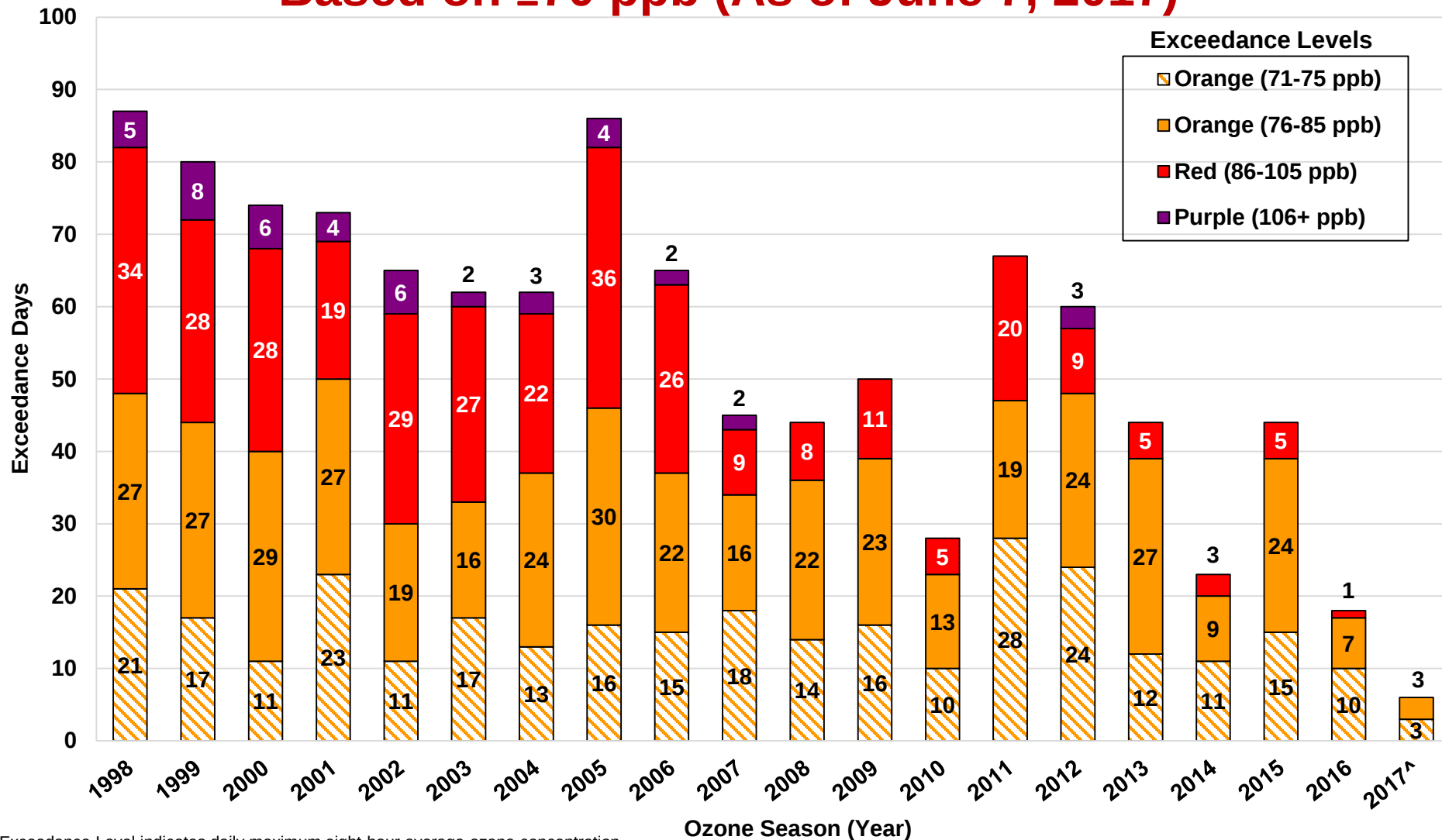




EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of June 7, 2017)



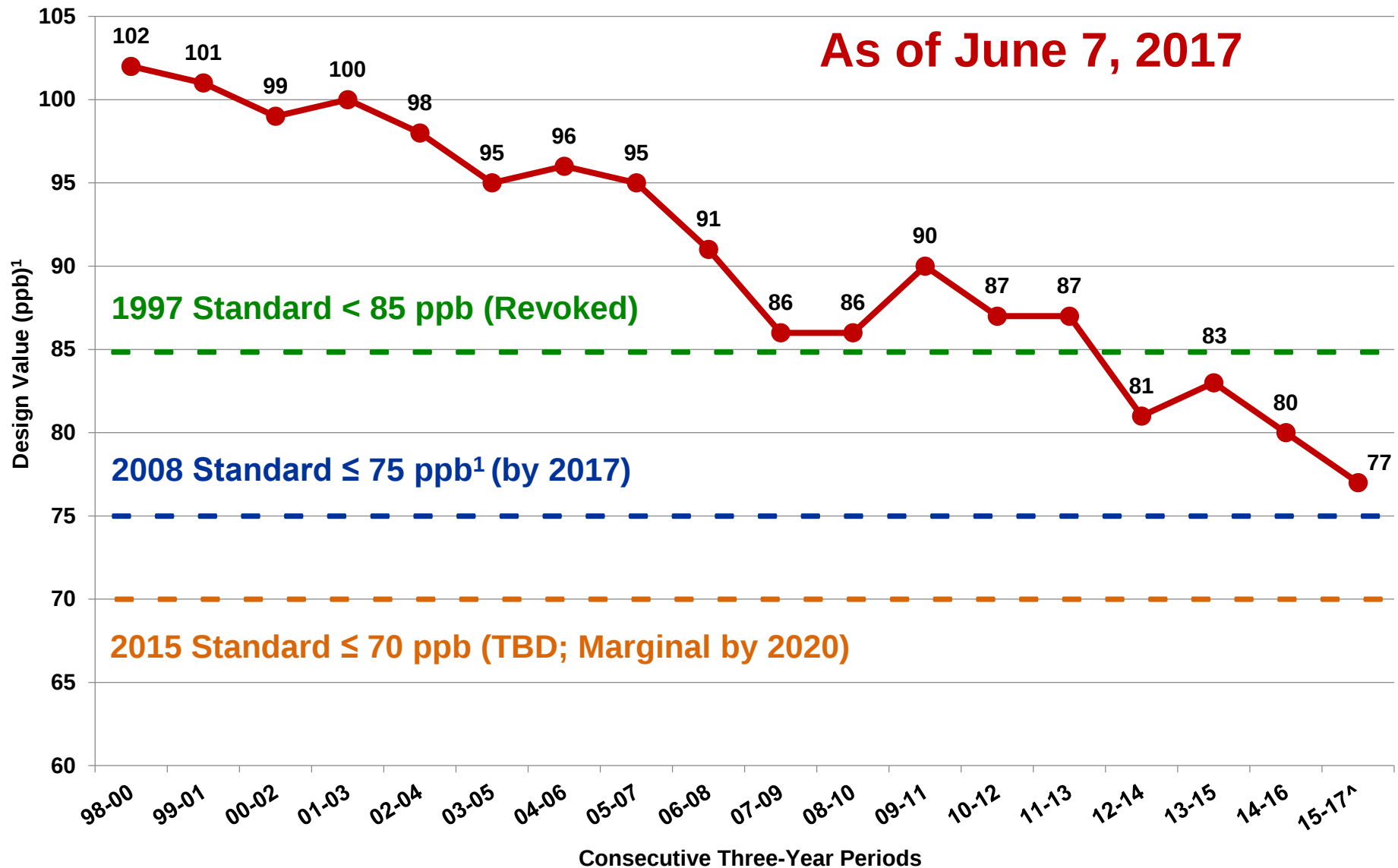
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

 = 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)

^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).

[^]Not a full year of data.

TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

2017 Call for Projects
Recommendations
for the North Central Texas Region

Kevin Kokes
Regional Transportation Council
June 8, 2017



North Central Texas
Council of Governments

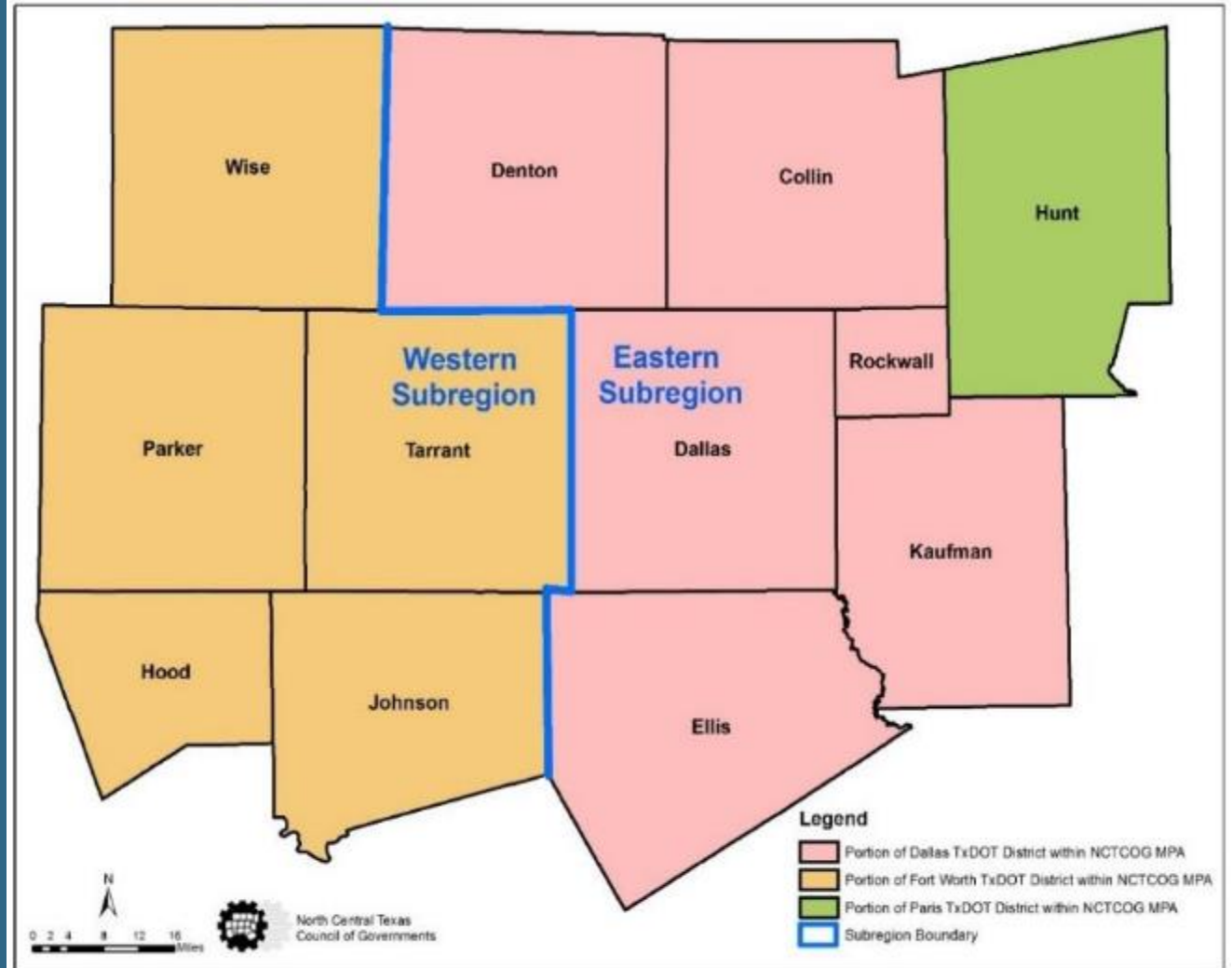
What is the Transportation Alternatives Set-Aside Program?

FAST Act: Fixing America's Surface Transportation (Current federal transportation funding bill)

- Similar to the previous Transportation Alternatives Program (TAP) and Transportation Enhancements (TE)
- Requires states to sub-allocate to areas based on population
- MPOs serving urbanized areas with populations over 200,000 are responsible for selecting projects through a competitive process



Eligible Project Area



Eligible Project Activities

2017 Call for Projects (North Central Texas)

Active Transportation

Shared-Use Paths
On-Street Bikeways
Bicycle/Pedestrian
Signalization
Sidewalks, Crosswalks,
Curb Ramps
Traffic Controls and
Calming Measures
Signage
Road Diets

Safe Routes to School

Shared-Use Paths
On-Street Bikeways
Bicycle/Pedestrian
Signalization
Sidewalks, Crosswalks,
Curb Ramps
Traffic Controls and
Calming Measures
Signage



Federal Funding Allocation for Fiscal Years 16, 17, 18, and 19

Funding Categories	Western Region (Fort Worth District) (34%)	Eastern Region (Dallas District) (66%)	Total
2016 TAP Funds Carryover (FY 16)	\$ 1,444,697	\$ 2,804,412	 \$ 4,249,109
2017 TA Set-Aside Funds Available (FY 17, 18, 19)	\$ 7,890,720	\$ 15,317,280	\$ 23,208,000
Total TA Funds Available	\$ 9,335,417	\$ 18,121,692	 \$ 27,457,109



= additional funds were identified after the program launch in Dec. 2016

Federal Funding Award Per Project

<i>Maximum</i> Federal Funding Award <i>per Project</i>	<i>Minimum</i> Federal Funding Award <i>per Project</i>
\$ 5,000,000	\$ 150,000

A family of four is riding bicycles on a paved path in a park. In the foreground, a young girl in a green tank top and blue jeans is riding a purple bicycle, wearing a black helmet. Behind her, a young boy in a pink shirt and blue jeans is riding a blue bicycle, also wearing a black helmet. To the right, a man in a light blue shirt and dark pants is riding a black mountain bike, and a woman in a pink tank top and dark pants is riding a black mountain bike. They are all smiling and looking towards the camera. The background is filled with lush green trees and a clear sky. A semi-transparent blue banner is overlaid across the middle of the image, containing the text "Evaluation and Scoring" in white.

Evaluation and Scoring

Evaluation and Scoring Criteria for Active Transportation Projects

Category	Scoring (pts)	Description
Regional Network Connectivity	25	Improves connectivity of Mobility 2040 regional paths and bikeways between cities and counties.
Mobility	20	Improves connections and access to transit.
Safety	15	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities.
Reducing Barriers	10	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.
Congestion Reduction	10	Provide alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling
Destination Density	5	Provides access to areas with a high density of major employers and destinations.
Air Quality Benefits	5	Improves air quality by supporting non-motorized facility usage.
Equity	5	Improves access to disadvantaged populations and underserved communities.
Local Network Connectivity	5	Implements locally planned priorities.

Evaluation and Scoring Criteria for Safe Routes to School Projects

Category	Scoring (pts)	Description
Implements a Local Plan	20	Implements a project identified as a priority in a local Safe Routes to School plan.
Safety	20	Improves the safety of students walking and bicycling to school.
Congestion Reduction	20	Strong potential for the project to increase walking and bicycling by students in lieu of motor vehicle trips to and from school.
Equity	20	Improves school access for disadvantaged populations and underserved communities.
Community Support and Stakeholder Involvement	15	Builds upon demonstrated community support for walking and bicycling to school.
Air Quality Benefits	5	Improves air quality by supporting non-motorized facility usage.

Additional Considerations

Active Transportation Applications and Safe Routes to School Applications

Category	Scoring (pts)	Description
Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community.
Project Innovation	5	Project implements innovative or new treatments and technology that can serve as a model for the region.

2017 TA Set-Aside Applications Received and Requested Federal Funding

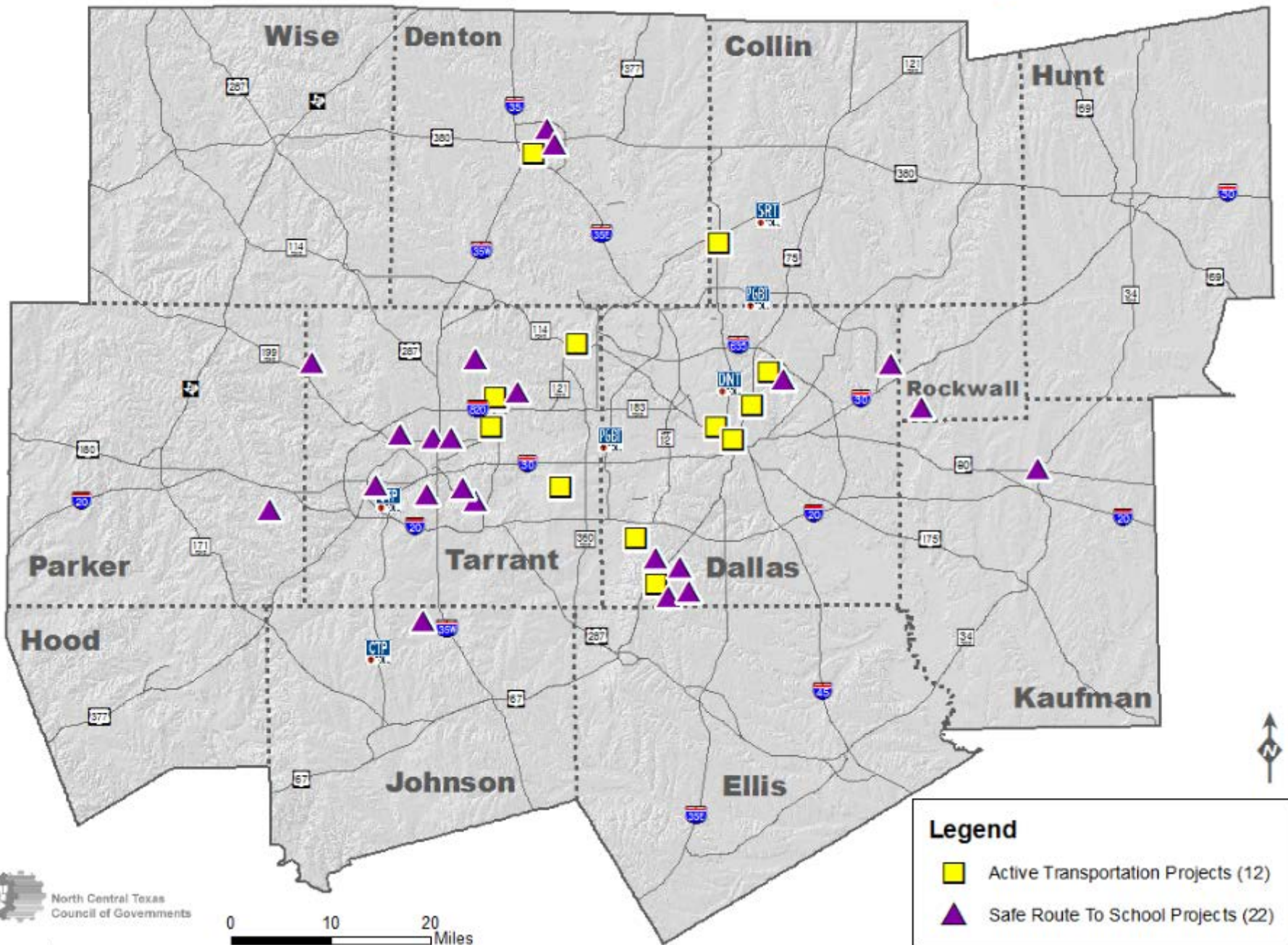
Funding Categories	Western Region (Fort Worth District)	Eastern Region (Dallas District)	Total
Active Transportation	\$ 10,956,589	\$ 23,581,601	\$ 34,538,190
Safe Routes to School	\$ 12,264,968	\$ 9,520,911	\$ 21,787,879
Total Requested Federal Funding	\$ 23,221,557	\$ 33,102,512	\$ 56,324,069
Total Number of Applications	31	30	61



Recommended Projects

2017 TA Set-Aside Recommended Projects

DRAFT



Recommended Project Scoring Tables

- Tables are provided with detailed scoring information.
- Please note: shaded projects are recommended to have reduced funding based on ineligible expenses or various cost factors.

\$

- Reduced amounts were confirmed with the recommended agency.



2017 TA Set-Aside Funding Recommendations

Fort Worth District: Active Transportation

	Nominating Entity	Project Name	Recommended Federal Funds
1	City of Grapevine	Dallas Road TOD Corridor / Cotton Belt Trail Extension	\$ 5,000,000
2	City of North Richland Hills	NRH Active Transportation Project for Trail / On-Road	\$ 617,294
3	City of Richland Hills	Richland Hills TRE Connection	\$ 1,677,121
4	City of Arlington	Julia Burgen Linear Park Trail System	\$ 542,568
Total			\$ 7,836,983

\$

= highlighted projects indicate reduced funding based on reductions in project scope, design costs, or other project elements.

2017 TA Set-Aside Funding Recommendations

Fort Worth District: Safe Routes to School

	Nominating Entity	Project Name	Recommended Federal Funds
1	City of Fort Worth*	CC Moss Elementary School SRTS	\$ 310,736
2	City of Fort Worth*	Diamond Hill Elementary School SRTS	\$ 676,906
3	City of Fort Worth*	WJ Turner Elementary School SRTS	\$ 541,572
4	City of Fort Worth*	ML Phillips Elementary School SRTS	\$ 551,405
5	City of Fort Worth*	D. McRae Elementary School SRTS	\$ 383,734
6	City of Burleson	Irene Street & Gardens to Johnson Safe Routes Project	\$ 1,721,019
7	City of Fort Worth*	Bonnie Brae Elementary School SRTS	\$ 310,677
8	City of Fort Worth*	Daggett Elementary/ Montessori School SRTS	\$ 428,775
9	City of Keller	Whitley Road Safe Routes to School	\$ 775,039
10	City of North Richland Hills	Smithfield Middle School	\$ 211,137
11	City of Aledo	Old Annetta Road - Safe Routes to School	\$ 833,880
12	Azle ISD	Walnut Creek Elementary Pedestrian Walkway	\$ 301,116
* = projects to be consolidated for funding agreement			Total
			\$ 7,045,996

2017 TA Set-Aside Funding Recommendations

Dallas District: Active Transportation

	Nominating Entity	Project Name	Recommended Federal Funds
1	City of Dallas	Trinity Strand Trail Phase 2	\$ 5,000,000
2	City of Denton	Sycamore - Welch Active Transportation Connection	\$ 762,508
3	City of Dallas	Lake Highlands Trail Phase 2A, 2B	\$ 4,079,294
4	City of Dallas	Union Bikeway Connector	\$ 610,150
5	City of Dallas	Ridgewood Trail Lighting	\$ 687,280
6	City of Plano	Legacy Drive / Dallas Parkway Pedestrian / Bicycle Crossing	\$ 355,784
7	City of Cedar Hill	South Clark Rd. Trail Veloweb Connection	\$ 1,053,151
8	Dallas County	FM 1382 Sidepath	\$ 1,628,951
Total			\$ 14,177,118

2017 TA Set-Aside Funding Recommendations

Dallas District: Safe Routes to School

	Nominating Entity	Project Name	Recommended Federal Funds
1	City of Denton*	Ginnings Elementary School Sidewalk Project	\$ 525,142
2	City of Denton*	Lee Elementary School Sidewalk Project	\$ 237,169
3	City of Terrell	Dr. Bruce Wood ES Connection Extensions	\$ 534,380
4	City of Heath	SRTS Trail Project - Smirl & Hubbard	\$ 380,228
5	City of Cedar Hill*	Group 4 - Sidewalk and Crosswalk Improvements	\$ 129,981
6	City of Cedar Hill*	Group 1 - Sidewalk and Crosswalk Improvements	\$ 757,518
7	City of Cedar Hill*	Group 2 - Sidewalk and Crosswalk Improvements	\$ 594,745
8	City of Dallas	Lake Highlands Trail Northern Extension	\$ 1,597,200
9	City of Rowlett	Miller Rd. and Chiesa Rd. Sidewalk	\$ 349,348
10	City of Cedar Hill*	Group 3 - Sidewalk and Crosswalk Improvements	\$ 77,616
* = projects to be consolidated for funding agreement			Total
			\$ 5,183,327

Recommended Federal Funding

Funding Categories	Western Region (Fort Worth District)	Eastern Region (Dallas District)	Total
Active Transportation (12 Projects)	\$ 7,836,983	\$ 14,177,118	\$ 22,014,101
Safe Routes to School (22 Projects)	\$ 7,045,996	\$ 5,183,327	\$ 12,229,323
Total Recommended Federal Funding (34 Projects)	\$ 14,882,979	\$ 19,360,445	\$ 34,243,424

Recommended Federal Funding, cont.

Funding Categories	Western Region (Fort Worth District)	Eastern Region (Dallas District)	Total
2016 TAP Carryover (FY 16)	\$ 1,444,697	\$ 2,804,412	\$ 4,249,109
2017 TA Set-Aside Funds Available (FY 17, 18, 19)	\$ 7,890,720	\$ 15,317,280	\$ 23,208,000
Total TA Set-Aside Funds Recommended	(34%) \$ 9,335,417	(66%) \$ 18,121,692	\$ 27,457,109
CMAQ Funds Recommended	\$ 5,547,562	\$ 1,238,753	\$ 6,786,315
Total Recommended TA Set-Aside and CMAQ Funding	\$ 14,882,979	\$ 19,360,445	\$ 34,243,424



Schedule

Schedule

	Date
 BPAC / Transportation Alternatives Call for Projects Public Meeting	11/16/16
 STTC Action (CFP Guidelines)	12/2/16
 RTC Action (CFP Guidelines)	12/8/16
 Call for Projects <u>Opens</u>	12/12/16
 Application Workshop	12/14/16
 Deadline for Meetings to Review Applications for Completeness	2/10/17
 Call for Projects <u>Closes</u>	<u>2/24/17; 5:00pm</u>
 Review of Projects / Scoring by NCTCOG	March – April
 Public Meetings	Early May
 STTC Action (Selected Projects)	5/26/17
 RTC Action (Selected Projects)	6/8/17
Meetings with Awarded Agencies (Dallas District)	6/21/17
Meetings with Awarded Agencies (Fort Worth District)	6/22/17
Submittal Deadline for Transportation Improvement Program (TIP) modifications (November 2017 Cycle)	7/28/17
Approval of Statewide Transportation Improvement Program (STIP)	Nov/Dec 2017

Requested Action

Approval of the:

- 2017 Transportation Alternatives Set-Aside Program (TA Set-Aside) Call for Projects as provided in Reference Item 4.2, which includes the use of a combination of TA Set-Aside and Congestion Mitigation and Air Quality Improvement Program funds.
- Ability to administratively amend the TIP/STIP and any other documents as appropriate to include all TA Set-Aside projects in the Region.



Questions?



Contact Information

Karla Weaver, AICP

Sustainable Development
Senior Program Manager
kweaver@nctcog.org
817-608-2376

Kevin Kokes, AICP

Principal Transportation Planner
kkokes@nctcog.org
817-695-9275

Shawn Conrad

Senior Transportation Planner
sconrad@nctcog.org
817-705-5695

Daniel Snyder

Transportation Planner
dsnyder@nctcog.org
817-608-2394

Kathryn Rush

Transportation Planner
krush@nctcog.org
817-704-5601



North Central Texas
Council of Governments



Minimum Requirements

Category	Description
Right-of-Way / Easement	Project must have all necessary ROW or Easements.
Official Funding Resolution	Application must include documentation approved by the Governing Body to confirm the availability of the local match contribution if the project is awarded funding.
Environmental Checklist	Application must include a completed environmental review checklist identifying the project readiness.
Partnerships	For all Safe Routes to School (SRTS) applications, a Memorandum of Understanding (MOU) or resolution of support between the ISD and local government was required.

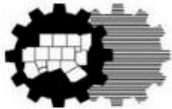
Program Rules

Category	Description
Project Agreement	Applicant must commit to executing an Advanced Funding Agreement (AFA) with TxDOT within <u>one year</u> of project selection.
Funding Obligation	Applicant must commit to advance to construction within <u>three years</u> from selection or risk the loss of funding.
Cost Overruns	Solely the responsibility of the nominating entity.

METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE, TRANSPORTATION DEVELOPMENT CREDITS (TDC), AND EARLY PARTNERSHIPS

Regional Transportation Council

June 8, 2017



North Central Texas
Council of Governments
Transportation Department

MTP POLICY BUNDLE PROCESS: SUMMARY OF AGENCY RESPONSES

	Submitted Responses	Met Policy Requirements
Cities	12	9
Transit Agencies	2	2
School Districts	3	0
Total	17	11

MTP POLICY BUNDLE PROCESS: ALLOCATION OF TDCS

- Staff proposes the following allocation of TDCs based on population:

Award of 8,000,000 TDCs Each

City of Dallas

City of Fort Worth

Fort Worth Transportation Authority

Award of 5,000,000 TDCs Each

City of Arlington

City of Plano

Denton County Transportation Authority

Award of 3,000,000 TDCs Each

City of Grapevine

City of Lewisville

City of McKinney

City of Mesquite

~~Denton County Transportation Authority~~

City of Richardson

MTP POLICY BUNDLE PROCESS: NEXT STEPS

- What is the process for submitting projects?
 - Talk to Transportation Improvement Program (TIP) Team Staff for assistance
- What type of projects are eligible?
 - Must be new projects, not previously selected projects (including TAP)
- Process for FY 2018 submissions:
 - To be considered, Agencies must submit responses to the survey
 - Current Agencies that applied this year will need to resubmit
 - To request submission form, go to:
<http://www.nctcog.org/trans/mtp/policybundle/>
 - Early Submittal Deadline (North Central Council of Governments (NCTCOG) staff will review) – February 2, 2018
 - Deadline for Submittal of Complete Survey – March 2, 2018
 - Additional information is located the MTP Policy Bundle page at:
<http://www.nctcog.org/trans/mtp/policybundle/>

EARLY PARTNERSHIPS

PROJECT AND PARTNERSHIP BACKGROUND

- As part of the reconstruction of IH 35E, the City of Dallas is proposing the construction of a deck plaza over IH 35E from Marsalis Avenue to Ewing Avenue.
- The Regional Transportation Council (RTC) previously approved up to \$40,000,000 in federal funds to help the City fund the project, with a 20 percent local match required.
- In order to include the deck plaza component in the larger reconstruction project, the Texas Department of Transportation needs a City funding commitment by June 28, 2017.

SOUTHERN GATEWAY DECK PLAZA COSTS AND CONCEPT



Build North Half of Deck and All Foundations

RTC: \$28,310,400

Local: \$7,077,600*

Total: \$35,388,000

*If the City desires to include the fire suppression/
ventilation betterment, local costs increase to
\$19,838,700.

SOUTHERN GATEWAY FUNDING OPTIONS

- Option #1: Cash Match
 - The RTC contributes \$28,310,400 in federal funds.
 - The City of Dallas pays the 20 percent local match (\$7,077,600) in cash.
- Option #2: Use TDCs as Placeholder/Contingency
 - The RTC contributes \$35,388,000 in federal funds temporarily.
 - The City of Dallas utilizes its TDCs temporarily.
 - Upon approval of the City's Bond Program, the TDC match will be removed and replaced with a local cash match, thereby reducing the RTC's commitment to \$28,310,400.

OPPORTUNITIES FOR QUALIFYING AGENCIES

- In addition, the City of Grapevine has contacted staff to discuss potential projects on which to utilize its TDCs.
- Other qualifying agencies can contact the TIP Team to discuss the use of their TDCs.
 - Adam Beckom – abeckom@nctcog.org or 817-608-2344
 - Brian Dell – bdell@nctcog.org or 817-704-5694

REQUESTED ACTION

- RTC approval of:
 - Staff's recommendation for distributing TDCs to qualifying agencies
 - The funding partnership with the City of Dallas for the Southern Gateway project
 - Administratively amending the 2017-2020 TIP/Statewide TIP and other planning/administrative documents to incorporate these changes.

CONTACTS

Christie J. Gotti

Senior Program Manager

817-608-2338

cgotti@nctcog.org

Adam Beckom, AICP

Principal Transportation Planner

817-608-2344

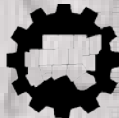
abeckom@nctcog.org

Toll Cost Associated with IH 30 Closure Detour Route

Regional Transportation Council

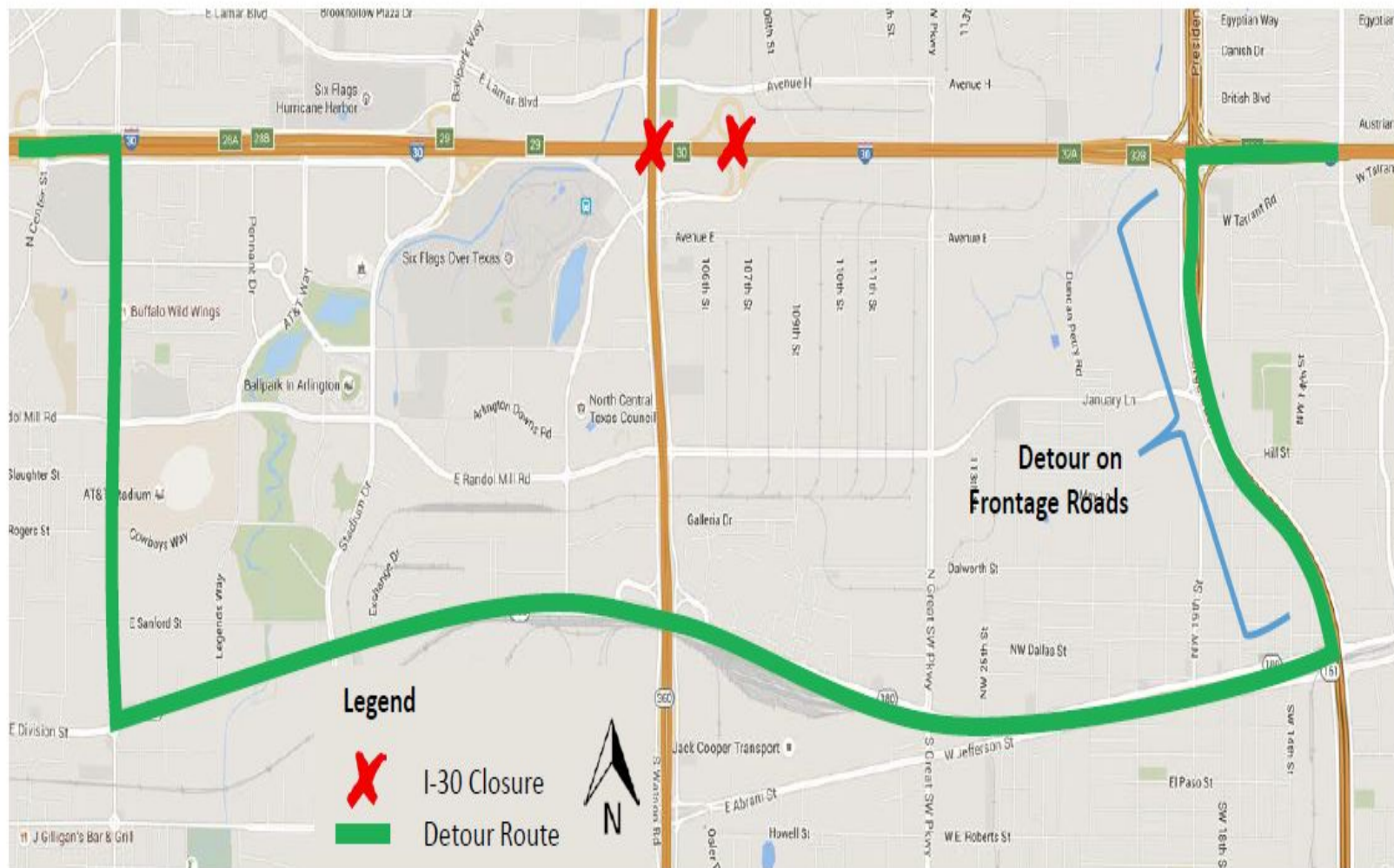
June 8, 2017

Natalie Bettger



*North Central Texas Council of Governments
Transportation Department*

DETOUR ROUTE



SCOPE OF CLOSURE

Location:

IH 30 from Cooper / Collins Street to PGBT

Timeframe:

Friday night from 9:00 pm to approximately 6:00 am
Monday

Strategies:

Traffic Signal Retiming

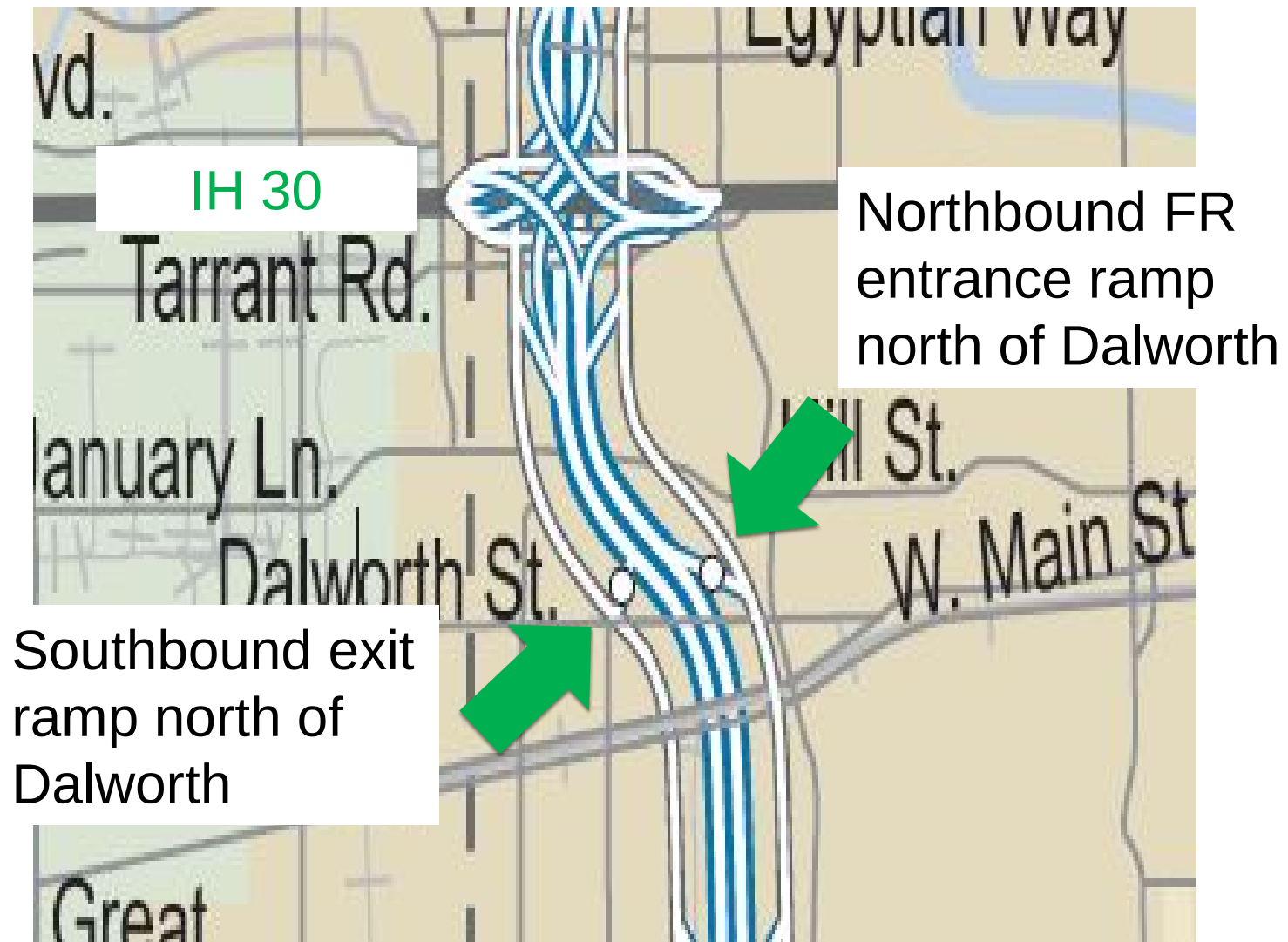
Tolls of \$0

Advanced Messages on DMS to Avoid the Area

Media Coverage

Monitor Traffic and Improve with Each Closure

TOLL GANTRIES



ACTION REQUESTED

Approve \$50,000 in Regional Transportation Council local funds to cover the cost of setting the tolls to \$0 on President George Bush Turnpike for the IH 30 detour route.

Direct staff to administratively amend the 2017-2020 TIP and other planning/administrative documents to incorporate this funding .

Direct staff to seek approval of the NCTCOG Executive Board and enter into an agreement with NTTA.

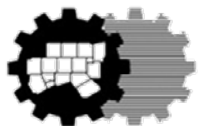
QUESTIONS

Natalie Bettger
Senior Program Manager
nbettger@nctcog.org
817-695-9280

Marian Thompson
Transportation System Operations Supervisor
mthompson@nctcog.org
817-608-2336

LEGISLATIVE UPDATE

Regional Transportation Council
June 8, 2017



Amanda Wilson, AICP
North Central Texas Council of Governments

Transportation Funding

SB 1 General Appropriations Bill

- Legislature Approved \$216.8B Statewide Budget
- \$26.6B for TxDOT Funding
 - \$2.9B from Sales Tax (Proposition 7)
 - \$2.5B from Oil & Gas Tax (Proposition 1)
 - \$300M to Pay Debt
- Delays \$1.7B Transfer of Proposition 7 Funds to State Highway Fund

Air Quality

TERP

- **SB 26** Updates, Extends TERP, Adjusts Revenue Dedications; Amended onto **SB 1731**; Approved

LIRAP/LIP

- **HB 2321** Modernizes, Adds Flexibility to LIRAP/LIP; No Action on Senate Floor, Did Not Pass
- **HB 402** Expands LIP projects for Certain Counties; No Senate Action, Did Not Pass

Emissions

- **HB 2568** Reviews Motor Vehicle Emissions Inspection; Did Not Pass
- **SB 2076** Included Amendment to Study Necessity of Inspection Programs, Make Recommendations; Approved

High-Speed Rail

20+ Bills Filed Proposed to Limit/End HSR, Restrict Eminent Domain, Prevent Funding/Financing

SB 975 HSR to Implement Security Measures; Approved

SB 977 Prohibits the Use of State Money for HSR Operated by Private Entity, Federal Requirements Allowed, TxDOT to Prepare Semi-Annual Report on HSR Expenses; Signed by Governor, Effective 9/1/17

- This Language also Included in the State Budget

CDAs and Tolls

HB 2861 Statewide Comprehensive Development Agreement Bill

- IH 30 From IH 35W to East of Fielder Rd.
- IH 635E From US Highway 75 to IH 30
- IH 35E From IH 635 to US Highway 380
- Plus Others Throughout the State

Failed on House Floor; Did Not Pass

SB 312 TxDOT Sunset Bill

Extends TxDOT for 12 Years, Includes Limiting Toll Language; Approved

Transit

SB 385 Voter Approval for Acceptance/Use of Federal Funds for Commuter Rail Projects; Did Not Pass

SB 1523 Requires TxDOT to Oversee Safety of Rail Fixed Guideway Systems in Accordance with Federal Law, Keeps Safety Elements in Place; Signed by Governor and Effective Immediately

Additional Topics of Interest

Automated Vehicles

- **SB 2205** Creates Automated Vehicle Driving Regulations; Approved

Shared Transportation

- **HB 100** Regulates Transportation Network Companies (Uber/Lyft); Signed by Governor, Effective Immediately

Safety

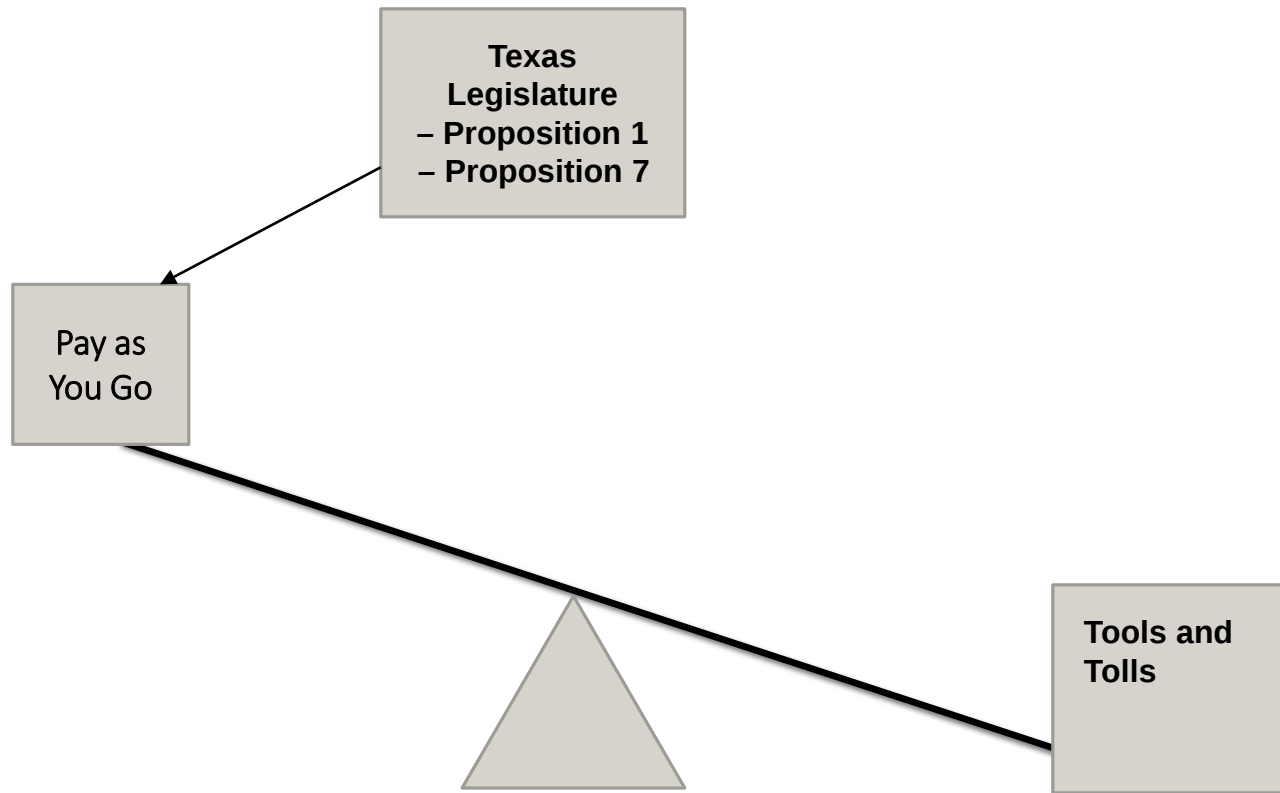
- **HB 62** Prohibits Driving While Texting; Signed by the Governor, Effective 9/1/17
- **SB 1588** Ending Safety Inspections; Did Not Pass

Additional Topics of Interest

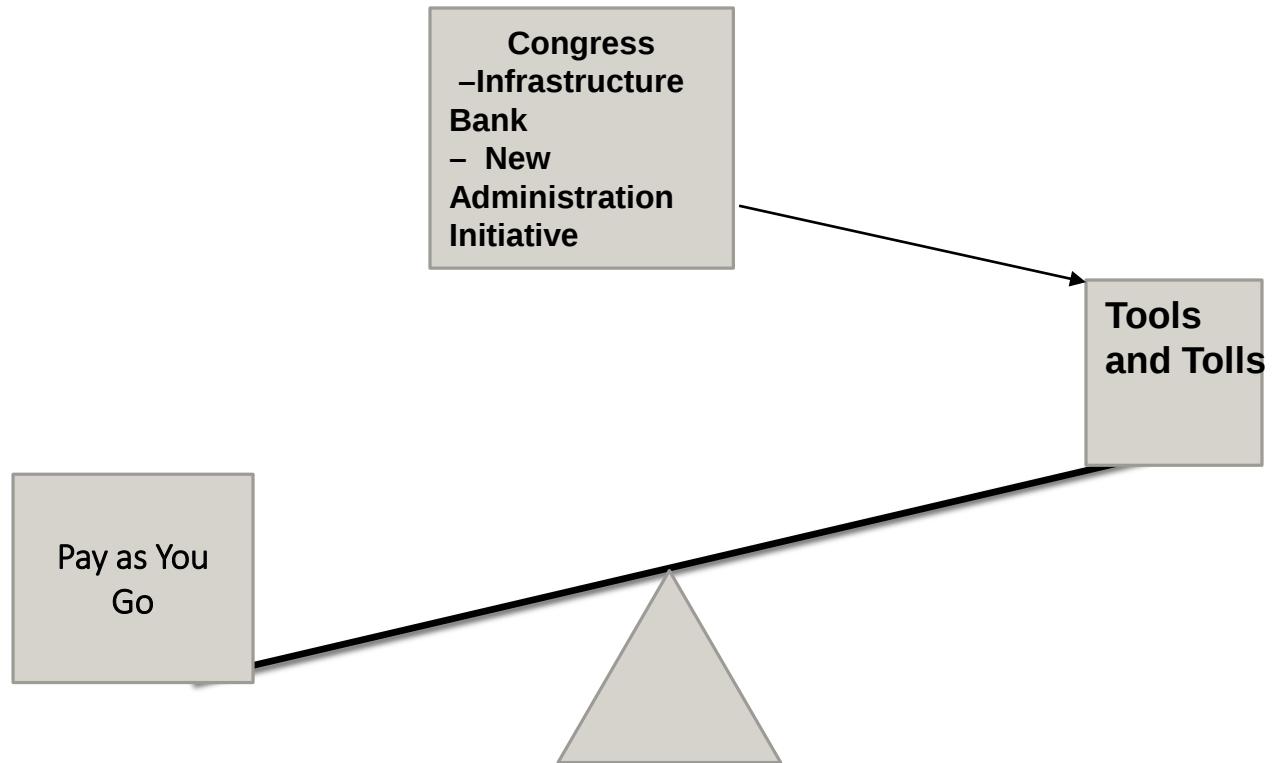
Aviation/Unmanned Aircraft

- **HB 1643** Prohibits Operation of UAS Over Certain Structures, Prohibits Local UAS Ordinance without FAA Approval; Approved
- **HB 1424** Prohibits Operation of UAS Over Certain Structures/Images Captured; Approved
- **SB 840** Images Captured by UAS; Approved
- **SB 277** Prohibits Tax Incentives for Land with Wind Turbines Near Military Base; Approved
- **HB 890** Real Estate Disclosure Near Military Base; Signed by Governor, Effective 9/1/17

State Legislative Balance



Federal Legislative Balance



Contact Information

Amanda Wilson, AICP

Program Manager
Community Outreach

awilson@nctcog.org

(817) 695-9284

Rebekah Hernandez

Communications Supervisor

rhernandez@nctcog.org

(817) 704-2545

www.nctcog.org/trans/legislative

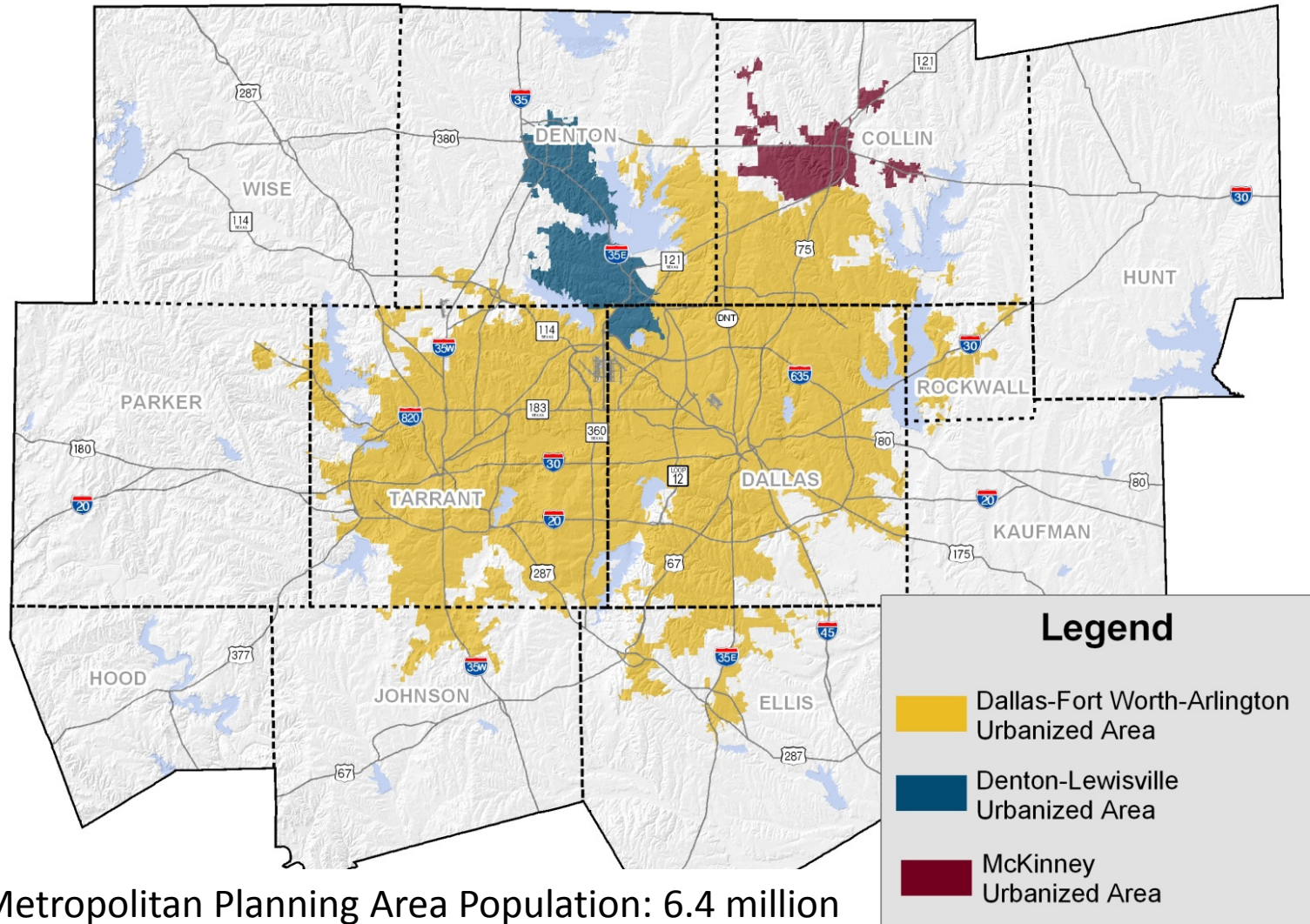
United States and Texas Population

	United States	Texas	%
1980	226,542,199	14,229,288	6.28%
1990	248,709,873	16,986,510	6.83%
2000	281,421,906	20,851,820	7.41%
2010	308,745,538	25,145,561	8.14%
2016	323,127,513	27,862,596	8.62%

Source: US Census Bureau

Fixing America's Surface Transportation Act: \$207 Billion for FY2016 through FY2020 apportionments to states largely based on FY2009 levels based upon year 2000 Census.

Dallas-Fort Worth 2010 Urbanized Areas



2010 Metropolitan Planning Area Population: 6.4 million

Populations within urbanized areas: 5.7 million

MPA Population residing outside Urbanized Area: 11%

Dallas-Fort Worth Urbanized Area Populations

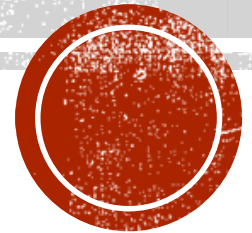
Area	2017 Population	Percentage of Total
Dallas--Fort Worth--Arlington, TX	5,391,487	75.77%
Denton--Lewisville, TX	399,251	5.61%
McKinney, TX	184,621	2.59%
Non-Urbanized MPA	1,139,883	16.02%
TOTAL	7,115,242	

Source: NCTCOG

NCTCOG POPULATION ESTIMATES

Methodology Description

June 8, 2017



ESTIMATING POPULATION

- Population Balancing Equation
 - $\text{Current population} = \text{starting population} + \text{natural increase} + \text{net migration}$
 - $\text{Natural increase} = \text{births} - \text{deaths}$
 - $\text{Net migration} = \text{immigrants} - \text{emigrants}$
 - Natural increase and net migration can be positive or negative
- If components are not known, they have to be estimated
 - Birth rates, death rates (life tables), in-migration/out-migration rates
 - Depend on the structure of the population (age, sex, race)



ESTIMATING POPULATION

- **Census Bureau**

- For counties and states – components of change (balancing equation)
 - Use administrative records for births and deaths
 - Adjusted by CB to account for reporting lags and differences in classifications
 - Some data are CB projections
 - Use administrative records and ACS data for migration
 - County-level controlled to national level
- For cities – “Distributive Housing Unit Method”
 - Use 2010 Census occupancy rates and household sizes
 - Control to the county totals



ESTIMATING POPULATION

■ Texas State Data Center

- Use three methods for both counties and cities
 - Ratio-correlation – multiple regression model that includes variables of births, deaths, elementary school enrollment, vehicle registration, and voter registration
 - Component-method II – procedure that includes data on births, deaths and elementary school enrollment, and Medicare enrollment
 - Housing-unit Method – use CB survey for permits (unit estimates) and ACS data for occupancy rates and household sizes
- For counties - “While generally the housing-unit population estimate is used as the population estimate for July 1, 2015, when estimates appeared to be inconsistent with other indicators of population and population change, an estimate produced using another method (component-method II, ratio-correlation method or an average of methods) could be selected as the estimate for July 1, 2015”
- For cities - “The estimates for place populations from the three methods were averaged to provide a July 1, 2015 estimate of the total population for each place.”
- Cities estimates are controlled to county estimates; county estimates are controlled to the state estimate



NCTCOG POPULATION ESTIMATES

- Data collection
 - Ask county judges if there have been any new incorporations
 - Ask cities to furnish us with changes in housing stock by unit type
 - Permits, completions, demolitions
 - Annexations, de-annexations
 - Move-ins, move-outs
 - Ask cities to furnish us with changes in population in group quarters



NCTCOG POPULATION ESTIMATES

- Analyze Census ACS data for changes in household sizes and occupancy rates
- Purchase occupancy rates data for multi-family units from ALN and M/PF Research
- Analyze data from appraisal districts
- Analyze data from TCEQ
- Analyze data from NCTCOG Development Monitoring and Subdivisions Inventory



NCTCOG POPULATION ESTIMATES

Housing Unit Method

Estimated population =
(estimated units * estimated occupancy rate *
estimated persons per occupied unit)
+ estimated population in group quarters



HOUSING UNIT METHOD

- Advantages
 - Data is readily available for all communities regardless of community size
 - Allows very current estimates
 - Conceptually simple
 - Easy to explain and understand
 - Logical – most people live in some type of housing structure
 - Can be applied to any geography size
 - Can produce very accurate estimates – any error due to inaccuracies in the estimates of the data elements



HOUSING UNIT METHOD

- Disadvantages

- Sensitive to reporting errors (subject to manipulation)
- Care needs to be taken to ensure that data series is consistent
- Changes in the underlying data elements – average household sizes, occupancy rates, and group quarters population – can be difficult to capture/verify



HOUSING UNIT METHOD

“...judgements regarding the reliability of a specific set of HU population estimates must always be based on the validity of the **data** and **assumptions** used in the particular application of the method, not on an assessment of the theoretical and empirical validity of the method in general.”

Smith, Stanley K. (1986), “A Review and Evaluation of the Housing Unit Method of Population Estimation”, Journal of the American Statistical Association.



HOUSING UNIT METHOD

■ Data

- NCTCOG contacts each city; due to great effort, 100% participation
- NCTCOG evaluates data provided by cities and compares to other sources
 - If unit completion trend is particularly anomalous, we contact the city
 - We have even done site visits to verify information
- If a city has done their own survey of any of the inputs, we will consider that information (e.g. have contacted every apartment complex and found out how many units are occupied)
- We perform a statistical analysis to determine if occupancy rates or average household sizes based on the Census Bureau's ACS are significantly different from what was reported for 2010 (decennial census and ACS)



HOUSING UNIT METHOD

■ Assumptions

- People live either in a countable housing unit or in group quarters
 - We are happy to work with a city on how to report other populations such as homeless populations
- Demolished units are uninhabitable
 - We adjust occupancy rates so that many demolitions do not negatively impact population estimates
- Decennial Census is correct
 - If a city does not agree with the decennial census figure, it is incumbent on the city to challenge the figure with the Census Bureau. If the city is successful in the challenge, we will update our estimates.
- Census ACS, ALN, M/PF, TCEQ, and appraisal district data are reliable
- Data provided by cities are reliable – city is not trying to manipulate figures

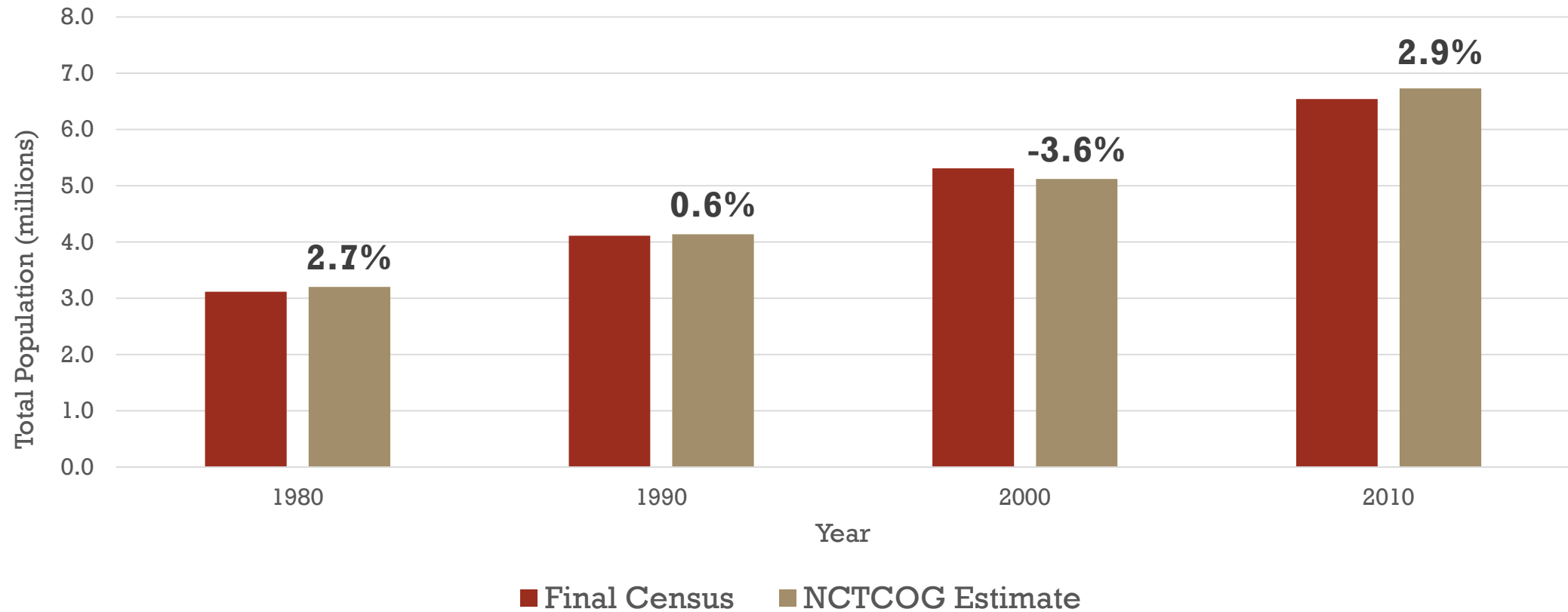


THRESHOLDS

- Reaching certain population thresholds triggers opportunities and/or obligations.
 - 5,000 – Home-rule
 - 25,000 – Hours of labor for members of police and fire departments
 - 50,000 – Community Development Block Grant
 - 1,000,000 – Crime Control and Prevention District



PERFORMANCE OF NCTCOG ESTIMATES



FINAL REMARKS

- The farther we get from a decennial census, the greater the estimation error is likely to be
 - This is true of estimates from any source, not just those from NCTCOG
- We re-benchmark after each decennial census
 - We do not go back and correct the time series prior to the census; others do produce a new set of estimates that fit within the decennial censuses



FY2018 and FY2019
*Unified Planning Work Program
and
Studies to Fund through the
CMAQ/STBG Funding Program*

Regional Transportation Council
June 8, 2017

Unified Planning Work Program

Required by Fixing America's Surface
Transportation (FAST) Act

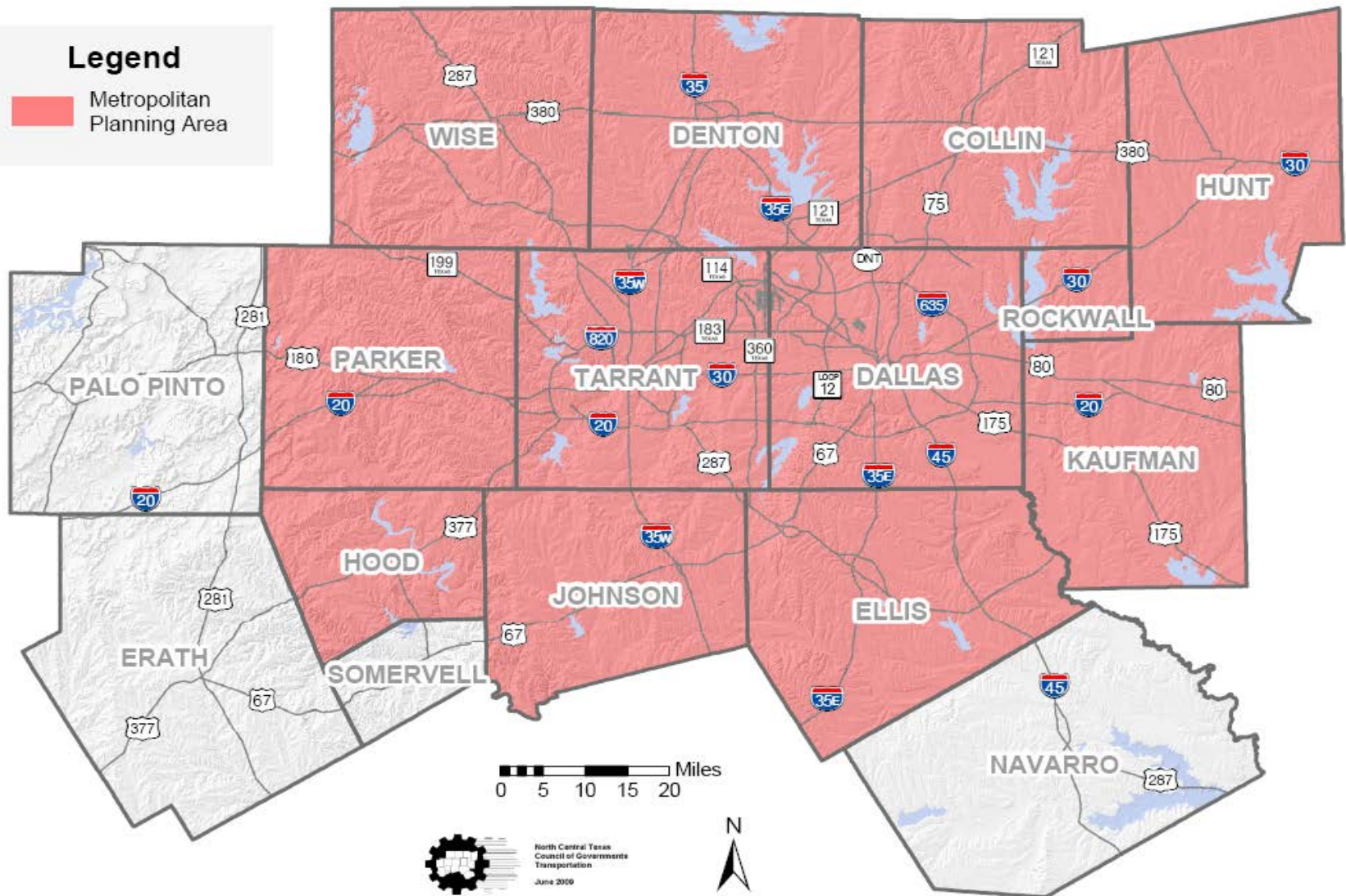
Summarizes Annual MPO Funding

Addresses Regional and Local Issues

Inventories Planning and Programming Activities

Allocates Available Funds to Specific Tasks

Dallas-Fort Worth Metropolitan Area



Unified Planning Work Program for Regional Transportation Planning

Task 1 – Administration and Management

**Task 2 – Transportation Data Development and
Maintenance**

**Task 3 – Short-Range Planning and Programming, and
Air Quality and Transit Operations**

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies and System Operations

FY2018 and FY2019 Major Planning Initiatives

- ▶ **Mobility 2045**
- ▶ **Air Quality Conformity**
- ▶ **2019-2022 Transportation Improvement Program**
- ▶ **Survey Data Analysis/Travel Model Enhancement**
- ▶ **Automated Vehicle Technology**
- ▶ **Freight Planning**
- ▶ **High Speed Rail**
- ▶ **Performance Measures Development**
- ▶ **Harry Hines Boulevard Corridor Study**
- ▶ **MATA M-line Extension**

CMAQ/STBG 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

Planning and Other Studies Portion of CMAQ/STBG Funding Program

Description/ Purpose	Provide funding for planning and feasibility studies to examine future project scenarios.
Current Requests	• Medical District / Harry Hines Study (Dallas) • M-Line Extension to Knox Street Study (Dallas)
Next Steps	Approval with the UPWP action by RTC, in July 2017, to administratively amend the TIP / STIP.

CMAQ/STBG Funding Program: Proposed Planning and Other Studies

DRAFT

Project Name	Fiscal Year	Federal Funding Source	Match to Federal Funds	Total Federal Amount
Harry Hines Corridor Conceptual Study and Preliminary Design	2019	STBG	Local Funds	\$1,000,000
McKinney Avenue Transit Authority M-Line Extension to Knox Street Feasibility Study	2018	STBG	Local Funds/TDCs ¹	\$1,000,000
High Speed Rail Core Express ²	2018	STBG	TDCs ³	\$2,000,000
TOTAL				\$4,000,000

1: The City of Dallas may wish to use TDCs being allocated to the City through the MTP Policy Bundle effort.

2: In addition to the \$3,000,000 previously funded for a total of \$5,000,000

3: Regional TDCs

Unified Planning Work Program FY2018 and FY2019 Funding Summary

FY2018 and FY2019 US FTA (Sec. 5303)	\$ 5,596,327
--------------------------------------	--------------

FY2018 and FY2019 US FHWA (Estimated PL)	\$14,910,150
FY2017 US FHWA (Estimated PL-Carryover)	<u>\$ 5,981,498</u>
Total Transportation Planning Funds	\$26,487,975
Anticipated Expenditures	\$22,664,000
PL Balance to Carry Over to FY2020	\$ 3,823,975

Unified Planning Work Program Development Schedule

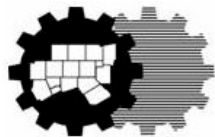
DATE	UPWP DEVELOPMENT
February 10	Initiation of Requests for NCTCOG Assistance
February 17	STTC Notification of UPWP Development
March 9	RTC Notification of UPWP Development
March 13, 15 & 20	Public Meetings on UPWP Development
March 24	Project Submittals for NCTCOG Assistance Due
May 26	Draft Document Provided to STTC for Information
June 1	Draft Document Due to TxDOT
June 8	Draft Document Provided to RTC for Information
June 13, 14 & 20	Public Meetings on Draft Document
June 23	STTC Action on Recommended UPWP
July 13	RTC Action on Recommended UPWP
July 27	Executive Board Action on Recommended UPWP
August 1	Final Document Due to TxDOT

Unified Planning Work Program Contact Information

Dan Kessler
Assistant Director of Transportation
817-695-9248
dkessler@nctcog.org

Vickie Alexander
Administrative Program Manager
817-695-9242
valexander@nctcog.org

Jill Hall
Transportation Program Assistant
817-695-9207
jhall@nctcog.org



**North Central Texas
Council of Governments**

Transportation Department

<http://www.nctcog.org/trans/admin/upwp>

Cotton Belt Rail Line: Regional Planning Perspective

Michael Morris, P.E.

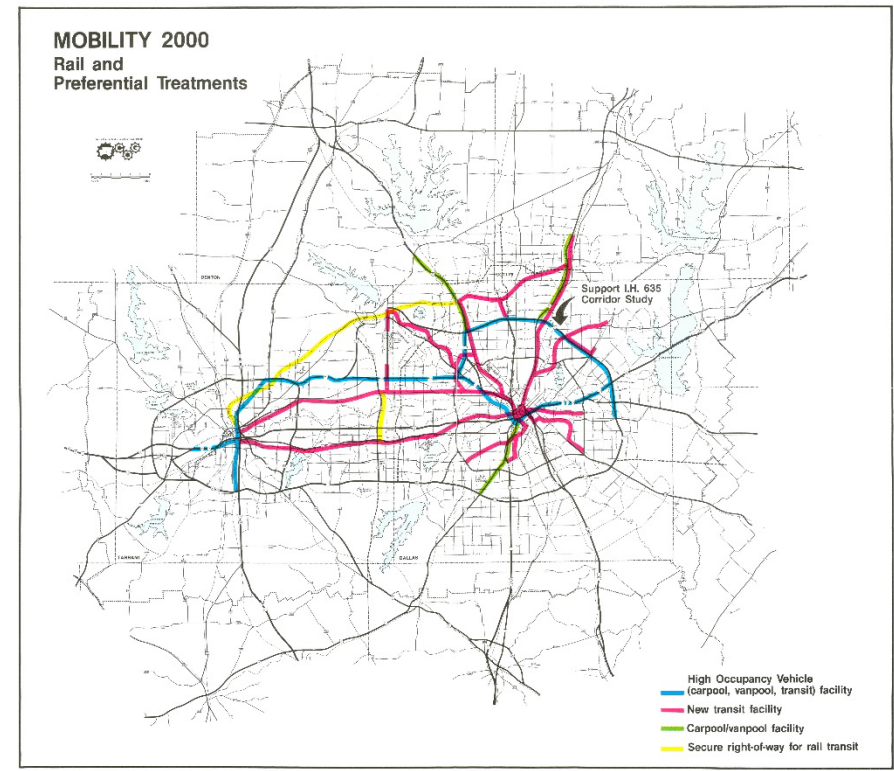
Regional Transportation Council
June 8, 2017



North Central Texas
Council of Governments

Long-Standing Priority

Recognized need for cross-region rail transit in the long-range plan since 1986 (Mobility 2000)

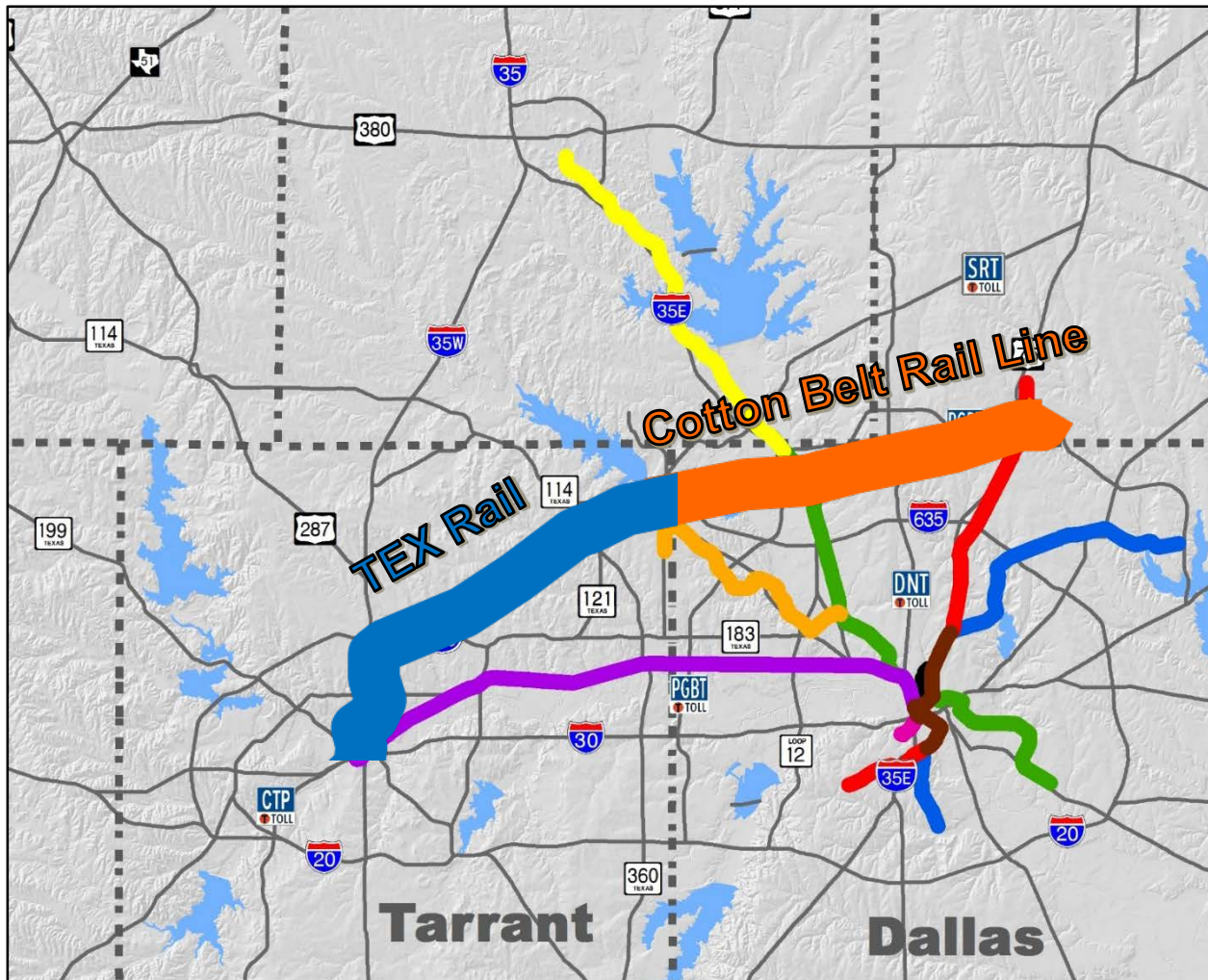


Addison is an original member of DART and has been awaiting rail service since joining in 1983

Mobility 2040 included RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)



We're Halfway There

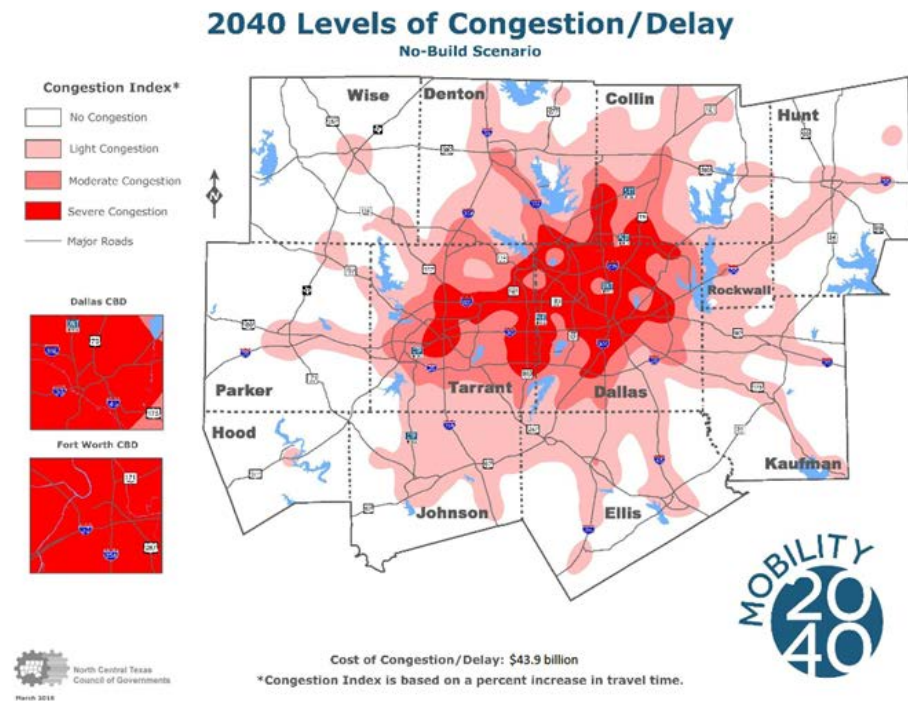


Cross-Region Connections

Vital cross-region connection
for our multi-centered
region

Will connect to 3 commuter
rail lines, 3 light rail lines
and various bus routes

Over two-thirds of Cotton
Belt riders will transfer to
or from other rail lines

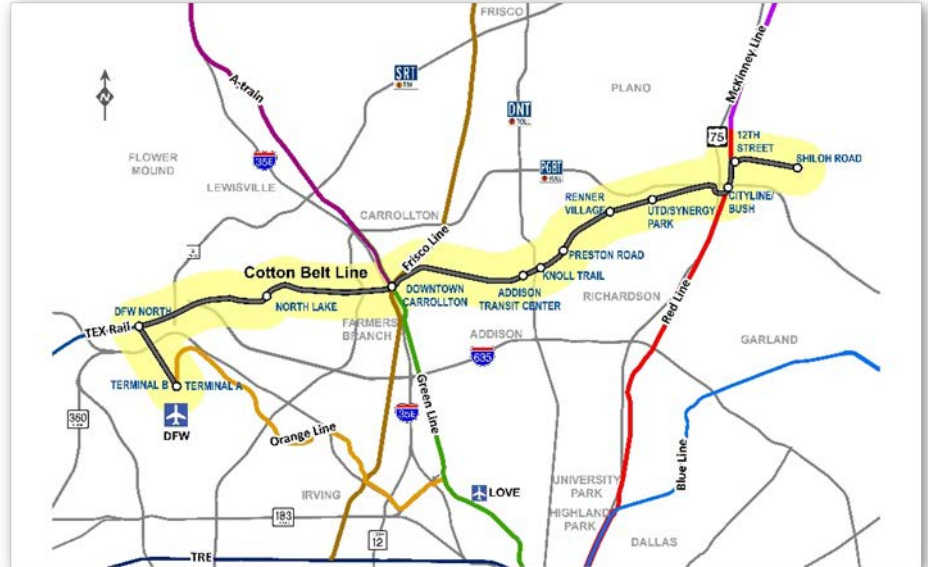


Impact Tomorrow

2040 ridership over 5.5 million annually (21,296 daily)

Busiest commuter rail in the region

Fourth busiest rail line overall (behind DART's Red, Green, and Blue Lines)



Innovative Funding

Coincident solicitations and project awards

Promotes private sector innovation in the design and construction of the rail corridor and rolling stock

Maximizes opportunities for leveraging value capture

Catalyst for next generation urban space

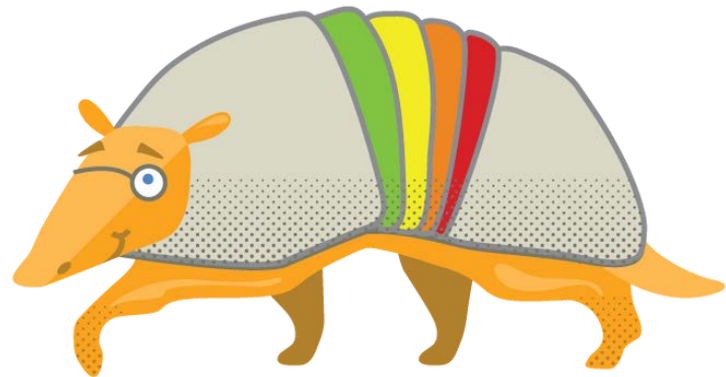


Air Quality Benefits

NO_x emissions reduction = 79.92 lbs/day

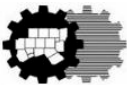
VOC emissions reduction = 37.47 lbs/day

Daily Automobile VMT reduction = 113,124.35 miles



CMAQ/STBG FUNDING: TRANSIT PROGRAM

Regional Transportation Council
June 8, 2017



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG 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

CMAQ/STBG¹ FUNDING PROGRAM: TRANSIT PROGRAM

Description/ Purpose	To assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region.
Current Requests	• High-Intensity Bus Transit in the IH 30 and IH 35W Corridor • Cotton Belt Corridor • Carpenter Ranch Station- Irving
Next Steps	Anticipated for action in Summer or Fall 2017.

¹ Congestion Mitigation and Air Quality Improvement Program (CMAQ)/
Surface Transportation Block Grant (STBG)

PROPOSED TRANSIT PROJECTS

DRAFT

Project Name	Agency	Proposed FY	Proposed Federal Funding ²
Cotton Belt Corridor Regional Rail Project (#4) from DFW Terminal B to Shiloh Station in Plano ¹	DART	2019	\$20,000,000
		2020	\$40,000,000
		2021	\$30,000,000
		2022	\$10,000,000
7 th Street District Circulator Electric Buses and charging stations (in Fort Worth)	FWTA	2018	\$2,880,000 ³
IH 30 High Intensity Bus Pilot Service from the western terminus of IH 30 managed lanes to Downtown Dallas	DART ⁴	2018	\$13,000,000 ⁵
IH 35W High Intensity Bus Pilot Service from the Fort Worth Intermodal Transportation Center to Texas Health Presbyterian Park-n-Ride in Denton	FWTA/ DCTA	2019	\$1,000,000 ⁵
Legacy Transportation Management Association (TMA)	Plano	2018	\$300,000
		2019	\$400,000
Carpenter Ranch Station on the Orange Line in Irving	DART	2020	\$8,800,000
Total			126,380,000

¹ This project replaces the \$100M placeholder in the Transportation Improvement Program (TIP) with the actual project to be implemented.

² Requires a 20% Local Match or for individual agencies to use their Transportation Development Credits (TDCs) or regional TDCs.

³ An additional \$1,720,000 is funded with an existing Federal Transit Administration grant for a total of \$4,600,000.

⁴ To be refined through future coordination efforts with transit agencies.

⁵ Propose to move buses from one corridor to the other with phased pilot service.

TIMELINE

STTC Information	May 26, 2017
RTC Information	June 8, 2017
STTC Action	June 23, 2017
RTC Action	July 6, 2017
Add to the 2017-2020 TIP/STIP (through November 2017 cycle)	July 28, 2017

QUESTIONS?

Adam Beckom, AICP

Principal Transportation Planner

817-608-2344

abeckom@nctcog.org

Christie J. Gotti

Senior Program Manager

817-608-2338

cgotti@nctcog.org

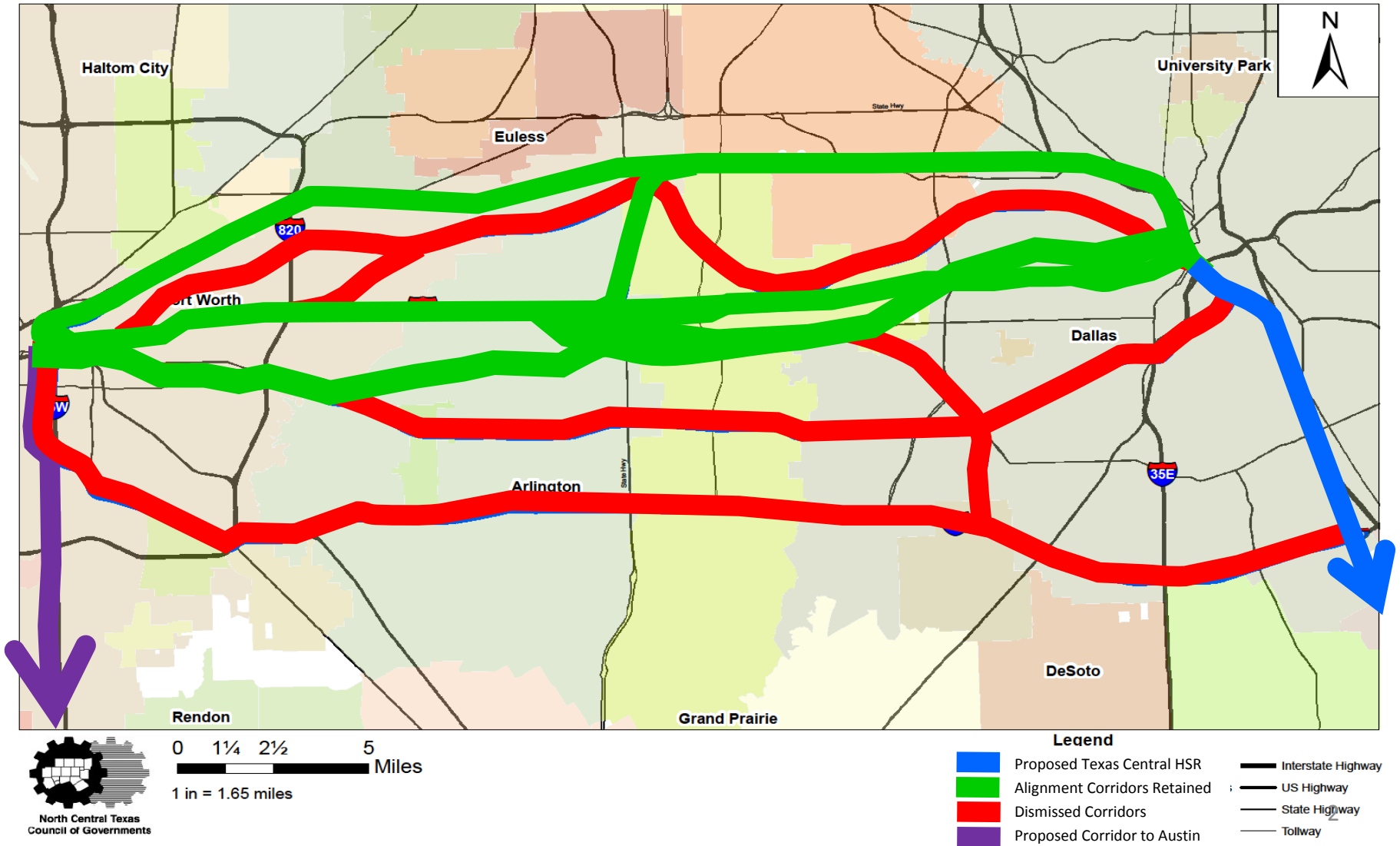
Multimodal / Intermodal / High-Speed Rail / Freight Subcommittee Briefing

Regional Transportation Council

June 8, 2017



Candidate Corridors



Station Area Studies

Coordination with Texas Central Partners (TCP)

Dallas Station Location Identified by TCP

Monitoring Westward Alignment Opportunities

Coordination Efforts

City and County Elected Officials

Property Owners/Developers

Business Leaders

TxDOT

FWTA and DART

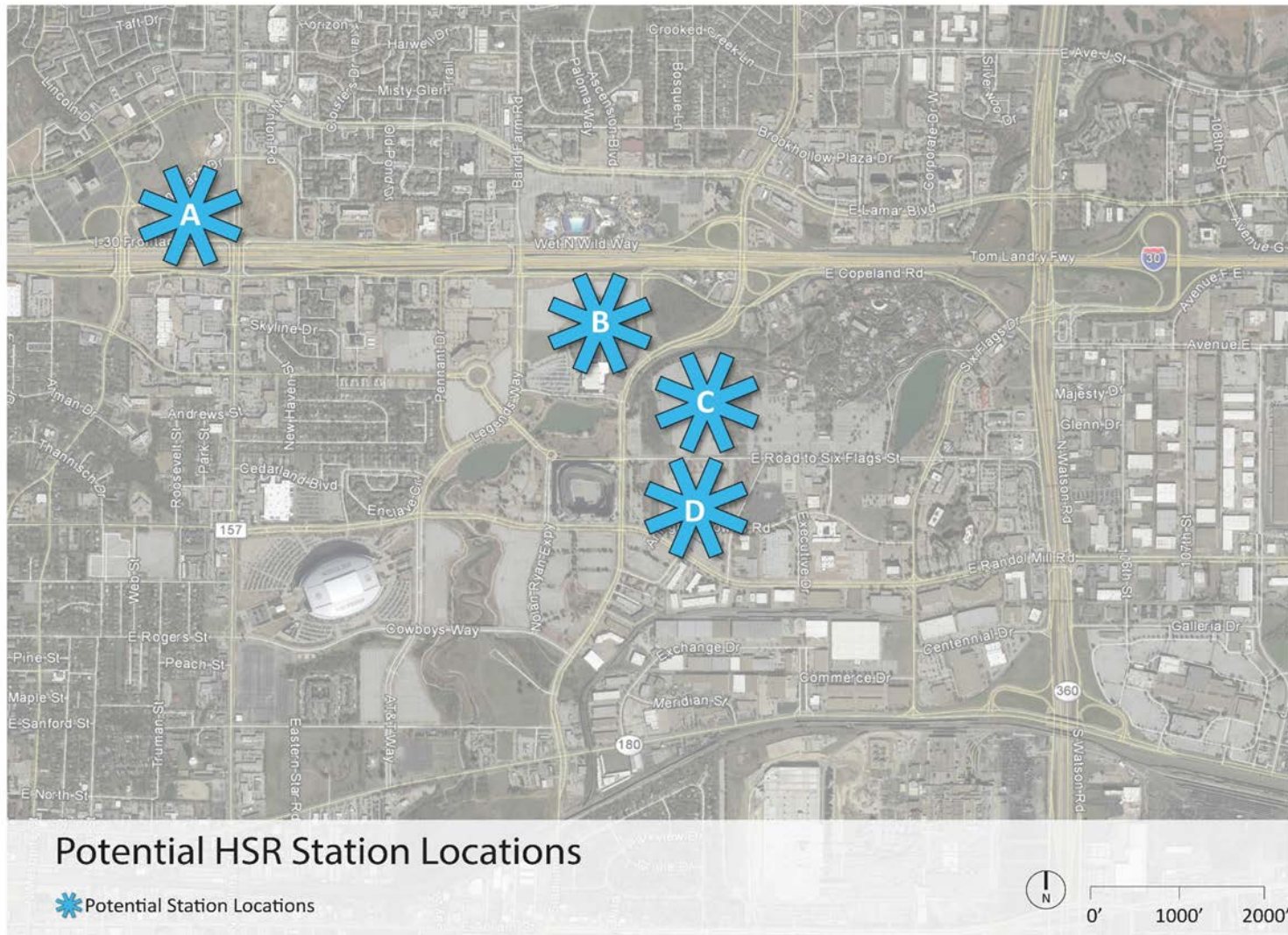
NCTCOG Alignment Analysis

Identify Preferred Station Location

Results Serve as Input into Environmental Process

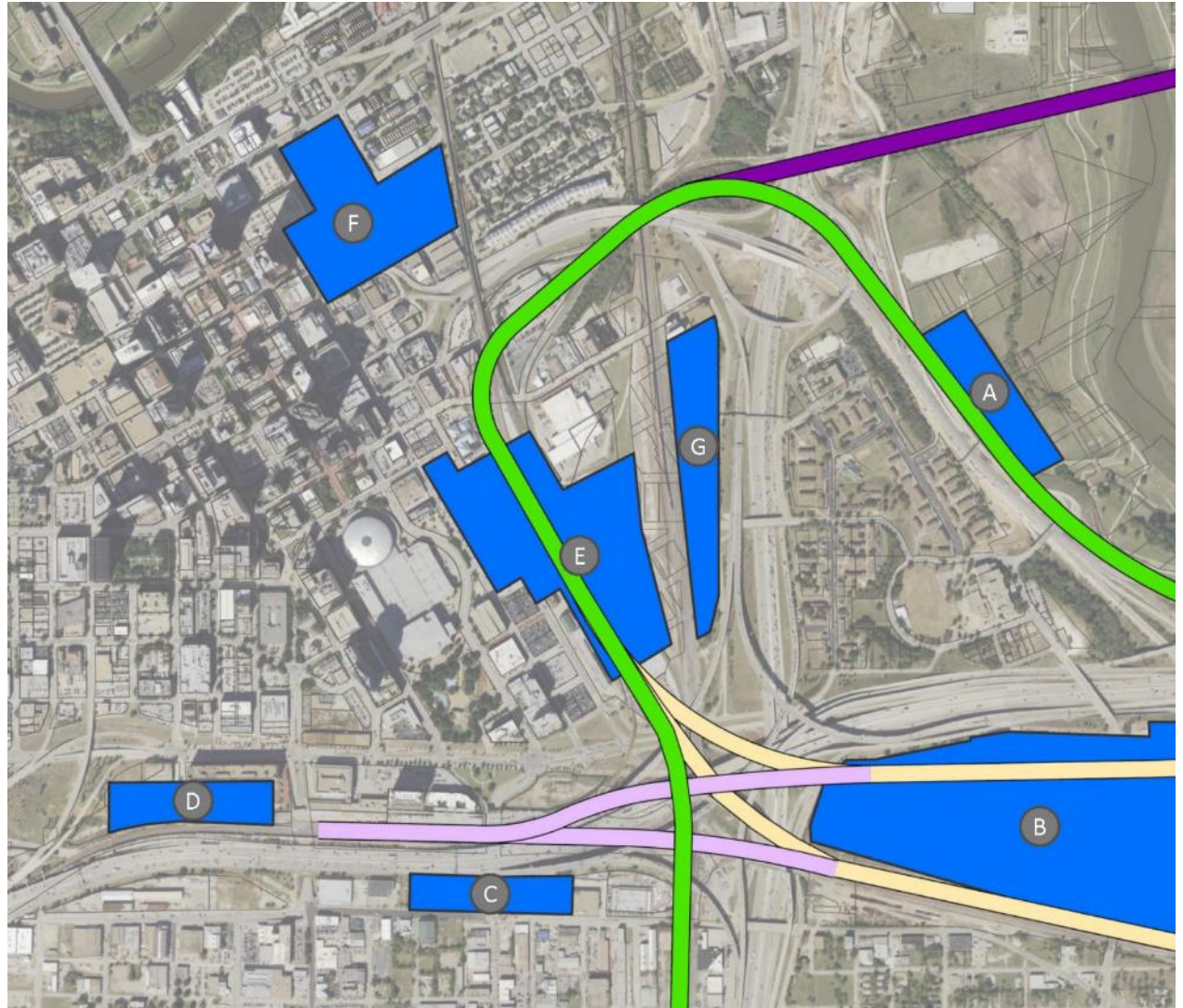


Potential Arlington Station Areas



Potential Fort Worth Station Areas

- A – Butler
- B – East Lancaster
- C – Southside
- D – T&P
- E – ITC
- F – East Sundance
- G – Central Rail Station



Governance Update

Proposal: Creation of Local Government Corporation for
Dallas-Fort Worth Core Express Project (Chapter 431,
Local Government Code)

Fort Worth, Dallas, and other participating entities

April 24, 2017 – City of Dallas Transportation Committee

Continue working with NCTCOG/Fort Worth to Develop LGC

May 9, 2017 – City of Fort Worth Council

Authorized Creation of ILA, LGC Organizational
Documents

Next Steps: Create Organizational Documents and Seek
Council Approvals



Next Steps

Draft Arlington and Fort Worth Final Reports

NCTCOG to Complete Alignment Study

Continue Coordination for Dallas Station Area Study

Format as Input to DFW Core Express Service
Environmental Process



Questions?

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



Shinkansen N700 HSR, Image courtesy of Alamy

