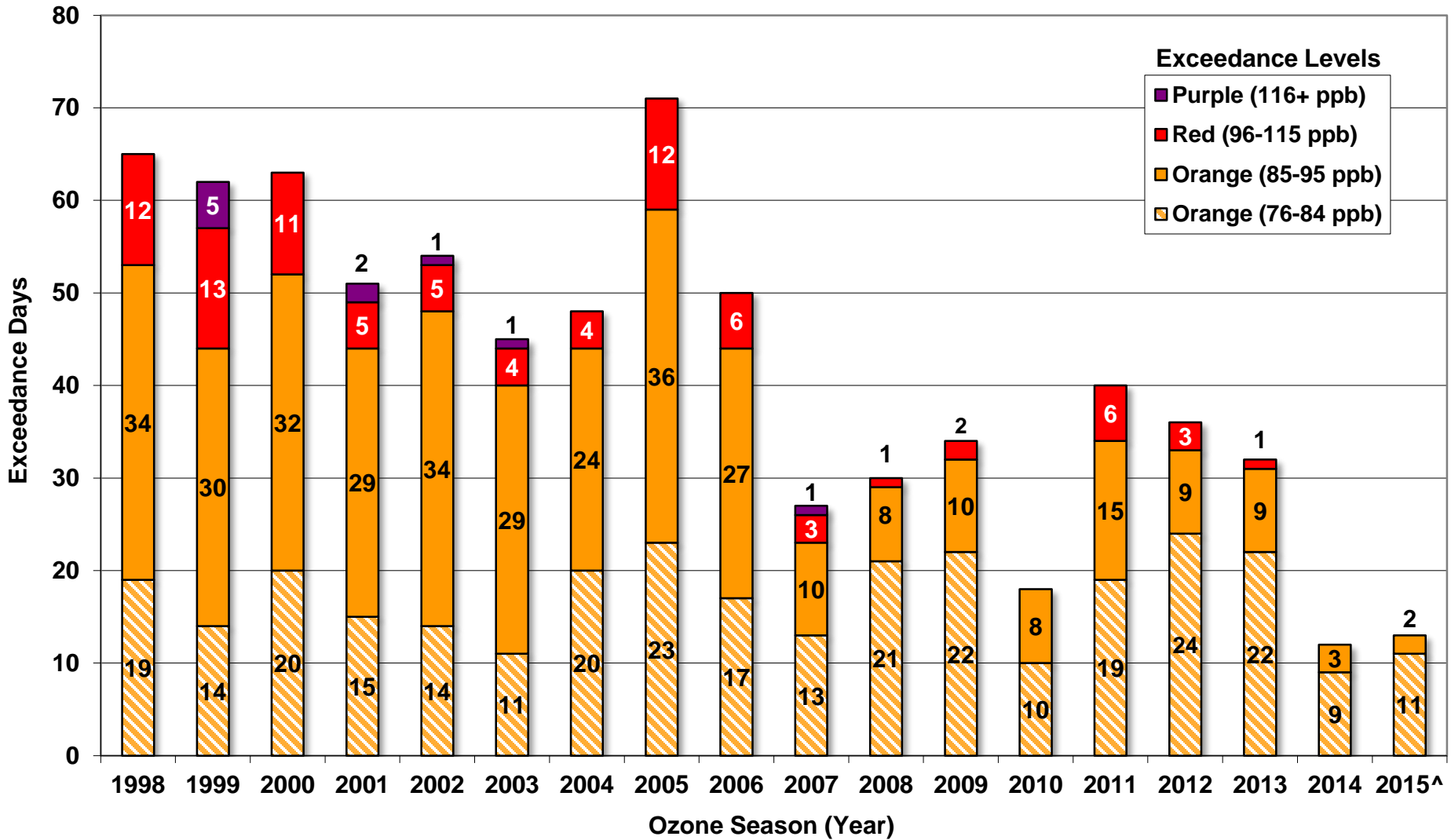


2015 OZONE SEASON


8-Hour Ozone Exceedance Days



Exceedance Levels

- Purple (116+ ppb)
- Red (96-115 ppb)
- Orange (85-95 ppb)
- Orange (76-84 ppb)

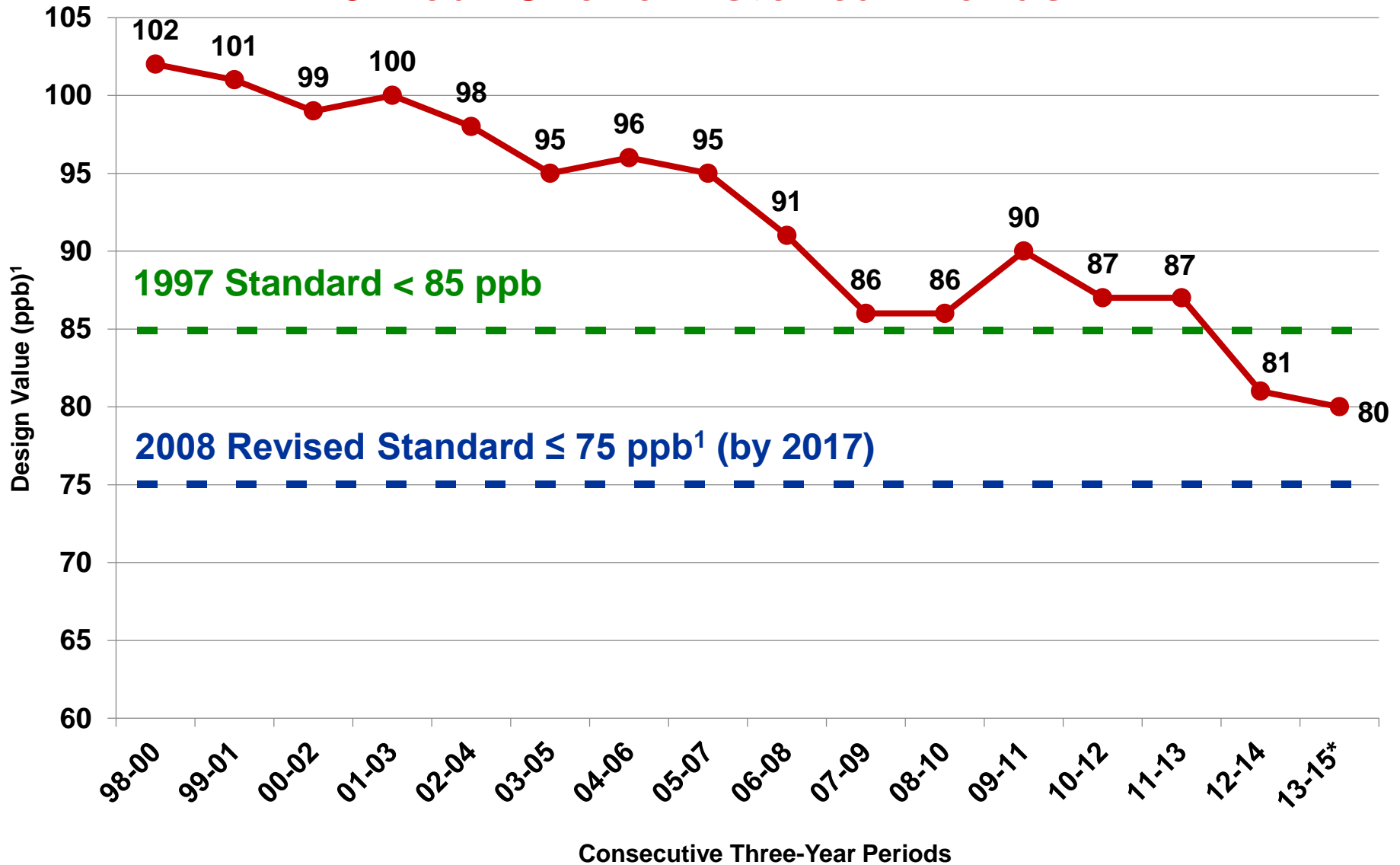
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 75 ppb.

 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 84 ppb standard. (AQI level orange = 76-95 ppb)

^Not a full year of data, current as of 8/10/2015
 Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
 ppb = parts per billion

2015 OZONE SEASON

8-Hour Ozone Historical Trends



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration) is equal to or less than 75 parts per billion (ppb).

*Not a full year of data. Current as of 8/10/2015.

2015 OZONE SEASON

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NCTCOG Ozone Updates: www.nctcog/ozone

PROPOSED AIR QUALITY AND MANAGEMENT/OPERATIONS PROGRAMS AND PROJECTS: Response to New Air Quality Conformity Initiatives

Regional Transportation Council
August 13, 2015

Christie J. Gotti

North Central Texas Council of Governments
<http://www.nctcog.org/trans/tip>



BACKGROUND

STTC and RTC typically consider extending existing and funding new regional air quality and management/operations programs every few years (i.e., vanpool program, signal timing):

- Previous review occurred during the 2013-2016 Transportation Improvement Program (TIP) development
- Staff has reviewed regional projects/programs in preparation for the 2017-2020 TIP

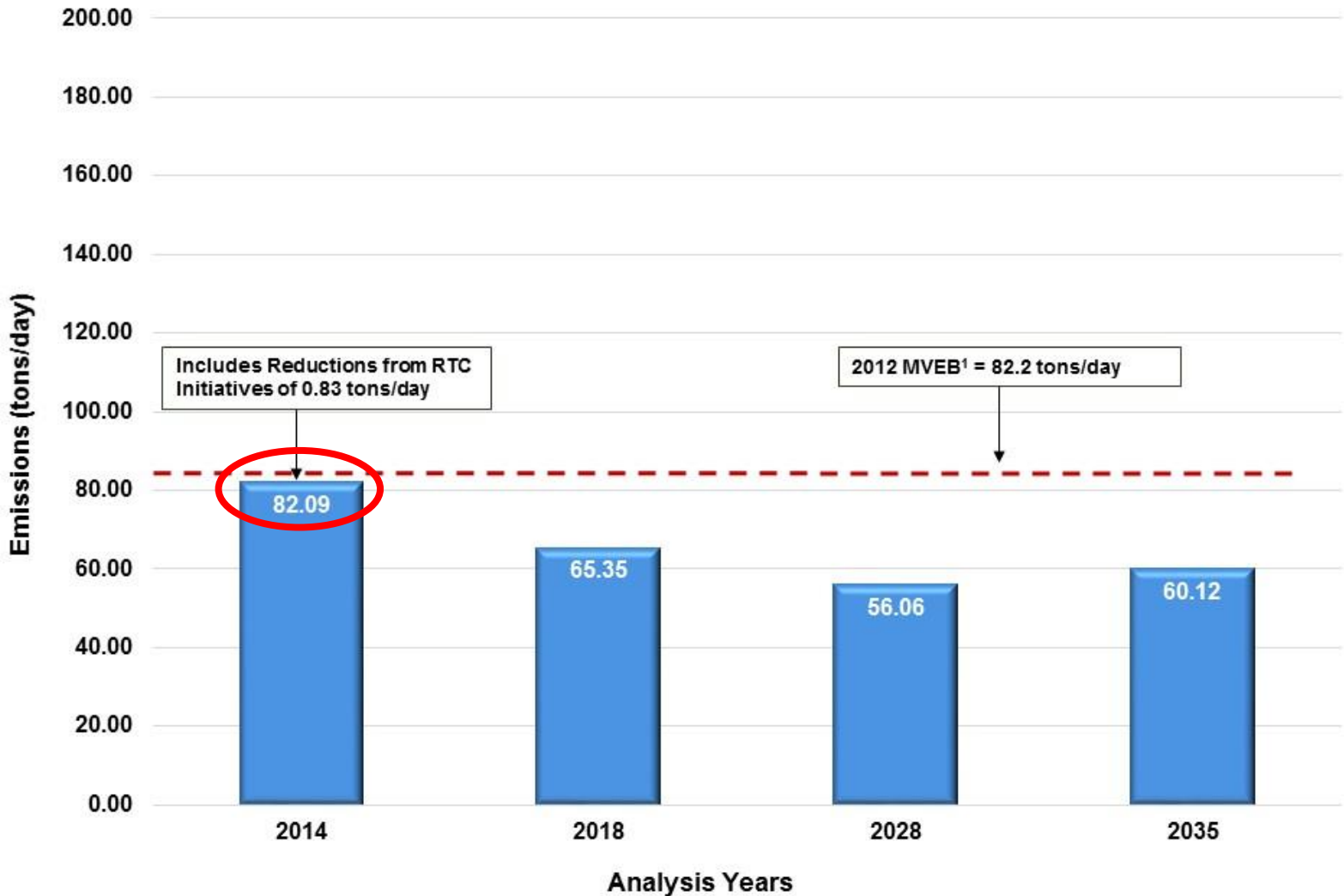
Need for action:

- Ensures that programs and projects continue without interruption
- Enables staff to respond to requests for planning and implementation assistance (e.g., environmental justice for toll roads and data collection efforts)



AIR QUALITY EFFECTIVENESS

VOLATILE ORGANIC COMPOUNDS EMISSION RESULTS



¹ Source: Environmental Protection Agency Notice of Adequacy Status of the Dallas-Fort Worth, TX Reasonable Further Progress 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes; Federal Register; pp 7429-7430; Published: Feb. 1, 2013; Effective February 19, 2013, <http://www.gpo.gov/fdsys/pkg/FR-2013-02-01/html/2013-02219.htm>



FUNDING SUMMARY

(\$ IN MILLIONS)

Funding Category	Total Funding
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	\$18.83
Surface Transportation Program – Metropolitan Mobility (STP-MM)	35.81
Regional Toll Revenue (RTR)	7.45
RTC Local	0.74
Texas Department of Transportation (TxDOT) [to be requested]	0.60
Total of All Categories	\$63.43



FUNDING SUMMARY

(\$ IN MILLIONS)

- A portion of funds used by NCTCOG staff to implement regional projects and programs
- The balance is passed through to local or transportation agencies in the region

Category of Expenditure	Funding Amount
NCTCOG Implemented (Staff Time and Consultants)	\$19.40
Pass-Through to Local and Transportation Agencies	44.03
Total	\$63.43



RTR/PROPOSITION 1 PARTNERSHIP PROPOSED

- Through upcoming Proposition 1 project selection, propose to increase Proposition 1 allocation to projects with Denton County RTR funds
- Redirected RTR funds proposed to be split 50/50 with Denton County RTR accounts maintaining half and the regional accounts receiving half
- Utilizes State funds for on-system roadways
- Frees up RTR funds for regional programs that do not have a clear RTR county account
- Anticipate approximately \$45 million total
 - \$22.5 million to Denton County RTR Account
 - \$22.5 million to Regional Account
- Partnerships with Collin and Dallas counties will also be pursued



PROPOSED ACTION

Staff recommends approval of:

- The RTC Air Quality and Management/ Operations projects as listed in Reference Item 4.1
- The proposed Denton County RTR/ Proposition 1 Partnership
- Staff to administratively amend the TIP/STIP to include the proposed funding, as needed





TIMELINE

June 2015

STTC Information

July 2015

RTC Information (Requested early action on one project)

STTC Approval

Public Review and Comment

August 2015

RTC Approval

QUESTIONS? CONTACT INFORMATION

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FORMALIZATION OF THE REGIONAL TRANSIT VEHICLE LOANER PROGRAM

Regional Transportation Council
August 13, 2015

Michael Morris, P.E.
North Central Texas Council of Governments



Background

Since 2003, NCTCOG has served as designated recipient of Federal Transit Administration (FTA) funds on behalf of small transit providers

Since 2009, NCTCOG has competitively procured transit vehicles to reduce administrative burden and lower costs via economies of scale

The first group of vehicles purchased are now reaching the end of their FTA-defined useful life, have been replaced by newer models, and could be utilized by regional agencies in need of vehicles

There is no new funding necessary to administer this program

Loaner Vehicles

Approximately 5-15 transit vehicles will be available annually through the loaner program depending on need, condition, and mileage

Two types of vehicles will be available beginning in FY2016: conversion minivans and light-duty buses



Program Structure

Agency Type	Examples	Contracting Mechanism
Traditional NCTCOG Subgrantee	Span, Inc. STAR Transit	Existing Interlocal Agreement
Nontraditional Transit Provider	Non-profits (e.g., Catholic Charities) Local Government (e.g., Dallas County)	Asset Agreement
FTA Grantee	City of Arlington Denton County Transportation Authority	Grantee-to- Grantee Transfer

Timeline

ACTION	WHEN
RTC: Action Item	August 13, 2015
Executive Board Approval	August 27, 2015
Pilot Vehicle Loan to DCTA	Late August/Early September 2015
Program Rollout	Fall/Winter 2015

Requested Action

Approve the formalization of the Regional Transit Vehicle Loaner Program and allow staff to proceed with implementation

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IH 35E CORRIDOR

RECOGNITION OF FEDERAL LOAN FOR IH 35E AND INCLUSION IN THE TRANSPORTATION IMPROVEMENT PROGRAM

Regional Transportation Council

August 13, 2015



HISTORY – IH 35E CORRIDOR

- Limits: IH 635 to US 380
- In May 2012, the RTC passed a resolution outlining the guiding principles for development of the IH 35E project
- SB 1420 Committee recommended construction of additional general-purpose lanes, managed/toll lanes, and frontage road improvements
- In December 2012, the Texas Transportation Commission conditionally awarded a design-build contract for the project
- In May 2013, TxDOT fully executed the design-build agreement

HISTORY – IH 35E CORRIDOR

cont'd

- In July 2013, TxDOT, Denton County, and the RTC identified funding to allow TxDOT to exercise several options to be advanced with the baseline project
- All partnership agreements and loan repayments have been completed (e.g., LBJ loan repayment, RTC/Local Swap)
- Project construction began in October 2013
- Estimated completion timeframe is mid-2017

PREVIOUSLY APPROVED SOURCES OF FUNDING FOR IH 35E OPTIONS*

Funding Source	\$ in Millions
Pending TIFIA Loan	\$215.0
TxDOT ROW Funds for IH 35E Base Case**	128.0
TxDOT ROW Funds for IH 35E Options	85.2
Total	\$428.2

Notes from RTC Resolution Number R13-05:

*RTC approved the use of Denton County RTR funds as a backstop in the event that other funding sources are less than anticipated and to assist TxDOT with the cash flow needs of the project until other funding sources are available

**TxDOT ROW funds will offset existing RTR funds on base case and RTR funds will subsequently be moved to fund the additional options

FUNDING FOR IH 35E

Activity	\$ in Millions
Phase 1 Construction Funding*	\$1,172.91
Added Scope for IH 35E/IH 635 Interchange	40.00
TIFIA Program Loan	285.00
Total	\$1,497.91

*Includes funding for engineering, right-of-way/utilities, and construction phases.

COST OF ADDITIONAL IH 35E “OPTIONS” RECOMMENDATION

Activity	\$ in Millions
Baseline Cost	\$1,172.91
Additional Cost for Options	285.30
Additional Cost for IH 35E/IH 35 Interchange	40.00
Total Cost	\$1,498.21

CURRENT STATUS

- TIFIA Program loan approval is imminent
- Loan amount is higher than anticipated:
\$285 million vs. \$215 million
- FHWA is seeking RTC's recognition of the loan to TxDOT for inclusion in the TIP
- TxDOT anticipates closing on the loan in October 2015

RECOMMENDATION

- Staff recommends that the RTC:
 - Approve the resolution contained in Reference Item 6.1
 - Direct staff to administratively amend the TIP listing to reflect the TIFIA loan funding

CONTACT INFORMATION/ QUESTIONS

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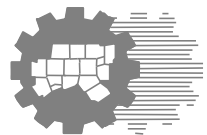


PROPOSED PARTNERSHIP ON IH 635E

IH 635 East Legislative Delegation Meeting

Michael Morris, P.E.

July 28, 2015






OVERVIEW

Legislative Background and Context

Ideas for IH 635 East

Legislative Next Steps



Legislative Background and Context (Annual Transportation Need According to TxDOT)

\$3 billion Capacity

\$1 billion Maintenance

\$1 billion Energy Roads

\$5 billion Plus “Tolls and Loans” Still Permissible

Value of “Tolls and Loans”

\$3 billion - \$4 billion

Expectation: IH 635E should have
less tolls but some tolls necessary



Legislative Background and Context (New Revenues)

Proposition 7 Election in November

If Positive, Two Year Delay (FY18)

Proposition 1 is Legislatively Sub-allocated but
not Other Revenue Sources

May need to get new Revenue to Urban
Regions

Legislative Background and Context

Lawmakers have provided opportunities for new funding for transportation

Revenue Source	Priced Facility Use	Transit Use	Estimated Statewide Revenue (in billions)					
			2015	2016	2017	2018	2019	2020
Prop. 1	No	No						
End Diversions	Yes	No						
Sales Tax*	No	No						
Excise Tax*	No	No						
Total Revenue			\$1.74	\$1.81	\$1.79	\$4.84	\$4.84	\$5.53

* Pending voter approval

Ideas for IH 635 East (Brainstorming with TxDOT)

IH 635 East from US 75 to Miller

5-2-2-5 with frontage roads and noise walls. Express lanes tolled. May be eliminated with additional TxDOT revenues in future legislative sessions as part of a regional approach.

IH 635 East from Miller to IH 30

5-1-1-5 with frontage roads and noise walls. No tolls on express lanes (2/3 of 11 mile section not tolled).

Examine feasibility of truck lanes in non-tolled express lanes for time periods and traffic direction not utilized by commuters.





Legislative Next Steps

Do not oppose expanded use of HOV lane for toll users (will be eliminated on 2/3 of corridor).

Construction under way.

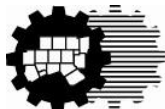
Equivalent of one freeway lane in each direction (extremely cost effective).

This creates opportunity for TxDOT to partner with the RTC to build a permanent facility more quickly.

Clean Fleets North Texas 2015 Call for Projects

**Regional Transportation Council
August 13, 2015**

**Chris Klaus
Senior Program Manager
Air Quality Planning & Operations**



**North Central Texas
Council of Governments**

Air Quality Emphasis Areas

High-Emitting Vehicles/Equipment



Low Speeds

Idling



Vehicle Miles of Travel

Energy and Fuel Use



Cold Starts

Hard Accelerations

Proposed Funding

Source	Amount
TCEQ SEP*	\$21,255
CMAQ (FY 16 Programmed Funds)	\$2,500,000
TOTAL	\$2,521,255

***Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP) Funds Will be Devoted to School Bus Projects; Additional SEP Funds Received Will Continue to be Added to This Funding Initiative**

Funding Eligibility

Funding Level

Up to 80% of Incremental Project Cost

Project Types – Must Reduce NO_x Emissions

Replacement

Repower

Conversion

Retrofit

On-Board Idle Reduction (School Buses Only)

Qualifying New Purchase

Applicants

Vehicles Operating in 10-County Nonattainment Area

Must Adopt [Clean Fleet Policy](#) Prior to Application

Deadline

Evaluation Criteria

Quantitative Assessment – Primary Consideration

Cost Per Ton NO_x Emissions Reduced in
Nonattainment Area

Qualitative Assessment

Partnership

Feasibility/Risk

Multi-Pollutant Emission Reductions*

Cost Per Ton VOC Emissions Reduced

Cost Per Ton PM Emissions Reduced

Cost Per Ton CO₂ Emissions Reduced

Cost Per Gallon Petroleum Reduced

Innovative Project Type(s)

*VOC = Volatile Organic Compounds, PM = Particulate Matter (MAP 21 CMAQ Priority), CO₂ = Carbon Dioxide

Request for Information

Refueling/Recharging Infrastructure

No Funding Eligibility

Identify Remaining Barriers

Facilitate Future Coordination

Evaluate Potential Future Opportunities



Proposed Schedule

Event	Anticipated Time
STTC Action	July 24, 2015
DFWCC Quarterly Meeting	August 4, 2015
RTC Action	August 13, 2015
Call for Projects Opens	August 17, 2015
Workshop/Webinar	September 3, 2015
Call for Projects Closes	October 23, 2015
Staff Funding Recommendations Finalized	November 16-20, 2015
STTC Action	December 4, 2015
RTC Action	December 10, 2015
Executive Board Authorization	December 17, 2015
Agreements Transmitted	December 2015
Project Implementation	January 2016 & Ongoing

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ASSISTANCE TO THE CITY OF DALLAS AND NTTA

RELATED TO THE TRINITY PARKWAY DESIGN CHARRETTE RECOMMENDATIONS

Regional Transportation Council
August 13, 2015

Ken Kirkpatrick

TRINITY PARKWAY

Design Charrette

Visiting Team of Professionals, Privately Funded

Report Completed April 2015

20 Design-Related Recommendations

Dallas City Council Directed Creation of a
Multi-Disciplinary Team

Determine Actions Necessary to Implement Findings of
Design Charrette

DESIGN FUNDING

Previous RTC Approvals¹:

\$83M Approved for Design

30% Design: \$30M (Dallas County RTR)

~\$26M Spent to Date (NTTA)

100% Design: \$53M (Dallas County RTR)

¹Approved Sept., Oct., Dec. 2008

RTC Policy: Funds to be Repaid by Project Implementer

CONTINUED ASSISTANCE

Previous Funding Available to Assist Dallas and NTTA

Incorporate Charrette Recommendations

Staged Construction of Trinity Parkway



The Metropolitan Transportation Plan for North Central Texas

Regional Transportation Council

Dan Lamers, P.E.

August 13, 2015

How to Use the Keypads

- Press the number or letter on the keypad that corresponds to the answer choice on the screen.
- Press with the pad of your finger – not your fingernail.
- A green light will illuminate briefly when the answer is received.
- The answer will show briefly on the LCD screen.
- Do not push the **Channel** button in the bottom left.

Test Question

What is your favorite season?

- A. Winter
- B. Spring
- C. Summer
- D. Fall

Topics for Discussion

1. RTC Tolling Policy
2. Tolloed vs. Tax-Funded Facilities
3. Mega Projects vs. “CapMain”
4. Project Prioritization
5. Regional Passenger Rail Approach
6. Public Transportation Bus Options
7. MTP Financial Assumptions

Topic 1: RTC Tolling Policy

- The RTC does not support converting freeway lanes to tolled facilities.
- Since 1993, it has been the RTC's policy to evaluate all new limited-access capacity for priced facility potential.

Question 1: Given the opportunity for voters to approve significant new revenues for transportation, should the RTC's position on new capacity be reconsidered?

A. Yes

B. No

Topic 2: Tolled vs. Tax-Funded Facilities

- The current MTP includes roadway improvements utilizing a balance of toll and tax funding.
- If voters approve Prop. 7 and the Texas Transportation Commission allocates the DFW area its fair share, this translates to the potential for a 50% reduction in future toll facilities.

Question 2: Given the opportunity for new funding, should the MTP:

- A. Keep planned tolled facilities as is and add new toll-free projects**
- B. Reduce the number of future toll facilities by approximately 50%**

Topic 3: Mega Projects vs. “CapMain”

- Mega projects require significant investment of over \$1 billion and involve total reconstruction of a corridor.
- “CapMain” represents strategic investment to existing assets by maintaining infrastructure and constructing improvements within existing rights of way at a lower cost, but with scaled-back benefits.

Question 3: Should the RTC pursue a network of “CapMain” improvements, preserving revenue that can be incorporated into mega projects?

- A. Yes**
- B. No**

Topic 4: Project Prioritization

- Mobility 2040 will prioritize projects based on the MAP-21 National Goals.

Question 4: Which of these goals should have the highest priority?

- A. Safety**
- B. Infrastructure Condition**
- C. Congestion Reduction**
- D. System Reliability**
- E. Freight Movement and Economic Vitality**
- F. Environmental Sustainability (includes air quality)**
- G. Reduced Project Delivery Delays**

Topic 5: Regional Passenger Rail Approach

- Over the past ten years, RTC has led efforts to identify funding strategies to implement a system of regional passenger rail.

Question 5: Given the lack of funding support for rail transit, should the region:

- A. Continue to pursue a regional funding strategy to implement the current planned rail system**
- B. Seek to identify funding to prioritize and reduce the number of rail corridors**
- C. Seek to identify funding for additional rail corridors**

Topic 6: Public Transportation Bus Options

- The RTC has focused on passenger rail system planning, and bus transit planning has primarily been conducted by partner transit agencies.

Question 6: Given uncertain funding for new passenger rail, should the MTP:

- A. Advance bus transit service on planned rail corridors**
- B. Introduce guaranteed-speed bus transit service on express lanes**
- C. Increase the network of park-and-ride lots in conjunction with increased bus transit service**
- D. All of the above**

Topic 7: MTP Financial Assumptions

- The MTP assumes historical revenue trends for transportation funding will occur in the future.

Question 7: Given your current understanding of local, state, and federal funding, what trends in future revenue should Mobility 2040 assume?

- A. Lower**
- B. About the Same**
- C. Higher**

Contacts

To find out more about Mobility 2040, visit us at:

www.nctcog.org/mobility2040

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