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 10/07/2015
Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion
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).

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 10/07/2015.
For Technical Information:

Jenny Narvaez
Principal Air Quality Planner
jnarvaez@nctcog.org
817-608-2342

Jody Loza
Air Quality Planner
jloza@nctcog.org
817-704-5609

For Air North Texas Information:

Mindy Mize
Program Manager
mmize@nctcog.org
817-608-2346

Pamela Burns
DFW Clean Cities Coordinator
Communications Supervisor
pburns@nctcog.org
817-704-2510

Air North Texas: www.airnorthtexas.org
NCTCOG Ozone Updates: www.nctcog/ozone
PROPOSITION 1 FUNDING PROGRAM FY 2016 AND FY 2017 RECOMMENDATIONS

Regional Transportation Council
October 8, 2015
# OVERVIEW

| Year One  | Proposition 1 provided $1.74 billion to the State Highway Fund from the Rainy Day Fund  
|           | The DFW region received ≈$367.6M in year one (CY 2015)  
|           | Finalized year one project selection in February 2015  |
| Years Two/Three | In July 2015, Texas Department of Transportation (TxDOT) announced the draft allocation of another ≈$532.01M to the DFW Region:  
|            | - $268.10M in FY 2016*  
|            | - $263.91M in FY 2017 |

*TxDOT may revise the FY 2016 allocation due to lower than expected FY 2015 revenues.*
STATEWIDE PROGRAM RULES

• Projects must be on the Interstate Highway System or the State Highway System

• Traditional roadway projects are eligible (transit, bicycle/pedestrian, and toll roads are ineligible)
PROJECT SELECTION FOCUS AREAS

STAFF RECOMMENDATION

- Environmentally cleared in time to let in FY 2016 or FY 2017
- Consistent with the Mobility Plan
- Maintain sensitivity to existing projects with funding shortfalls
- Continue focus on capacity, rather than maintenance
EQUITY PRINCIPLES

Staff recommendation seeks to maintain:

• Equitable distribution by county across the four-year period

• Regional east-west equity
ANTICIPATED REVENUE IN FY 2016 AND FY 2017

• Anticipated FY 2016 and FY 2017 revenues were announced by TxDOT in July 2015

<table>
<thead>
<tr>
<th>Funding Allocations $ in Millions</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2016</td>
</tr>
<tr>
<td>---------</td>
</tr>
<tr>
<td>$268.10</td>
</tr>
</tbody>
</table>

• Anticipate approval of FY 2016 and FY 2017 allocations in November 2015 by TxDOT

• FY 2016 revenues may be revised down due to lower than expected FY 2015 revenues
MAJOR CHANGES SINCE AUGUST STTC

• Implement City of Dallas and Dallas County Partnership on IH 635 at Skillman Audelia to finalize the Metropolitan Planning Organization (MPO) Revolver

• Propose to change funding on the SH 114/ Texas Plaza Bridge project to Category 2/ Metro Corridor funds and move the Proposition 1 funds to the IH 20 frontage roads project from Carrier Parkway to FM 1382
• Propose to fund the SL 288 at IH 35E project with Regional Toll Revenue (RTR), Category 7/Surface Transportation Metropolitan Mobility (STP-MM), and Local Funds
  – Propose to move Proposition 1 funds to the US 377 projects (TIP 20118/CSJ 0081-04-025 and TIP 20215/CSJ 0081-04-035)

• Replacement of the maintenance placeholder in Rockwall County with the FM 550 maintenance project
CONTINUING ACTIVITIES

• Continue to seek RTR/Proposition 1 Partnerships with Dallas and Collin counties

• Consider utilization of Proposition 7 funds on some projects, especially in FY 2018 and FY 2019

• Refine FY 2018 and FY 2019 projects in preparation for future Proposition 1 allocations

• Resolution of possible receipt of cost savings on Proposition 1 projects in Ellis and Navarro counties (by using all Category 12/Strategic Priority funds first)
ACTION REQUESTED

Recommend RTC approval of:

• FY 2016 and FY 2017 Proposition 1 projects

• Amending the 2015-2018 TIP/STIP and/or the upcoming 2017-2020 TIP/STIP to incorporate these projects and funding changes
PHASE 2 PROJECTS

TIMELINE

April – August 2015
NCTCOG and TxDOT coordination on projects

June 2015
TxDOT releases Proposition 1 allocations for FY 2016 and FY 2017

August 2015
STTC information

September 2015
Public meeting
RTC Information
STTC Action

October 2015
RTC Action

November 2015 +
Submit Proposition 1 projects to TxDOT
Inclusion in the 2015-2018 and 2017-2020 TIP/STIP
QUESTIONS/CONTACT INFORMATION

Christie Gotti
Senior Program Manager
(817) 608-2338
cgotti@nctcog.org

Adam Beckom, AICP
Principal Transportation Planner
(817) 608-2344
abeckom@nctcog.org
Proposition 7 Allocations and Federal Legislative Update

Regional Transportation Council
October 8, 2015

Amanda Wilson, AICP
North Central Texas Council of Governments
Statewide Proposition 7

SJR 5 Proposes a Constitutional Amendment that will Appear on the November 3, 2015, Ballot:

Statewide Proposition 7

“The constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales use and rental tax revenue to the state highway fund to provide funding for nontolled roads and the reduction of certain transportation-related debt."

RTC Supports Passage of Proposition 7.
Funding Allocations

Through HB 20 Planning Organization Stakeholder Committee, TxDOT is Re-evaluating Allocations to Funding Categories

Success of Proposition 1 Allocations

• Stakeholder Committee Determined Original Allocations

• Increase to Metro Areas in FY 16-17 Appropriations Bill
Federal Legislative Update

Status of Major Legislation:

Appropriations: Short-term Continuing Resolution Passed Through December 11, 2015


Passenger Rail: Senate Committee Passed RREELA June 2015, Full House Passed PRRIA March 2015

FAA: Six-Month Extension Passed Through March 31, 2016
Passenger Rail Provisions

S 1626 Rail Reform, Enhancement and Efficiency Act Incorporated into the DRIVE Act

- Increases Funding for Passenger Rail, Reauthorizes Amtrak
- Additional State Grants for PTC Implementation, Grade Crossing, Relocation
- Adds Flexibility to Railroad Rehabilitation and Improvement Financing Program
- Includes Safety Measures, PTC Extension
Action Requested

Approve Letter to Texas Transportation Commission Regarding Funding Allocations (Reference Item 5.1).

Approve Letter to US Congress Regarding Passenger Rail Provisions (Reference Item 5.2).
Contact Information

Amanda Wilson, AICP
Public Involvement Manager
awilson@nctcog.org
(817) 695-9284

Rebekah Hernandez
Communications Coordinator
rhernandez@nctcog.org
(817) 704-2545

www.nctcog.org/trans/legislative
The Metropolitan Transportation Plan for North Central Texas

Regional Transportation Council
Dan Lamers, P.E.
October 8, 2015
Public meetings will be scheduled for highlighted months.

Surface Transportation Technical Committee and Regional Transportation Council briefings/workshops will be held throughout the plan development process.
Highway Project Status

Corridor Status Since Adoption of Mobility 2035

- **Completed***
- **Under/Nearing Construction***
- **Future Projects**

*Initial phase under construction or recently completed. May include additional improvements in the future.
Levels of Congestion 2040

Congestion Index:
- No Congestion
- Light Congestion
- Moderate Congestion
- Severe Congestion

Major Roads

Levels of Congestion 2014

increase in travel time.
1. MAP-21 National Goals
2. Roadway Project Prioritization Methodology
3. Process for Developing Transit Recommendations
4. Policies
5. Funding the Metropolitan Transportation Plan
MAP-21 National Goals

Congestion Reduction

System Reliability

Safety

Infrastructure Condition

Freight Movement and Economic Vitality

Environmental Sustainability

Reduced Project Delivery Delay
MAP-21 National Goals – RTC Guidance

- MAP-21 Goals guiding project selection methodology
- RTC provided direction on the use of these goals in methodology at August 13, 2015 meeting:

**Question 4: Which of these goals should have the highest priority? (Multiple Choice)**

<table>
<thead>
<tr>
<th></th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>17.07%</td>
<td>7</td>
</tr>
<tr>
<td>Infrastructure Condition</td>
<td>7.32%</td>
<td>3</td>
</tr>
<tr>
<td>Congestion Reduction</td>
<td>53.66%</td>
<td>22</td>
</tr>
<tr>
<td>System Reliability</td>
<td>7.32%</td>
<td>3</td>
</tr>
<tr>
<td>Freight Movement and Economic Vitality</td>
<td>0.00%</td>
<td>0</td>
</tr>
<tr>
<td>Environmental Sustainability (includes air quality)</td>
<td>7.32%</td>
<td>3</td>
</tr>
<tr>
<td>Reduced Project Delivery Delays</td>
<td>7.32%</td>
<td>3</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>100%</strong></td>
<td><strong>41</strong></td>
</tr>
</tbody>
</table>
Roadway Project Prioritization Methodology

Start with existing MTP Projects:
Mobility 2035 – 2014 Amendment

Remove Fully Completed Projects and Initial Stages of Phased Projects

Maintain Project Recommendations for Corridors With Ultimate Configurations Yet to be Built

Review all Freeway/Tollway Corridors to Identify Others that Need Improvement

Use a Data-Driven Approach to Select New Projects to be Included in the MTP

Develop Draft Mobility 2040 Roadway Project Recommendations based on RTC and Public Input
MAP-21 National Goals – Performance Metrics

Congestion Reduction
  Volume vs. Capacity

System Reliability
  Speed Variation

Safety
  Crash Rate

Infrastructure Condition
  Pavement and Bridge Conditions

Freight Movement and Economic Vitality
  Employment and Truck Traffic

Environmental Sustainability
  Environmental Justice

Reduced Project Delivery Delay
  Mobility 2035 Project Status
Roadway Project Selection Next Steps

• Preliminary project category types to be identified
  o Cap/main project
  o Reconstruction/widening of existing corridor
  o New location corridor
  o Illustrative project

• Complete initial project prioritization process

• Assess financial constraint impacts

• Identify project staging

• Minimize leapfrog implementation

• Develop recommendations
Transit Corridor Projects

Planned Funding

- Blue: Under Evaluation/$8.3 Billion
- Green: Funded/$3.6 Billion
- Black: Current Transit Rail Network

Dallas CBD

Fort Worth CBD
## Transit Recommendations Development Process

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Implementation Criteria</th>
<th>Support Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Mobility and accessibility improvements, e.g. ridership</td>
<td>• Staged transit options, e.g. enhanced bus service</td>
<td>• Environmental benefits</td>
</tr>
<tr>
<td>• Cost-effectiveness</td>
<td>• Local resource support</td>
<td>• Transit-supportive economic development and land use</td>
</tr>
</tbody>
</table>

Coordination with local governments, transit agencies, and public outreach

Plan Recommendations
Policies

• Would RTC be interested in tying funding incentives to a policy bundle?
• Cities/Counties could choose from a list of specific policies in the bundle to meet an incentive requirement.
• Example Policies:
  o Clean Fleet Policy
  o Model Ordinance for Unmanned Aircraft Systems
  o Parking Management Strategies
  o School Siting Policy
Financial Considerations – Mobility 2040

- Despite new revenue, anticipated funding over next 25 years is still not enough to meet current and future transportation demands in the region
- Preliminary concept for Mobility 2040 is to use new revenue to replace some toll-funded projects with tax-funded projects in the near-term
- Projects in the out-years of the MTP could remain as toll-funded until other sources of funding are identified
- Mobility 2040 could have a similar number of projects as Mobility 2035, with the balance shifting to tax-funded roadways
Potential Pendulum Swing from Toll Facilities to Tax Supported Facilities
Financial Outlook

Over past two state legislative sessions, lawmakers have provided opportunities for new transportation funding.

<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>Priced Facility Use</th>
<th>Transit Use</th>
<th>Estimated Statewide Revenue (in billions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prop. 1</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>End Diversions</td>
<td>Yes?</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Sales Tax*</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Excise Tax*</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td></td>
<td></td>
<td>$1.74</td>
</tr>
</tbody>
</table>

* Pending voter approval
Regional Managed Lane System

Legend
- **TEXpress Managed Lanes**
  - Completed or In Construction*
- **Current Express/HOV Lanes**
- **Currently Planned TEXpress Lanes Not In Construction**
- **Major Roadways**

*May include additional improvements in the future.
Federal Legislative Balance

Congress
- National Infrastructure Bank
- House momentum

Tools and Tolls

Pay as You Go
State Legislative Balance

Texas Legislature
- Proposition 1
- Proposition 7

Pay as You Go

Tools and Tolls
# Funding Needs

<table>
<thead>
<tr>
<th></th>
<th>Congestion</th>
<th>Maintenance</th>
<th>Energy Sector</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Need</strong></td>
<td>$3 billion</td>
<td>$1 billion</td>
<td>$1 billion</td>
</tr>
<tr>
<td><strong>Value of Tools/Shortfall</strong></td>
<td>$5.7-7.4 billion</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total Need</strong></td>
<td>$8.7-10.4 billion</td>
<td>$1 billion</td>
<td>$1 billion</td>
</tr>
<tr>
<td><strong>New Revenue (Assume Prop. 7)</strong></td>
<td>$3 billion</td>
<td>$1 billion</td>
<td>$1 billion</td>
</tr>
<tr>
<td><strong>Percent Met</strong></td>
<td>29-34 percent</td>
<td>100 percent</td>
<td>100 percent</td>
</tr>
</tbody>
</table>
Tolled Managed Lanes to Freeways/HOV

Tarrant County

IH 35W from IH 30 to SH 121
IH 20/US 287 from Green Oaks to IH 820

Dallas County

US 67 from IH 35E to FM 1382
IH 35E from IH 20 to Horseshoe
SH 161 from SH 183 to Belt Line
IH 635 from Miller to IH 30

Denton County

IH 35E from US 380 to Loop 288
Tarrant County

SH 170 from IH 35W to SH 114
Dallas County
Loop 9 from US 67 to IH 20

Collin County/Rockwall County
Outer Loop from DNT to IH 30
New Staged Freeways

Denton County

Denton Outer Loop from Loop 288 to DNT
Potential Tax Supported Facilities

Potential Corridor Recommendations
- Tolle Managed Lanes to Freeways/HOV
- Toll Roads to Tolle Managed Lanes
- Toll Roads to Staged Freeways
- New Staged Freeways
- Projects Without Consensus
- Year 2035 Freeways/Tollways
- Major Roads

Dallas CBD
Fort Worth CBD

MOBILITY 2040 DRAFT
October 2015
To find out more about the Mobility 2040, visit us at: 
www.nctcog.org/mobility2040

e-mail questions or comments to:  
mobilityplan@nctcog.org

Dan Lamers, P.E.
Senior Program Manager
dlamers@nctcog.org
817-695-9263

Chad McKeown, AICP
Program Manager
cmckeown@nctcog.org
817-695-9134
## High Speed Rail Classifications

<table>
<thead>
<tr>
<th>Technology</th>
<th>Speed Range (mph)</th>
<th>Station Spacing (miles)</th>
<th>Typical ROW</th>
<th>Grade Separated?</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Speed Rail – Express</td>
<td>&gt;150</td>
<td>200</td>
<td>Dedicated, no freight activity</td>
<td>Yes</td>
</tr>
<tr>
<td>High Speed Rail – Regional</td>
<td>110 to 150</td>
<td>100</td>
<td>Dedicated, minimal freight activity</td>
<td>Yes</td>
</tr>
<tr>
<td>Higher Speed Rail, At Grade</td>
<td>79 to 110</td>
<td>100</td>
<td>Advanced grade crossing protection</td>
<td>No</td>
</tr>
<tr>
<td>Intercity Rail (Amtrak)</td>
<td>&lt;79</td>
<td>30 to 100</td>
<td>Freight primary user, passenger rail secondary</td>
<td>No</td>
</tr>
<tr>
<td>Regional Rail (Commuter Rail)</td>
<td>&lt;79</td>
<td>3 to 5</td>
<td>Freight primary user, passenger rail secondary</td>
<td>No</td>
</tr>
</tbody>
</table>

*Source: NCTCOG, Mobility 2035: 2014 Amendment*
Mobility 2035 High Speed Rail

Three Station Concept
- Fort Worth
- Arlington
- Dallas

Regional Connectivity

Incorporates Grade-Separated and At-grade Rail
High/Higher Speed Passenger Rail

Texas-Oklahoma Passenger Rail Study (TOPRS)
TxDOT

DFW Core Express Service (CES)
TxDOT

Dallas-Houston Corridor
Texas Central Partners (TCP)
Texas-Oklahoma Passenger Rail Study (TOPRS)

Oklahoma to South Texas

TxDOT Study

Tier 1 Environmental Analysis
Dallas to Houston

BNSF Option

Utility Corridor Option

Potential Stations

Utility Corridor Option selected as preferred alternative by Federal Railroad Administration
Downtown Dallas – Option 1
Downtown Dallas – Option 2
DFW Core Express Service
# High Speed Rail Project Schedules

<table>
<thead>
<tr>
<th>Project</th>
<th>Record of Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas to Houston (Tier 2)</td>
<td>3&lt;sup&gt;rd&lt;/sup&gt; Quarter 2016</td>
</tr>
<tr>
<td>DFW Core Express Service (Tier 2)</td>
<td>2017</td>
</tr>
<tr>
<td>TOPRS (Tier 1)</td>
<td>Early 2017</td>
</tr>
</tbody>
</table>
Three Station Concept

RTC Adopted Policy

• Downtown Fort Worth
• Arlington
• Downtown Dallas

HSR System Integration

Ensure “One Seat Ride”

Encourage Private Partnerships

Review All Options for Environmental Process
Regional HSR Next Steps

- Finalize Mobility 2040 High Speed Rail Plan

- Arlington with Rail Connections to Regional Network

- Multimodal/Intermodal/High Speed Rail/Freight Subcommittee Meeting
  
  Tentative Workshop in December

- Continue Coordination Efforts
  - TxDOT (Texas-Oklahoma Passenger Rail Study)
  - TxDOT (DFW Core Express Service)
  - Texas Central Partners (Dallas to Houston corridor)
  - Local Government
  - DFW Commission for HSR
Questions?

Kevin Feldt, AICP
Program Manager
kfeldt@nctcog.org
(817) 704-2529
TOPRS

Recommended Northern Section Route Alternative
TOPRS

Recommended Central Section Route Alternatives

C4A Higher-Speed and High-Speed

C4B Higher-Speed and High-Speed

C4C Higher-Speed and High-Speed
Proposed Mobility 2040
High Speed Rail Options
EMERGENCY ASSISTANCE TO TEXOMA AREA PARATRANSIT SYSTEM (TAPS)

REGIONAL TRANSPORTATION COUNCIL
OCTOBER 8, 2015

Jessie Huddleston
North Central Texas Council of Governments
Texoma Area Paratransit System (TAPS) Service
Serves 16 counties in Texas with public transit and non-emergency medical transportation

Serves 2 counties in the North Central Texas Region: Wise County and the portions of Collin County outside of the Dallas Area Rapid Transit (DART) service area

Operates fixed-route and demand-response bus services

Provides approximately 380,000 trips annually
$26M budget for 2015

Grant funding of approximately $9M annually for public transit programs:

- $3M from the McKinney Urbanized Area
- $1M-$3M from the Dallas-Fort Worth-Arlington Urbanized Area
- Remainder from TxDOT for rural and other small urban areas

Includes funding to provide job access trips for low-income workers and service for people with disabilities in McKinney, Allen and Frisco

All grant funding is required to be paid on a reimbursement basis
Federal Transit Administration (FTA) conducted a Financial Management Oversight Review in June 2015.

Findings were published August 24, 2015 citing material weaknesses and significant deficiencies in 9 categories including internal controls, financial reporting, and documentation of accounting records.

In September, the TAPS Board of Directors was also informed of agency cashflow problems and year-end financial projections that showed a deficit.

FTA requires all of the issues be addressed through a “recovery plan”
<table>
<thead>
<tr>
<th>Entity</th>
<th>Action</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAPS Staff and Board</td>
<td>Finalize recovery plan</td>
<td>Presented at October 7(^{th}) board meeting</td>
</tr>
<tr>
<td></td>
<td>Evaluate service costs and work with local governments to make adjustments</td>
<td>Ongoing</td>
</tr>
<tr>
<td></td>
<td>Identify additional local sources of revenue to leverage available federal funding</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Texas Department of Transportation</td>
<td>Send staff from the Texas Transportation Institute (TTI) to develop cost-allocation models</td>
<td>Scheduled for November</td>
</tr>
<tr>
<td>Regional Transportation Council</td>
<td>Use up to $100K in existing transit funds to secure financial consulting services for TAPS to prepare billings and rebuild records to access grant funds</td>
<td>Pending RTC Action</td>
</tr>
<tr>
<td></td>
<td>Use RTC Local funds to provide a financial backstop for a local TAPS loan for $250K</td>
<td>Pending RTC Action</td>
</tr>
</tbody>
</table>
Requested Actions

Support using up to $100,000 in existing transit funding to secure financial consulting services for TAPS

Approve the use of RTC Local funds to provide a $250,000 financial backstop, for a local TAPS loan, to permit the federal reimbursement cycle to continue
Staff Contact

Jessie Huddleston
Program Manager
(817) 608-2399
jhuddleston@nctcog.org