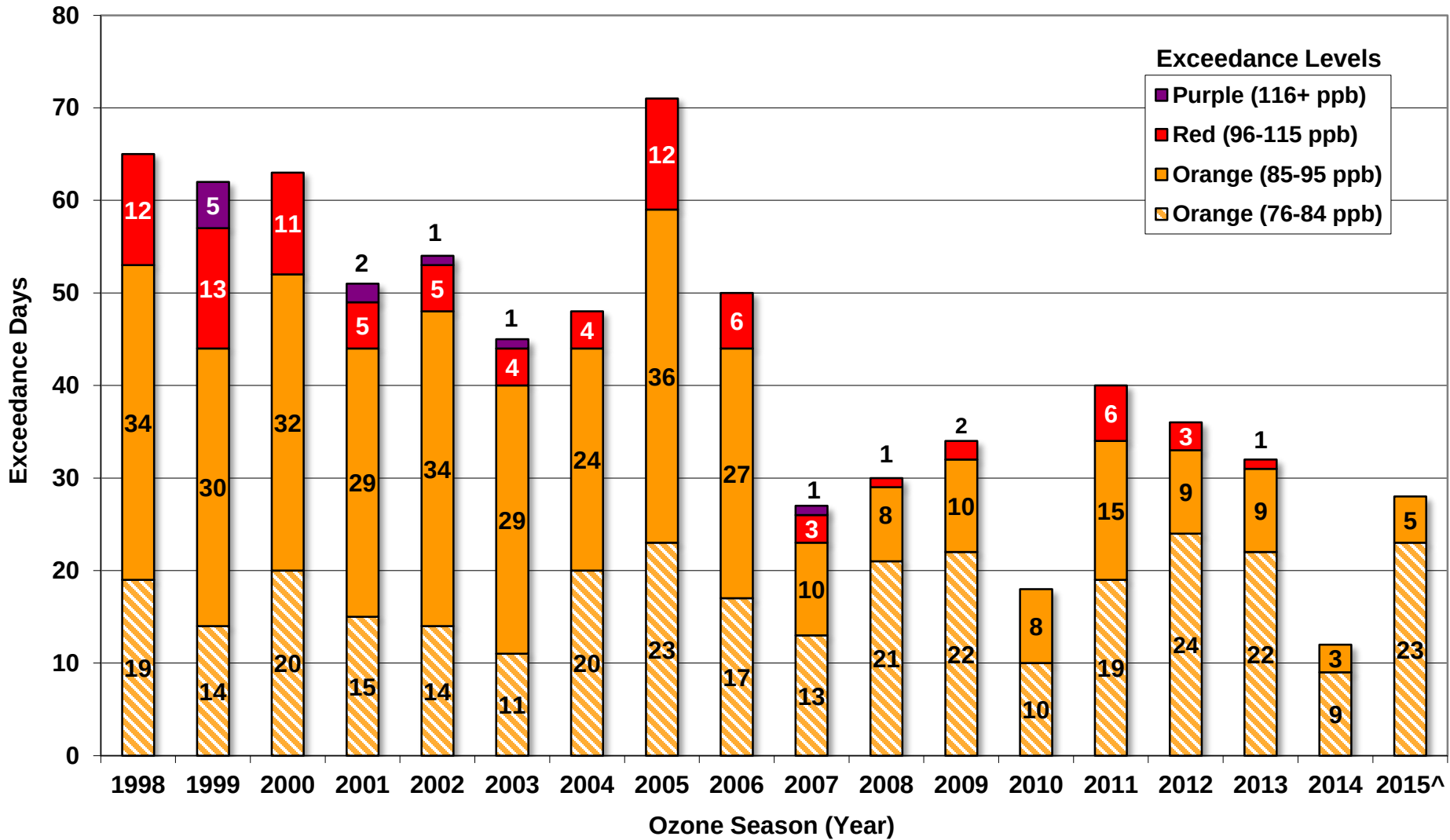


2015 OZONE SEASON

8-Hour Ozone Exceedance Days



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.

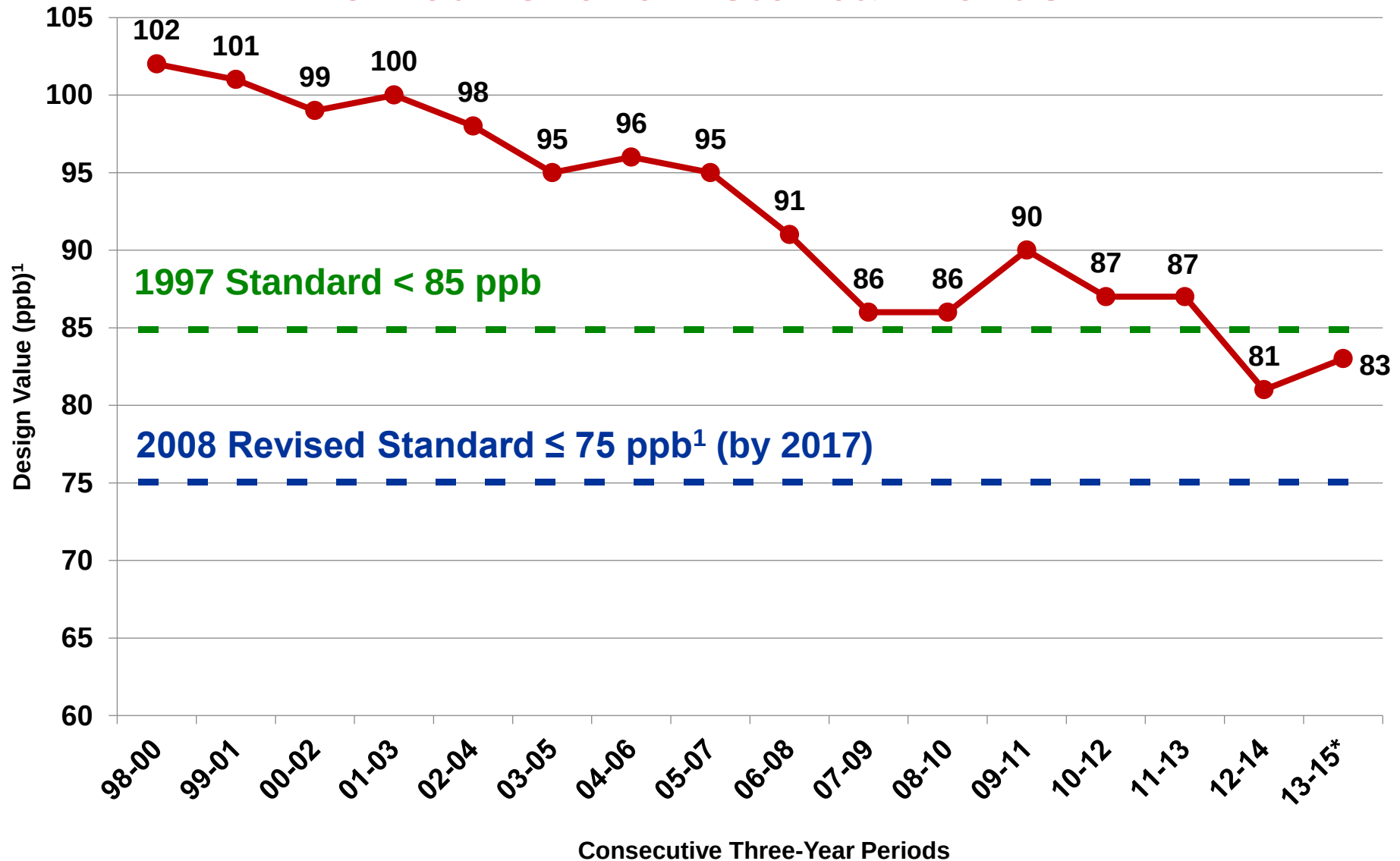
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 84 ppb standard. (AQI level orange = 76-95 ppb)

^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

2015 OZONE SEASON

8-Hour Ozone Historical Trends



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

*Not a full year of data. Current as of 10/07/2015.

2015 OZONE SEASON

References

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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



North Central Texas Council of Governments
Transportation Department



OVERVIEW

Year One (Phase 1)	• 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 (Phase 2)	• 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





DRAFT

ANTICIPATED REVENUE IN FY 2016 AND FY 2017

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

Funding Allocations \$ in Millions		
FY 2016	FY 2017	Total
\$268.10	\$263.91	\$532.01

- 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

Proposition 1 Projects - FY 2015

Fiscal Year Funding

● 2015

● 2016

● 2017

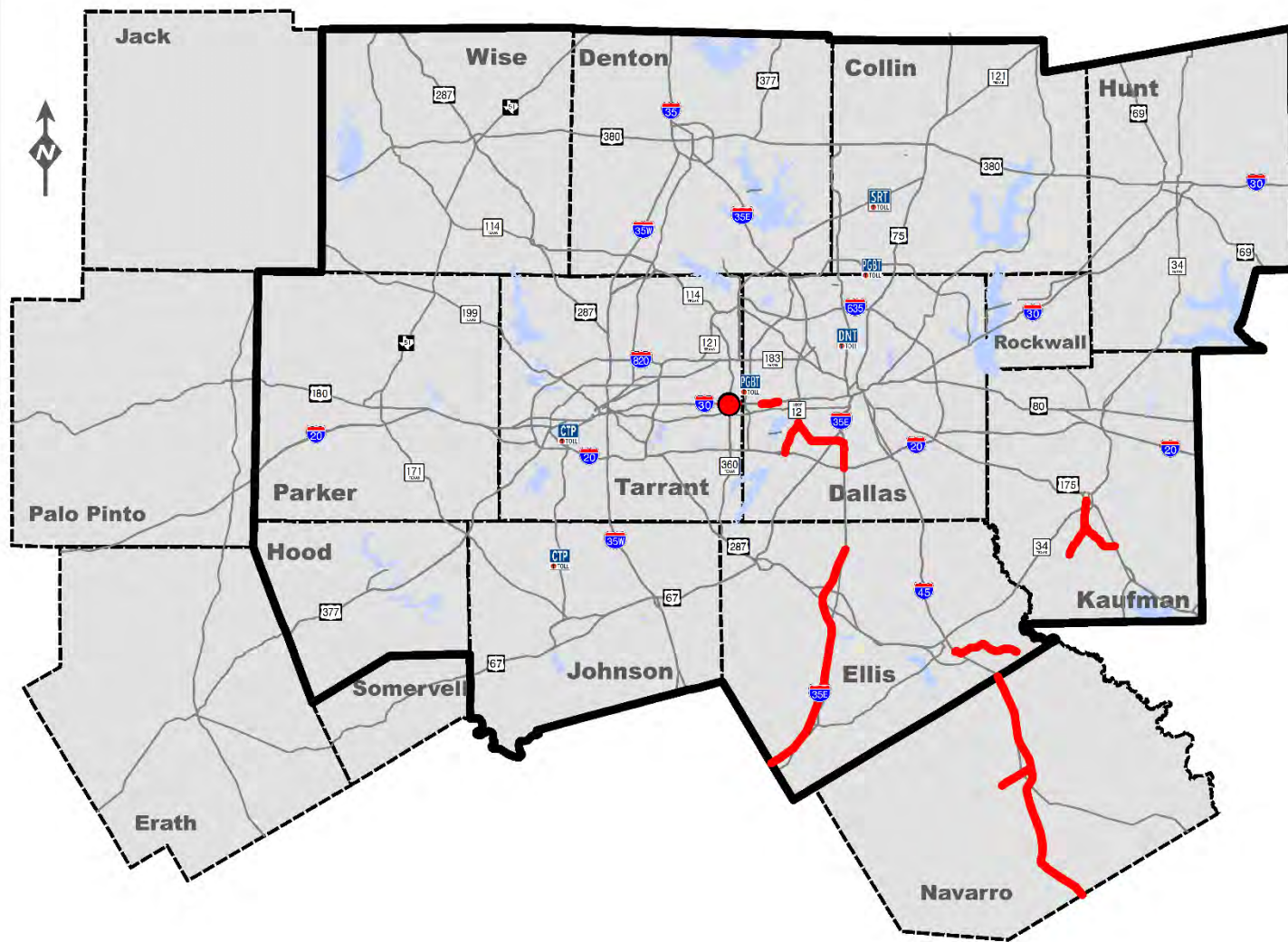
● 2018

● 2019

MAJOR LAKES

MPA BOUNDARY

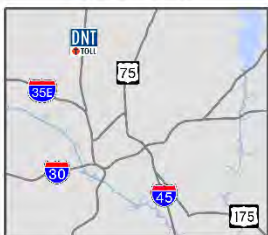
MAJOR ROADS



Fort Worth CBD



Dallas CBD



North Central Texas
Council of Governments

Proposition 1 Projects - FY 2015 and 2016

Fiscal Year Funding

2015

2016

2017

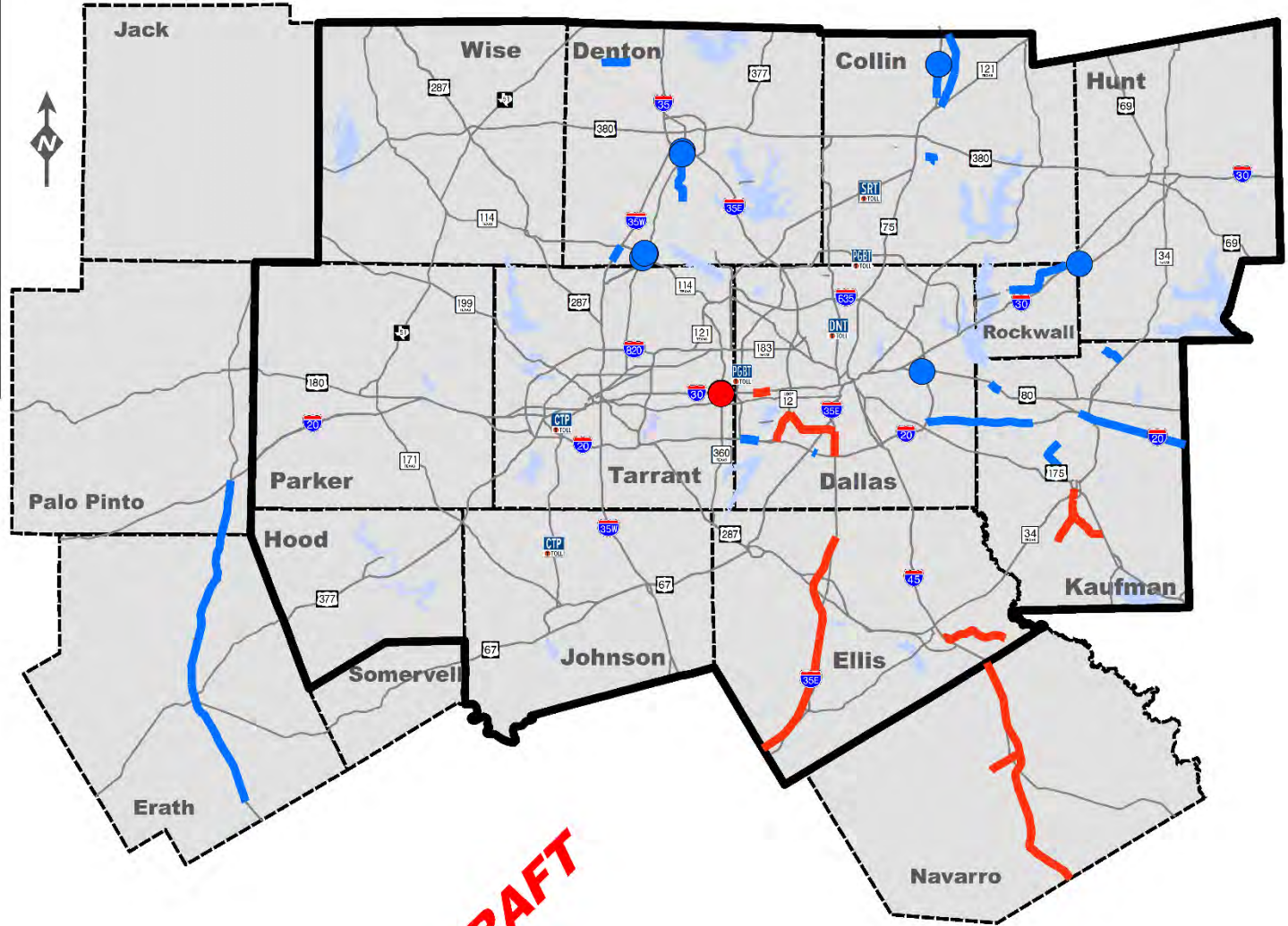
2018

2019

MAJOR LAKES

MPA BOUNDARY

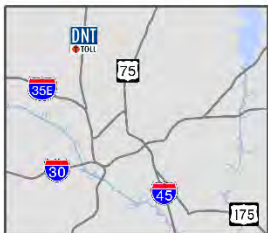
MAJOR ROADS



Fort Worth CBD



Dallas CBD



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North Central Texas
Council of Governments

Proposition 1 Projects - FY 2015, 2016, and 2017

Fiscal Year Funding

● 2015

● 2016

● 2017

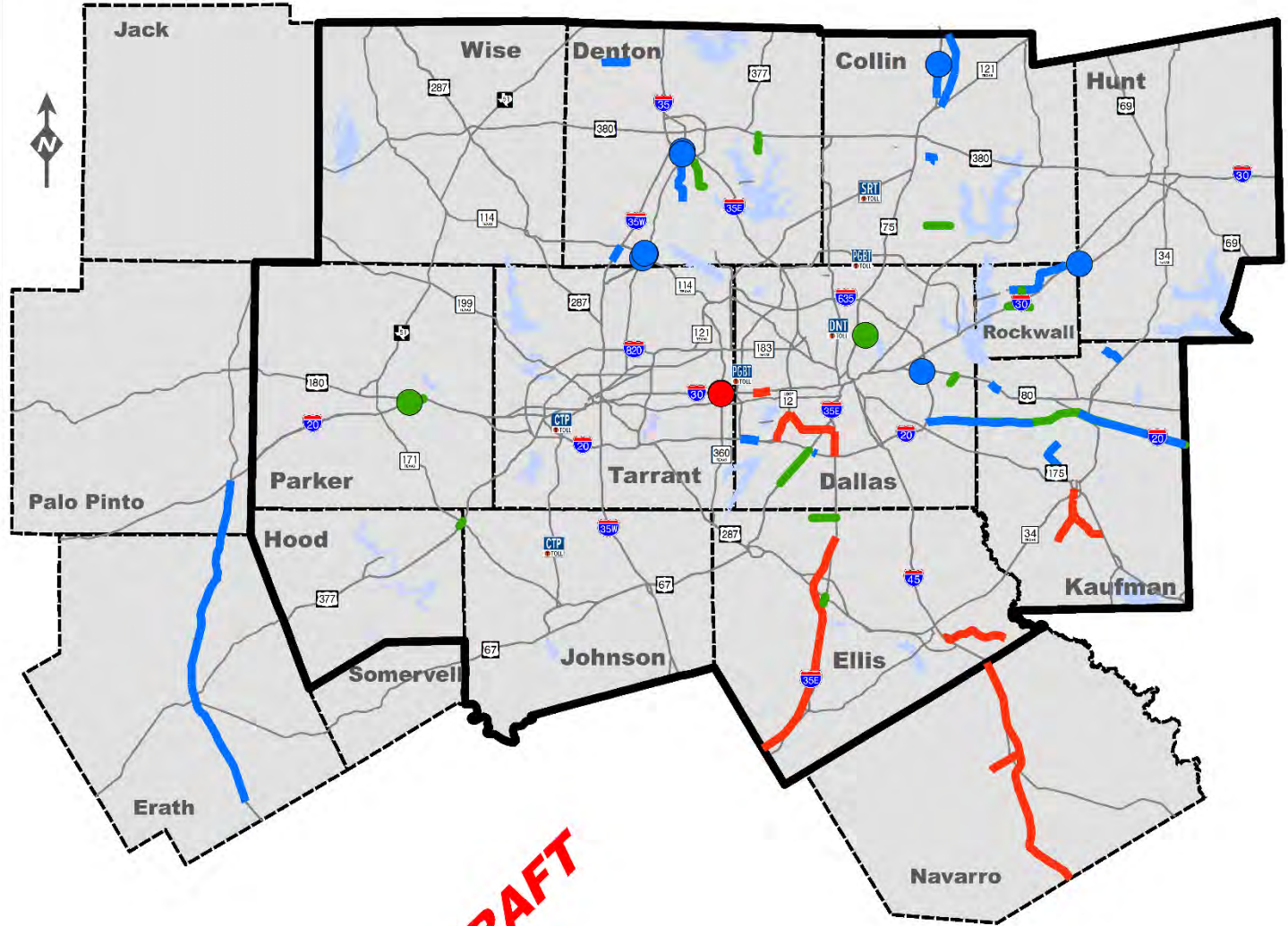
● 2018

● 2019

MAJOR LAKES

MPA BOUNDARY

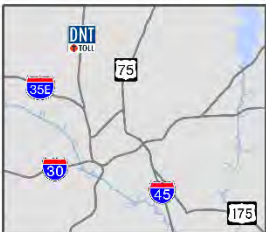
MAJOR ROADS



Fort Worth CBD



Dallas CBD

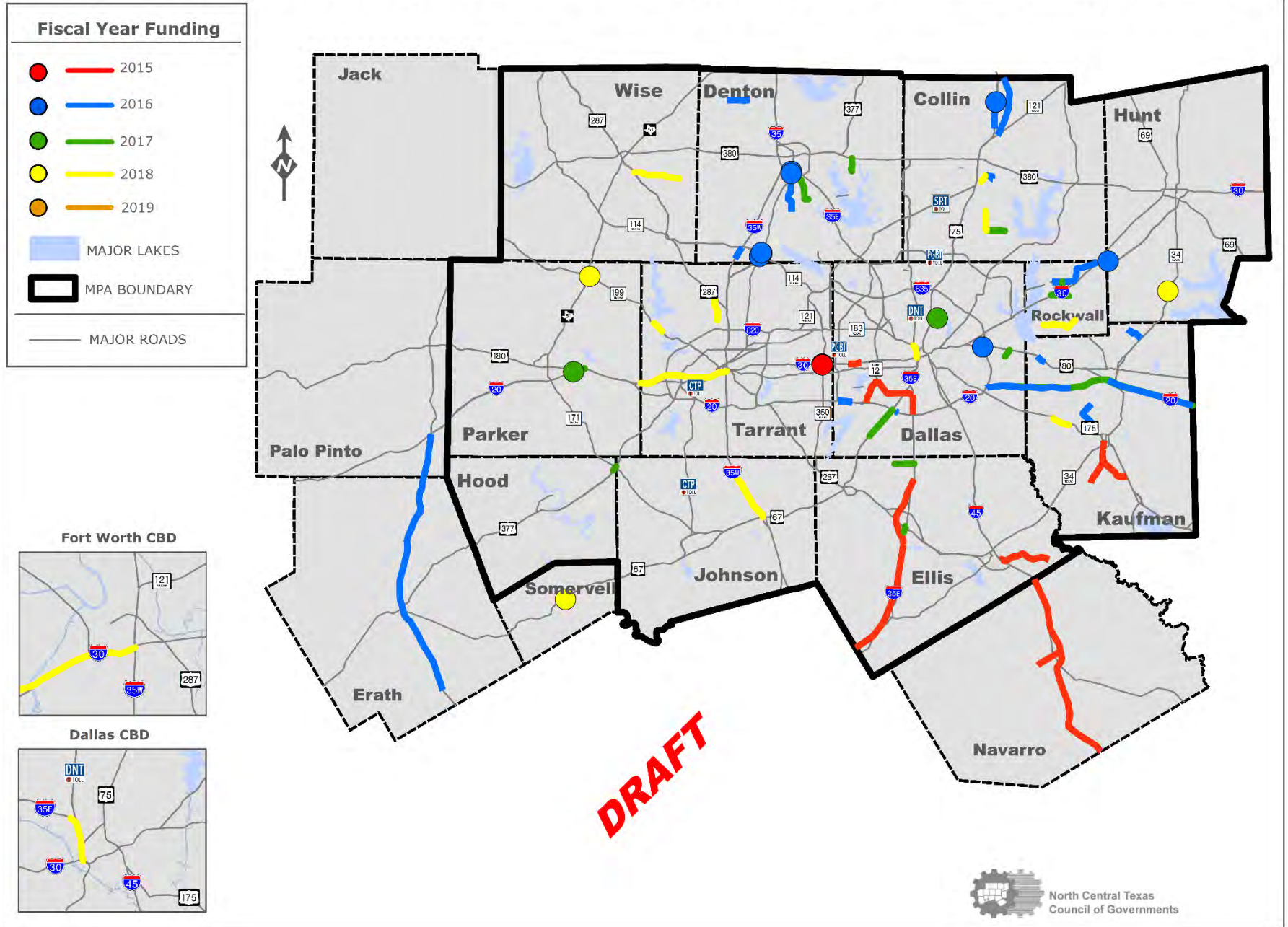


DRAFT



North Central Texas
Council of Governments

Proposition 1 Projects - FY 2015, 2016, 2017, and 2018



Proposition 1 Projects - FY 2015 - 2019

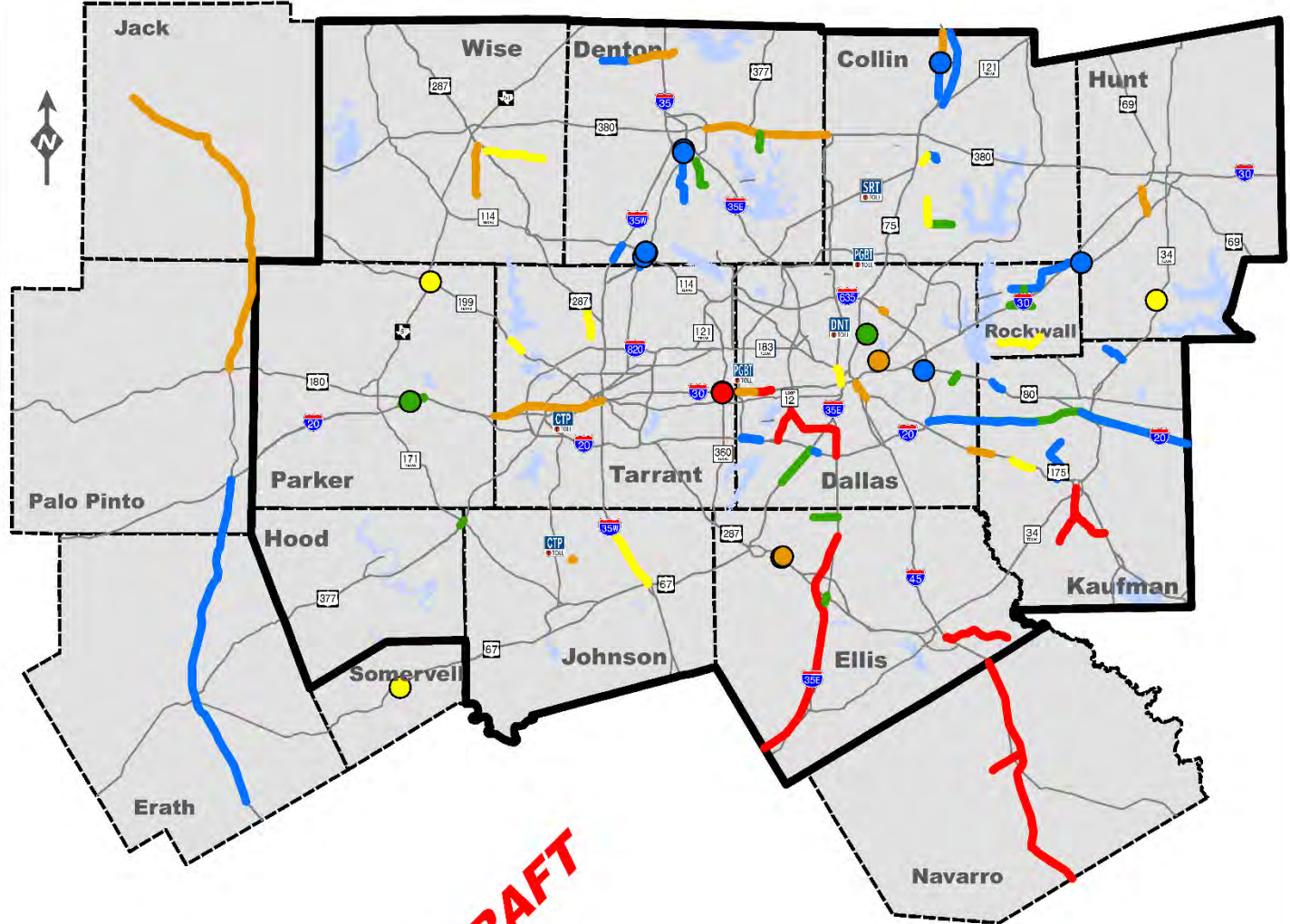
Fiscal Year Funding

- 2015
- 2016
- 2017
- 2018
- 2019

MAJOR LAKES

MPA BOUNDARY

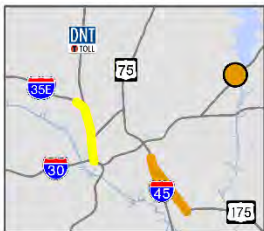
MAJOR ROADS



Fort Worth CBD



Dallas CBD



DRAFT



North Central Texas
Council of Governments

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



MAJOR CHANGES SINCE AUGUST STTC (cont.)

- 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

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Principal Transportation Planner

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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

Surface Transportation Bill: Senate Passed DRIVE Act, House Still Working on Its Bill, Authority Expires October 29, 2015

Passenger Rail: Senate Committee Passed RREEA June 2015, Full House Passed PRRRA 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).

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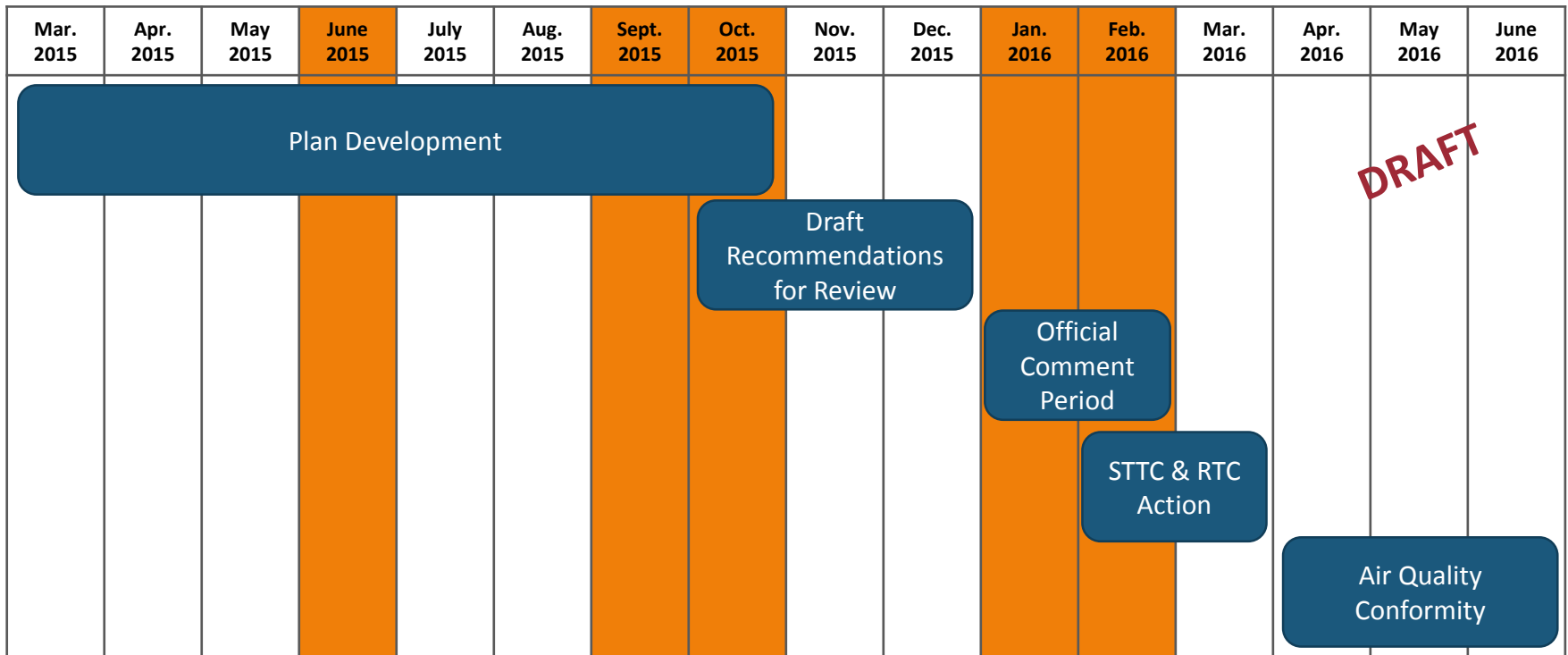
The Metropolitan Transportation Plan for North Central Texas

Regional Transportation Council

Dan Lamers, P.E.

October 8, 2015

Schedule



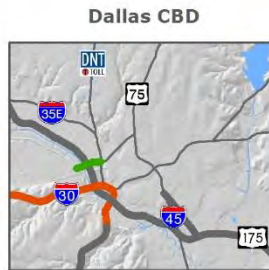
Public meetings will be scheduled for highlighted months.

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

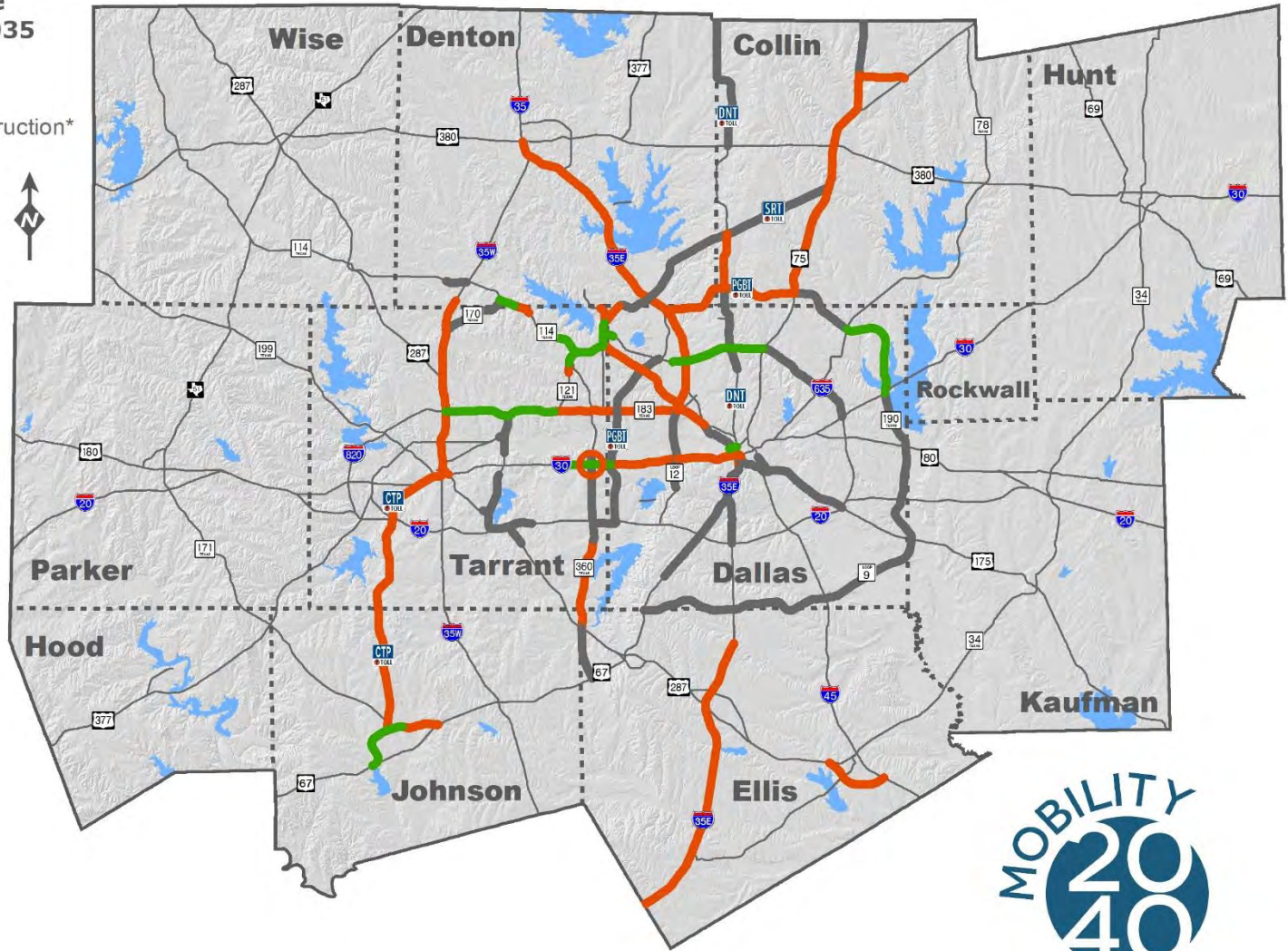
- Completed*
- Under/Nearing Construction*
- Future Projects



Dallas CBD



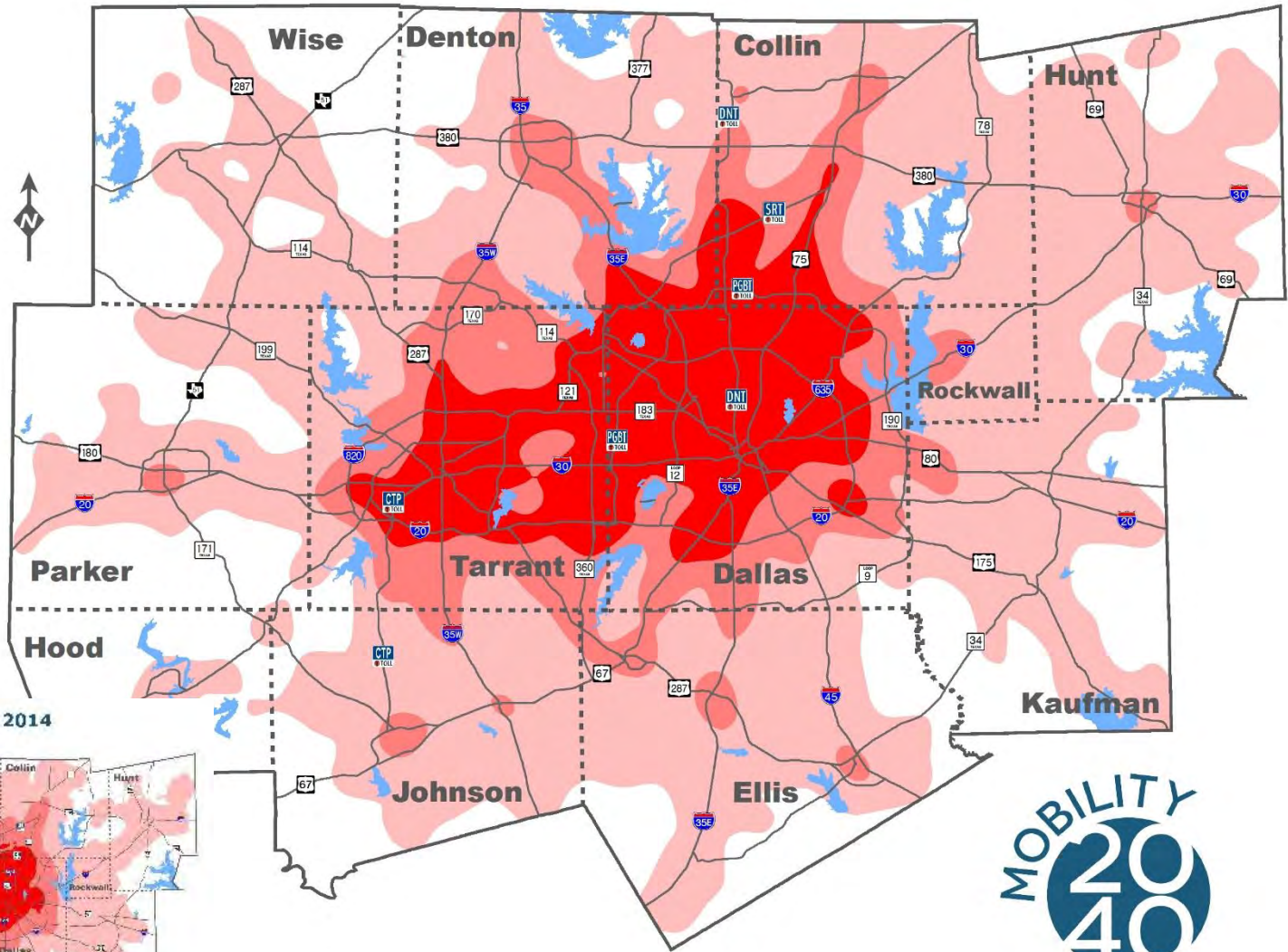
Fort Worth CBD



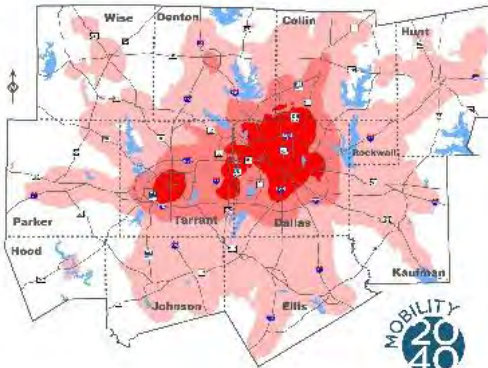
*Initial phase under construction or recently completed. May include additional improvements in the future.

Levels of Congestion 2040

Congestion Index*



Levels of Congestion 2014



Sept 2015

increase in travel time.

MOBILITY 2040 PLAN FOR NORTH CENTRAL TEXAS

Mobility 2040 Discussion Topics

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

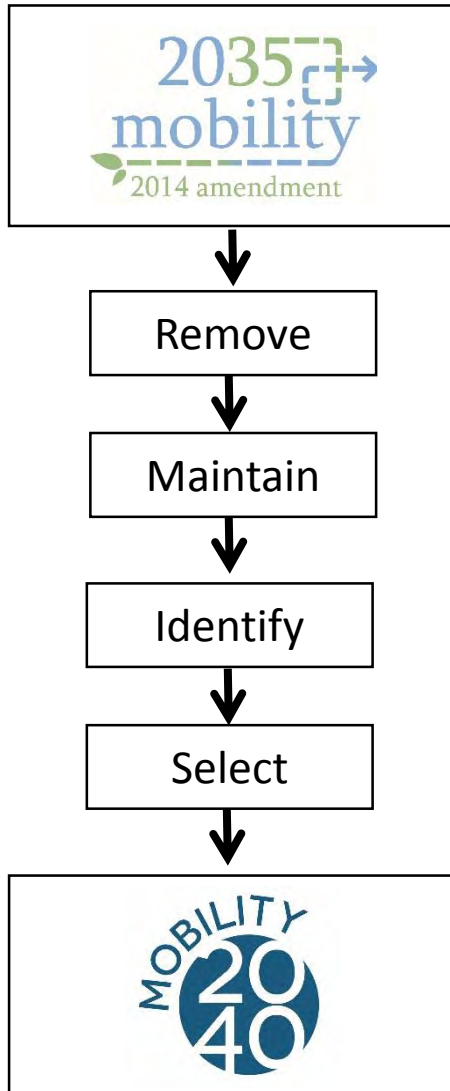
MAP-21 National Goals – RTC Guidance

- 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)

	Responses	
	Percent	Count
Safety	17.07%	7
Infrastructure Condition	7.32%	3
Congestion Reduction	53.66%	22
System Reliability	7.32%	3
Freight Movement and Economic Vitality	0.00%	0
Environmental Sustainability (includes air quality)	7.32%	3
Reduced Project Delivery Delays	7.32%	3
Totals	100%	41

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

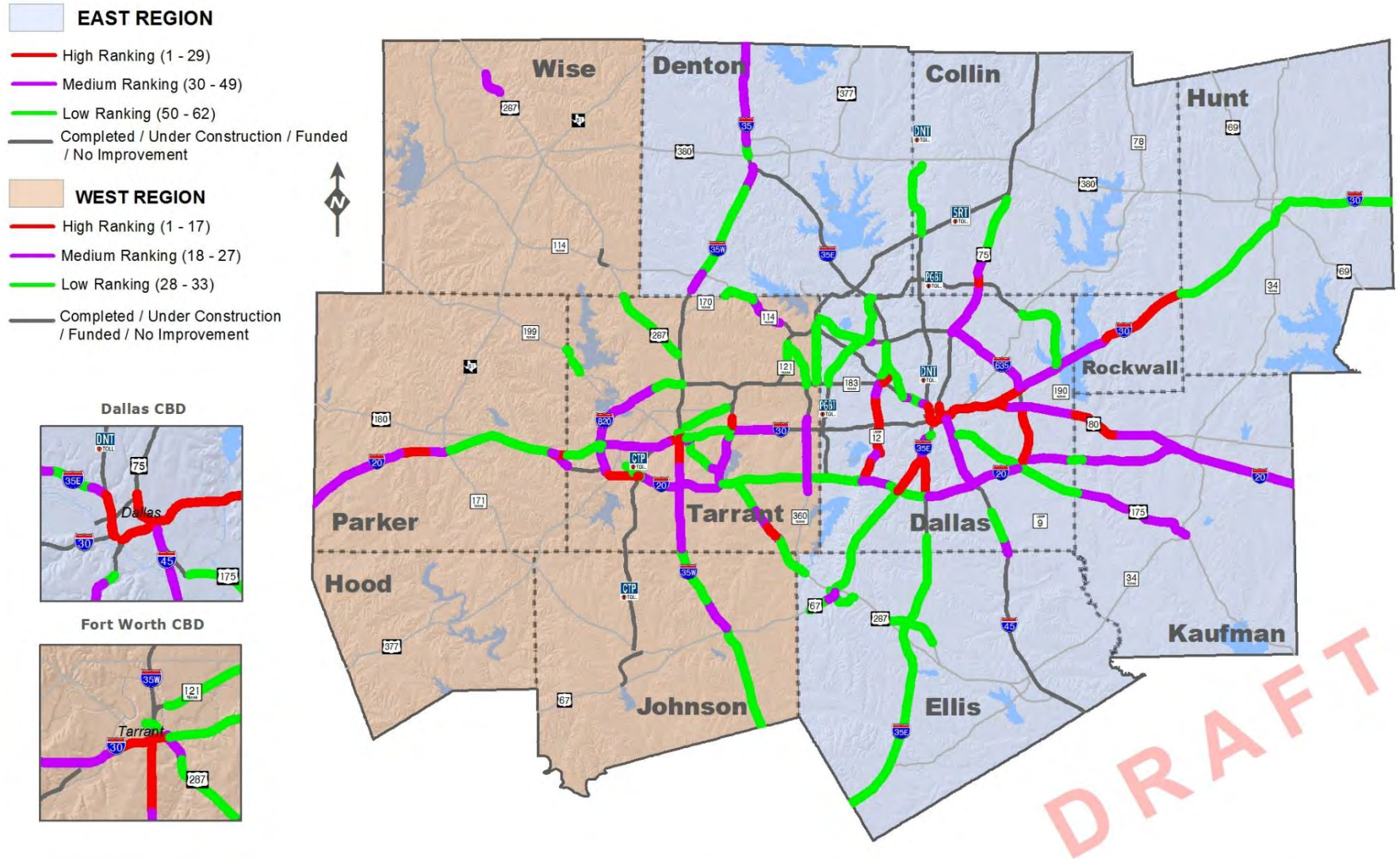
Environmental Sustainability

Environmental Justice

Reduced Project Delivery Delay

Mobility 2035 Project Status

Infrastructure Conditions (Bridge and Pavement Conditions)



September 2015

0 10 20 40 Miles



North Central Texas
Council of Governments

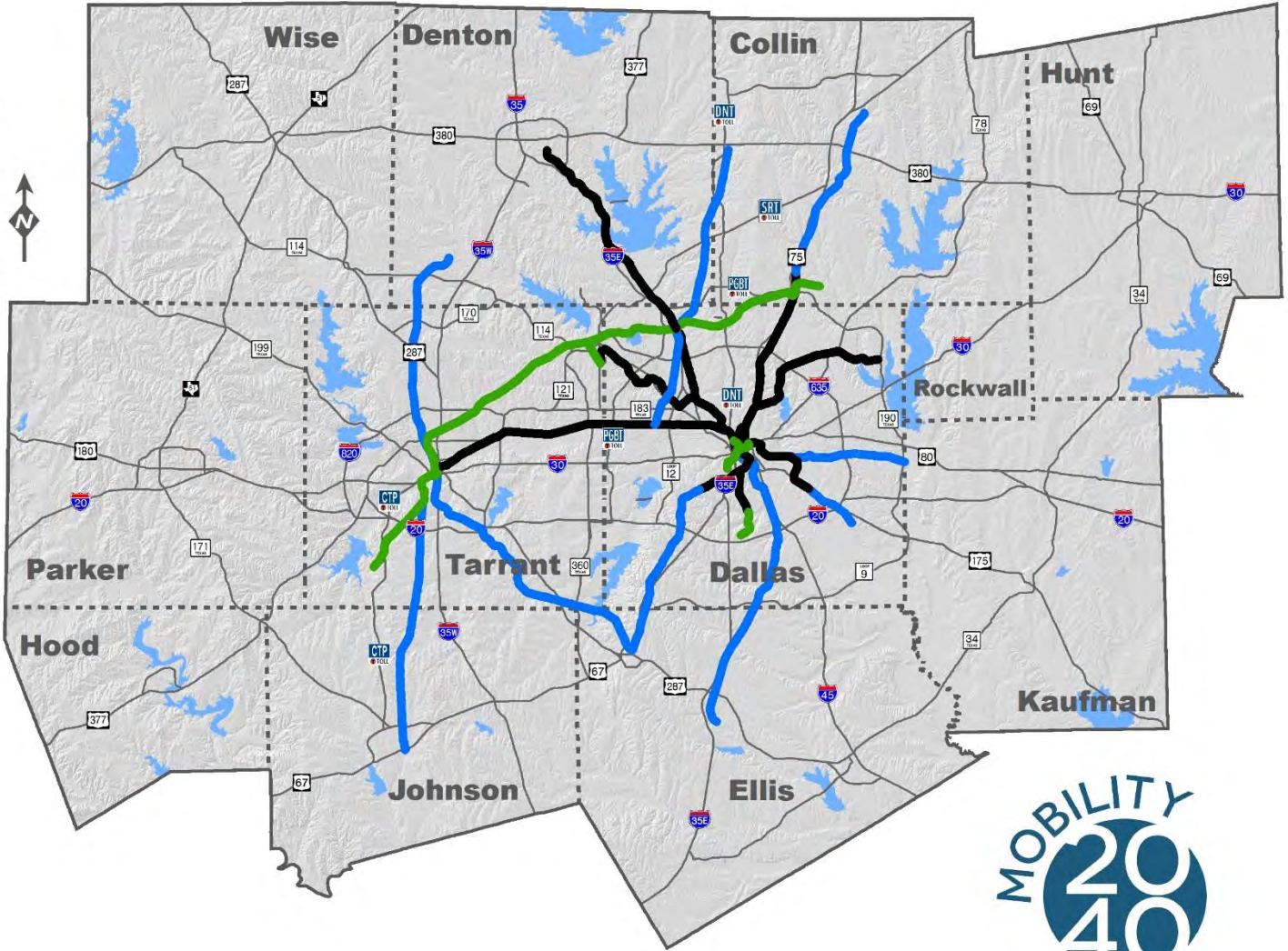
Roadway Project Selection Next Steps

- Preliminary project category types to be identified
 - Cap/main project
 - Reconstruction/widening of existing corridor
 - New location corridor
 - Illustrative project
- Complete initial project prioritization process
- *Assess financial constraint impacts*
- *Identify project staging*
- *Minimize leapfrog implementation*
- Develop recommendations

Transit Corridor Projects

Planned Funding

- Under Evaluation/\$8.3 Billion
- Funded/\$3.6 Billion
- Current Transit Rail Network



Dallas CBD

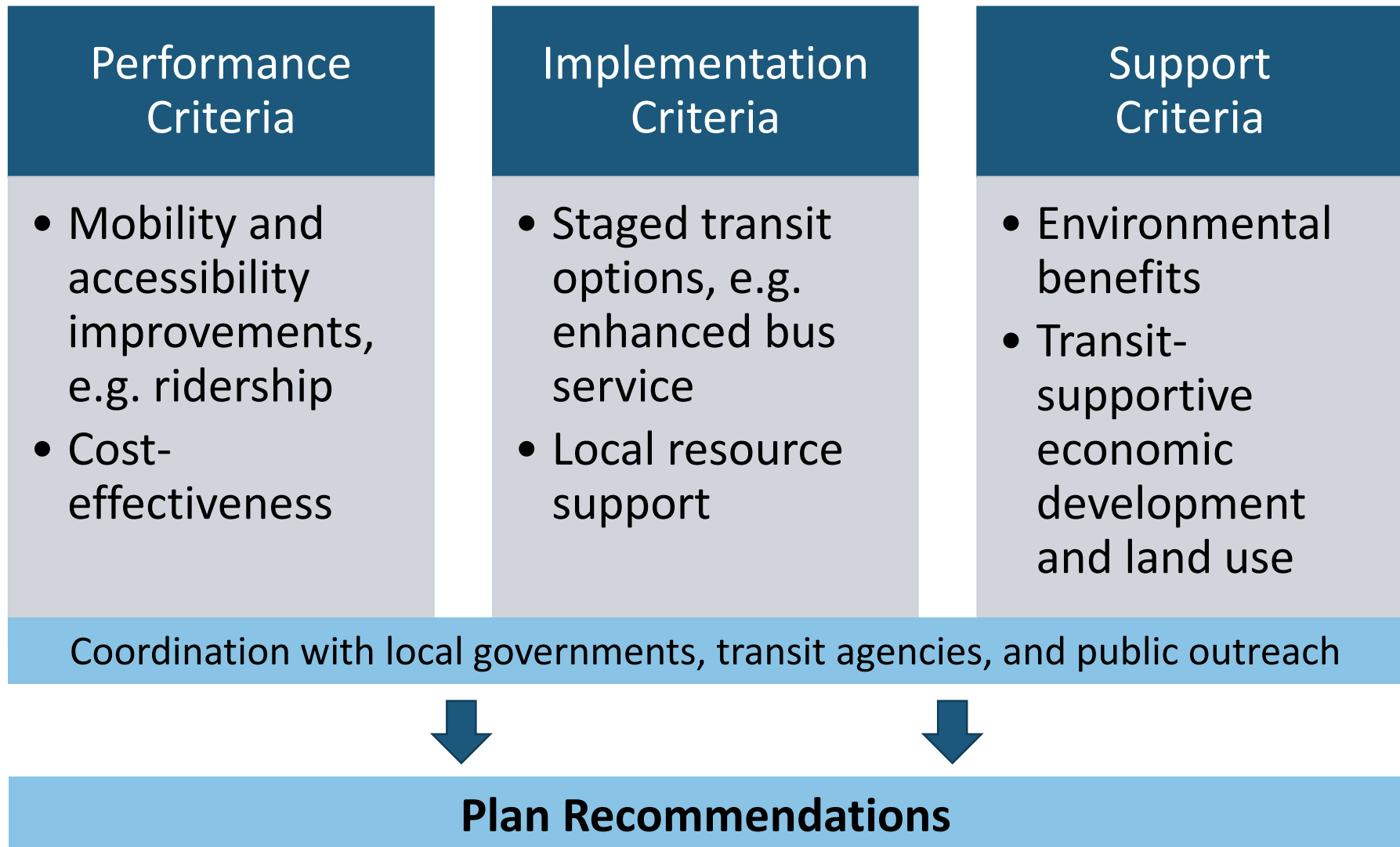


Fort Worth CBD



October 2015

Transit Recommendations Development Process



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:
 - Clean Fleet Policy
 - Model Ordinance for Unmanned Aircraft Systems
 - Parking Management Strategies
 - 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.

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

* Pending voter approval

Regional Managed Lane System

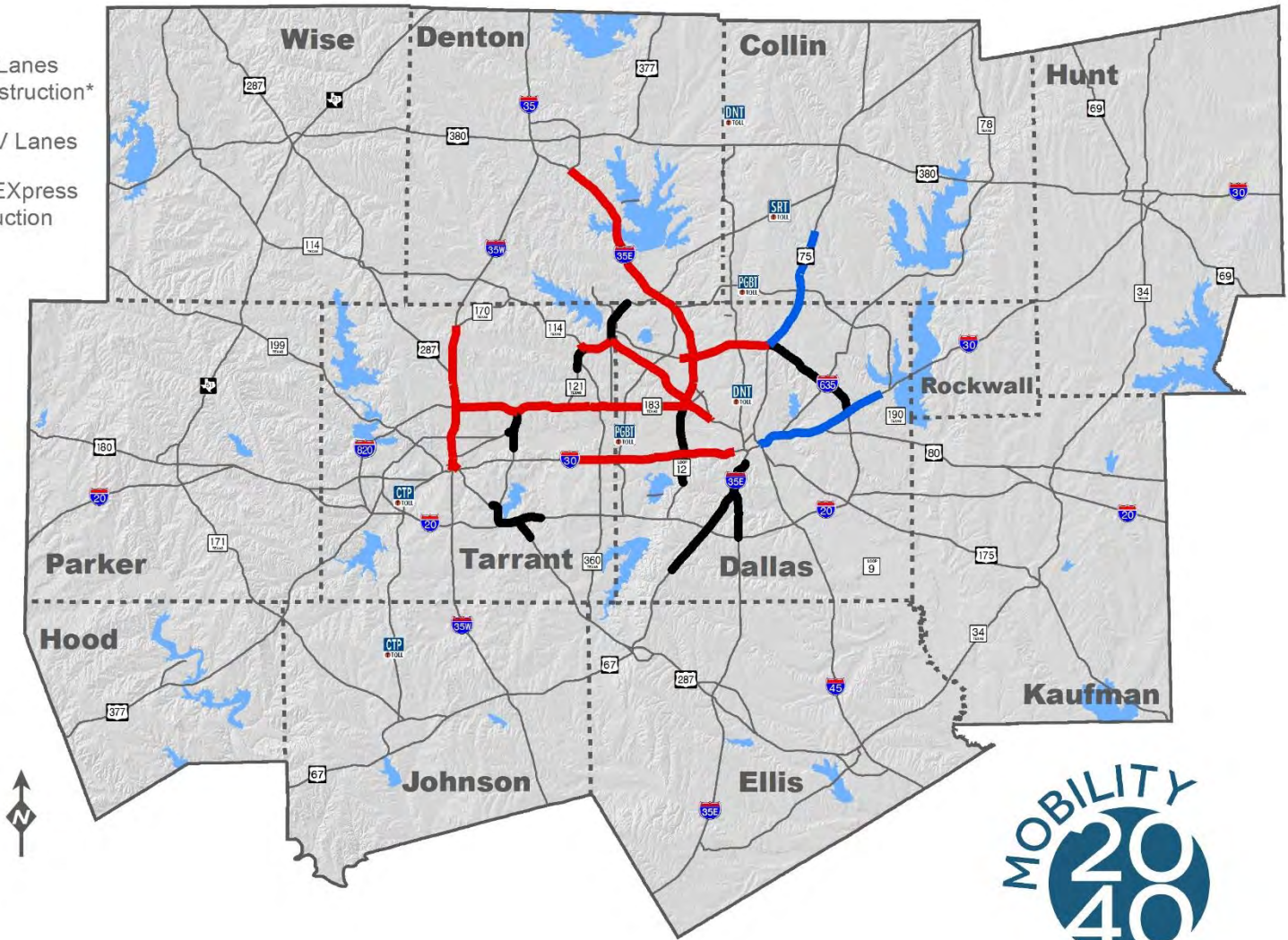
Legend

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

Dallas CBD

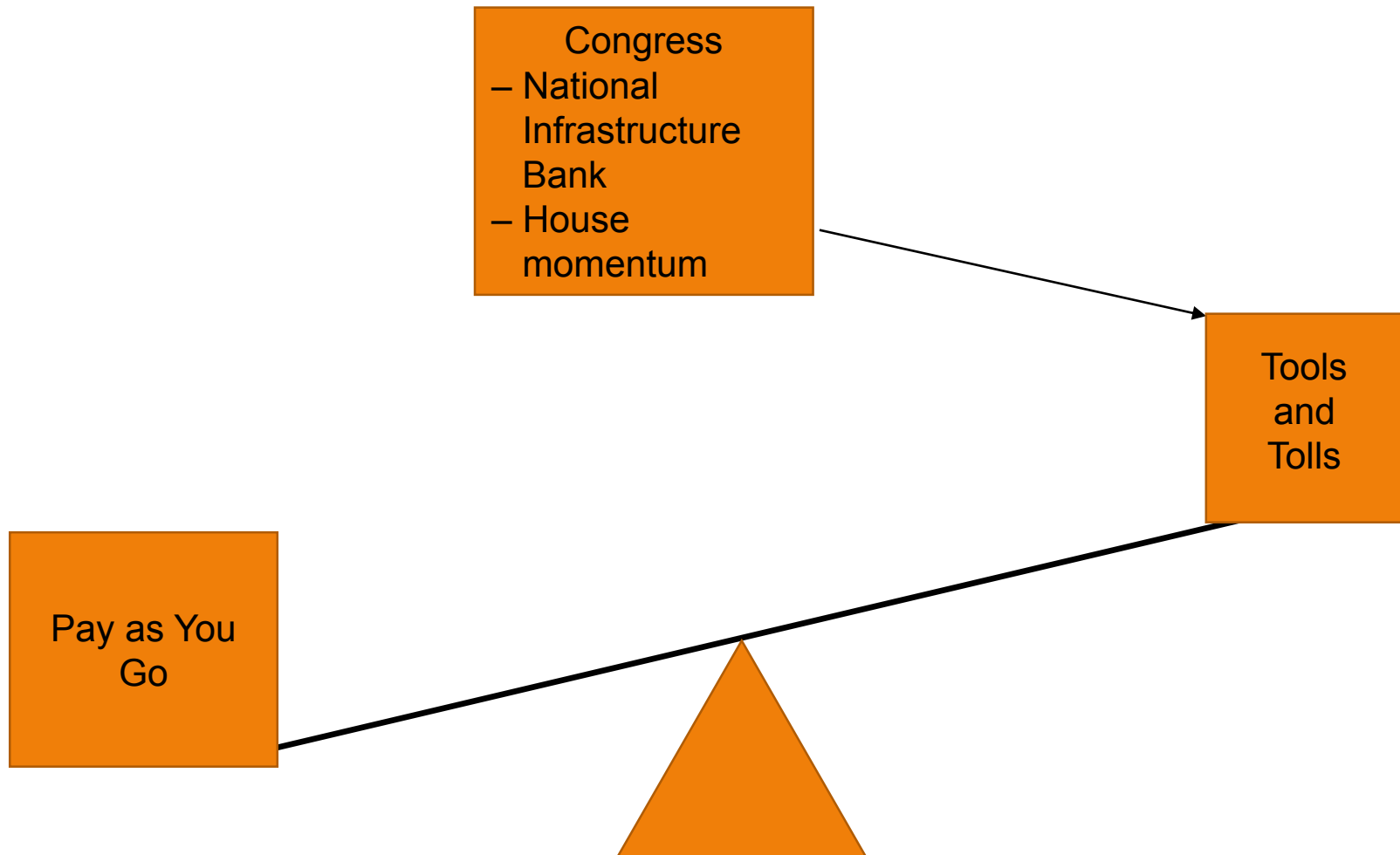


Fort Worth CBD

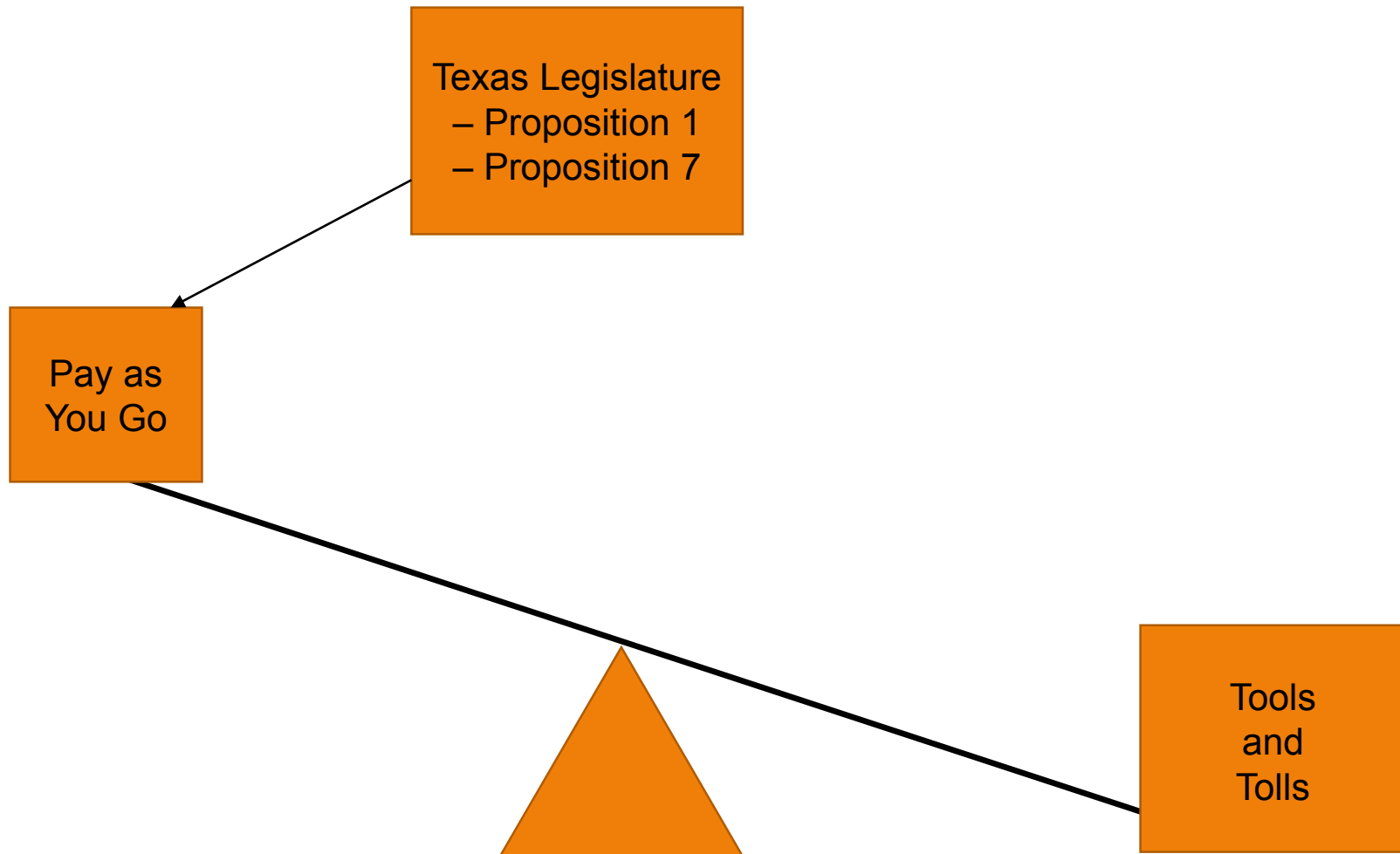


*May include additional improvements in the future.

Federal Legislative Balance



State Legislative Balance



Funding Needs

	Congestion	Maintenance	Energy Sector
Need	\$3 billion	\$1 billion	\$1 billion
Value of Tools/Shortfall	\$5.7-7.4 billion	-	-
Total Need	\$8.7-10.4 billion	\$1 billion	\$1 billion
New Revenue (Assume Prop. 7)	\$3 billion	\$1 billion	\$1 billion
Percent Met	29-34 percent	100 percent	100 percent

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

Toll Roads to Tolloed Managed Lanes

Tarrant County

SH 170 from IH 35W to SH 114

Toll Roads to Staged Freeways

Dallas County

Loop 9 from US 67 to IH 20

Collin County/Rockwall County

Outer Loop from DNT to IH 30

New Staged Freeways

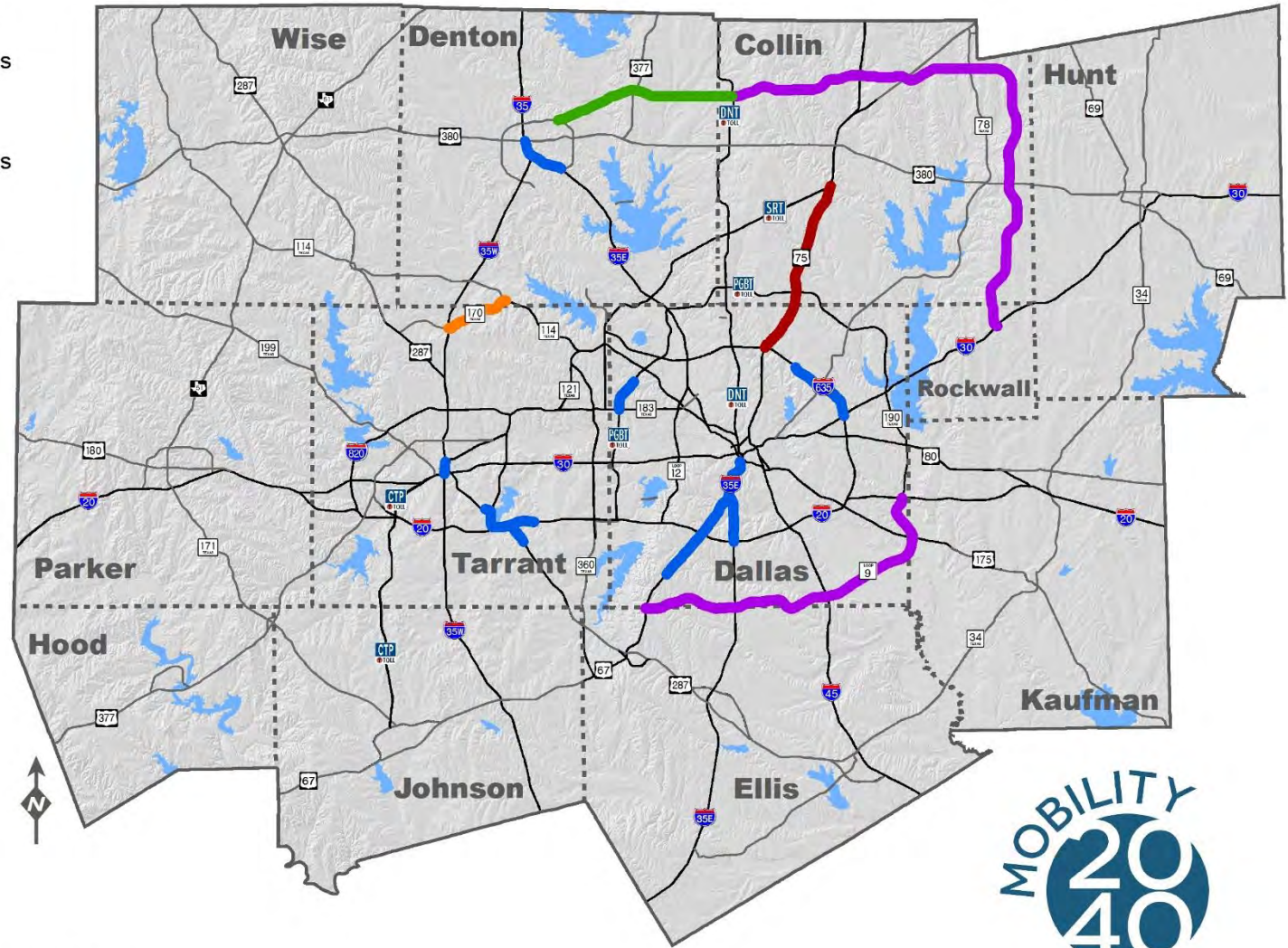
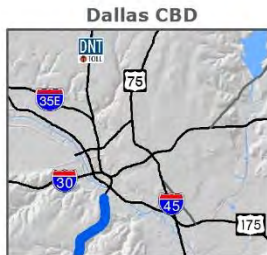
Denton County

Denton Outer Loop from Loop 288 to DNT

Potential Tax Supported Facilities

Potential Corridor Recommendations

-  Tolled Managed Lanes to Freeways/HOV
-  Toll Roads to Tolled Managed Lanes
-  Toll Roads to Staged Freeways
-  New Staged Freeways
-  Projects Without Consensus
-  Year 2035 Freeways/Tollways
-  Major Roads



North Central Texas
Council of Governments



October 2015

Contact Information

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

www.nctcog.org/mobility2040

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DFW Region High Speed Rail Initiatives Update for Mobility 2040

**Regional Transportation Council
October 8, 2015**

Kevin Feldt, AICP



High Speed Rail Classifications

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



Mobility 2035 High Speed Rail

Three Station Concept

- Fort Worth
- Arlington
- Dallas

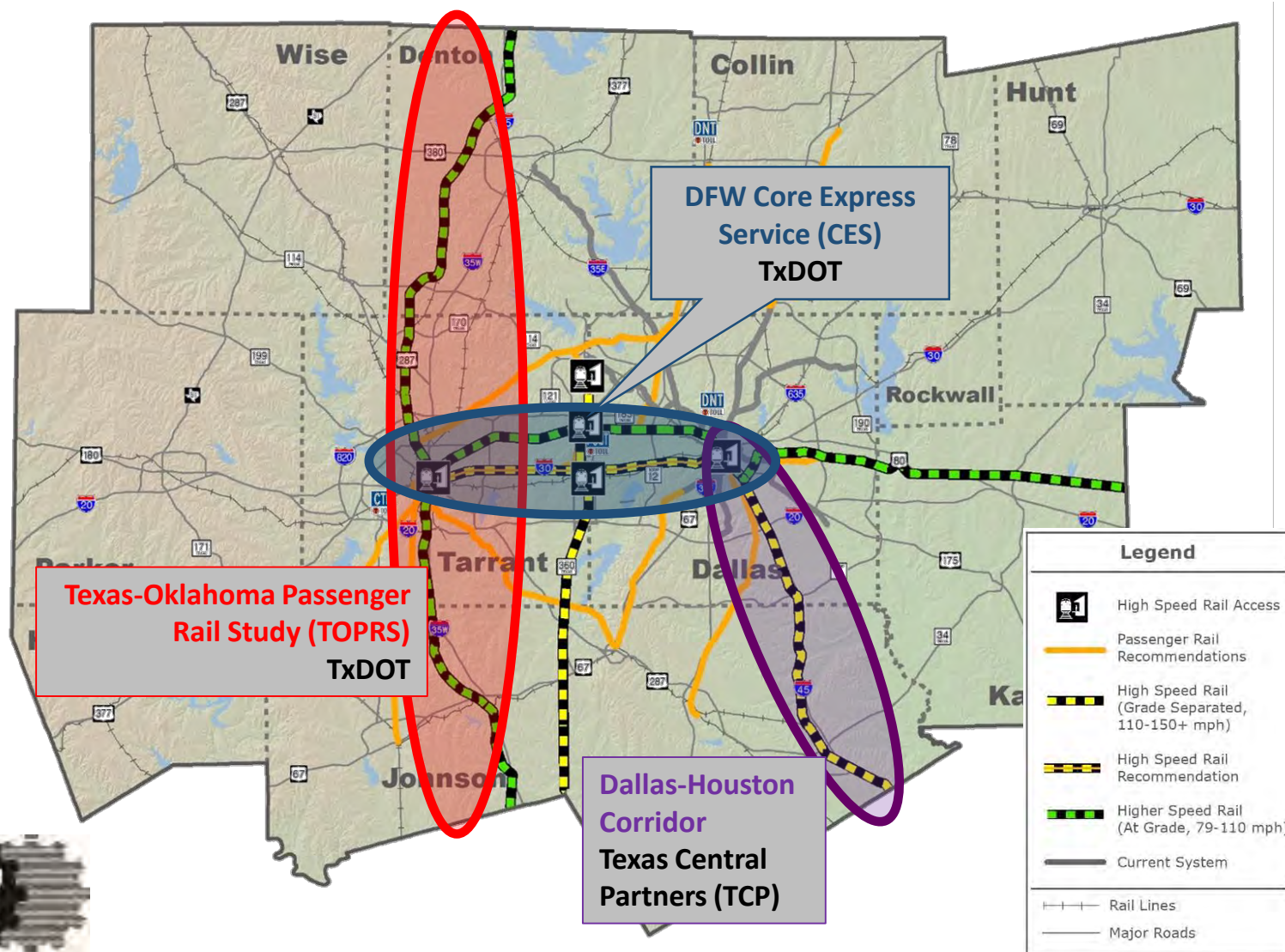
Regional Connectivity



Incorporates Grade-Separated and At-grade Rail



High/Higher Speed Passenger Rail

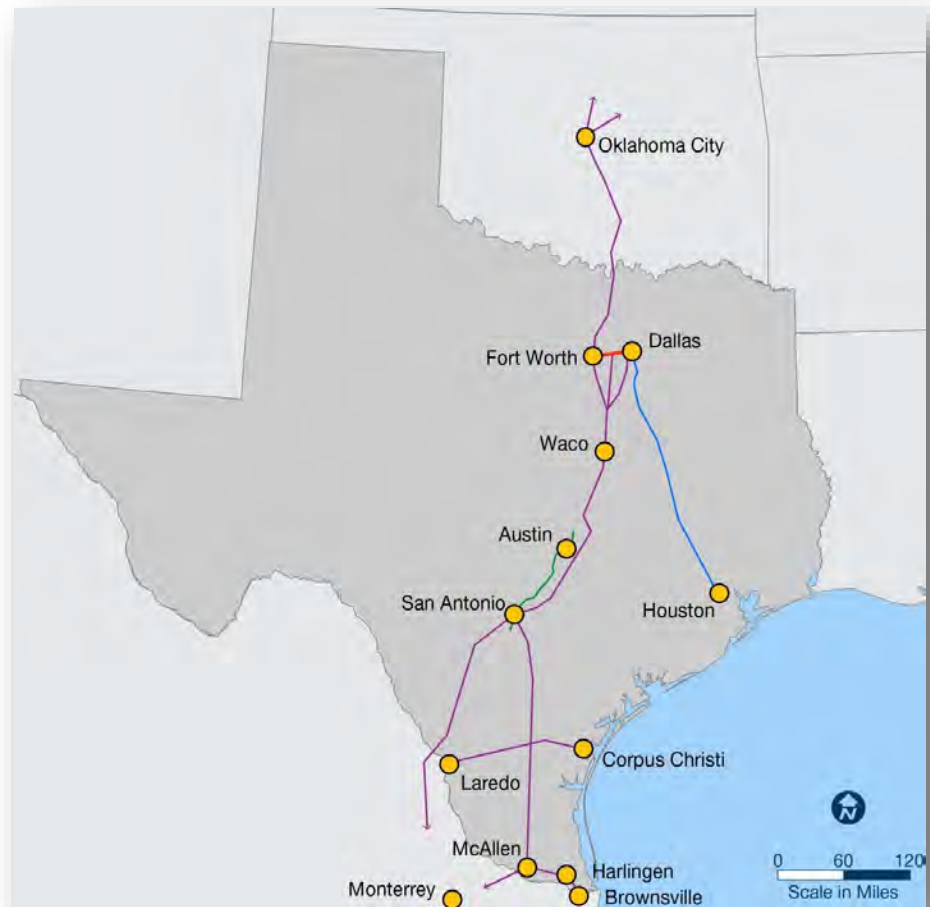


Texas-Oklahoma Passenger Rail Study (TOPRS)

Oklahoma to South Texas

TxDOT Study

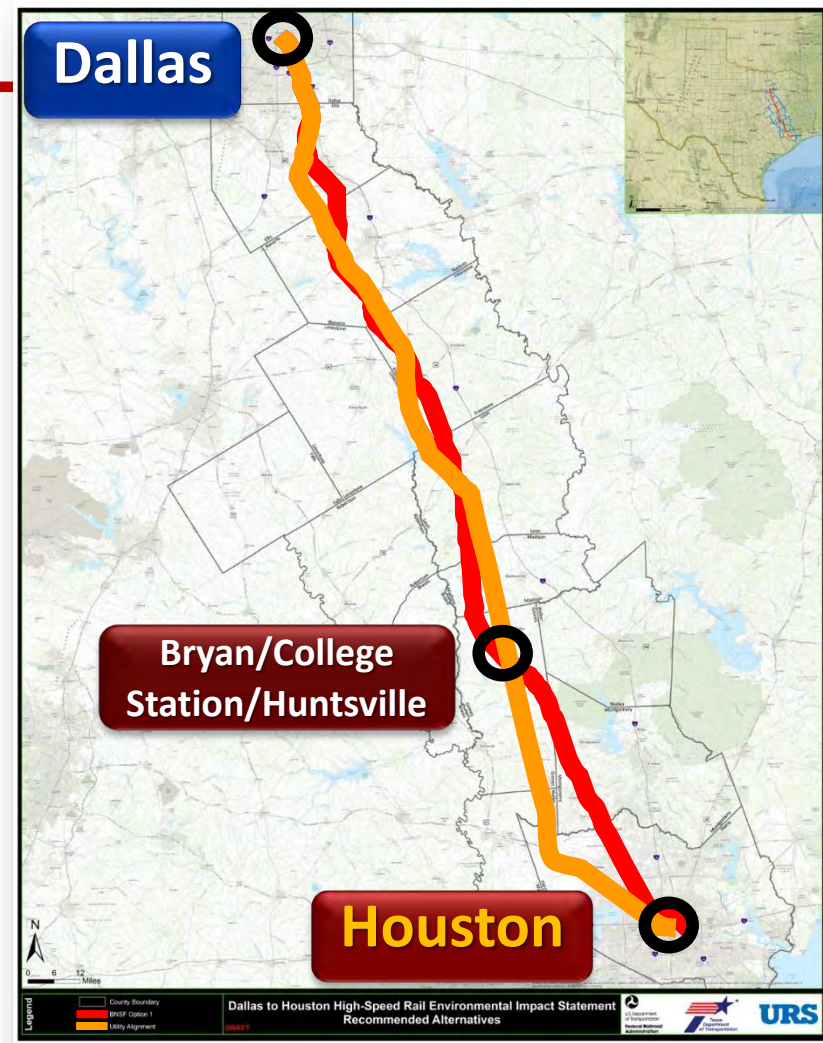
Tier 1 Environmental Analysis



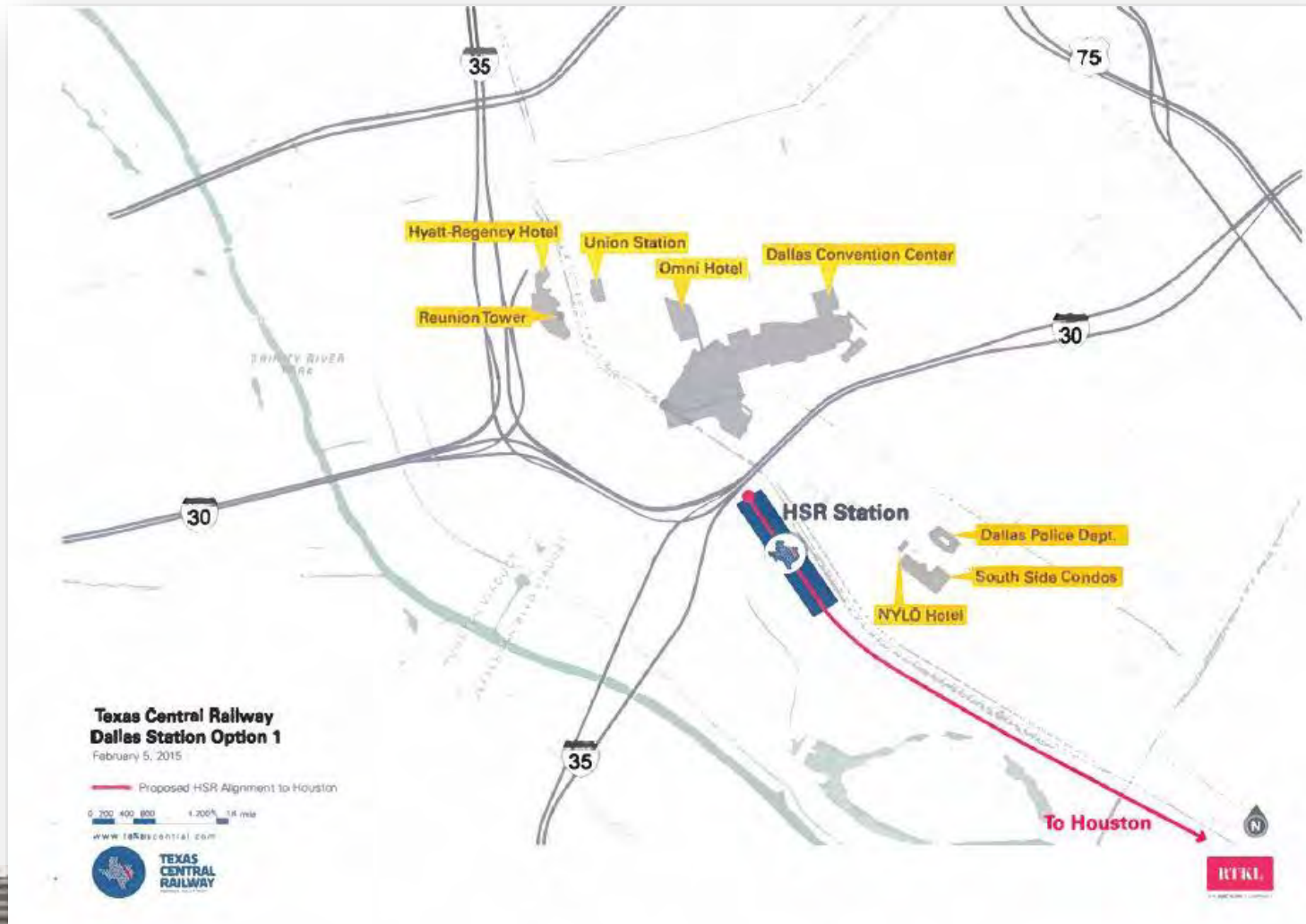
Dallas to Houston

-  BNSF Option
-  Utility Corridor Option
-  Potential Stations

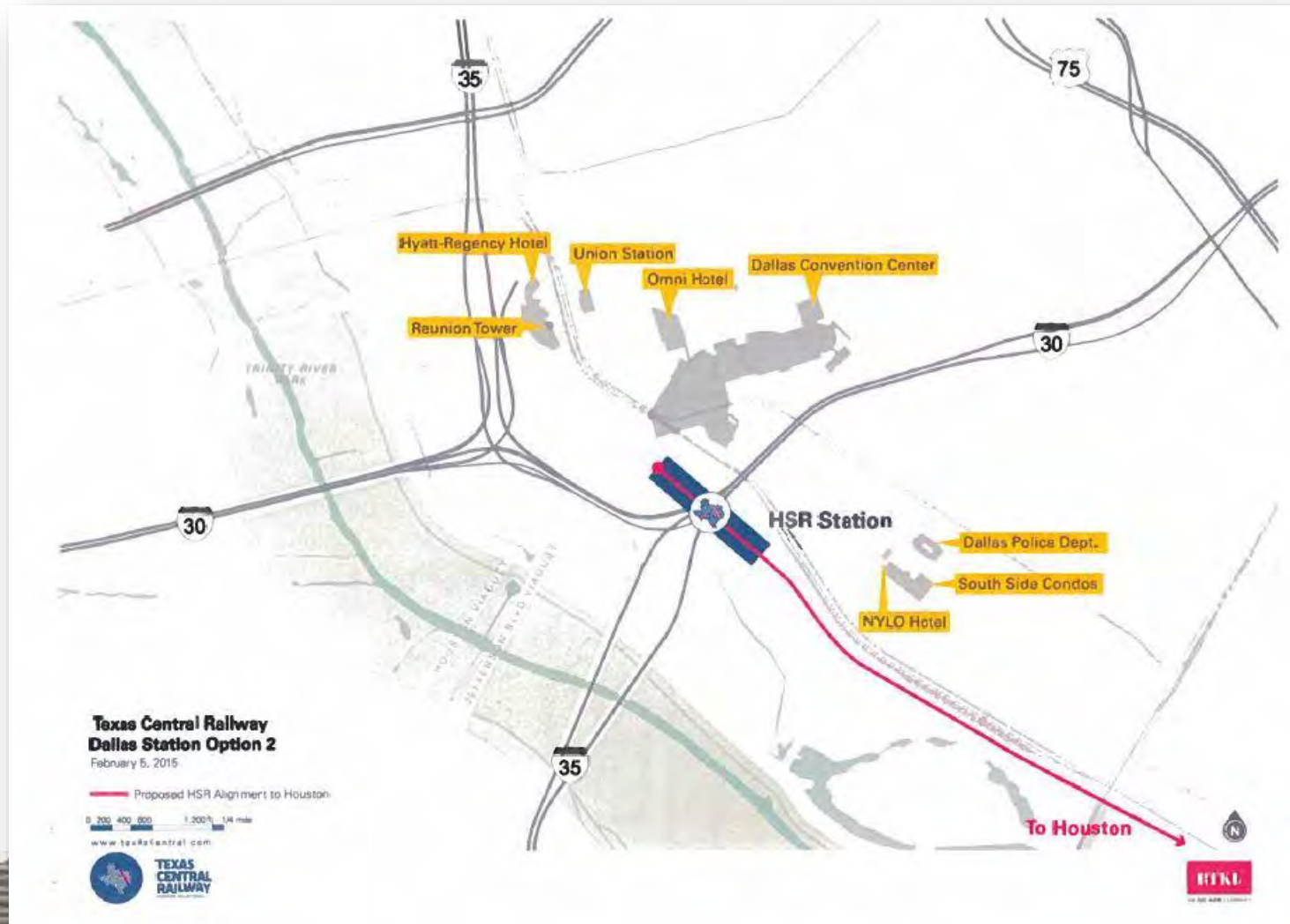
Utility Corridor Option selected
as preferred alternative by
Federal Railroad Administration



Downtown Dallas – Option 1



Downtown Dallas – Option 2



DFW Core Express Service

High Speed Rail - Downtown Dallas to Downtown Fort Worth

April 2010

DRAFT

Legend

High Speed Rail Items

— Dallas/Fort Worth IH-30 Option

— Trinity Railway Express Option

■ Possible Platform

DART Light Rail

— Red Line

— Green Line

— Blue Line

— Orange Line

High Speed Rail Hybrid Alternatives

— Hybrid Option 1 (SH 360)

— Hybrid Option 2 (Trinity River)

City Boundaries

■ Arlington

■ Dallas

■ Fort Worth

■ Grand Prairie

■ Irving

Passenger Rail Stations

● TRE Station

● Union Station

● DART Red Line Station

● DART Blue Line Station

● DART Green Line Station

● DART Red/Blue Line Stations

● DART Downtown Stations

Other Rail Features

— Amtrak

— Dorothy Spur - Existing Freight Rail

— Dallas Streetcar - TIGER Project

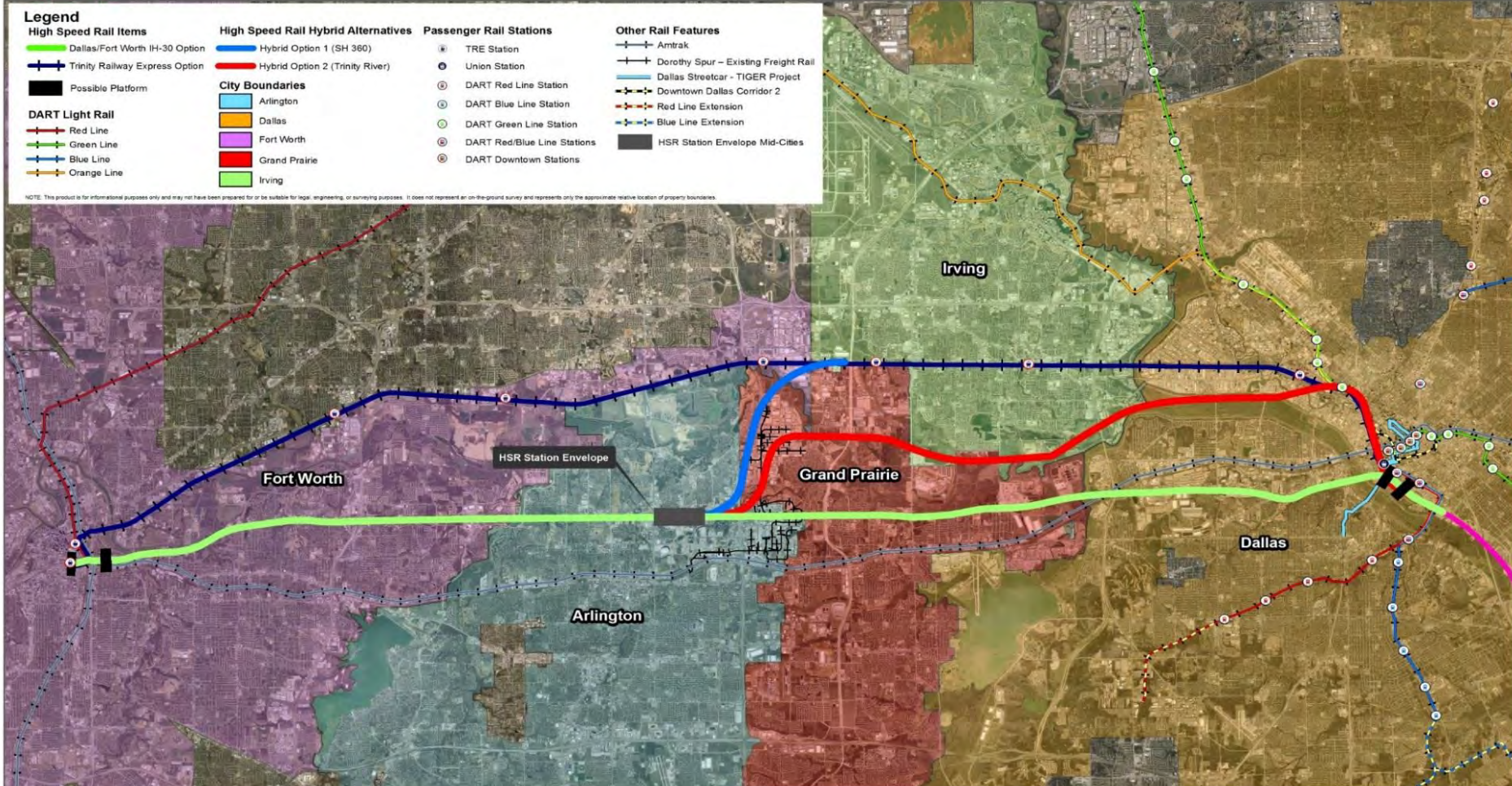
— Downtown Dallas Corridor 2

— Red Line Extension

— Blue Line Extension

■ HSR Station Envelope Mid-Cities

NOTE: This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.



High Speed Rail Project Schedules

Project	Record of Decision
Dallas to Houston (Tier 2)	3 rd Quarter 2016
DFW Core Express Service (Tier 2)	2017
TOPRS (Tier 1)	Early 2017



Proposed Mobility 2040 High Speed Rail Plan



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



DRAFT

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?

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TOPRS

Recommended Northern Section Route Alternative



TOPRS

Recommended Central Section Route Alternatives



 High Speed Rail

 High/Higher Speed Rail

 Potential Stations



Dallas CBD



Fort Worth CBD



EMERGENCY ASSISTANCE TO TEXOMA AREA PARATRANSIT SYSTEM (TAPS)

REGIONAL TRANSPORTATION COUNCIL
OCTOBER 8, 2015

Jessie Huddleston
North Central Texas Council of Governments

Background

2

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

Funding

3

\$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

Recent Issues

4

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”

Key Action Items (<30 days)

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Entity	Action	Status
TAPS Staff and Board	Finalize recovery plan	Presented at October 7 th board meeting
	Evaluate service costs and work with local governments to make adjustments	Ongoing
	Identify additional local sources of revenue to leverage available federal funding	Ongoing
Texas Department of Transportation	Send staff from the Texas Transportation Institute (TTI) to develop cost-allocation models	Scheduled for November
Regional Transportation Council	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	Pending RTC Action
	Use RTC Local funds to provide a financial backstop for a local TAPS loan for \$250K	Pending RTC Action

Requested Actions

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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

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