

APPROVED FUNDING FOR THE COTTON BELT CORRIDOR

Project	FY	Revenue		
		Federal	Local	Total
Cotton Belt #1 (Transit Section 5307 Funds)	2018	\$3,300,000	\$825,000	\$4,125,000
Cotton Belt #2 (RTC/DART TRIP Partnership Phase 1)	2018	\$17,025,000	\$4,256,250	\$21,281,250
Cotton Belt #3 (RTC/DART TRIP Partnership Phase 2)	2021	\$19,000,000	\$4,750,000	\$23,750,000
Cotton Belt #4 (CMAQ/STBG Transit Program)	2019-2022	\$100,000,000	\$25,000,000	\$125,000,000
	Total	\$139,325,000	\$34,831,250	\$174,156,250

The majority of the funding for the Cotton Belt will be provided by DART through the issuance of \$908 million of long term debt, the nature of which may be a federal loan or conventional long term tax-exempt debt. In addition, DART has committed an additional \$20 million in current funds to the project. Other funding sources for the local share include contributions in aid of construction from local developers and the cities of Addison, Richardson, and Plano.

1

PUBLIC-PUBLIC PARTNERSHIP

2

PRIVATE-PRIVATE PARTNERSHIP

3

CAPITAL COST/OPERATING COST SYNERGY

(Huge Savings on IH 635)

4

CAPITAL COST/OPERATING COST/ RIDERSHIP SYNERGY

(Is This the Future?)

5

CAPITAL COST/OPERATING COST/ REVENUE RISK TRANSFER

6

CAPITAL COST ECONOMIES OF SCALE BETWEEN MULTIPLE PROJECTS

(Build Them Like We Fund Them)

Mobility Plan Status Report and Survey

Surface Transportation Technical Committee

August 25, 2017



Mobility 2045



Progress

Reviewed Mobility 2040 Projects

Beginning to Calculate Revenue Forecast

Developing Model Networks

**Coordinating with Federal, State, and Local
Partners**

Held Initial Public Meetings

Conducting Online Survey

On Schedule



Upcoming Initiatives

Partner Project Submissions Due August 31

Schedule Partner Meetings

Develop Performance Measures and Targets

October Public Meetings

RTC Workshop – October 12



Performance Measures

Definition

**Quantitative, Repeatable Measures of
Transportation System's Performance
Informed by Agency or Legislative Goals**

Ex: Reduce Congestion

Generally Coupled with Clear, Realistic Targets

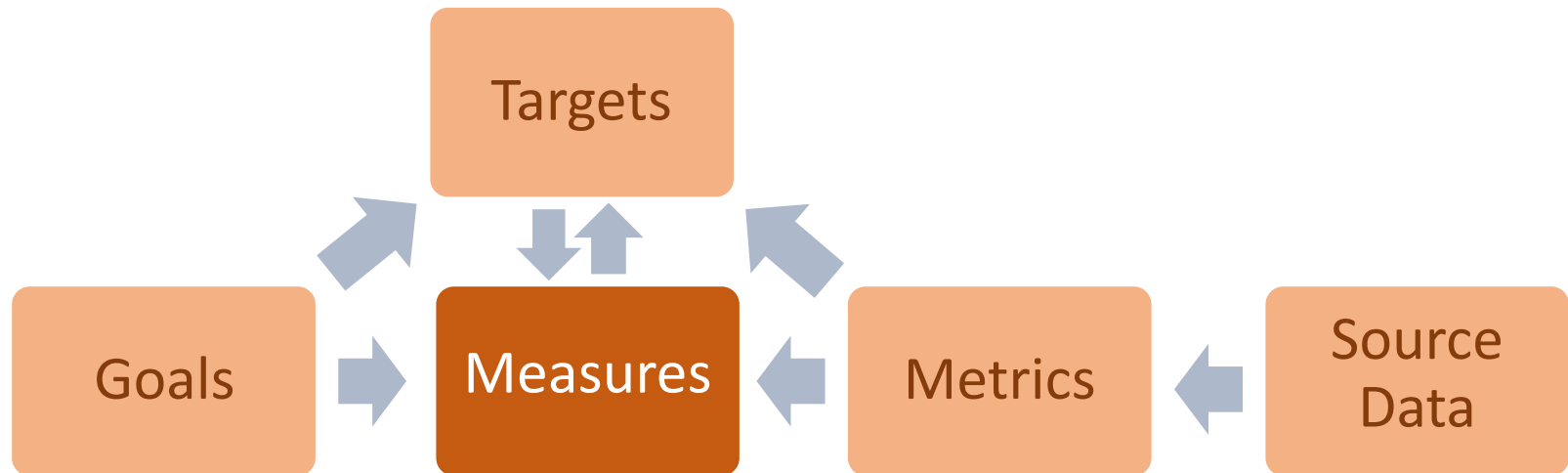
Ex: Reduce Congestion by XX%

Usually Derived from Clearly Defined Metrics

**Metrics Derived from Consistent, Repeatable
Source Data**



Performance Measures



Performance Measures

**FAST Act Requires MPOs to Report and Integrate
Performance Measures into Planning Processes**

Four Rulemakings Define Required Measures

Agencies May Go Beyond Minimum

**MPOs Required to Adopt Targets for Each Required
Measure**

May Agree to Support the State's Targets

Target Setting Deadlines Staggered Over 2 Years

**Not All Required Measures and Targets Will be
Included in Mobility 2045**



Mobility 2045 Survey



Survey Outreach

Transportation Department email list

Facebook

Twitter

Public Meetings

Program Area Contacts and Stakeholders

NCTCOG Publications

City, County, and Transportation Partner Public
Information Officers

Newspaper Advertising

Legislative Staff



Mobility 2045 Survey

Available in English and Spanish
Online and in Print

1,526 Responses to Date

Open Through September 20

STTC Electronic Items

4.1 – Paper Survey

4.2 – Online Survey



<https://www.surveymonkey.com/r/meeting2045>



Questions

What Mode Is Normally Used?

Any Difficulty Travelling?

Why Is It Difficult?

What Improvement Strategies Are Important?

What Technologies Are Used?

Age and Zip Code



Preliminary Responses

Question 1 (Always or Frequently)

81.5% – Drive Alone

1.8% – Bus or Train

2.8% – Walk or Bike

Question 2

30.0% – Difficulty Getting to Work

Question 3

55.4% – Traffic Congestion

47.4% – Transit Not Available/Takes Too Long



Responses

Question 4 (Very/Somewhat Important)

94.6% – Maintain and Operate Roads

59.1% – Reduce SOV Trips

84.7% – Develop More Transit

61.0% – Increase Road Capacity

68.4% – Increase Bike and Ped Facilities

Question 5 (Always or Frequently)

70.9% – Navigation Apps

45.8% – Dynamic Message Signs

13.8% – Real Time Bus/Train Information

37.2% – News Reports

7.4% – Ridesharing Apps/Taxi Services



Next Steps

STTC – Share Survey Link with Public and Contacts

Finalize Projects with Partners

Follow-up Survey in October

Public Meetings in October

RTC Workshop October 12



Questions??

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HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Surface Transportation Technical Committee

August 25, 2017



**North Central Texas
Council of Governments**

**Jason Brown
Principal Air Quality Planner**

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Background

**Approved by Regional Transportation Council and Used
Congestion Mitigation and Air Quality Improvement
Program Funding**

**Investigate a Heavy-Duty Diesel Vehicle (HDDV) Inspection
and Maintenance (I/M) Program for the Dallas-Fort Worth
(DFW) Region**

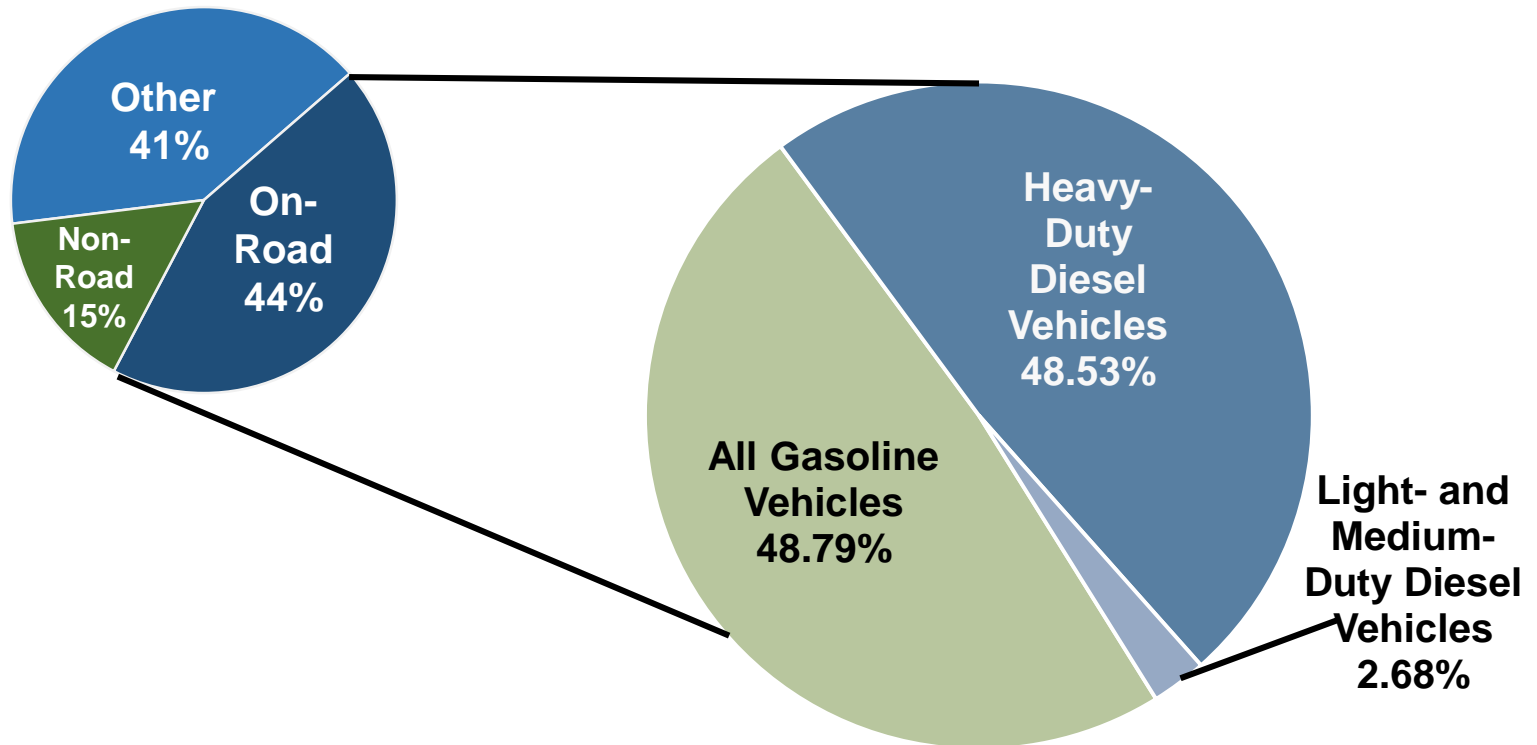
**Characterize Nitrogen Oxides (NO_x) Emissions from HDDVs
Utilizing Various Technologies**

**Assess Data, Validity, and Implications for HDDV I/M or
Screening Programs**

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Project Purpose

Currently No Emissions Testing for Diesel Vehicles in Texas



Light-Duty Vehicles \leq 8,500 lbs gross vehicle weight rating (GVWR)
Medium-Duty Vehicles = 8,501 – 14,000 lbs GVWR
Heavy-Duty Vehicles \geq 14,001 lbs GVWR

2017 On-Road NO_x Emissions Inventory
On-Road Emissions = 130.77 tons per day (tpd) NO_x
Source: Texas Commission on Environmental Quality (TCEQ)

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Partners

North Central Texas Council of Governments (NCTCOG)

Texas A&M Transportation Institute (TTI)

Texas Department of Public Safety (DPS)

Texas Department of Transportation (TxDOT)

University of Denver (DU)

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

OHMS Overview

Three Major Components:
Exhaust Collection
Vehicle Monitoring
Emissions Analysis



OHMS = On-Road Heavy-Duty Measurement System



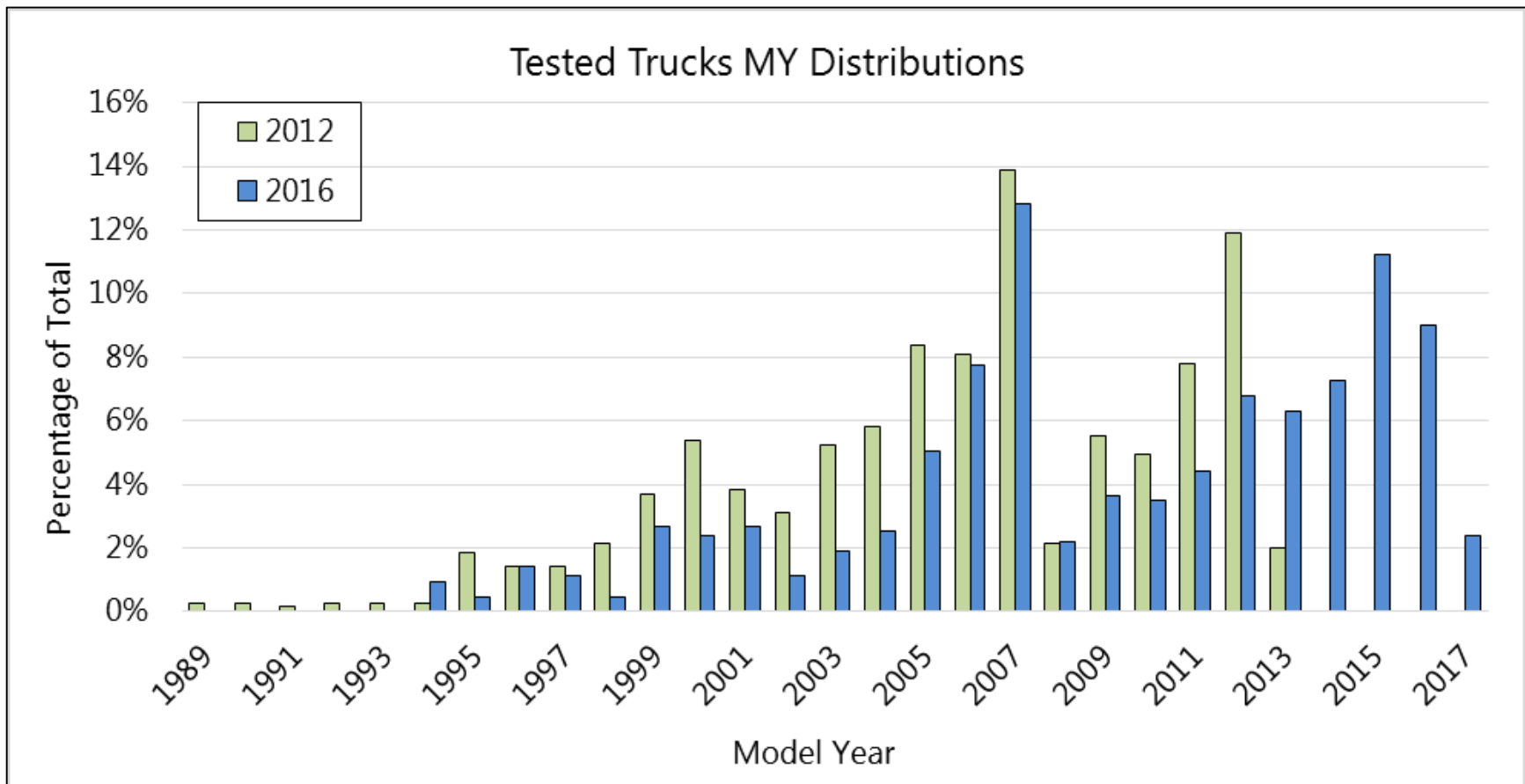
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HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Field Study Results

Fleet Analysis:

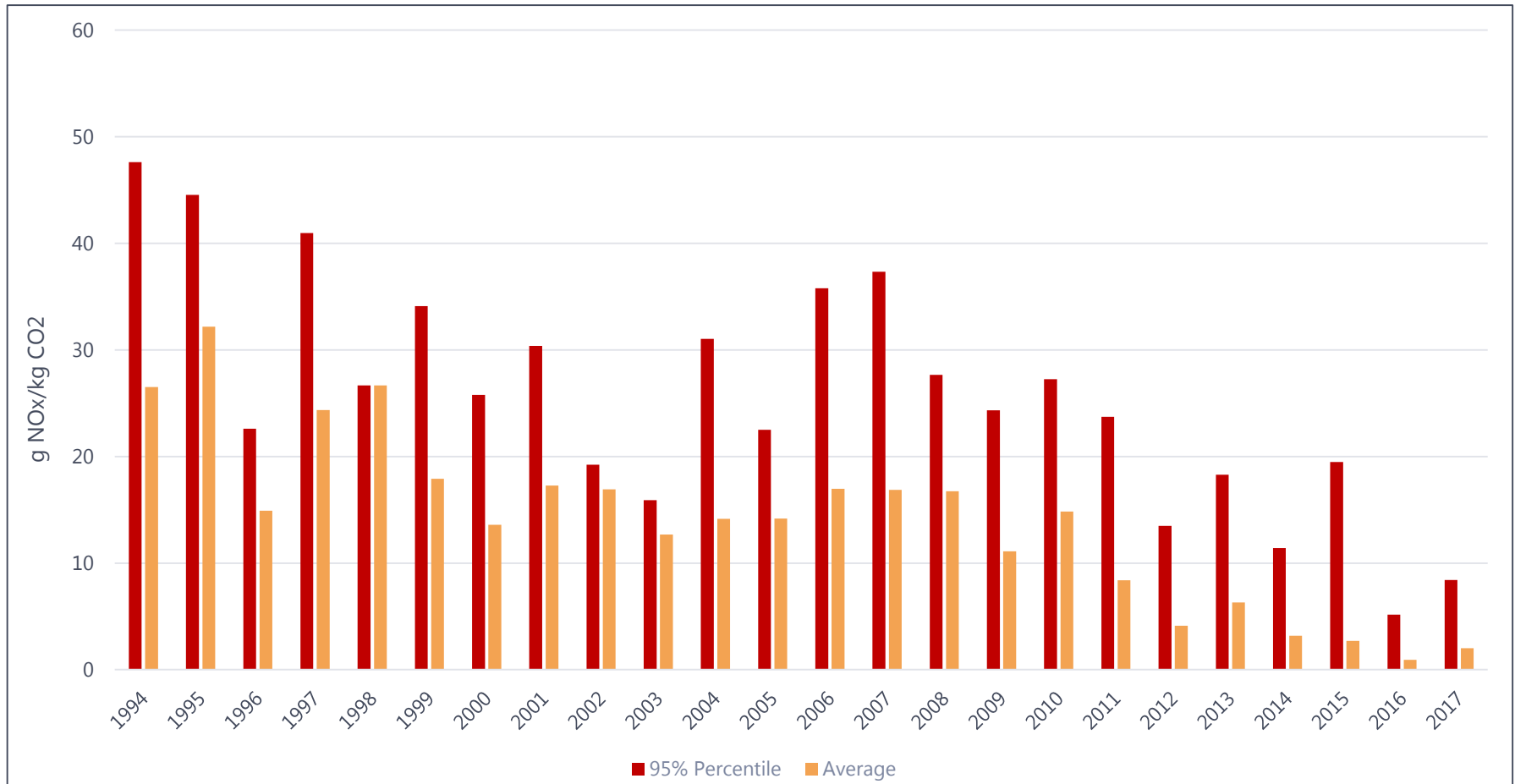
Model Year 2007 Trucks Peaked in 2012 and 2016



HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Field Study Results

NOx Results by Truck Model Year



HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Potential Emissions Reductions in DFW Area

Classifying high-emitter (HE) as any truck higher than the 95th percentile within a model year (MY)

7.3% of vehicles accounted for 21% of total NOx emissions

Potential reduction of 5.15 tons/day NOx if HE replaced with “average” vehicle from same MY

Classifying HE as any truck higher than the 95th percentile of entire fleet

Potential reduction of up to 6.98 tons/day NOx possible depending on how the HE is replaced

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Potential Applications

I/M Programs

Clean Screening of Vehicles

Identifying HE from a Fleet

Enforcement of Emissions Reduction Devices

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT – PHASE 2

Considerations and Next Steps

Further Research:

- Low exhaust stack configurations**
- Light-duty vehicles**
- Truck load weights**
- Truck speeds**

Implementation Considerations:

- Legislative process**
- Funding**
- Deployment locations and enforcement**

Further Discussion:

- Host stakeholder conference/workshop**

FOR MORE INFORMATION

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Regional Transportation Council Transit Call for Projects

**Surface Transportation Technical Committee
August 25, 2017**

INFORMATION: DRAFT PROJECT RECOMMENDATIONS

**Karina Maldonado
North Central Texas Council of Governments**



NCTCOG Funding Process

Federal Transit Administration (FTA) apportions funds to the region

(§5307) Urbanized Area Formula Program,
Job Access/Reverse Commute (JA/RC)

\$\$\$\$

Transit Providers
Existing projects

\$

Non-Traditional Providers
New and existing projects

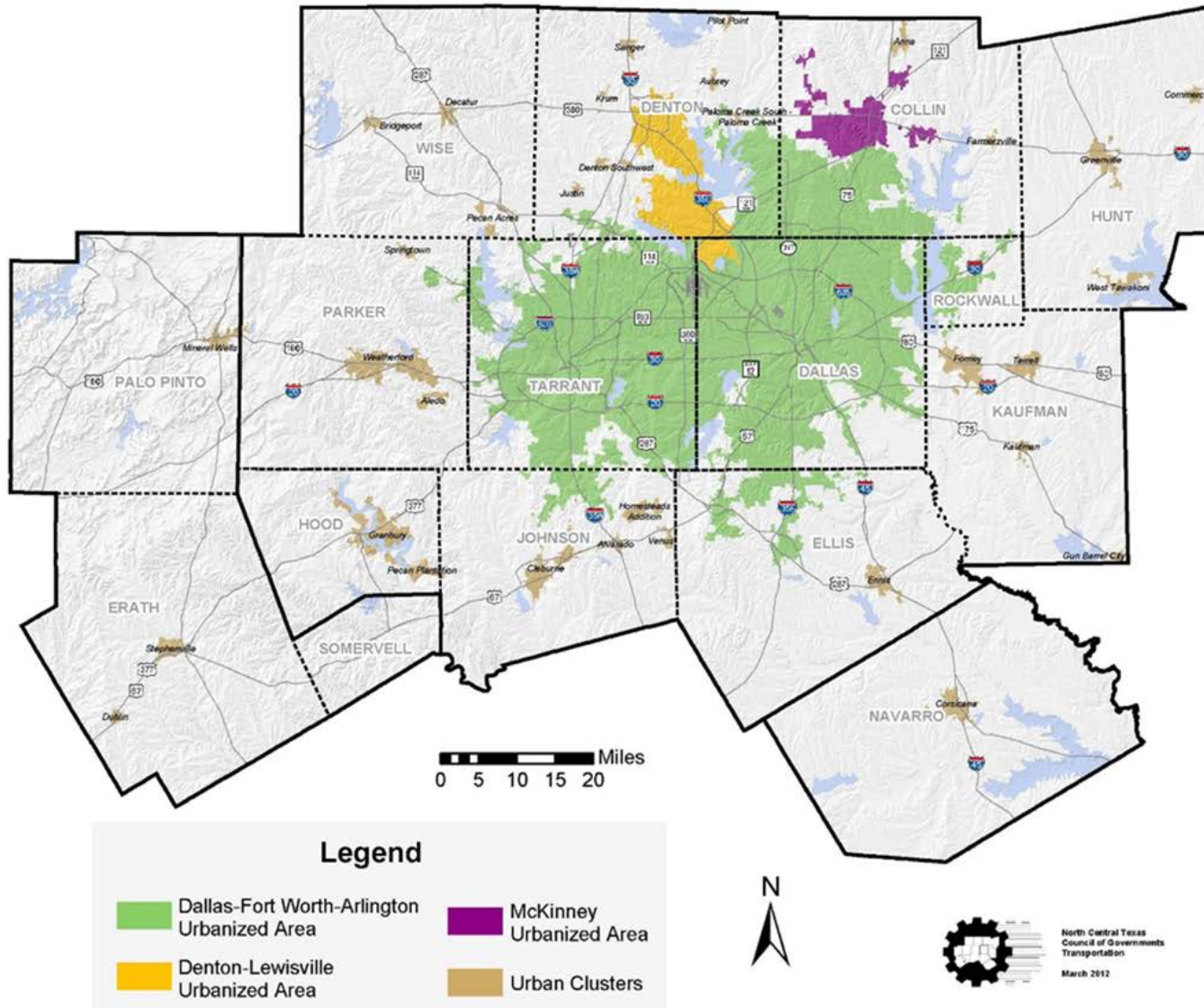
(§5310) Enhanced Mobility for Seniors
and Individuals with Disabilities Program

\$\$ Transit
Providers
Existing projects

\$ Transit Providers
New projects

Non-Traditional Providers
New and existing projects

U.S. Census Bureau
Urbanized Areas and Urban Clusters (2010)



Projects must be focused on the Dallas-Fort Worth-Arlington (DFWA) and Denton-Lewisville (DL) Urbanized Areas (UZAs)

Overview of Programs

Eligible Costs for Reimbursement

Capital*	Operating	Planning (JA/RC Only)*
80% Federal 20% Local**	50% Federal 50% Local	80% Federal 20% Local
Examples: Transit vehicles; mobility management and coordination programs	Examples: Expansion of service times or geography; fuel and driver salaries	Example: Transit related studies

*Transportation Development Credits (TDCs) may be requested to leverage local cash match on capital expenses. The result is the capital portion of the project will be 100% federally funded.

**Vehicles may have up to an 85% federal share, and at least 15% local match

Federal Funding Available

Projects	Dallas-Fort Worth-Arlington UZA	Denton-Lewisville UZA
JA/RC	\$3.1 M	\$230K
Enhanced Mobility	\$2.9 M	\$302K

Recommendations Summary

Dallas-Fort Worth-Arlington UZA

JA/RC

Projects Submitted / Federal Funds Requested	3 / \$1,033,110
Funding Available (approximate)	\$3.1M
Projects Recommended / Federal Funds Recommended	2/ \$390K

Enhanced Mobility

Projects Submitted / Federal Funds Requested	10 / \$4,839,005
Funding Available (approximate)	\$2.9M
Projects Recommended / Federal Funds Recommended	6/ \$1.2M

See Electronic Reference Item 6.1 for more information on the Evaluation Criteria

Draft Project Recommendations

Dallas-Fort Worth-Arlington UZA

JARC			
Organization	Federal Funds Requested	Score	Federal Funds Recommended for Award
Workforce Solutions of Greater Dallas (Planning)	\$210,000	85.2	\$210,000
Workforce Solutions of Greater Dallas (Vanpool)	\$180,045	71	\$180,045

See Electronic Reference Item 6.1 for more information

Draft Project Recommendations

Dallas-Fort Worth-Arlington UZA

Enhanced Mobility			
Organization	Federal Funds Requested	Score	Federal Funds Recommended for Award
Dallas Area Rapid Transit (DART)	\$168,868	88.8	\$168,868
City of Dallas	\$418,184	82.3	\$418,184
Dallas County HHS Older Adult Services Program	\$120,000	74.2	\$0*
City of DeSoto	\$96,300	72.8	\$334,800
Fort Worth Transportation Authority (FWTA)	\$327,000	70.6	\$327,000
City of Lancaster	\$65,000	66.0	\$0*

See Electronic Reference Item 6.1 for more information

*projects to be awarded through NCTCOG Vehicle Lease Program

Recommendations Summary

Denton-Lewisville UZA

JARC

Projects Submitted/ Federal Funds Requested	0
Funding Available (approximate)	\$230K
Balance to be returned to transit authority (DCTA)	\$230K

Enhanced Mobility

Projects Submitted/ Federal Funds Requested	2 / \$298K
Funding Available (approximate)	\$302K
Projects Recommended / Federal Funds Recommended	2 / \$302K

Draft Project Recommendations

Denton-Lewisville UZA

Enhanced Mobility

Organization	Federal Funds Requested	Score	Federal Funds Recommended for Award
Span, Inc. (Flower Mound)	\$154,833	92	\$159,398
Span, Inc. (Lake Cities)	\$143,100	85.9	\$143,100

See Electronic Reference Item 6.1 for more information

Schedule

February 27, 2017	Call for Projects Opened
April 7, 2017	Call for Projects Closed
August 25, 2017	STTC: Information Item
September 14, 2017	RTC: Information Item
Week of September 11, 2017	Public Meetings
September 22, 2017	STTC: Action Item
October 12, 2017	RTC: Action Item
October 26, 2017	Executive Board: Agreements
Fall 2017	Submit FTA Grant Applications
Winter 2017	Enter into Agreements

Questions or Comments

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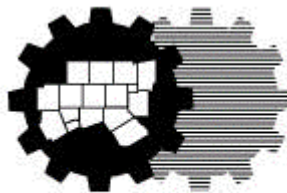
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Surface Transportation Technical Committee

Ernest Huffman

August 25, 2017



**North Central Texas
Council of Governments**

Aviation Initiatives

Airport Funding

Unmanned Aircraft Systems (UAS) Ordinance

North Texas Aviation Education

Funding Sources for GA Airports

Federal – Airport Improvement Program (AIP)

- State Apportionment - population and land area formula
- Non-Primary Entitlement - up to \$150,000 per eligible airport
- Discretionary - typically used for high-priority projects, competitive

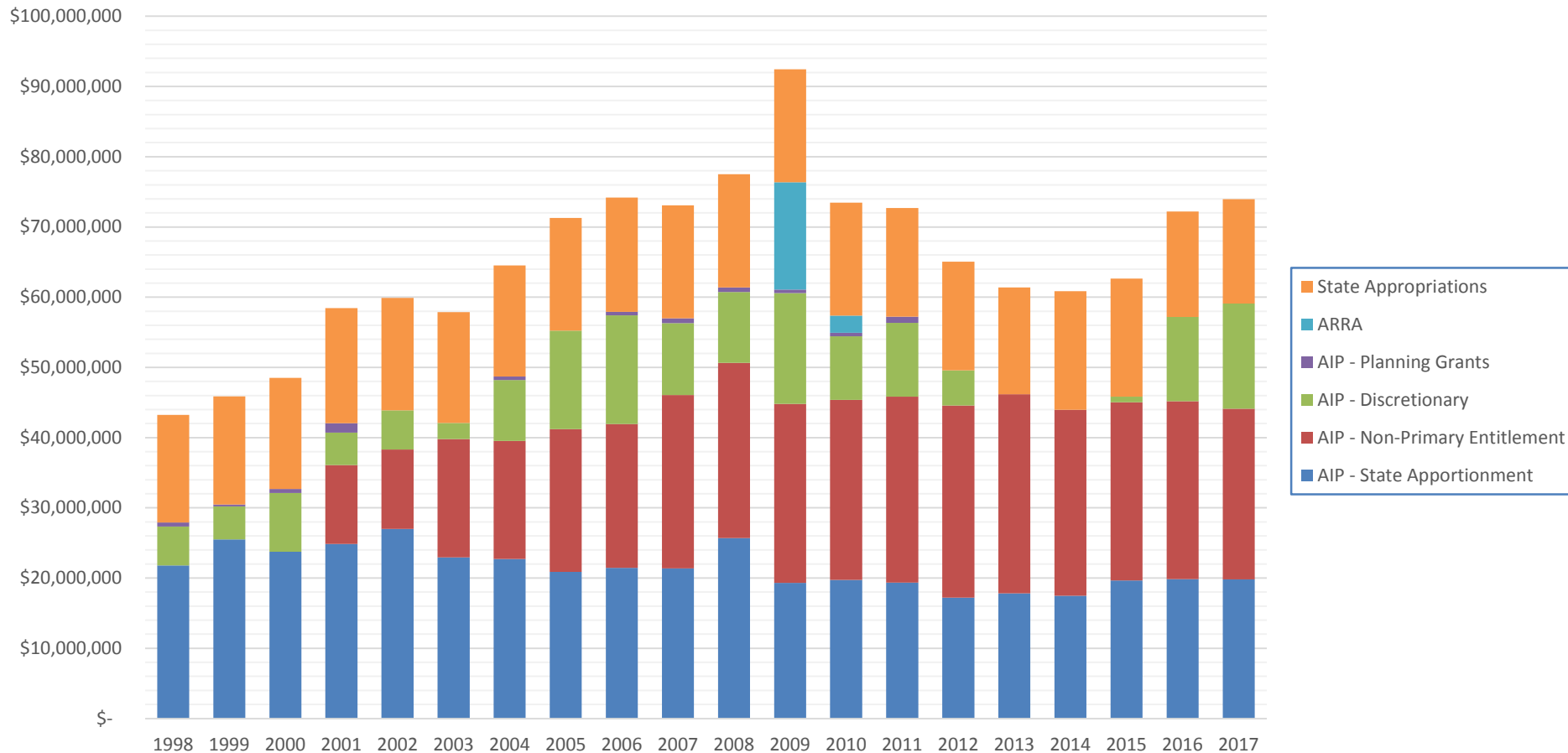
State

- State appropriations for TxDOT Aviation - about \$15 Million annually
- RAMP Grants - 50% match/reimbursement, about 20% of total available
- Only source for non-NPIAS and Unclassified airports

Local

Historical Funding Levels – Texas GA Airports

Federal and State Grant Funding for Texas GA Airports, 1998-2017



Airport Funding

Improvements

- Increased Texas Aviation Advisory Committee membership from 6 to 10
- More transparency with more detailed funding disclosures in the funding announcements
- Discretionary spending has returned to Texas!

Additional Needs

- Transparency with the project selection process
- More federal funding to the State
- More State funding allocated to airports

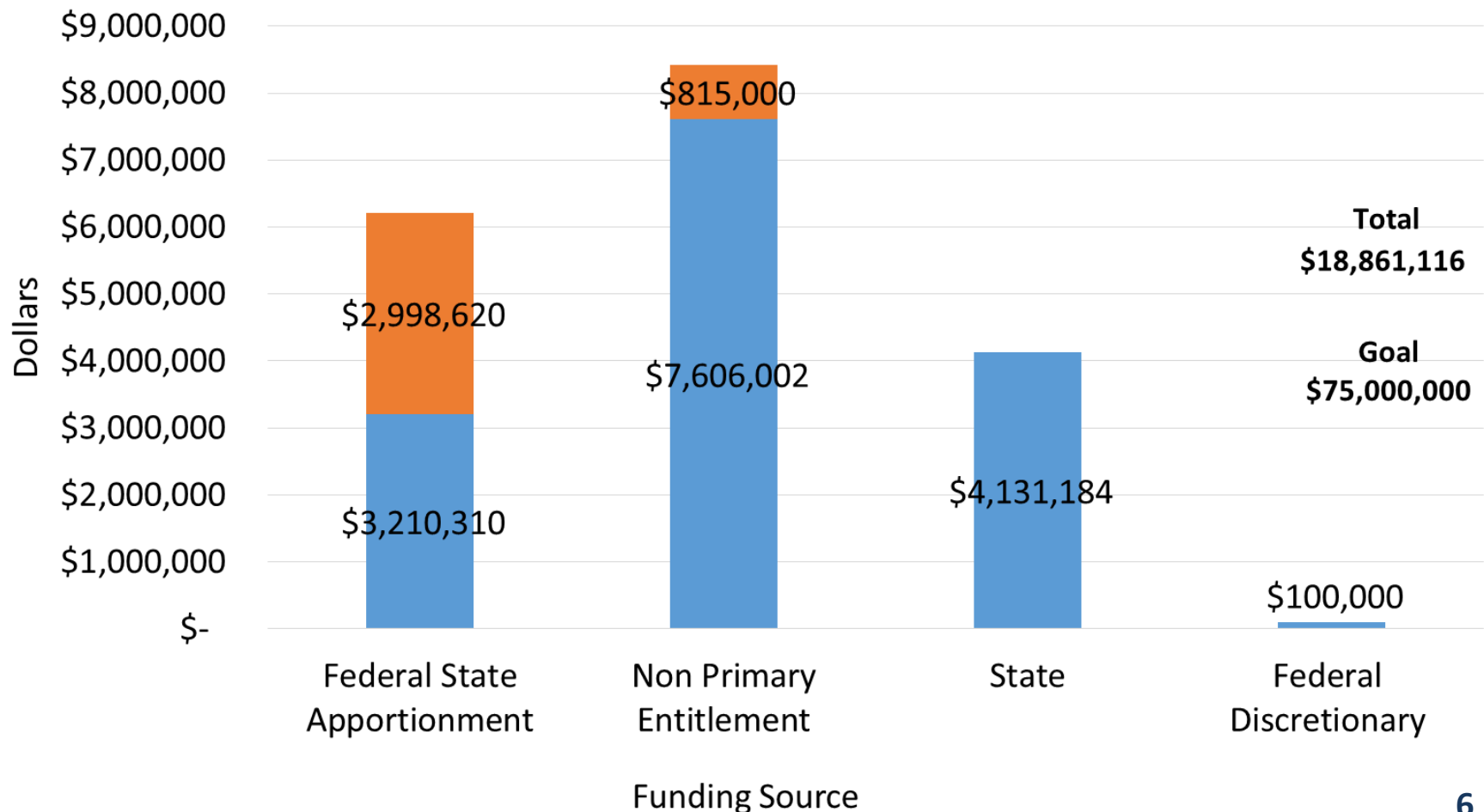
Airport Funding

Tracking Dashboard (2017)

Grants by Funding Source

2017

■ NCTCOG Region
■ Rest of the State



UAS Regulations

DFW Regional Ordinance on Hold

House Bill 1643

Drone Federalism Act of 2017

Next Steps

- Letters of support for Drone Federalism Act of 2017
- Gain confirmation of statewide ordinance



Survey Facts

Survey Requests - 95

Survey Responses - 20 (21% response rate)

Number of Survey Questions - 14

Schools with Aviation Programs (5 new)

High Schools – 10

2 Year Colleges – 4

4 Year Colleges – 6

North Texas Aviation Education Initiative



Program Cuts

Letourneau University

Eliminating Air Traffic Control programs due to low enrollment caused by change in hiring practices with the FAA



Opportunities for Growth

University of North Texas

- Plans to create an Aeronautical Engineering Technology (ET) track under the ABET-accredited BS degree in Mechanical Engineering Technology
- Have similar tracks in Manufacturing ET and Nuclear ET - Certificate in partnership with A&M
- Need a faculty member or an industry expert to assist us with the plan



Aviation Institute of Maintenance

Exploring options to enhance the Avionics Program



Opportunities for Growth

Fort Worth Independent School District

- Plan to add flight and logistics in the future
- Increase in enrollment determines growth of programs
- Enrollment based on student interest through marketing and community partnerships



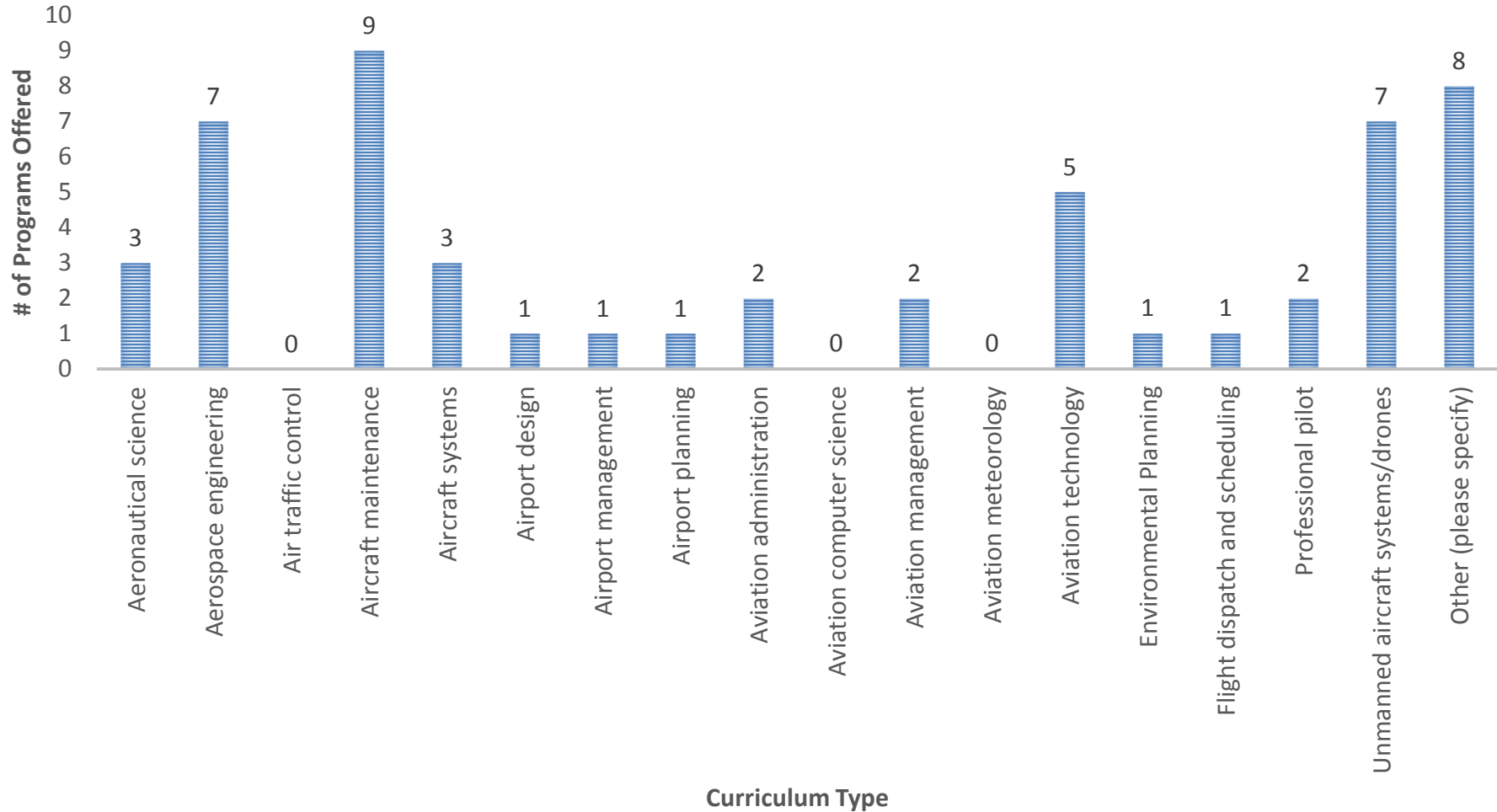
Collin College

- Considering programs in aviation/aerospace
- Limited number of aviation job opportunities in service area
- Job placement after graduation must be a consideration prior to starting an aviation/aerospace program



North Texas Aviation Education Initiative

Available Regional Aviation-Related Programs



Questions?

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QUARTERLY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) UPDATES

Surface Transportation Technical Committee
August 25, 2017

BACKGROUND—EAST/WEST EQUITY

- In February 2010, the Regional Transportation Council (RTC) passed a policy to track Texas Department of Transportation (TxDOT) funding approvals that do not follow current formula allocations (Policy 10-03).
- To this end, staff has inventoried TxDOT project commitments, starting January 1, 2010, that are not formula allocated.
- The intention is to track east/west equity over time, allowing the RTC to take corrective actions if necessary.

OVERVIEW OF RECENT ACTIONS AFFECTING EAST/WEST EQUITY

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Updated FAST Act Equity Percentage Share as of July 2017				31.71%	68.29%

OVERVIEW OF RECENT ACTIONS AFFECTING EAST/WEST EQUITY

(\$ in Millions)

Projects/Programs	Cumulative Total	
	West	East
Cumulative Total	\$1,070.74	\$2,306.10
Cumulative Percentage Shares	31.71%	68.29%
RTC Approved Target Shares	32.00%	68.00%

FUTURE EAST-WEST EQUITY TRACKING



- ❑ Staff proposes to consolidate the tracking effort into one report.
- ❑ Previous surface transportation bills will become line items once they are replaced with a new funding bill
- ❑ Quarterly updates on the East-West equity balance will continue

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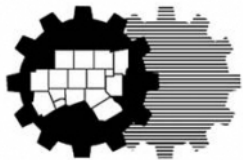
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INFRASTRUCTURE FOR REBUILDING AMERICA (INFRA) GRANTS NOTICE OF FUNDING AVAILABILITY



North Central Texas
Council of Governments

Surface Transportation
Technical Committee
August 25, 2017

AVAILABLE FUNDING AND PROJECT SIZE

- Approximately \$1.75 billion discretionary grant program available in Fiscal Years (FY) 2017 and 2018
 - \$.44 billion available to rural areas
 - \$ 1.32 billion available to urban areas
 - \$.17 billion set aside for small projects (in rural or urban areas)
- Large Projects (\$100 million or more)
 - Must be \$100 million or more in cost
 - INFRA request must be \$25 million or more
 - No maximum identified, but largest award amount given is \$165 million in prior discretionary programs
 - Target amount to submit is \$165-200 million
- Small Projects (Less than \$100 million)
 - Less than \$100 million in cost
 - INFRA request must be \$5 million or more

FUNDING SHARES AND TIMING

- Up to a 60 percent INFRA cost share
- 80 percent federal share total (if other federal funds are involved)
- Non-federal share can include State, local, private or other non-federal funds
 - Previously incurred costs cannot count towards non-federal share
 - TIFIA and RRIF loans are considered federal funds
- Projects must begin construction within 18 months after the obligation of funds
- FY 2017 funds will be obligated by Sept. 30, 2020 and FY 2018 funds will be obligated by Sept. 30, 2021

ELIGIBLE PROJECTS

- Highway freight projects on the National Highway Freight Network
- Highway or bridge projects on the National Highway System
- Highway/Rail grade crossing or grade separation projects
- Other freight projects that are:
 - Intermodal/rail freight projects
 - Within public or private freight rail, maritime, or intermodal facilities

ELIGIBLE AGENCIES

- States
- Urbanized areas with a population of more than 200,000 individuals
- Local governments
- Subdivision of State or local government
- Special purpose district or public authority with a transportation function
- Each eligible applicant can submit no more than three applications

KEY OBJECTIVE AREAS

- Supporting Economic Vitality
- Leveraging Partnerships and Non-Federal Funding
- Innovation in Safety Improvements
 - e.g., Applications to automatically capture and report safety-related issues
- Project Delivery Methods
 - New approaches to environmental review and permitting
 - Special experimental project delivery authorities
- Performance and Accountability
- Additional Considerations
 - Geographic Considerations
 - Project Readiness

POTENTIAL TXDOT INFRA GRANT SUBMITTAL

- Texas Department of Transportation (TxDOT) Austin is running cost-benefit analyses (CBA) on six projects statewide to determine which three the State will submit for the INFRA grant.
- TxDOT Dallas District has submitted the LBJ East project - \$100M
- TxDOT Fort Worth District has submitted the IH 35W “3C” project - \$83M
- Both projects have been short-listed and are awaiting the outcome of the CBA

LETTERS OF SUPPORT

- Staff will seek RTC direction on whether letters of support will be provided
- Propose to focus the regional effort on large projects

NCTCOG and TXDOT Coordination

- NCTCOG and TxDOT are coordinating internally to identify projects for the RTC to consider submitting
- Anticipate one project from the East and one from the West
- Will bring project ideas back for approval

TIMELINE

July 5	INFRA Grant Notice of Funding Opportunity Announced
August 25	STTC Information
September 14	RTC Information
September 22	STTC Action
October 12	RTC Action
November 2	Applications must be submitted by 7:00pm CST through www.grants.gov

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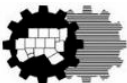
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2017-2018 CMAQ/STBG* FUNDING: LOCAL BOND PROGRAM PARTNERSHIPS

Surface Transportation Technical Committee
August 25, 2017

* Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM



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 Programs/Projects



Local Bond Program Partnerships



Safety, Innovative Construction, and Emergency Projects



Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

= Project Selection Completed

= Pending STTC/RTC Approval

= Program Partially Completed

CMAQ/STBG FUNDING PROGRAM: LOCAL BOND PROGRAM

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.

PROPOSED FUNDING BY AGENCY

DRAFT

AGENCY	PROPOSED FEDERAL FUNDING ¹
City of Dallas	\$46,641,995 ²
Hunt County	\$20,000,000
Parker County	\$13,656,000
City of Grapevine	\$5,000,000
City of Cedar Hill	\$280,000
Total	\$85,577,995

1: Additional details on the individual projects, funding amounts, and timing will be presented next month when this item is brought back for action.

2: In addition to this funding, up to \$40 million has been approved for the Southern Gateway Pedestrian Plaza through a previous RTC action.

TIMELINE

MEETING/TASK	DATE
STTC Information	August 25, 2017
RTC Information	September 14, 2017
Public Meetings	September 11, 13, and 18, 2017
STTC Action	September 22, 2017
RTC Action	October 12, 2017

QUESTIONS?

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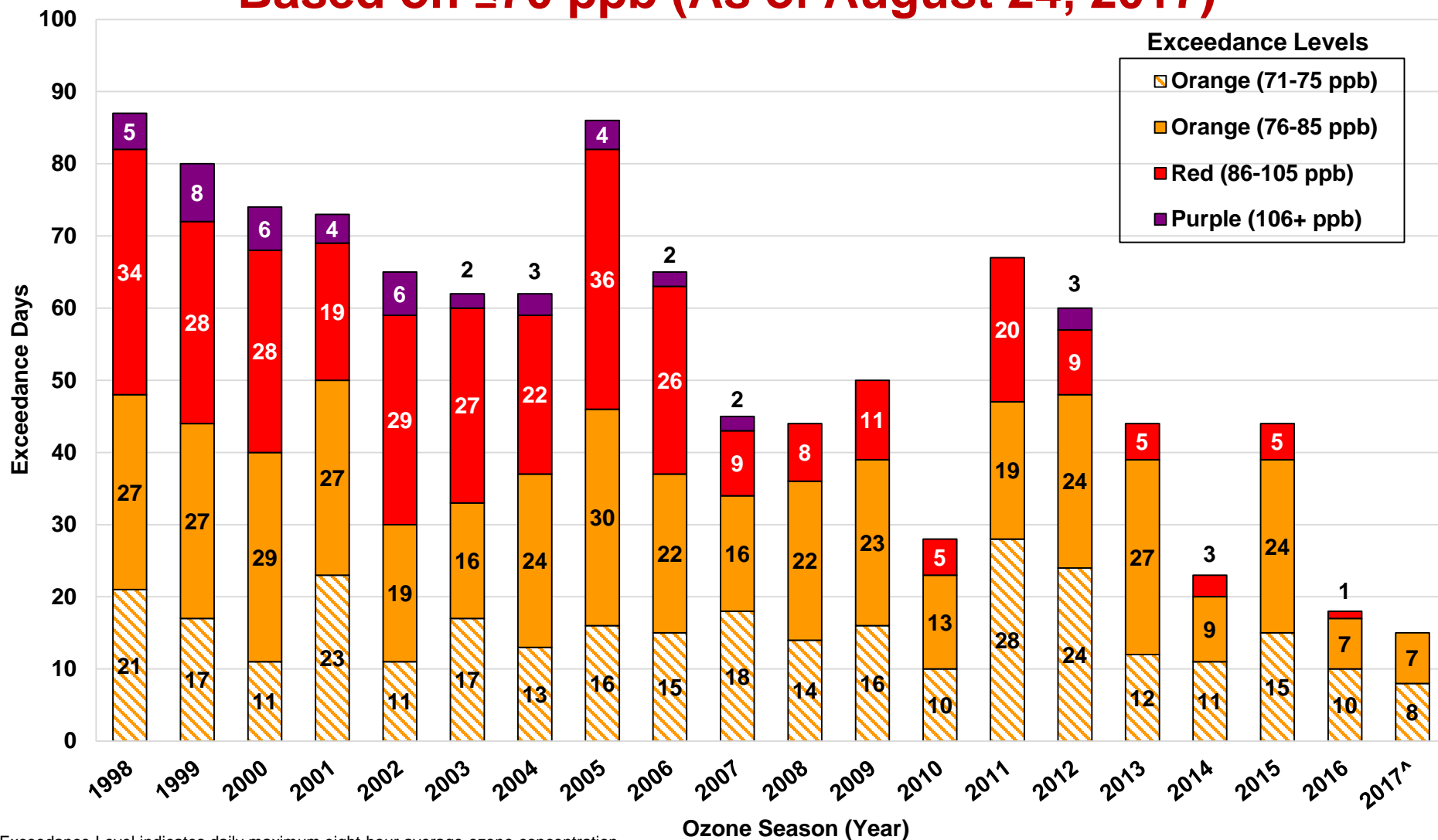
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EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of August 24, 2017)



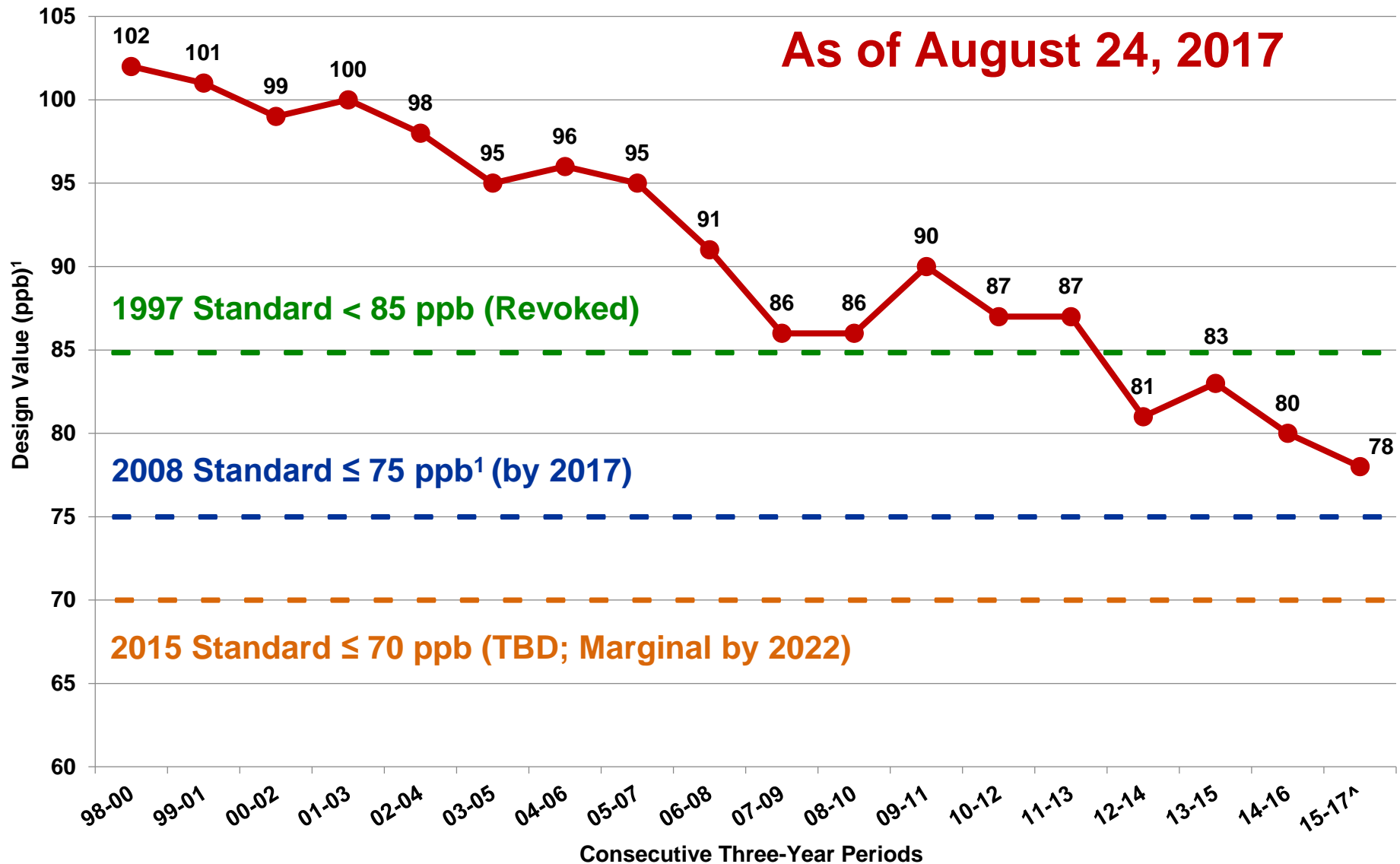
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

 = 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.