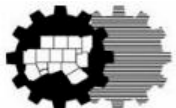


HEMPHILL/LAMAR FUNDING PARTNERSHIP

REGIONAL TRANSPORTATION
COUNCIL

APRIL 13, 2017

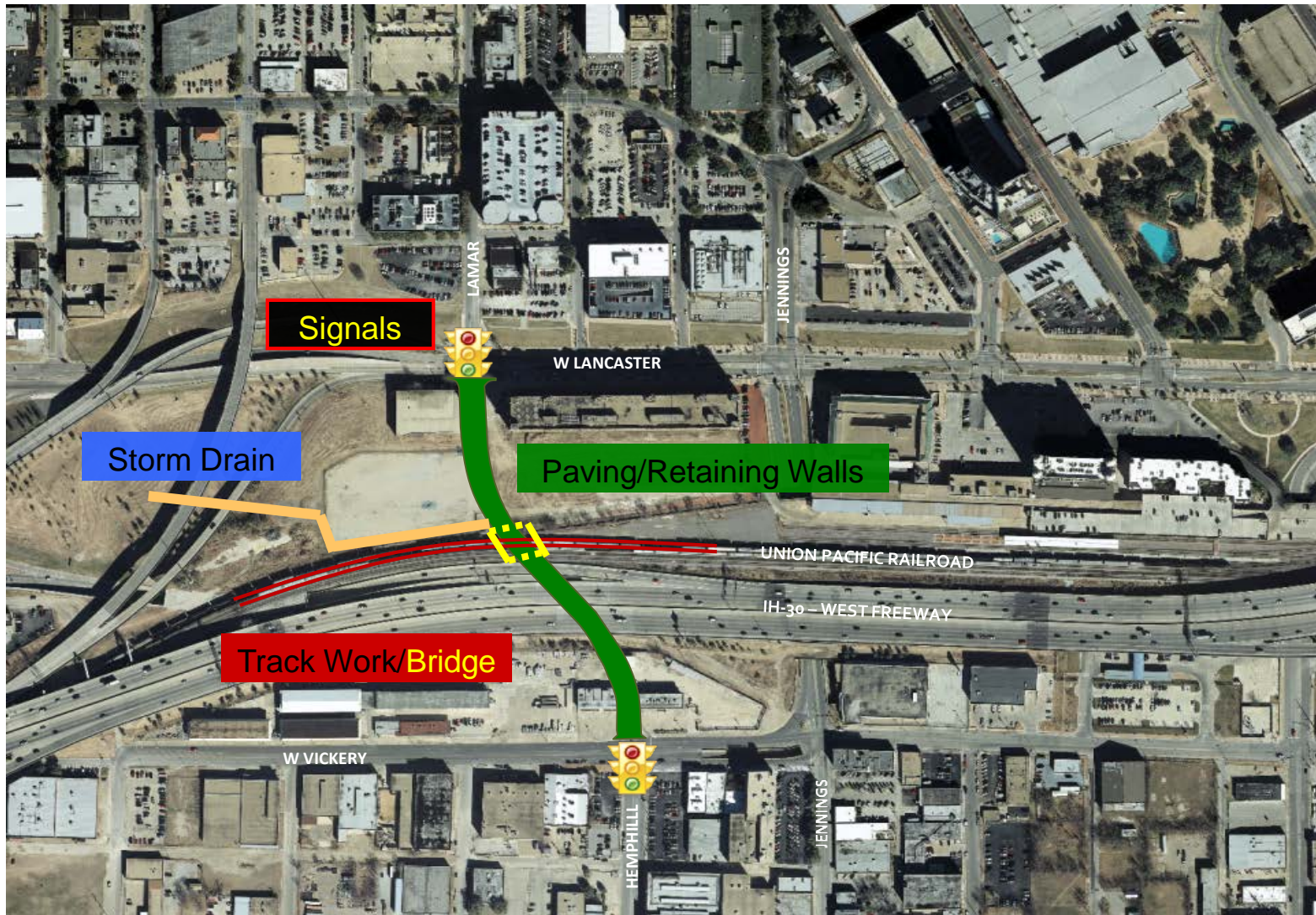


North Central Texas
Council of Governments
Transportation Department

PROJECT BACKGROUND

- Hemphill Street: Goes north from IH 20 and terminates just before downtown south of IH 30
- Lamar Street: Comes south out of Downtown Fort Worth and stops just north of IH 30
- Project Scope: Four lane divided road with shared use bicycle/pedestrian path
- As part of the IH 30 reconstruction in 2000, the Texas Department of Transportation (TxDOT) built three bridges over Hemphill/Lamar to enable the construction of a connector in the future.
- Project was de-federalized by the Regional Transportation Council (RTC) in 2009 at the request of the City
- Rising project costs have led to the need for a partnership to fill the funding gap.
- The use of local funds allows the project to proceed without going through the federal environmental process.

PROJECT AREA



Source: City of Fort Worth

PROPOSED LOCAL DESIGN PARTNERSHIP DEAL POINTS

- RTC to swap federal and local funds with Tarrant County on the TEXRail project
 - \$20,000,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds with 4,000,000 Transportation Development Credits (TDCs) in lieu of a local match to be added to the TEXRail project by the RTC
 - Tarrant County to contribute its \$20,000,000 commitment on TEXRail in local funds to the Hemphill/Lamar project
- Tarrant County to contribute an additional \$3,000,000 to the Hemphill/Lamar project and in exchange:
 - \$1,000,000 in CMAQ funds to be used for a transit pilot project in Forest Hill, Everman, and Crowley
 - TxDOT to assess need for improvements at the FM 1220 and Azle Avenue intersection as part of the recently approved \$415,000,000 on SH 199
- \$3,448,803 in Regional Toll Revenue (RTR) funds to be contributed by the RTC to cover the remainder of the construction costs.
 - Funds will be transferred to the West from the East (East will receive federal funds in return)

SUMMARY OF ADDITIONAL FUNDING FOR PROPOSED PARTNERSHIP (\$ IN MILLIONS)

	Tarrant County	RTC
Local Funds for Hemphill/Lamar	\$23.00	
RTR Funds for Hemphill/Lamar ¹		\$3.45
CMAQ Funds for TEXRail		\$20.00
TDCs for TEXRail		4.00
CMAQ Funds for Transit Pilot Projects		\$1.00
Federal/State Funds for SH 199 ²		\$415.00 ³

1: Coming from the Kaufman County RTR account

2: Already approved by the RTC on 12/8/2016; TxDOT will assess the need at FM 1220 and Azle Avenue as well

3: Includes RTC and TxDOT-selected funding from the 10-Year Planning Effort

FUNDING PROPOSAL FOR HEMPHILL/LAMAR CONNECTOR

Project Phase	Tarrant County ¹	TxDOT Funds ²	RTR Funding ³	Fort Worth Local Funds	Total Funding	Total Cost
Preliminary Engineering				\$2,174,986	\$2,174,986	\$2,174,986
Right-of-Way Acquisition/ Utility Relocation				\$10,356,000	\$10,356,000	\$10,356,000
Construction	\$23,000,000		\$3,448,803	\$14,161,197	\$40,610,000	\$40,610,000
Direct State Oversight Costs (off system only)		\$145,400		\$0	\$145,400	\$145,400
Total	\$23,000,000	\$145,400	\$3,448,803	\$26,692,183	\$53,286,386	\$53,286,386

Notes:



1: Includes TEXRail and SH 199 funding swaps; CMAQ to be placed on TEXRail project with TDCs as the match

2: TxDOT is paying the direct state oversight costs for the on system components of the project.



3: Any cost savings will be retained by the RTC

Transportation Projects On or Near SH 199

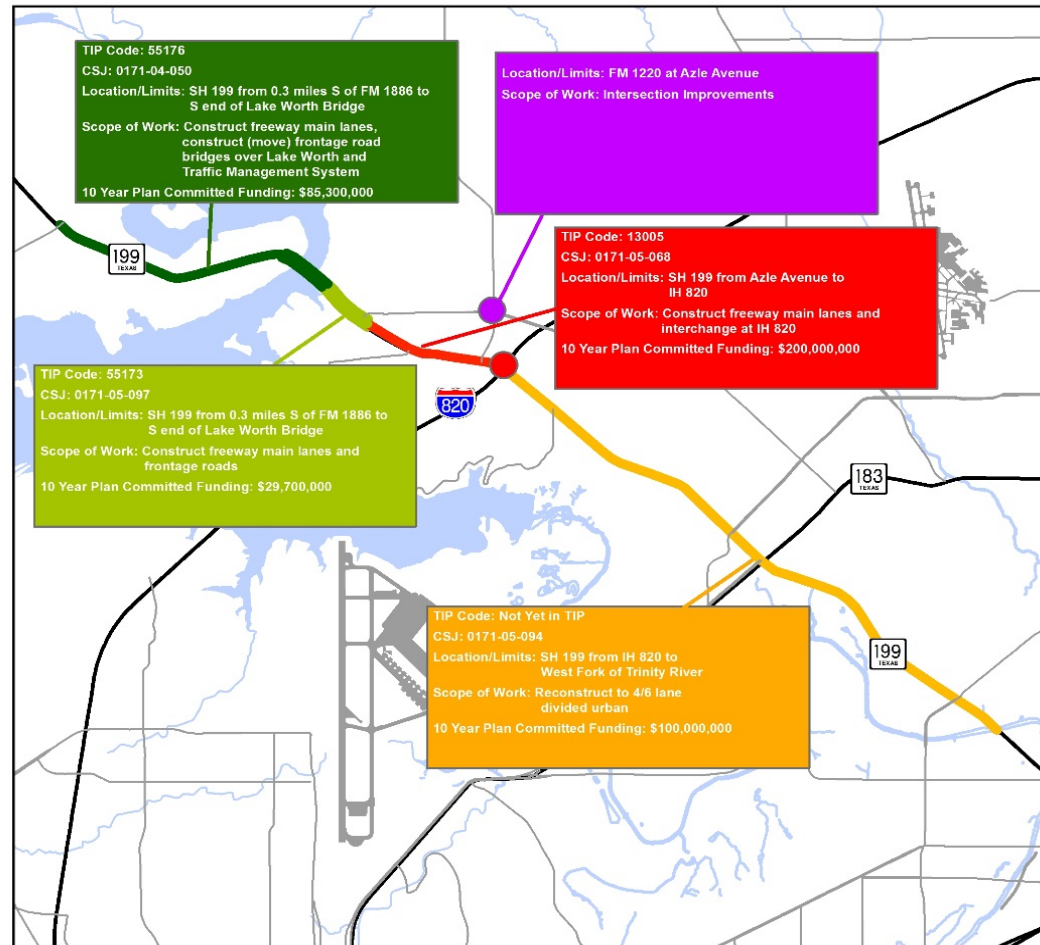
Project Name/Limits

-  SH 199 from 0.3 miles S of FM 1886 to S end of Lake Worth Bridge
-  SH 199 from S end of Lake Worth Bridge to Azle Avenue
-  SH 199 from Azle Avenue to IH 820 and Interchange at IH 820
-  SH 199 from IH 820 to West Fork of Trinity River
-  FM 1220 at Azle Avenue

Legend

-  Major Highways / Roadways
-  Other Highways / Roadways

**Total Investments:
\$415M**



- SH 199 improvements from FM 1886 to West Fork of Trinity River funded as part of the recent 10-Year Plan approved by the RTC in December 2016
- TxDOT will assess need at FM 1220 and Azle Avenue.

EAST/WEST RTR SWAP

- As non-federal funds are needed to fund the shortfall on Hemphill/Lamar, staff is proposing to trade \$7,100,000 in the Kaufman County RTR account for federal funds.
 - These funds were allocated in 2012 and remain un-programmed.
 - Kaufman County will receive \$10,000,000 in federal funds in return (project(s) to be selected at a later date).
- The RTR funds will be transferred as follows:
 - \$3,448,803 to go to the Tarrant County RTR account for the Hemphill/Lamar project
 - The remainder will go to the Regional account.

ACTION REQUESTED

- RTC approval of:
 - The partnership between the RTC, City of Fort Worth, Tarrant County, and TxDOT as detailed in Slides 4-6
 - The transfer of RTR funds between RTR accounts as detailed in Slide 8
 - Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

TIMELINE

September 2016	Initially brought to STTC/RTC
March 2017	STTC Action
April 2017	RTC Action
April 2017	Submittal to Statewide Transportation Improvement Program (STIP)
June-July 2017	Anticipated approval of STIP Revision
July 2017	Anticipated approval of RTR funds by the TTC

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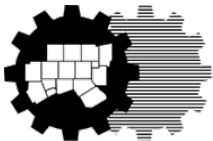
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CRITICAL FREIGHT CORRIDORS

Regional Transportation Council
April 13, 2017

Dan Lamers, Senior Program Manager



BACKGROUND

Objective

Identify Important Freight Corridors that Provide Critical Connectivity to the State Freight Network and National Highway Freight Network

Freight Networks

- Primary Highway Freight System – Federal
- Texas Freight Network – State
- Critical Freight Corridors – Regional

Critical Freight Corridors

- Urban corridors are designated by the Metropolitan Planning Organization
 - Approximately 100 miles are anticipated for 2017 designations
 - All proposed freight corridors in the region were evaluated through a qualitative and quantitative process
- Rural corridors are state designated

PERFORMANCE MEASURES

Regional Critical Freight Corridor System aligns with goals from:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Ten Year Plan

Utilized performance-based planning to develop a scorecard that considered:

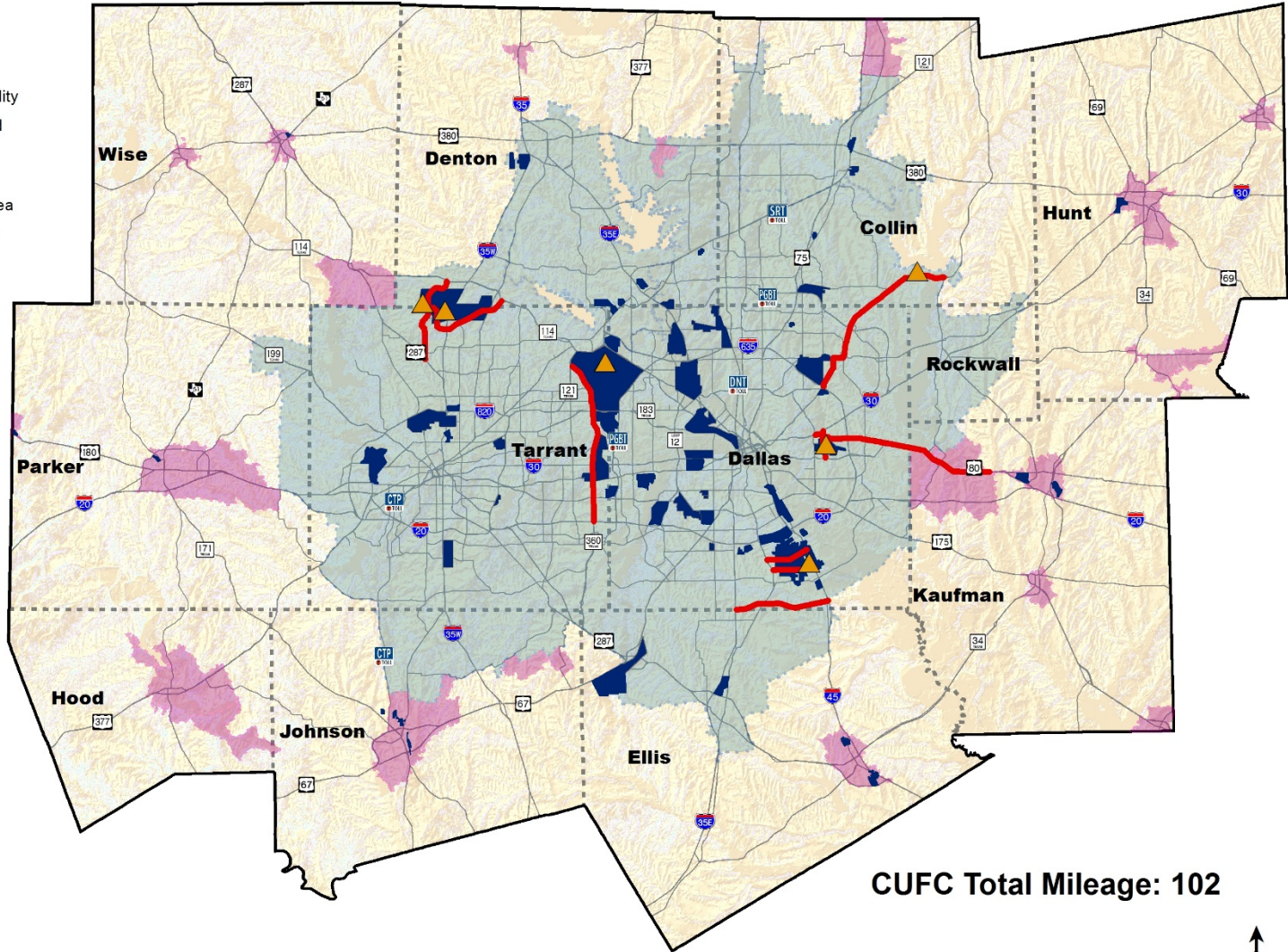
- Truck travel data
- Intermodal facility location connections
- Connections to freight oriented developments
- Connections to the Primary Highway Freight System
- Connections to the Texas Freight System
- Connections to major freight generators, logistics centers, or manufacturing and warehouse/industrial land

Requesting Action on Proposed 2017 Critical Urban Freight Corridors

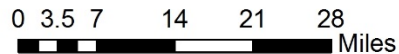
Draft 2017 Critical Urban Freight Corridors

Legend

-  2017 Critical Urban Freight Corridors
-  Intermodal Facility
-  Freight Oriented Developments
- Urbanized Area**
 -  Small Urban Area
 -  Urbanized Area
 -  Highways
 -  Counties



CUFC Total Mileage: 102



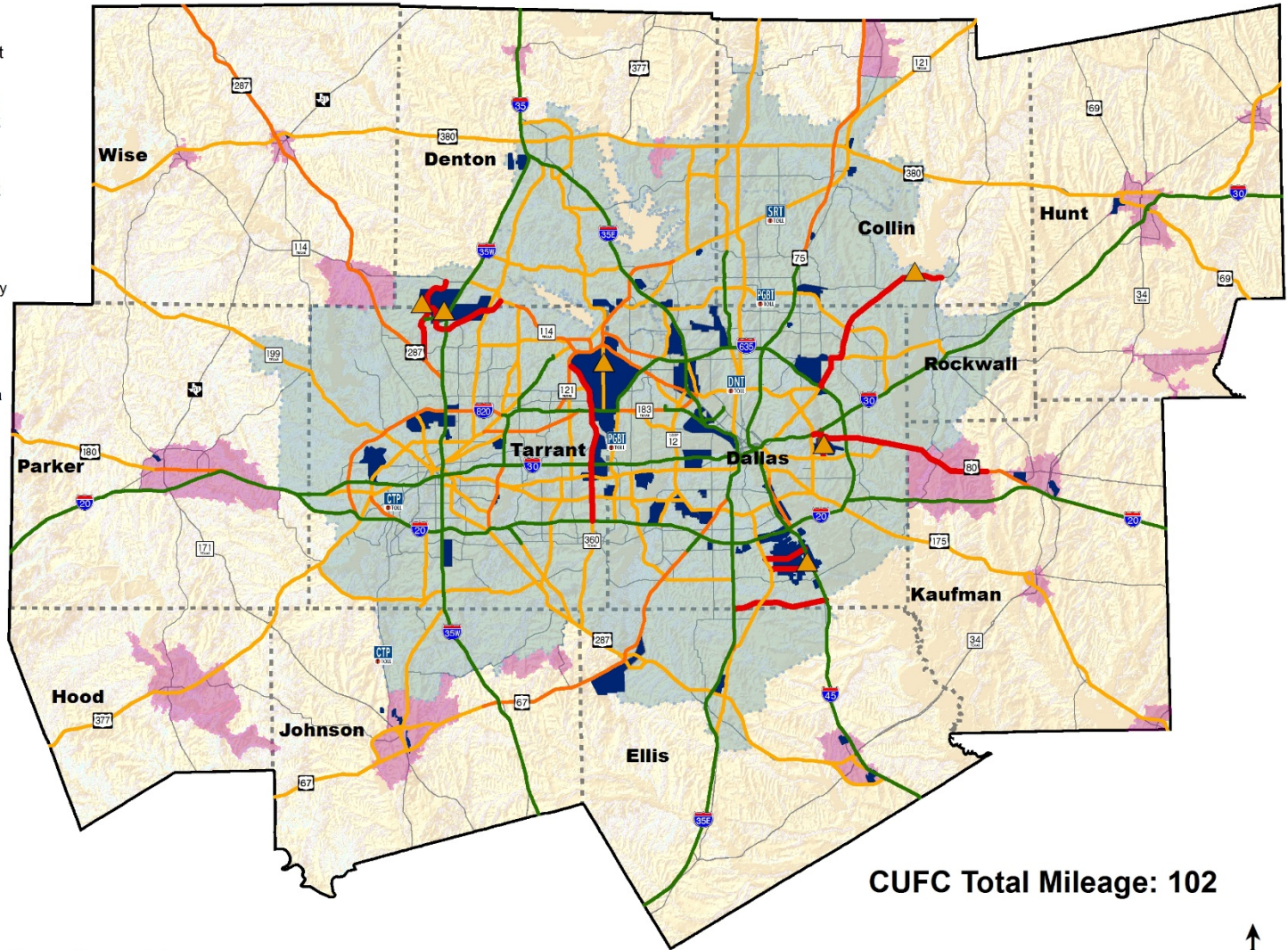
Draft 2017 Critical Urban Freight Corridors

Legend

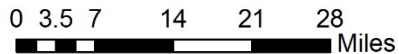
- FHWA Primary Highway Freight System
- TxDOT Primary Freight Network
- TxDOT Secondary Freight Network
- 2017 Critical Urban Freight Corridors
- Intermodal Facility
- Freight Oriented Developments

Urbanized Area

- Small Urban Area
- Urbanized Area
- Highways
- Counties




CUFC Total Mileage: 102



WEB ADDRESS

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North Central Texas Council of Governments

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transportation

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Freight Program Area

Critical Freight Corridors

The North Central Texas Council of Governments is engaged in developing a Regional Critical Urban Freight Corridor system. The goal is to identify important freight corridors that provide critical connectivity to the state freight network and the Primary Highway Freight System. The regional Critical Freight Corridor system will align with Mobility 2040: The Metropolitan Transportation Plan, the Transportation Improvement Program, and the Ten Year Plan.

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) requires the FHWA Administrator to establish a National Highway Freight Network (NHFN) to strategically direct Federal resources and policies toward improved performance of the NHFN. This network is the focus of funding under the National Highway Freight Program (NHFP) and a significant funding target under the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grants Program (Nationally Significant Freight and Highway Projects Program) (23 U.S.C. 117). The NHFN consists of the following four subsystems: (1) the Primary Highway Freight System (PHFS); (2) those portions of the Interstate System not part of the PHFS; (3) Critical Rural Freight Corridors (CRFCs); and (4) Critical Urban Freight Corridors (CUFCs). (23 U.S.C. 167(c)).

CRFCs and CUFCs are important freight corridors that provide critical connectivity to the NHFN. By designating these important corridors, States can strategically direct resources toward improved system performance and efficient movement of freight on the NHFN. The designation of CRFCs and CUFCs will increase the State's NHFN, allowing expanded use of NHFP formula funds and FASTLANE Grant Program funds for eligible projects that support national goals identified in 23 U.S.C. 167(b) and 23 U.S.C. 117(a) (2). *Source: Federal Highway Administration, February 2017*

Critical Freight Corridors Maps and Information

- FHWA Primary Highway Freight System
- FHWA Primary Highway Freight System and TxDOT Freight Networks
- Potential Critical Urban Freight Corridors System - DRAFT
- Potential Critical Urban Freight Corridors with State Network and National System - DRAFT
- DRAFT 2017 Critical Urban Freight Corridors (first round suggestions)
- DRAFT 2017 Critical Urban Freight Corridors with State Network and National System (first round suggestions)
- Critical Urban Freight Corridor Scorecard

Staff

- Jeff Hathcock, Principal Transportation Planner
- Michael Johnson, Transportation Planner
- Lisa Key, Sr. Administrative Assistant
- Dan Lamers, Sr. Program Manager

[Freight Links](#) [Contacts by Topic](#) [Click Here to Stay Informed](#)

3/14/2017 05/14/2009 R

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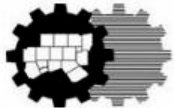
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UPDATES TO REGIONAL TRANSPORTATION DEVELOPMENT CREDIT PROGRAM

REGIONAL TRANSPORTATION
COUNCIL

APRIL 13, 2017



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Transportation Development Credits = TDCs
- TDCs are “earned” by the region when toll revenues are used to fund capital projects on public highways
- TDCs are not money or cash
- They do not increase funding for a given project
- They are eligible to “match” a federal funding award
- The Dallas-Fort Worth Region has been allocated 465,486,222 in TDCs
- As of September 30, 2016, the Dallas-Fort Worth Region has 319,121,623 of TDCs available for future allocation

CURRENT TDC CATEGORIES

Category	Award Methods	Current Allocation
1	Strategic Awards to Small Transit Providers	10,000,000
2	Type 1 Call: Regional Transportation Council (RTC) has Revenue <ul style="list-style-type: none"> • Transportation Alternatives Program • Texas Department of Transportation (TxDOT)/RTC Partnership for Reliability, Congestion Mitigation, and Air Quality • Collin County LIP/LIRAP Partnership 	9,600,000
3	Type 2 Call: Local Agency has Revenue	16,764,599
4	Selling TDCs to other MPOs/TxDOT	100,000,000
5	Regional Programs/Management and Operations	10,000,000
TDC Pool	For Future Allocation	319,121,623

SUMMARY OF PROPOSED ACTIONS

Category	Proposed Action(s)
1 – Strategic Awards to Small Transit Providers	<ul style="list-style-type: none"> Continue the category and increase its allocation by 16 million.
2 – RTC Has Revenue	<ul style="list-style-type: none"> Continue the category and increase its allocation by 10.4 million Change name by removing “Type 1 Call”
3 – Local Agency Has Revenue	<ul style="list-style-type: none"> Change name by removing “Type 2 Call” Reduce its allocation to the awarded amount (reduce by 73,484), and retire the category.
4 – Selling TDCs to Other MPOs/TxDOT	<ul style="list-style-type: none"> Continue the category and increase its allocation by 50 million.
5 – Regional Programs/Management and Operations	<ul style="list-style-type: none"> Change the category’s goal to: “Support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply” Expand its scope to include more project & program types (i.e. Sustainable Development, Regional Turnback, land use/transportation integration for military bases, safety, and other strategic partnerships with regional agencies) Increase its allocation by 20 million
6 – MTP Policy Bundle	<ul style="list-style-type: none"> Create the category and allocate 100 million to it.

PROPOSED NEW ALLOCATION AMOUNTS

Category	Award Methods	Current Allocation	Proposed Change	Revised Allocation ¹
1	Strategic Awards to Small Transit Providers	10,000,000	+16,000,000	26,000,000
2	Type 1 Call: RTC has Revenue	9,600,000	+10,400,000	20,000,000
3	Type 2 Call: Local Agency has Revenue	16,764,599	-73,484	16,691,115
4	Selling TDCs to other MPOs/TxDOT	100,000,000	+50,000,000	150,000,000
5	Regional Programs/Management and Operations	10,000,000	+20,000,000	30,000,000
6	MTP Policy Bundle	0	+100,000,000	100,000,000
TDC Pool	For Future Reallocation	319,121,623	-196,326,516	122,795,107
Total		465,486,222		465,486,222

¹Additional allocations are for Fiscal Year 2017, 2018, and 2019 with the exception of Category 1, which includes 1,000,000 TDCs for Fiscal Year 2016 as well

REMAINING TDC AMOUNT

- If the proposed allocations are approved, our MPO would have ≈ 122.8 million TDCs left for future allocation.
- Staff plans to work with TxDOT to determine why our MPO has not received more TDCs
 - Is the State not meeting the federal maintenance of effort (MOE) requirement?
 - Or, is the State meeting MOE, but not requesting approval of new credits?
- Propose to send a letter to the State requesting clarification of the above issues

FUTURE TDC AWARDS

- If additional TDCs are awarded, the RTC will be asked to approve the adjusted allocation to the respective category at that time.
 - Example: Approval of transit projects using Category 1 TDCs will be accompanied by approval of an increased allocation for that category to cover the awarded amount, if needed.
- The TDC balances will then be adjusted to reflect the new allocations.

REQUESTED ACTION

- RTC approval of:
 - Changes to the TDC categories and allocations as summarized on Slides 4 and 5
 - Contacting other MPOs in the State to assess interest in exchanging TDCs for cash
 - Sending a letter to TxDOT Headquarters to clarify why NCTCOG has not received additional TDCs since 2012

TIMELINE

February 2017

STTC Information

March 2017

RTC Information
Public Meetings
STTC Action

April 2017

RTC Action

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Automated Vehicle Program Funding

Regional Transportation Council

**Thomas J. Bamonte
Program Manager, Automated Vehicles
North Central Texas Council of Governments
April 13, 2017**

Texas AV Proving Ground: UTA Campus and Environs

Purpose: Support deployment of AVs on UTA campus and environs

Funding: \$350,000

Rationale: Develop low-speed shuttles in campus environments; reduce short auto trips to and around campus

Texas AV Proving Ground: Second AV Shuttle Deployment

Purpose: Support second AV shuttle deployment elsewhere in region (low/medium speed)

Funding: \$250,000

Selection: Merit-based

Rationale: AV shuttles may evolve to serve multiple purposes—e.g., automated transit vehicles, flexible neighborhood transit, activity center circulators

Texas AV Proving Ground: I-30 Corridor (Managed Lanes 3.0)

Purpose: Fund pilot AV projects in the I-30 corridor; focus on increasing capacity/speeds/reliability/safety of managed lanes; seed money for private investment

Funding: \$1,000,000

Selection: Merit-based.

Rationale: Using tech to optimize managed lanes leverages region's investment in managed lanes; opportunity for national leadership

AV Data Infrastructure: Traffic Signal Data Sharing

Purpose: Provide grants to help communities make their traffic signal data accessible

Funding: \$250,000

Selection: Merit-based

Rationale: US Treasury report—10x ROI on traffic signal optimization investment; data sharing cheapest/fastest route; opportunity for national leadership

Transportation Data Infrastructure: 511DFW Enhancement

Purpose: Provide grants to help communities make transportation data accessible

Funding: \$250,000

Selection: Merit-based

Rationale: Sharing information about road closures, special events, incidents affecting traffic flow optimizes travel navigation services and hence traffic efficiency in region

“Mover” Prototype

Purpose: Develop a “mover” system for freight/people and enabling infrastructure

Funding: \$575,000

Selection: Merit-based

Rationale: Develop integrated system for moving people/freight using automated vehicles using both streets and guideways

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 (511DFW) - \$250,000

“Mover” prototype - \$575,000

Contact Information

Thomas J. Bamonte, Program Manager

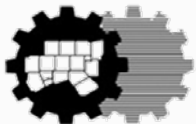
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LEGISLATIVE UPDATE

**Regional Transportation Council
April 13, 2017**



**Amanda Wilson, AICP
North Central Texas Council of Governments**

RTC Legislative Program

Continue progress made toward improving transportation and air quality during recent legislative sessions

Invest in further progress toward meeting transportation and air quality needs

Provide support for other transportation topics that may be addressed in legislation

85th Texas Legislature

SENATE PASSED SB 1

\$217.7B in All Funds

\$106.3B in State Spending

Delays \$2.5B Proposition 7
Transfer

\$28.4B Total TxDOT

Includes HSR Rider

\$71M/year for TERP

HOUSE PASSED SB 1

\$218.2B in All Funds

\$106.8B in State Spending

\$28.4B Total TxDOT

No HSR Rider

\$118M/year for TERP

85th Texas Legislature

Transportation Funding

- **SB 1 (Nelson)** General Appropriations Bill - Both chambers passed with amendments
 - House amendments from 199 to 378 adopted in Article XI
- **HCR 108 (Zerwas)** Directs Comptroller to reduce Proposition 7 transfers to SHF; no action

85th Texas Legislature

Air Quality - LIRAP/LIP, TERP

- **HB 2321 (Turner)** Modernizes, adds flexibility to LIRAP/LIP – Approved in Committee 4/5/17; sent to Calendars 4/11/17
- **HB 402 (Huberty)** Expands LIP projects; no threshold for LIRAP; 90% of funds generated returned to county (applies to Harris Co. funds)
- **SB 26 (Estes)** Updates TERP, extends expiration date – Full Senate Approved 3/14/17; Received in House 3/15/17

85th Texas Legislature

CDA's

- **HB 2861 (Phillips)** Statewide CDA bill – Left pending in House Transportation Committee 4/12/17
 - IH 30 from IH 35W to east of Fielder Rd.
 - IH 635E from U.S. Highway 75 to IH 30
 - IH 35E from IH 635 to U.S. Highway 380
 - Plus others throughout the State

85th Texas Legislature

High-Speed Rail

- **SB 975 (Birdwell)** Security requirements for HSR
- **SB 977 (Schwertner)** Prohibits State money for HSR
- **SB 979 (Schwertner)** Property owner repurchase property if not used for HSR
- **SB 981 (Kolkhorst)** Compatibility of HSR train technology
- All passed out of Senate Committee 4/6/17; placed on Senate Intent Calendar for 4/18/17

85th Texas Legislature

Transit

- **SB 385 (Burton)** Requires voter approval of local acceptance and use of federal funds for commuter rail projects, include in transportation plan
- Passed out of committee; first placed on Senate Intent Calendar 3/28/17; on Calendar for 4/18/17

85th Texas Legislature

Additional Topics

- **Safety**
 - SB 1588 (Huffines) Ending safety inspection – left pending in committee 4/11/17
 - SB 88 (Hall) Prohibiting red light cameras – Passed out of full Senate; House received 3/30/17
 - HB 62 (Craddick) Texting while driving – Passed out of full House; Senate received 3/20/17

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START OF OZONE SEASON & OTHER AIR QUALITY UPDATES

Regional Transportation Council

Chris Klaus, Senior Program Manager



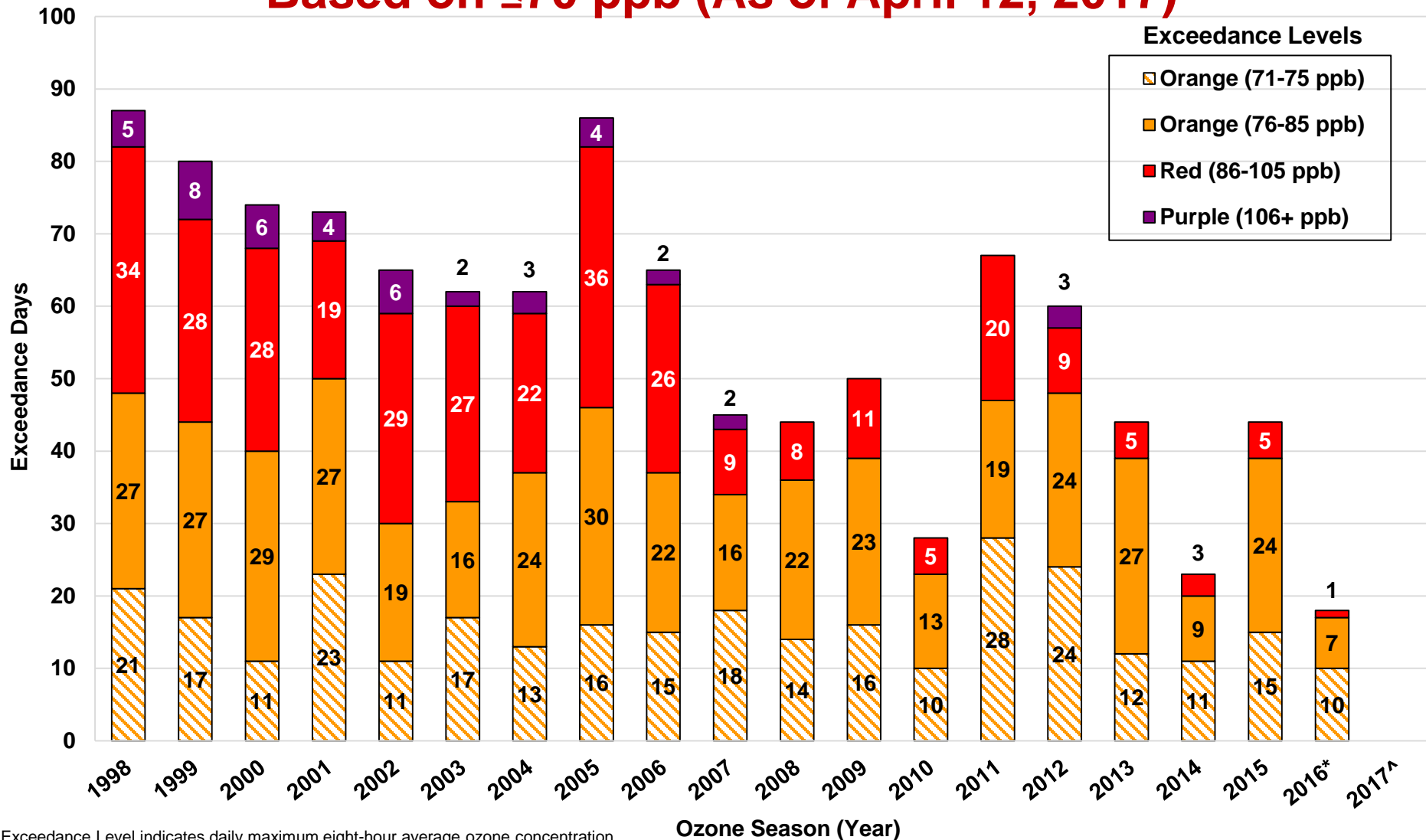
April 13, 2017




**North Central Texas
Council of Governments**

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of April 12, 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)

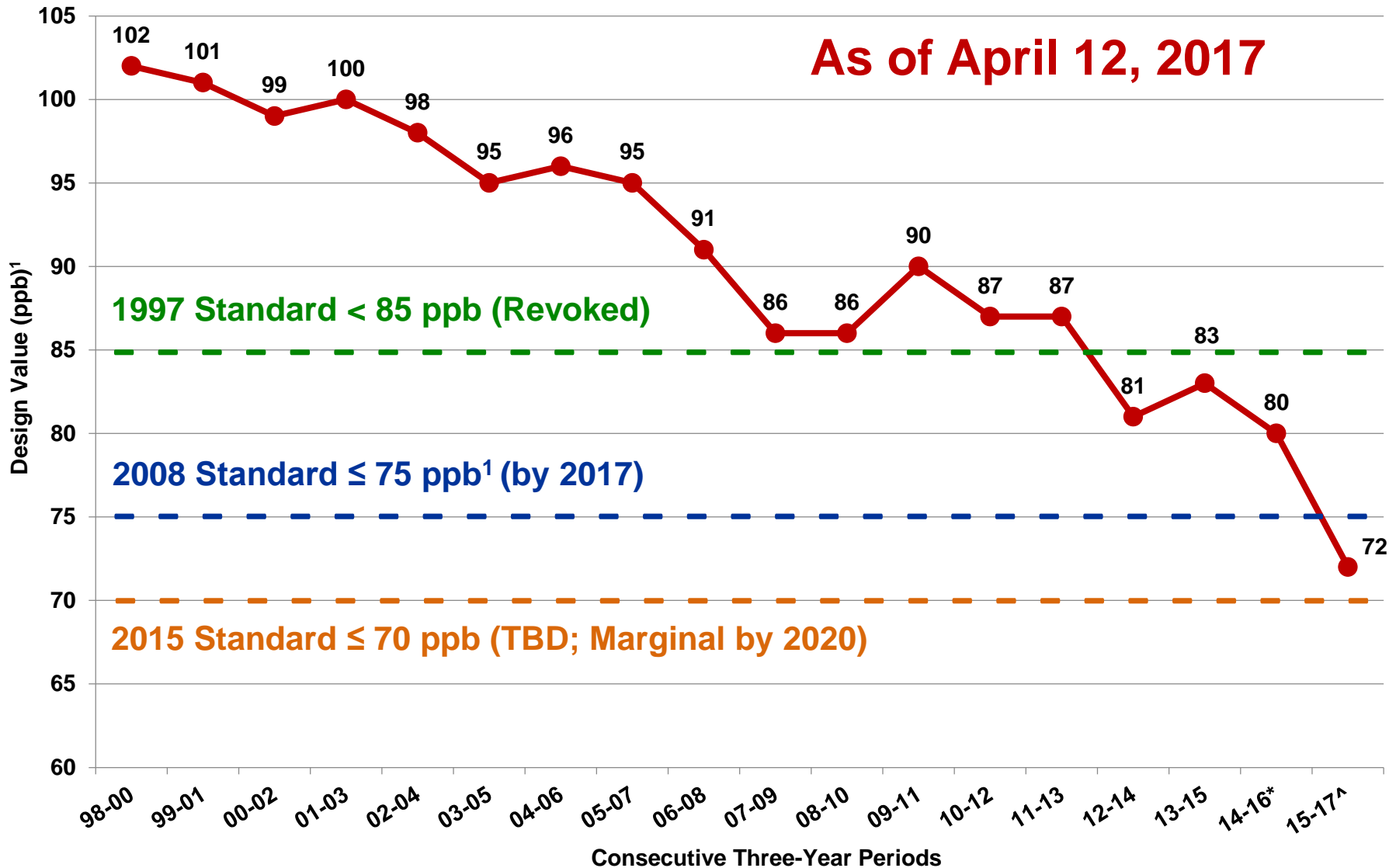
Ozone Season (Year)

*Data not certified by TCEQ.

^Not 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



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).

*Data not certified by the Texas Commission on Environmental Quality.

^Not a full year of data.

2015 NAAQS FOR OZONE (≤ 70 PPB)

Anticipated Implementation Timeline

2015 Standard Final:	October 26, 2015 ¹
Effective Date:	December 28, 2015
State Nonattainment Designation Recommendations to EPA:	October 2016
EPA Designations Final:	October 2017*
EPA Designations Effective:	December 2017*
Attainment Plans Due (moderate and above):	December 2020*
Attainment Dates (no later than)	
Marginal:	December 2020*
Moderate:	December 2023*
Serious:	December 2026*
Severe:	December 2032*

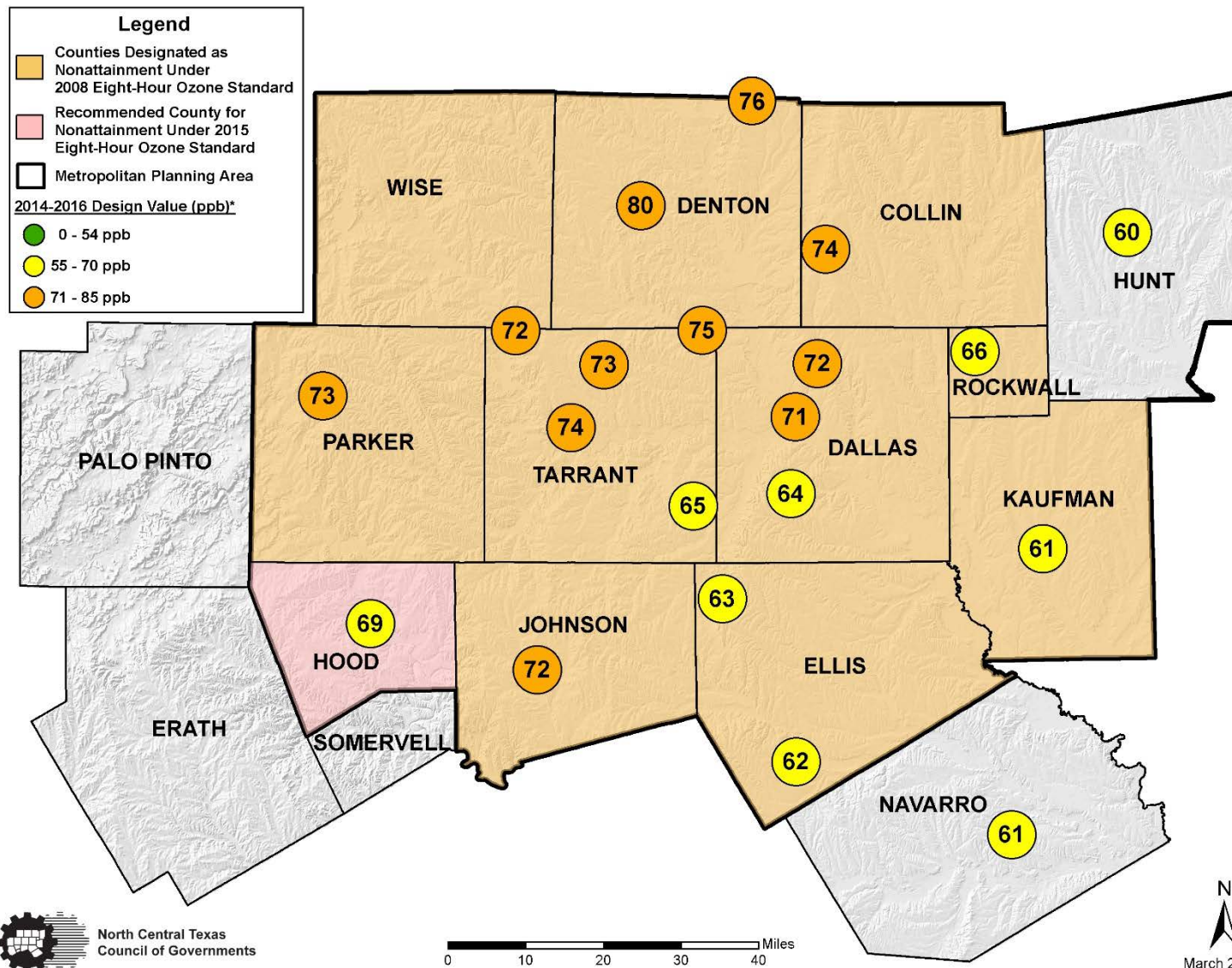
¹ <https://federalregister.gov/a/2015-26594>

*Dates are anticipated based on EPA's final designation date.

Source: Environmental Protection Agency (EPA)

2015 NAAQS FOR OZONE (≤ 70 PPB)

Possible Designations Based on 2014-2016 Ozone Data



UPCOMING OUTREACH EVENTS

April 18-19 Earth Day Celebration (DFW Airport)

April 20 Odyssey Day (Dallas)
www.afvdayodyssey.org

April 20 Fleets for the Future (Dallas)
www.nctcog.org/f4f

April 21-23 Earth Day Texas (Dallas)
www.earthdaytx.org

June 23 Regional Clean Air Action Day (Everywhere)

For air quality information and more community events - www.airnorthtexas.org

For alternative fuel trainings and events - www.dfwcleancities.org



**Dallas-Fort Worth
CLEAN CITIES**



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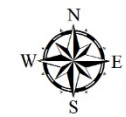
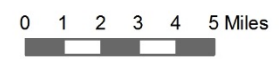
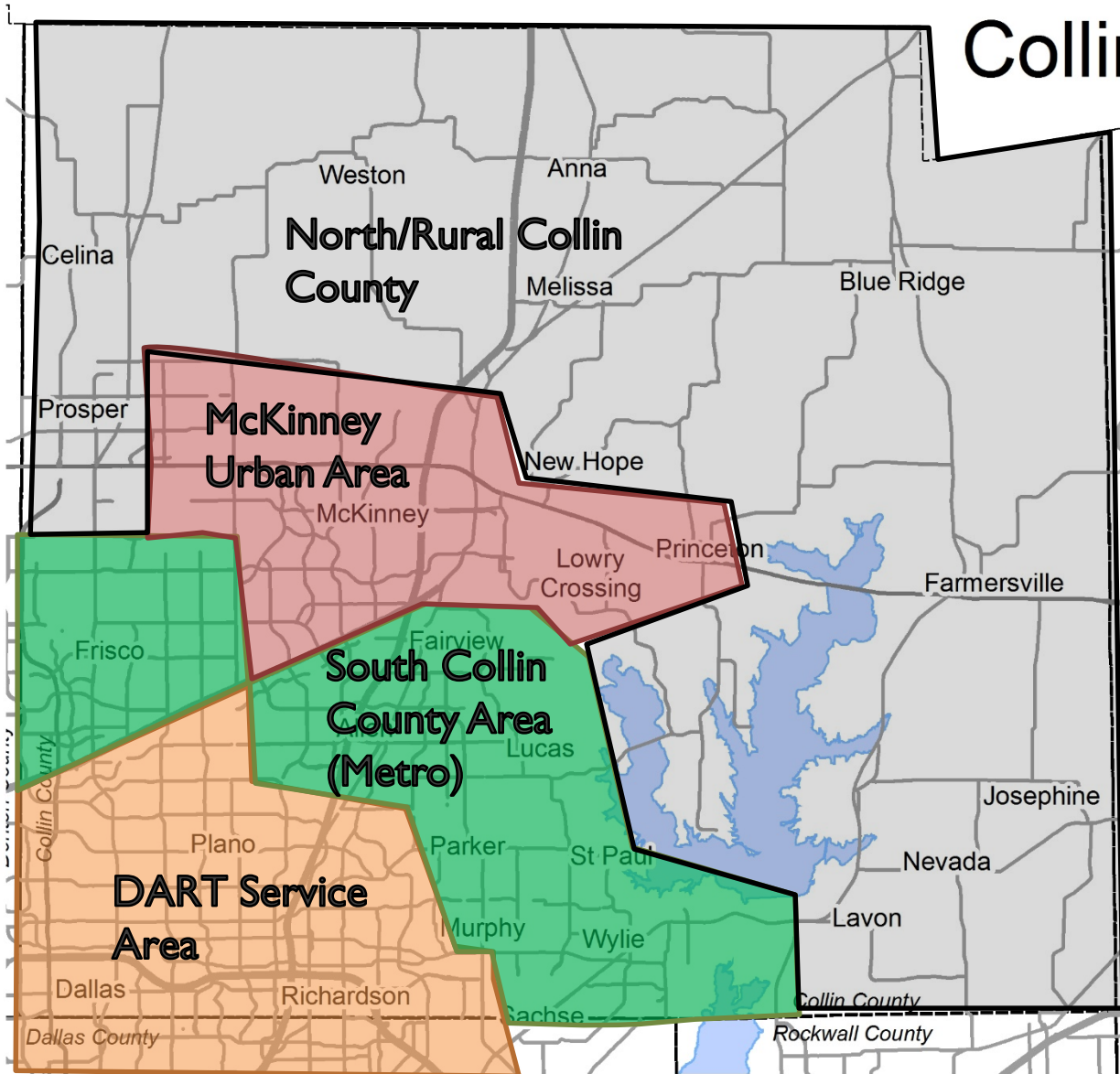
TEXOMA AREA PARATRANSIT SYSTEM (TAPS) WRAP UP

Regional Transportation Council
April 13, 2017



North Central Texas
Council of Governments

Collin County



Background

Spring 2013: Collin County and the City of McKinney selected TAPS to begin service July 1, 2013.

June 2013: RTC approved TAPS to provide service in the South Collin County Area starting October 1, 2013.

Summer 2015: Federal Transit Administration (FTA) Financial Management and Oversight review identified substantial financial issues at TAPS.

Fall 2015: Significant service reductions began and RTC approved emergency assistance for TAPS.

December 2015: TAPS cancelled all services in Collin County indefinitely.

2016: Staff worked to close out TAPS agreements and redistribute vehicles.

Current Status of TAPS

Resumed limited service in six counties, including Wise County in the NCTCOG region (no financial participation from RTC for rural service)

TAPS participates in region-wide transit planning efforts like Access North Texas



RTC-Approved Funding for South Collin County Area

Funding	Purpose	Source	Status
\$250k	Financial backstop for a local TAPS loan	RTC Local	Not accessed by TAPS
\$100k	Financial consulting services provided to TAPS in 2015	RTC Local	Paid back to NCTCOG through reprogrammed funds
~\$6.5M	Support transit service (FY13-FY16)	FTA Urbanized Area Formula Program	~\$5M returned and reprogrammed to regional partners
~\$1.9M	Projects under three competitive funding programs	Other FTA programs	~\$700k returned to be reprogrammed

All requests for reimbursement have been paid or cancelled and all funding agreements have been terminated

No further financial liability to TAPS

Status of Assets

Twenty-eight vehicles funded by the RTC were used by TAPS; per policy, NCTCOG held a lien on the titles

All vehicles have been sold or transferred from TAPS

- Eighteen vehicles transferred to other regional partners
- Six hybrids past their useful life sold and proceeds returned to NCTCOG
- One remaining hybrid pending disposal
- Three vehicles pending relocation (not ADA compliant)

Vehicle funding procedures have been updated to ensure that RTC-funded vehicles are ADA compliant and meet cosmetic standards (painted white, no agency-specific branding)

McKinney Urban Area Funding Recap

While providing service from 2013-2015, TAPS directly accessed federal funds for the McKinney Urbanized Area

FTA requested repayment of ~\$4M in federal funds that TAPS drew down without adequate documentation

The Texas Department of Transportation (TxDOT) is the designated recipient for federal transit funds in the McKinney Urbanized Area and has proposed that the funds be paid back from McKinney Urbanized Area past and present grants

Federal Funding Source	Funding Available for McKinney Urbanized Area	Requested FTA Repayment	Balance Available to Support Transit Service in McKinney Urbanized Area
Section 5307 and 5339 grants, FY2015-FY2017	~\$5.4M	~\$4.0M	~\$1.4M

Raising the Bar on Communication

Review of internal controls verified their suitability; added additional communication checkpoints in risk-assessment processes

Continue open communication internally and with external stakeholders, including STTC, RTC, TxDOT and FTA

Raise local government awareness of “too-good-to-be-true” cost estimates for transit service

Recognize successful partnerships among RTC and transit authorities, rural transit agencies and private companies

- DART, DCTA, STAR Transit, Yellow Cab

Next Steps

Reprogram ~\$700k through open RTC Transit Call for Projects
(funding to increase mobility options for seniors and
individuals with disabilities)

Explore opportunities for legislative approach related to transit
board oversight of financials at smaller transit agencies
(similar to what exists for transit authorities)

Continue to support cities in Collin County as they plan for
ongoing and future transit services

Questions?

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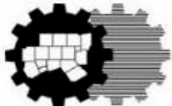
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PROPOSED CMAQ/STBG FUNDING PROGRAM

Regional Transportation Council

April 13, 2017



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- During the 10-year planning effort, which received RTC approval in December 2016, projects were programmed using Category 2 (Metropolitan Corridor), Category 4 (Statewide Connectivity Corridor), and Category 12 (Strategic Priority) funds.
- Category 5 - Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Category 7 - Surface Transportation Block Grant Program (STBG) funds were not programmed through this effort and instead were used as a potential back-stop for the 10-year plan.
- Now that approval of the 10-year planning effort is complete for the first year, it is time to program the CMAQ and STBG funds.

ANTICIPATED AVAILABLE FUNDS

\$ In Millions

	FY 2017 ^{1,2}	FY 2018 ²	FY 2019	FY 2020	Total
CMAQ	30-80	45	75	65	215-265
STBG	0	25	65	40	130
Total	30-80	70	140	105	345-395

¹ Carryover amount from FY 2016 to FY 2017 to be finalized and will affect available funds.

² Funds for existing partnerships such as the DART/RTC TRIP Partnership & Hemphill/Lamar Partnership are included in these numbers.

PROPOSED PROJECT SELECTION PROCESS

- Staff is proposing a process to select projects via several funding programs.
- The projects will be categorized into approximately 11 programs based on similar goals.
- After coordination with partnering agencies, each program will go before the Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) for action.
- Project selection is proposed to occur in stages throughout 2017 and possibly into early 2018.

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

FEDERAL/LOCAL FUNDING EXCHANGES

DRAFT

Description/ Purpose	To increase regional revenues through the exchange of federal funds and local funding. This effort establishes phase 3 of the RTC/Local program.
Current Requests	<ul style="list-style-type: none">• DART TRIP Program (Done)• Glade Road/DFW Airport• TRE Local Swap• Kaufman County/City of Terrell
Next Steps	DART TRIP Partnership approval received by RTC in March 2017; Need to execute agreement between DART and NCTCOG/RTC. Finalize details on other partnerships & bring back to committees for action.

AUTOMATED VEHICLE PROGRAM

Description/ Purpose	To advance automated vehicle testing, infrastructure, and deployment in the region.
Current Requests	<ul style="list-style-type: none">• Texas Automated Vehicle Proving Ground (Arlington, IH 30 Corridor)• Automated Vehicle Data Infrastructure<ul style="list-style-type: none">• 511DFW Enhancement (Data Portal)• Traffic Signal Data Sharing• Multi-purpose "Mover" Prototyping
Next Steps	STTC Action - March 2017 RTC Action - April 2017 Add to TIP/STIP - May 2017

STRATEGIC PARTNERSHIPS

Description/ Purpose	Coordinate and develop partnerships with local agencies to help fund high-priority projects, leverage non-RTC funds, and advance project development.
Current Requests	<ul style="list-style-type: none">• Collin County LIP/LIRAP Partnership (\$3.6M)• Southern Dallas County Partnership• Hemphill/Lamar Funding Partnership
Next Steps	Anticipated action in Spring 2017. Action on Collin County LIP/LIRAP occurred October 2016.

PLANNING AND OTHER STUDIES

Description/ Purpose	Provide funding for planning and feasibility studies to examine future project scenarios.
Current Requests	<ul style="list-style-type: none">• Medical District/Harry Hines Study (Dallas)• Conflans Road Study (Irving)• M-Line Extension to Knox Street Study (Dallas)
Next Steps	Coordinate approval with the UPWP action in July 2017.

10 YEAR PLAN/PROPOSITION 1 ADJUSTMENTS

Description/ Purpose	Will be used to fund any overruns on Proposition 1 projects not already handled through the 10 Year Plan effort.
Current Requests	<ul style="list-style-type: none">• To be determined.
Next Steps	Discuss/finalize details with the TxDOT Districts.

SUSTAINABLE DEVELOPMENT DRAFT

PHASE 4: TURNBACK PROGRAM, CONTEXT SENSITIVE, TOD PROJECTS

Description/ Purpose	To support sustainable development initiatives by providing funds for Turnback Partnerships, Context Sensitive Design, and TOD projects.
Current Requests	<ul style="list-style-type: none">• Downtown Weatherford Turnback• Harwood Road in Bedford• Lewisville Turnback (Mill St/FM 1171)• Main Street in Crowley• SH 356 Couplet Turnback in Irving• Park Lane/Vickery Meadow in Dallas
Next Steps	Coordinate with partnering agencies and TxDOT. Anticipate action in Summer or Fall 2017.

TRANSIT PROGRAM

Description/ Purpose	To assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region.
Current Requests	<ul style="list-style-type: none">• High-Intensity Bus Transit in the IH 30 Corridor• Cotton Belt Corridor• Carpenter Ranch Station- Irving
Next Steps	Anticipated for action in Summer or Fall 2017.

ASSESSMENT POLICY PROGRAM(S)/PROJECT(S)

Description/ Purpose	Implementation of a policy to assess the increased value of transportation improvements to adjacent property, so as development occurs along the project area the RTC is repaid for improvements funded along the corridor.
Current Requests	<ul style="list-style-type: none">• City of Haslet Assessment Policy (Avondale- Haslet)• City of Anna (Ferguson Parkway)
Next Steps	Discuss/finalize details with Cities. Bring programs for STTC/RTC Action- (Anticipated Fall 2017)

LOCAL BOND PROGRAM PARTNERSHIPS

Description/ Purpose	To leverage bond funds for projects of strategic importance to local governments and the region.
Current Requests	<ul style="list-style-type: none">• City of Dallas Bond Program (pending bond election decision by City Council)• Parker County Bond Program• Others?
Next Steps	Finalize projects with Parker County and City of Dallas. Possible Action in late 2017/early 2018.

SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

Description/ Purpose	To support operations, safety, innovative construction, and emergency improvements.
Current Requests	<ul style="list-style-type: none">• Wycliffe Avenue Flooding Project• Shady Shores Bridges
Next Steps	To be determined. Staff will continue coordination efforts with partnering agencies.

M&O, NCTCOG-Implemented, and Regional/Air Quality Programs

Description/ Purpose	To consider extending existing and funding new regional air quality and management/operations programs.
Current Requests	<ul style="list-style-type: none">• Congestion Management Operations• SH 161 tow truck staging (May 2017 TIP Action pending)• Regional Emissions Reduction Program
Next Steps	To be determined. Staff will continue coordination efforts with partnering agencies.

FEEDBACK ON FUNDING PROGRAMS

- Through this effort, projects will be selected from the Metropolitan Transportation Plan and program-related emphasis areas.
- Selection will occur in stages via the individual programs.
- Staff is requesting Council feedback on:
 - the funding programs, and
 - projects to be considered in individual programs.

QUESTIONS?

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