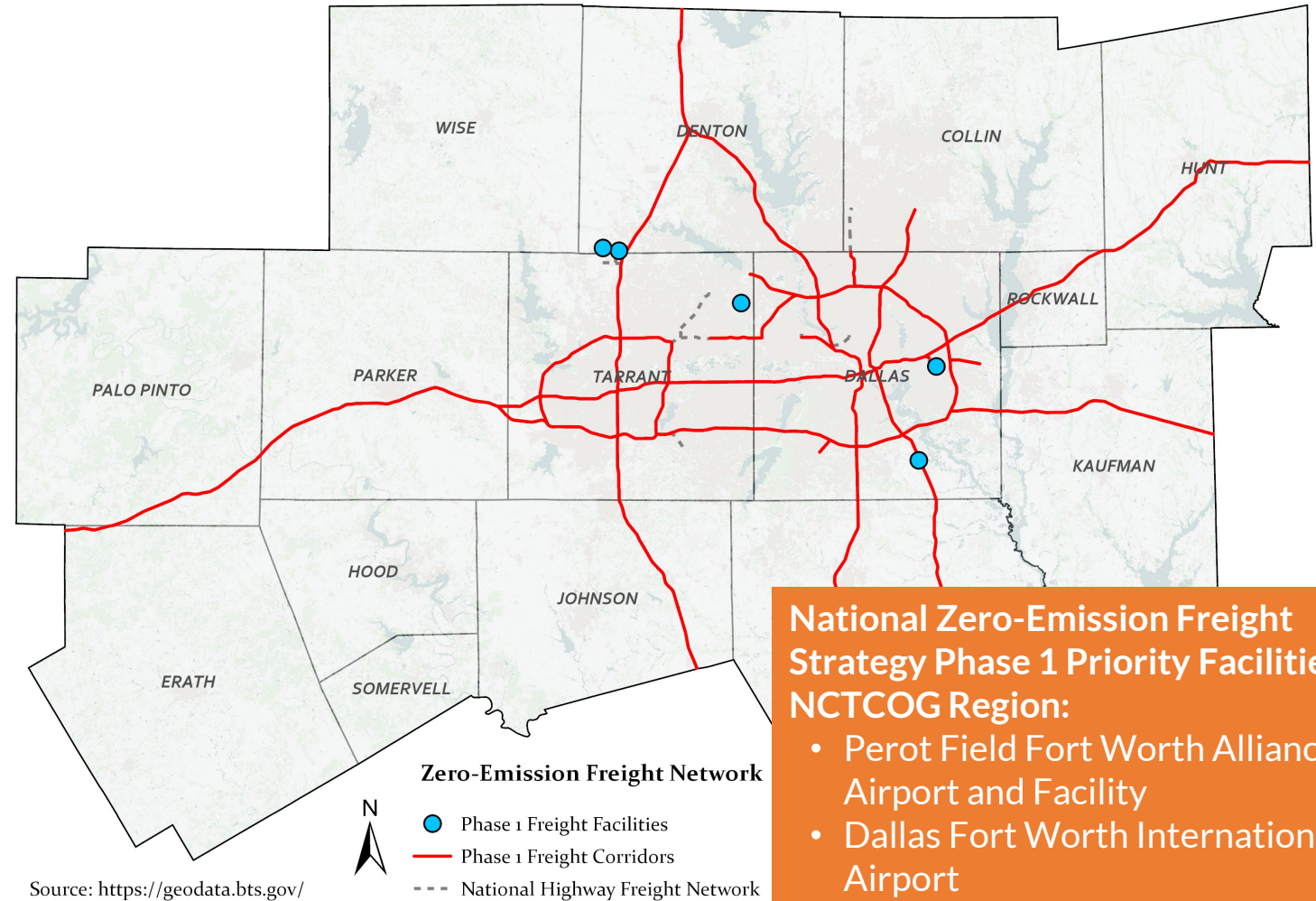
Enables private sector projects and ZEV pilot projects of 1-2 vehicles

Positions the region to leverage EPA criteria:

Nonattainment issues

Freight hubs and highways prioritized for federal investment as part of National Zero-Emission Freight Corridor Strategy*

* [zef-corridor-strategy.pdf \(driveelectric.gov\)](https://www.driveelectric.gov/zef-corridor-strategy.pdf)



National Zero-Emission Freight Strategy Phase 1 Priority Facilities in NCTCOG Region:

- Perot Field Fort Worth Alliance Airport and Facility
- Dallas Fort Worth International Airport
- Mesquite Rail Facility
- Dallas Intermodal Terminal



Proposed NCTCOG Application

Request up to \$60 million from EPA CHDV Grant Vocational Vehicle Sub-Program on behalf of the region

Reserve all EPA funds for project implementation by using NCTCOG Grants Management and RTC Initiative Fund to fund project administration/grant management

Eligible Projects

Battery-electric or hydrogen fuel cell vocational vehicles and supporting infrastructure

Operation within or frequently traveling through NCTCOG service area*

Public and private entities eligible**

Workforce development activities (e.g., technician or first responder training)

Project Selection

Call for Projects or other Selection Process upon EPA award

Funding Level

Maximum federal share allowed by EPA***

33% to 65% per battery-electric vehicle

60% to 80% per hydrogen fuel cell vehicle

Remaining cost paid by program participants

Workforce and implementation costs not subject to maximum federal share

* May prioritize projects located in the nonattainment area; ** Must adopt Clean Fleet Policy; *** Funding cap applies only to vehicles and infrastructure



Schedule

Milestone	Date
STTC Recommendation of RTC Approval	June 28, 2024
NCTCOG Clean Vehicle Funding Survey Due	June 28, 2024
RTC Approval	July 11, 2024
Executive Board Approval	July 25, 2024
EPA Application Deadline	July 25, 2024
Anticipated Notification of Selection	November 2024
Anticipated Awards	February 2025
If Awarded, NCTCOG Opens Call for Projects	April-May 2025

For more information go to www.nctcog.org/AQfunding



Action Requested

Regional Transportation Council Approval of:

**NCTCOG Application to the EPA CHDV Program
for up to \$60,000,000***

**Amendment of the Unified Planning Work
Program and any Other Planning/Administrative
Documents as Necessary If Awarded**

* Final number to be based on survey feedback and other stakeholder input; \$60 million could fund 75-375 vehicles depending on vehicle type, allowable funding caps, and any funding allocated to workforce activities



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**Dallas-Fort Worth
CLEAN CITIES**



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CHDV Per Vehicle Funding Cap

EPA will fund cost share percentage of the new vehicle, up to the per-vehicle funding cap

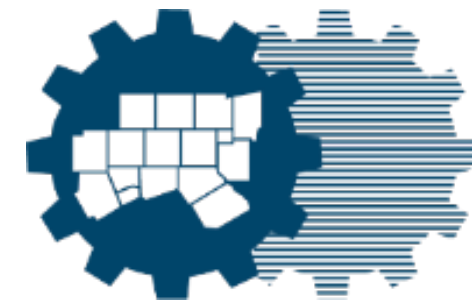
Project implementation costs are not included or subject to the per-vehicle caps listed on the table

Ex: Personnel/benefits, contractual services, consulting on vehicle deployments, travel, supplies, etc.

Vehicle Type	Battery-Electric Vehicles (BEVs)		Hydrogen Fuel Cell Vehicles (FCEVs)	
	EPA Cost Share Percentage of New Vehicle Price	Per-Vehicle Funding Cap (Vehicle + Infrastructure)	EPA Cost Share Percentage of New Vehicle Price	Per-Vehicle Funding Cap (Vehicle + Infrastructure)
School Bus	75%	\$280,000*	N/A	N/A
Straight/Box Truck	65%	\$190,000	80%	\$400,000
Step Van		\$160,000		\$340,000
Septic/Bucket Truck		\$330,000		\$670,000
Other		\$355,000		\$720,000
Refuse Hauler	50%	\$260,000	70%	\$600,000
Street Sweeper		\$315,000		\$720,000
Transit Bus		\$265,000		\$780,000
	33%	\$265,000	60%	\$780,000

* ADA-compliant school buses are eligible for an additional \$20,000 per-vehicle funding cap





Blue-Green-Grey Applications for New Ideas – Round 4

Regional Transportation Council | July 11, 2024

Karla Windsor, Senior Program Manager

*Hatcher Station Community Garden, BGG Round 2 Award (2018)
Image courtesy of DART*

Applications for New Ideas

Funding: \$250,000 total; no local match required

Anticipated awards: ~3

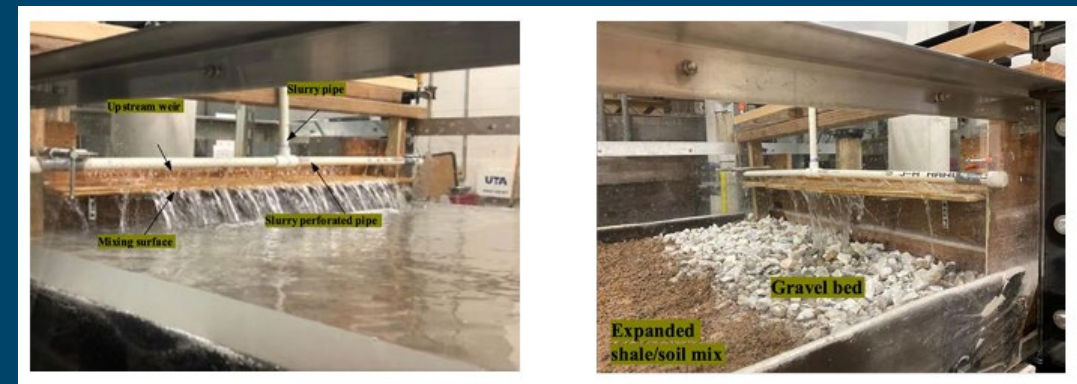
Call opens: July 15, 2024

Pre-application workshop: July 17, 2024

Call closes: August 16, 2024 at 5PM



Farmers Branch Green Bus Stop Designs BGG Round 1 Award (2017)
Images courtesy of City of Farmers Branch



UTA Engineered Media for Biofiltration Swales BGG Round 3 Award (2021)
Image courtesy of University of Texas-Arlington



Website: www.nctcog.org/greeninfrastructure

Program Overview

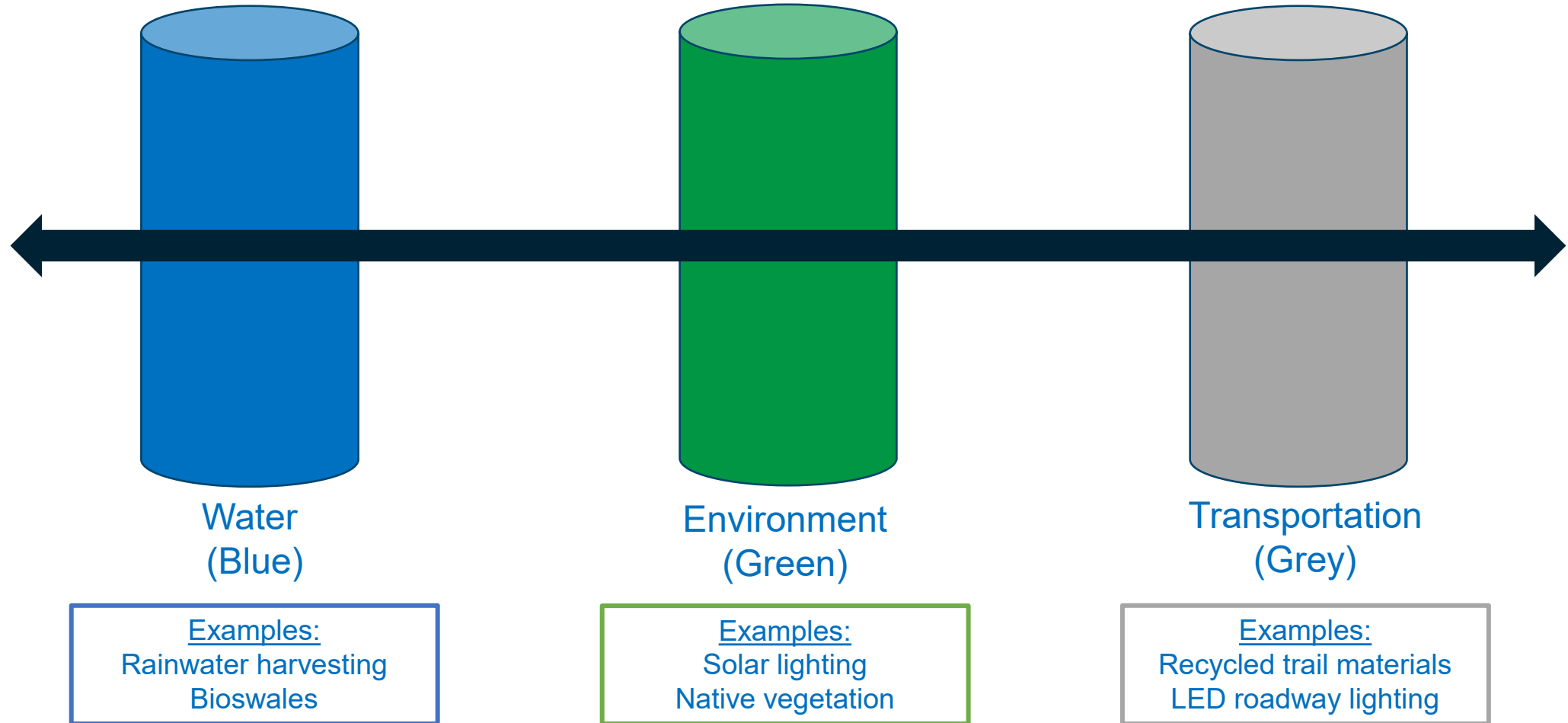
The purpose of the Blue-Green-Grey (BGG) program is to promote the planning and construction of green or sustainable infrastructure in the region

Advance small projects with innovative outcomes that can be scaled and/or replicated regionally

Focus on all three elements:



What is Blue-Green-Grey?



Previous Funding Rounds

Round 1 (2017)

53 applications received

3 projects awarded

Total funding allocated:
\$109,170

Round 2 (2018)

8 applications received

3 projects awarded

Total funding allocated:
\$138,500

Round 3 (2021)

9 applications received

3 projects awarded

Total funding allocated:
\$201,410

Total funding: \$449,080 (RTC Local)



Previously Funded Projects

Funding Years

2017

Farmers Branch
Conceptual Bus
Stop Designs

Southlake BioPod –
Burney Lane
Reconstruction

University Park
Micro-Detention
Project

2018

DART Hatcher
Station Community
Garden Pilot
Program

Bishop Arts Bicycle
Parking Retrofitting
Pilot

Watauga
Biofiltration System

2021

City of Allen Inlet
Floatables Filter

City of Dallas Bottom
District Green
Neighborhood
Design Guidelines

University of
Arlington
Biofiltration Swales
Testing

Project reports can be found here: www.nctcog.org/greeninfrastructure



Evaluation Criteria

Team Qualifications (10 points)

- Does the proposed team have the correct mix of experience and expertise?

Impact (20 points)

- Would the project have a long-term effect?
- Does the project have the potential to change future designs?
- Does the project include an educational component?
- Does the project incorporate native vegetation?

Innovation/Significance (25 points)

- Does this project shift current designs or practices by using new or uncommon approaches, design, or methodologies?
- How well does the project include the three elements (water, environment, and transportation infrastructure)?
- Does the project address an important problem or challenge?



Evaluation Criteria (Cont.)

Applicability, Adaptability, Transferability, and Practicality (30 points)

- Could the project be used in other communities or settings?
- Is the project realistic?
- Is the project consistent with eligible funding programs and Regional Transportation Council objectives?

Collaboration with Various Stakeholders (15 points)

- Does the project collaborate with any outside entities?
- Does the project show evidence of buy-in from project partners?

Other Considerations (not formally scored)

- Environmental Justice areas
- Geographic distribution
- Diversity of disciplines



Pre-Application Workshop

SAVE THE DATE: hybrid format pre-application meeting on **July 17 from 1-3pm**

Interested parties can join to learn about the proposal submittal and review process

To register, visit nctcog.org/greeninfrastructure



Save the Date! Blue-Green-Grey Pre-Application Meeting

About BGG

The Blue-Green-Grey (BGG) program, hosted by the North Central Texas Council of Governments (NCTCOG) promotes innovative projects that incorporate water, environment, and transportation elements that can be replicated in the region.

To register, visit www.nctcog.org/greeninfrastructure



July 17
—
Join the hybrid meeting to learn about the BGG proposal submittal and review process.

Left: Design for enhanced bus stop with water quality inlet & bioswale. Farmers Branch Conceptual Bus Stop Designs BGG project, 2020.

Round 4 Schedule

Surface Transportation Technical Committee (STTC) – Action to Open Call	June 28, 2024
Regional Transportation Council (RTC) – Action to Open Call	July 11, 2024
Call for Applications Open (materials available online)	July 15, 2024
Pre-application Workshop	July 17, 2024
Applicants submit questions for FAQ	July 15, 2024 – August 1, 2024
NCTCOG staff available to meet for preliminary application review	July 15, 2024 – August 1, 2024
Applications due	August 16, 2024 @ 5pm
Application review and scoring	September 2024
STTC Action of Recommended Project Awards	October 25, 2024
RTC Action of Recommended Project Awards	November 14, 2024



Requested Action

Regional Transportation Council approval of:

Opening Round 4 of the Blue-Green-Grey Application for New Ideas

Elements related to eligible activities, funding and local match requirements, program rules, and schedule



Contact Us With Questions



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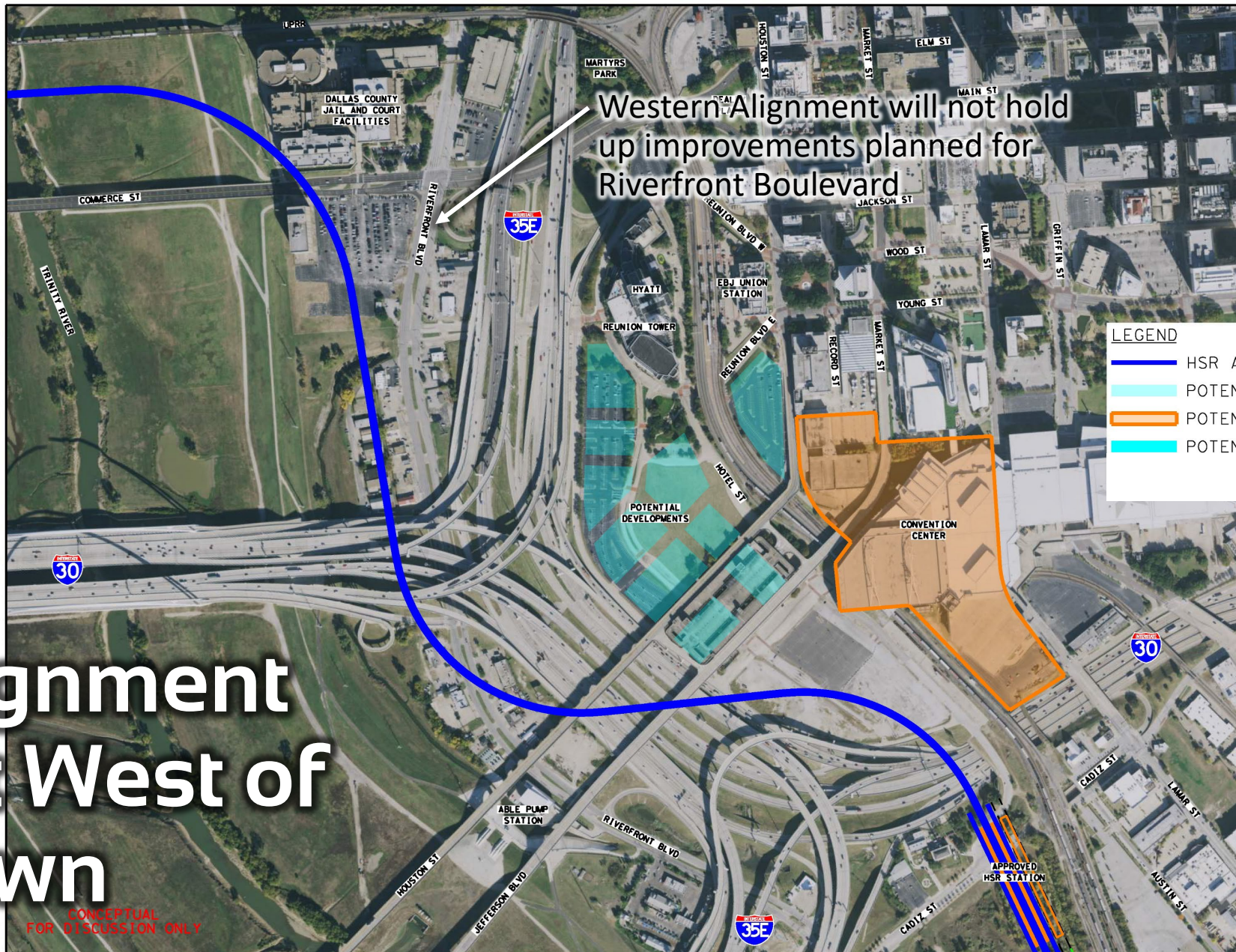
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HSR Alignment Concept West of Downtown



Western Alignment will not hold up improvements planned for Riverfront Boulevard

- LEGEND**
- HSR ALIGNMENT
 - POTENTIAL DEVELOPMENTS
 - POTENTIAL CONVENTION CENTER
 - POTENTIAL UNION STATION

CONCEPTUAL FOR DISCUSSION ONLY

North Central Texas Council of Governments

DALLAS-FORT WORTH HIGH-SPEED TRANSPORTATION CONNECTIONS I-30 CORRIDOR ALTERNATIVES

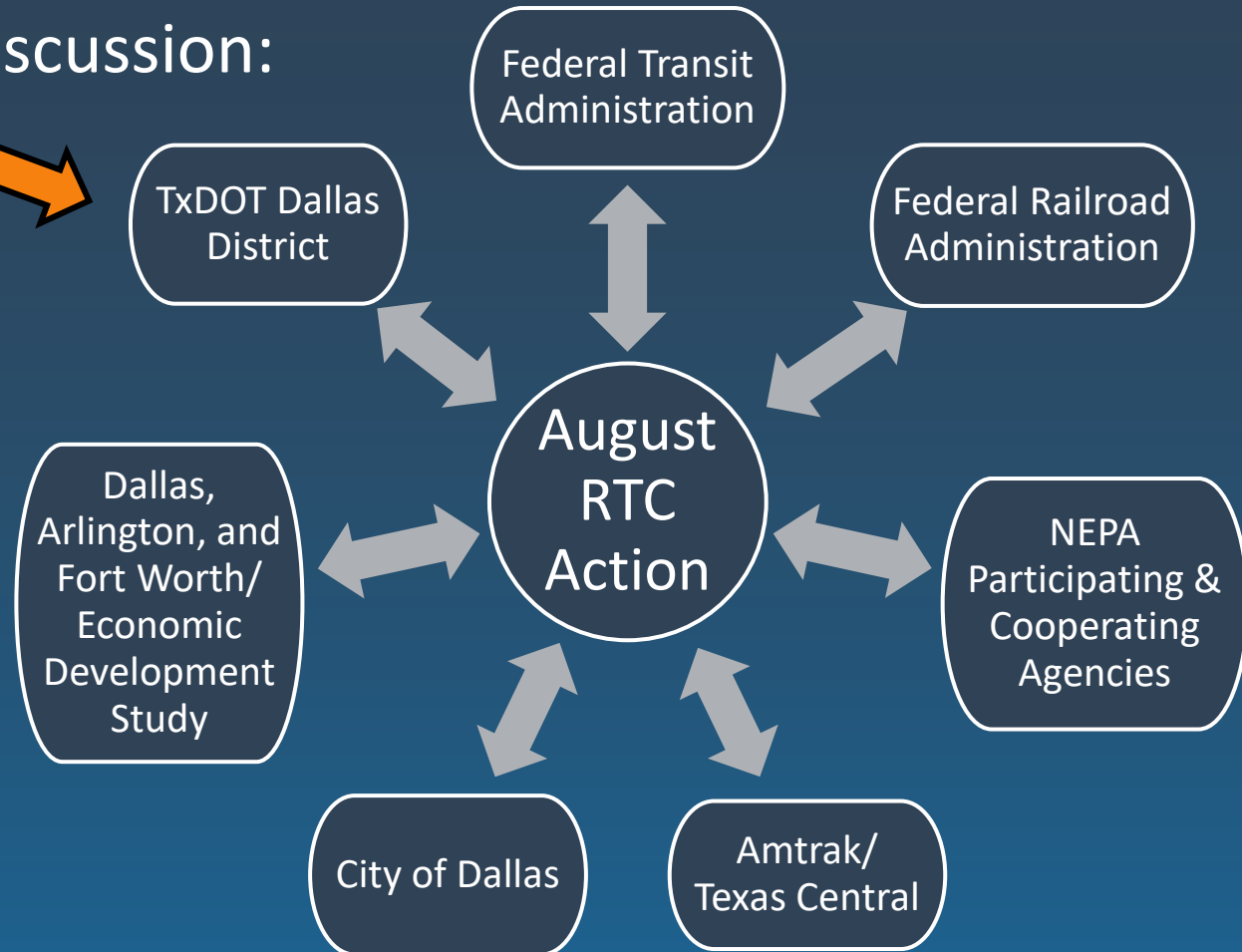
URBAN CENTER CONNECTION DALLAS 4H.11A ALTERNATIVE ALIGNMENT

CONCEPTUAL FOR DISCUSSION ONLY

Path Forward

Following result of today's discussion:

- Project team meetings
- Public Meeting (hybrid)
- August RTC Action on Next Steps



2025 UNIFIED TRANSPORTATION PROGRAM (UTP) AND REGIONAL 10-YEAR PLAN UPDATE

Regional Transportation Council
July 11, 2024

BACKGROUND

- Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods
- Includes projects funded with:
 - Category 2 (MPO selected)
 - Category 4 (TxDOT District selected)
 - Category 12 (Texas Transportation Commission [TTC] selected)
- The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016
- This plan is updated annually in conjunction with the development of TxDOT's UTP

ACTIVITIES SINCE LAST UPDATE

- TxDOT began developing the 2025 UTP in Fall 2023
- NCTCOG staff has coordinated with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects, including
 - FY2024 projects that need additional funding to cover cost overruns
 - Projects in the first 2-3 years of the UTP (additional funding still needed for FY2028+ projects)
- To satisfy a February 16, 2024 deadline set forth by TxDOT, a draft project listing was developed that included project revisions and potential new projects
- NCTCOG recently received feedback resulting from TxDOT's evaluation

PRINCIPLES FOR THE DEVELOPMENT OF THE REGIONAL 10-YEAR PLAN

- Project should be included in the Metropolitan Transportation Plan
- Focus on “system” versus new, stand-alone projects
- Fully fund existing projects before funding new projects (with a focus on projects letting in the next 2-3 years)
- Ensure equity of county allocations
- Maintain toll lanes/toll managed lanes on selected corridors
- Re-fund previously unfunded projects, when possible
- Ensure all RTC projects are approved in 2025 UTP (including “placeholders”)
- Projects must be scored and should have a score sufficient to qualify for funding

REGIONAL FUNDING ALLOCATIONS FOR 2017-2025 UTPs

Funding Category*	2017 UTP	2018 UTP	2019 UTP	2020 UTP	2021 UTP	2022 UTP	2023 UTP	2024 UTP	2025 UTP (Proposed)
Category 2	\$3.784	\$3.607	\$3.832	\$3.516	\$2.913	\$2.931	\$3.205	\$3.470	\$3.448
Category 4	\$0.830	\$1.553	\$1.637	\$1.537	\$1.340	\$1.348	\$1.593	\$2.341	\$2.626
Category 12	\$0.812	\$2.130	\$1.395	\$3.041	\$3.089	\$2.601	\$3.132	\$4.082	<u>\$3.626</u>
Total Allocation	\$5.426	\$7.290	\$6.864	\$8.094	\$7.342	\$6.880	\$7.930	\$9.893	<u>\$9.700</u>

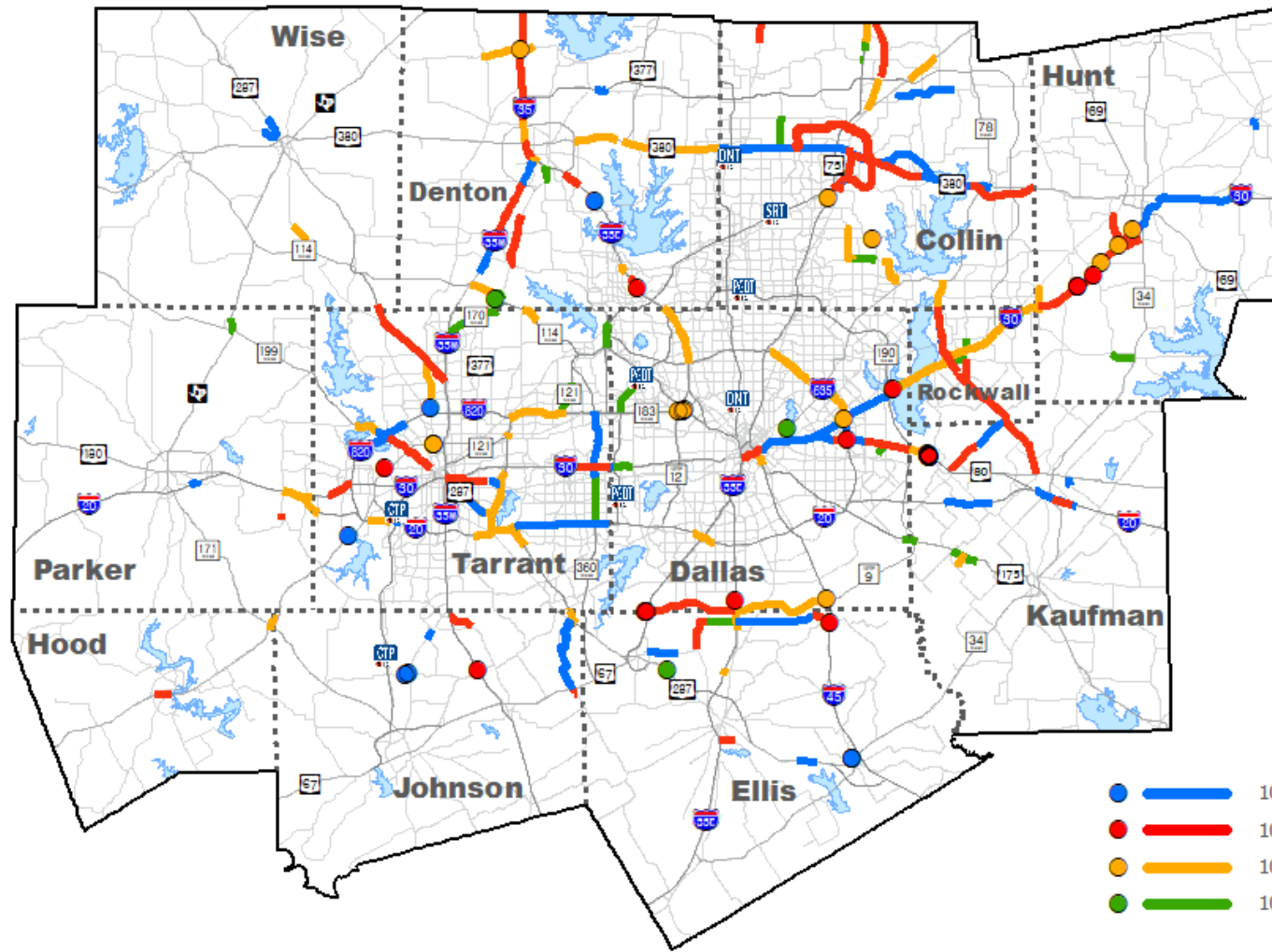
* Amounts shown in billions

PROPOSED CATEGORY 12 FUNDING CHANGES

- Through the 2025 UTP, the TTC is proposing to make the following Category 12 changes:
 - Add approximately \$740M of new Category 12 funding to the US 380/Spur 399 corridor.
 - Remove \$25M of previously approved Category 12 funding on IH 30 from IH 45 to Ferguson Road.

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2034



Dallas CBD

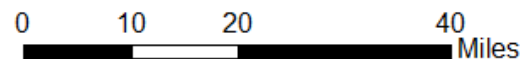


Fort Worth CBD

Legend

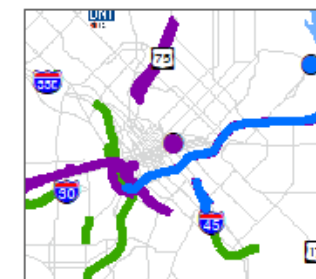
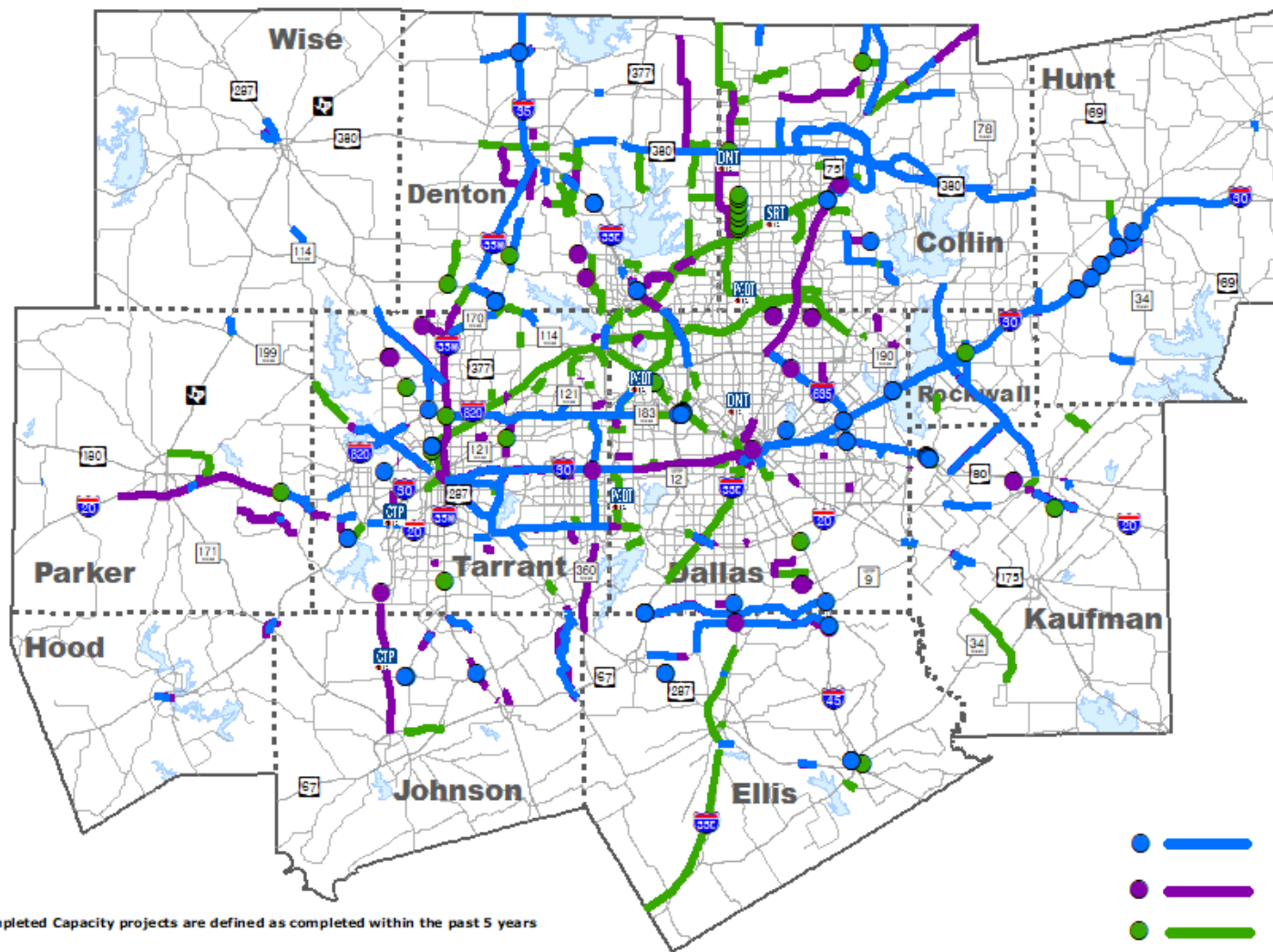
- 10 Year Plan Projects (No Changes)
- 10 Year Plan Projects (New or Changed)
- 10 Year Plan Projects (Under Construction)
- 10 Year Plan Projects (Completed)

- Mobility 2045 Roadways
- County Boundary
- Lakes

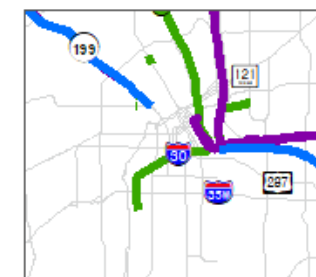


Date: 6/26/2024

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



Dallas CBD



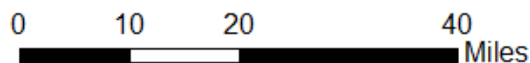
Fort Worth CBD

Legend

- — 10 Year Plan Projects
- — Active Capacity Project
- — Recently Completed Capacity Project
- Mobility 2045 Roadways
- County Boundary
- Lakes

*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



WEST/EAST DISTRIBUTION – CATEGORY 2 AND NON-FORMULA FUNDS

- In coordination with TxDOT, the TIP Team has tracked lettings, change orders, and other charges for Category 2 funding since 2014 to determine carryover for each subregion
- Coordination with TxDOT is also ongoing regarding the region's non-formula (e.g., Category 12) tracking efforts
- More details on the region's latest Category 2 carryover balance and non-formula tracking will be provided once coordination with TxDOT and funding decisions have been finalized

NEXT STEPS

- Incorporate changes to listings if the region receives any Category 12 funding from the TTC
- Finalize project listings in coordination with the TxDOT Districts and TxDOT Headquarters
- Bring back the listings for approval, including Category 12 amounts and changes to the Let/Completed projects list (e.g., 2024 cost overruns)
- Provide an update on the region's Category 2 carryover balances and latest information on West/East non-formula fund tracking
- Bring back any project changes to the committees if the TTC action is different than proposed project listings

TIMELINE/ACTION

MEETING/TASK	DATE
Funding Targets Received	January 30, 2024
Initial draft list due to TxDOT	February 16, 2024
STTC Information	June 28, 2024
RTC Information	July 11, 2024
Public Involvement	July 2024
STTC Action	July 26, 2024
RTC Action	August 8, 2024
TxDOT Public Involvement for 2025 UTP	July 2024 and August 2024
Anticipated TTC Approval of 2025 UTP	August 2024

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North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

Invitation to Participate in the Charging Smart Program

Amy Hodges
Principal Air Quality Planner

Regional Transportation Council

July 11, 2024



Charging Smart Background

Funded by US Department of Energy Vehicle Technologies Office

Led by Interstate Renewable Energy Council with key project partners

- Local Government Engagement: Clean Cities Coalitions (DFW Clean Cities + 6 Others) and Metropolitan Mayors' Caucus
- Industry: EV Charging Station Companies and Edison Electric Institute
- Technical Leads: Rocky Mountain Institute and Great Plains Institute

Provides best practices and policies to streamline planning, permitting, and inspections to support development of EV infrastructure

- Modeled after SolSmart, which designates “solar-friendly” communities
- Recognition provided through Bronze, Silver, and Gold designation levels
- Focus on equitable adoption
 - Targeting local governments with Justice40 communities
 - Specific “EVs for All” actions within best practices



Charging Smart Program Benefits

Signal to EV service providers and project developers that communities are open to EV charging development

Chargers throughout the community – serves residents, businesses, facilitates economic development

Chargers on owned property to facilitate staff adoption of EVs

Access to technical assistance at no cost (provided by NCTCOG/DFW Clean Cities staff)

Improve efficiency of local government processes

Showcase community achievements



Charging Smart Framework

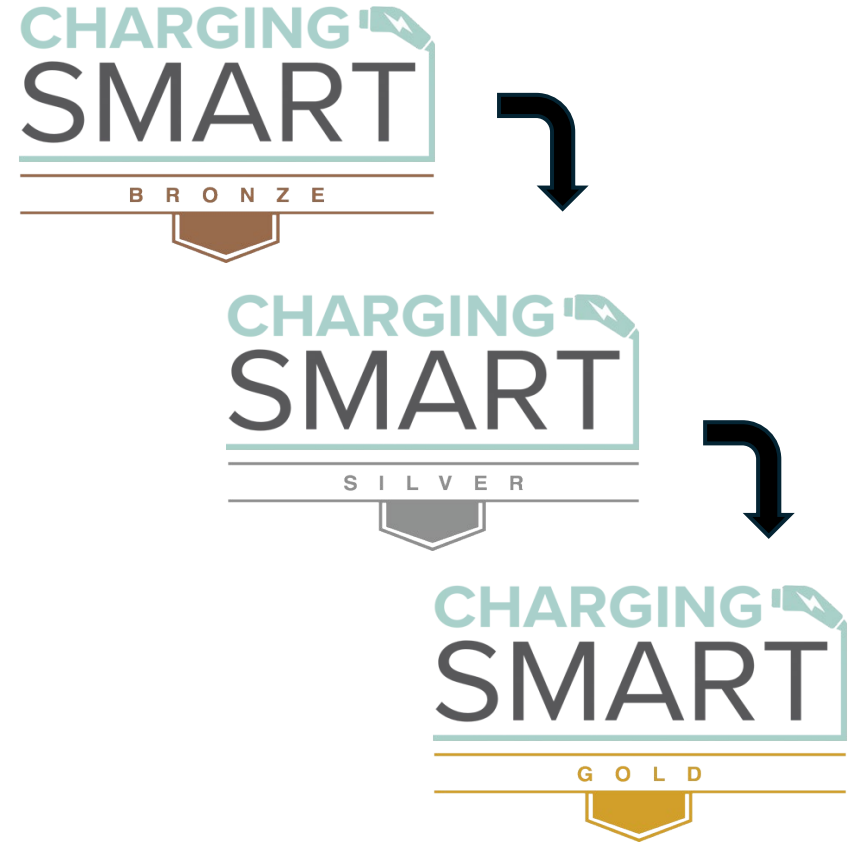
Action Categories

1. Planning
2. Regulation
3. Utility Engagement
4. Education and Incentives
5. Government Operations
6. Shared Mobility

EVs for All

Point System: Actions within each category have assigned points. As actions are completed, the points count towards the total amount of points needed for designation levels. An additional opportunity for points, "EVs for All", focuses on benefitting underserved communities.

Designation Levels



Get Involved!

Contact cleancities@nctcog.org by **Monday, July 15** to join cohort of peer participants

Current Cohort Participants	
Dallas	Plano
Duncanville	Red Oak
Frisco	Southlake
Irving	

Initial steps will include:

- Self-Assessment
- Commitment Letter

Learn more at <https://www.dfwcleancities.org/charging-smart>



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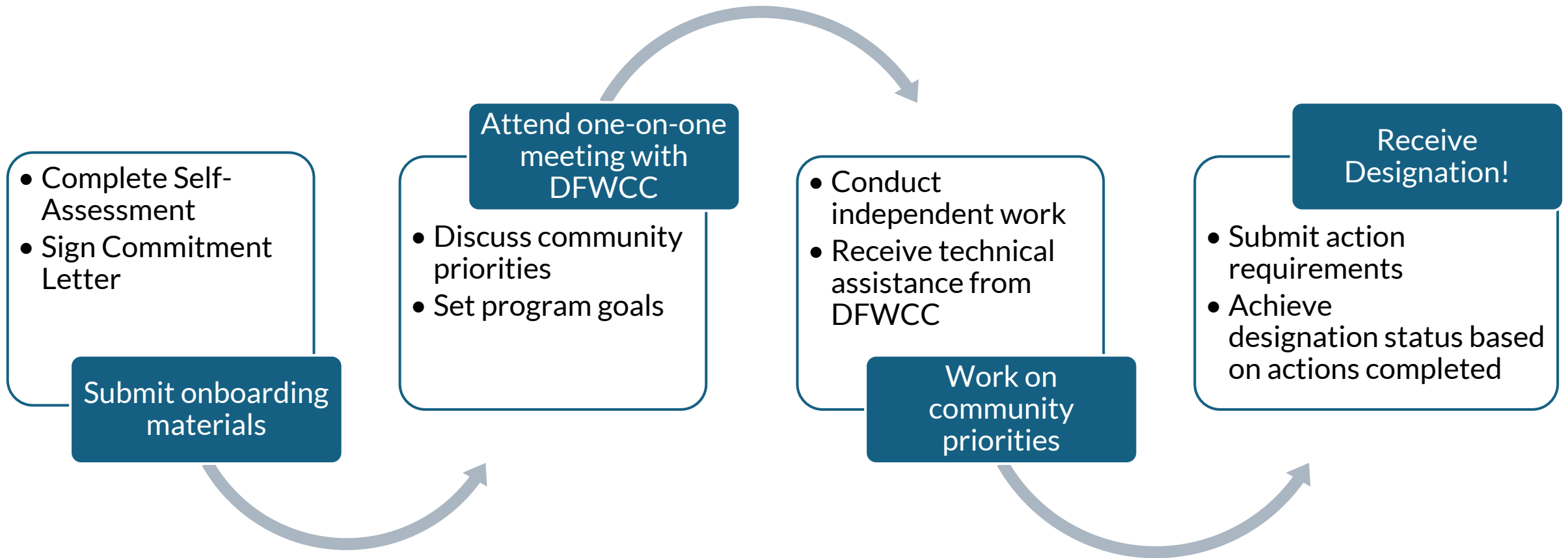


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Steps Toward Designation



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

Federal Performance Measure:

Air Quality

Mobility 2045:

Air Quality Policy AQ3-004:

Support and implement strategies that promote energy conservation, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions

Mobility 2045 Chapter 4 – Environmental Considerations

Appendix C – Environmental Considerations