

OZONE SEASON UPDATE AND CLEAN AIR ACTION DAY, JUNE 24, 2016

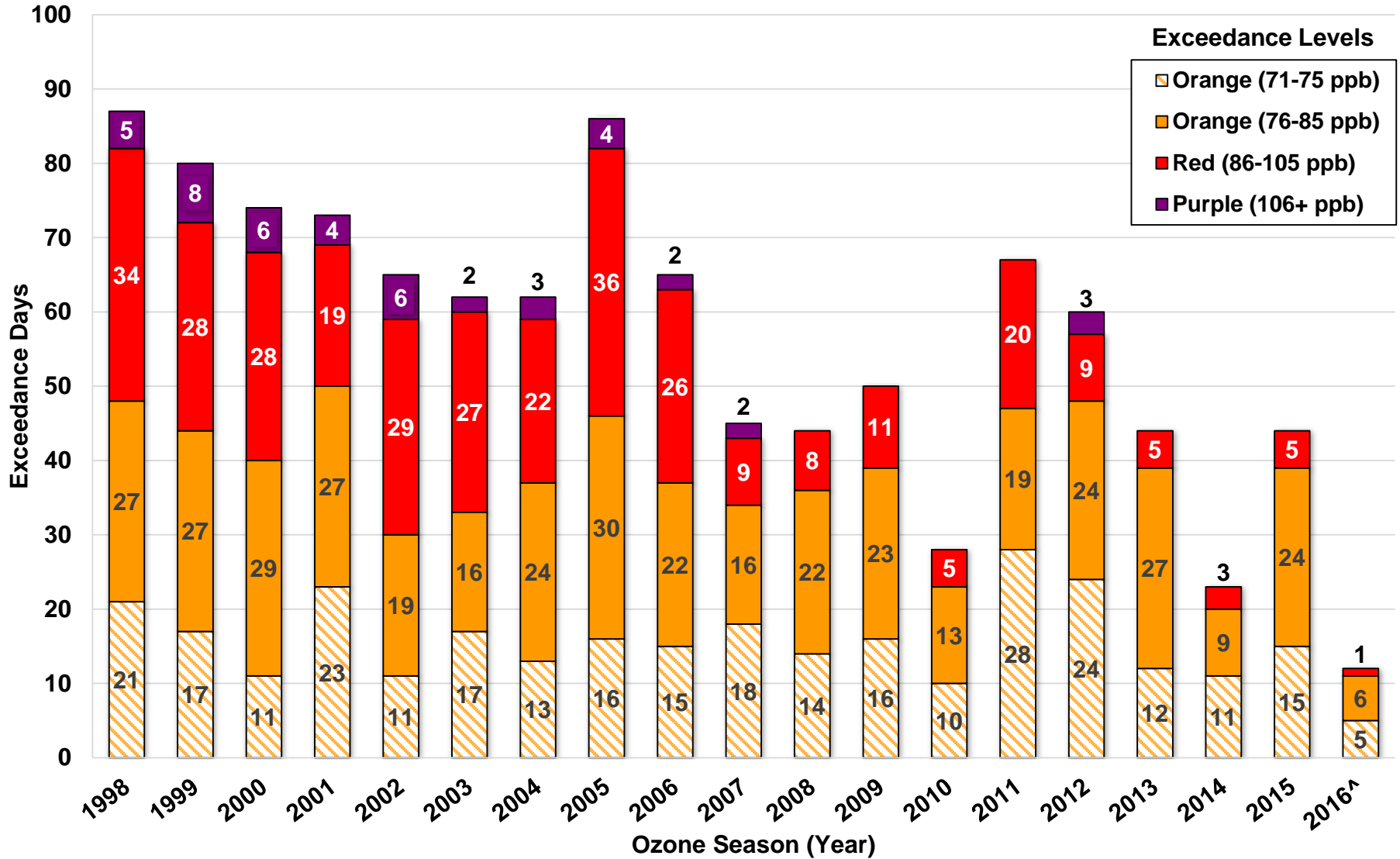
Regional Transportation Council

Whitney Vandiver
September 8, 2016



2016 OZONE SEASON

Eight-Hour Ozone Exceedance Days Based on 70 ppb Standard



Exceedance Levels

- Orange (71-75 ppb)
- Orange (76-85 ppb)
- Red (86-105 ppb)
- Purple (106+ ppb)

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.

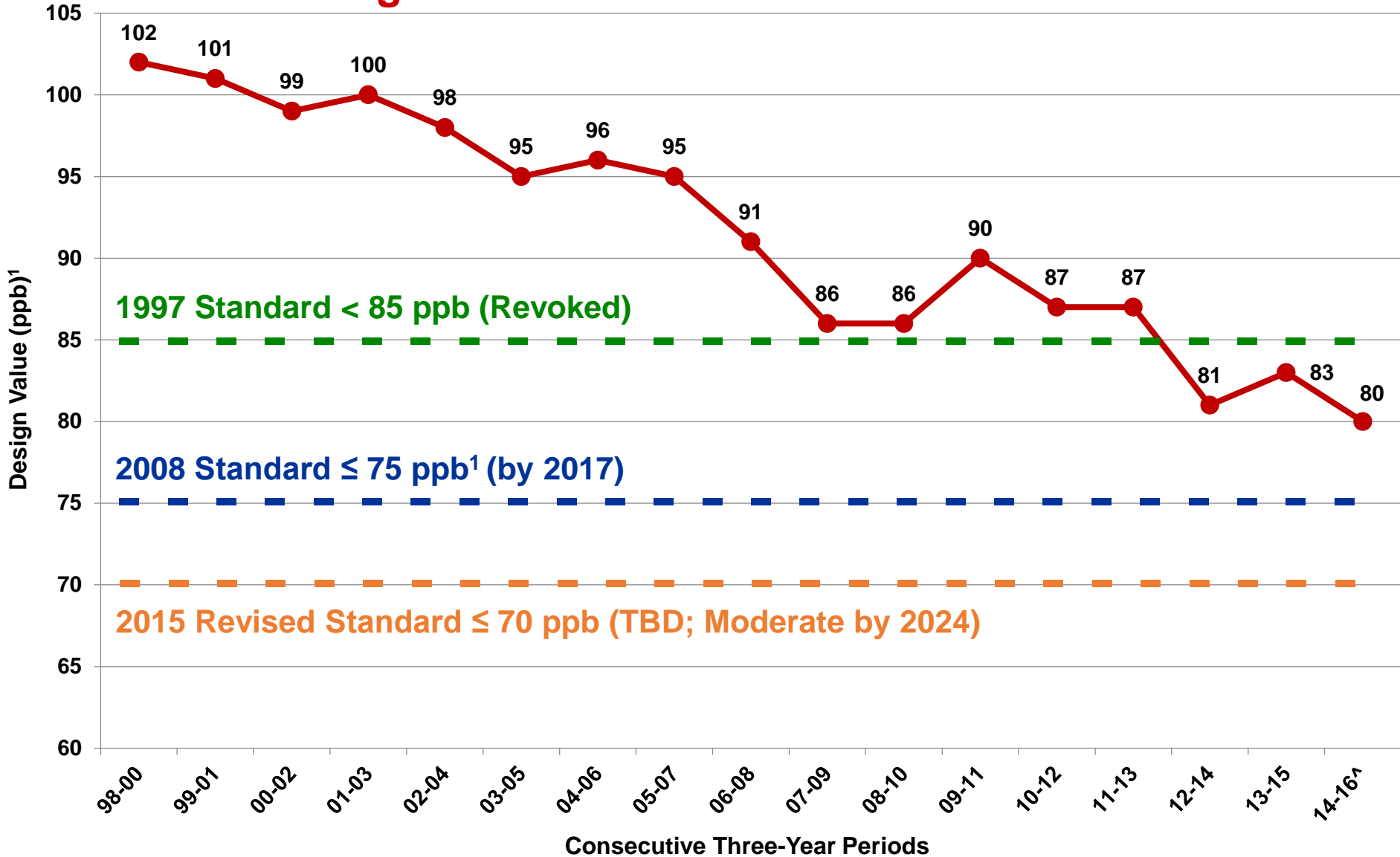
= Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

[^]Not a full year of data, current as of 9/07/2016

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

2016 OZONE SEASON

Eight-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 eight-hour average ozone concentration) is less than or equal to 70 parts per billion (ppb).

[^]Not a full year of data, current as of 9/07/2016.

Clean Air Action Day 2016

www.airnorthtexas.org

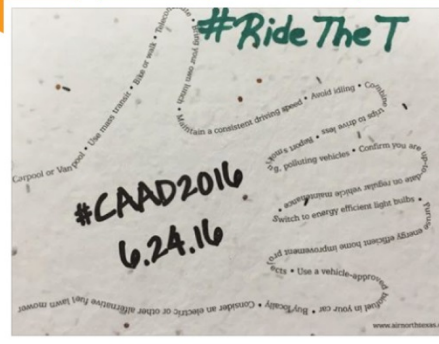
Transportation & Air Quality Workshop



Social Media Participation



Partner Support



New Partners



Save the Date for
6.23.17

CONTACTS



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HEMPHILL/LAMAR CONNECTOR

Pictures of Project Area – August 31st/September 1st, 2016

Hemphill @ Vickery (looking north)



IH 30 Bridge Deck (looking north)



Lamar @ Lancaster (looking south)





Section 214/USACE Update

Expediting Regional Transportation Projects

Regional Transportation Council
September 8, 2016

Sandy Wesch, P.E., AICP
Project Engineer



North Central Texas Council of Governments

Definitions

- Section 214 of the Water Resources Development Act (WRDA) of 2000 allows the USACE to accept funds from non-Federal public entities to give priority to the evaluation of the USACE permit applications.
- Section 404 of the Clean Water Act regulates the discharge of dredged or fill material into waters of the US, including wetlands. The time needed to receive the permit varies by the permit type, magnitude of project impacts, and complexity of the project.
- Section 408¹ application is required for all projects that could alter or modify the existing flood control structures (e.g., levees, floodwalls, dams).

¹ Section 14 of the Rivers and Harbors Act of 1899 and codified in 33 US Code 408

Program Background

Funding

- Original Memorandum of Agreement (MOA) signed in October 2008; \$500,000 RTC local funds
- Current MOA signed October 2011; will expire December 2016
- \$1.2M RTR funds approved in July 2011
- RTC approved \$500,000 in August 2015
- Funds used for one USACE staff person dedicated to program

Projects Considered for Inclusion

- Projects requested by NCTCOG partners

Program Participants

TxDOT

City of Dallas

NTTA

City of Irving

DART

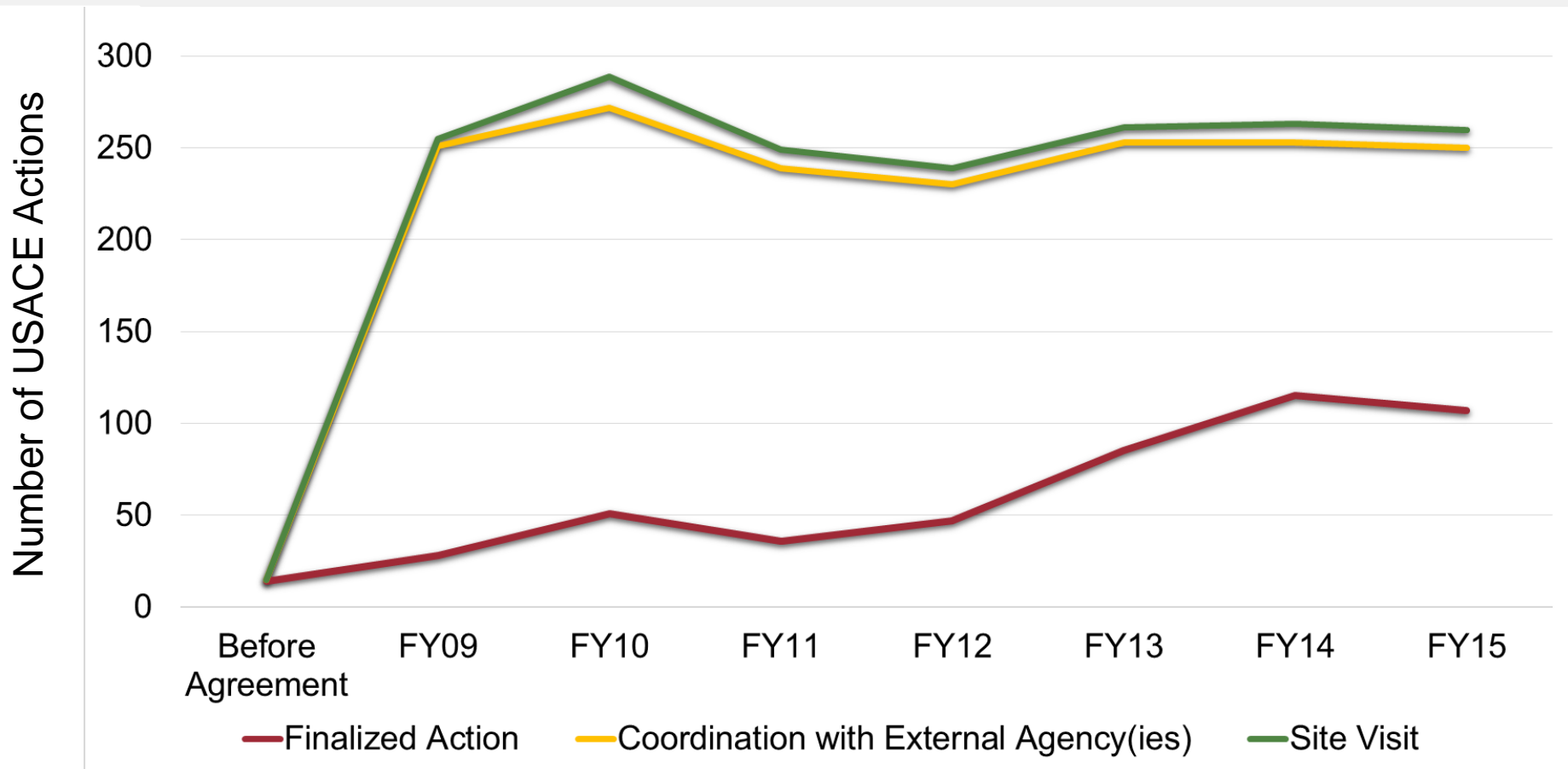
Union Pacific

FWTA

BNSF

USACE

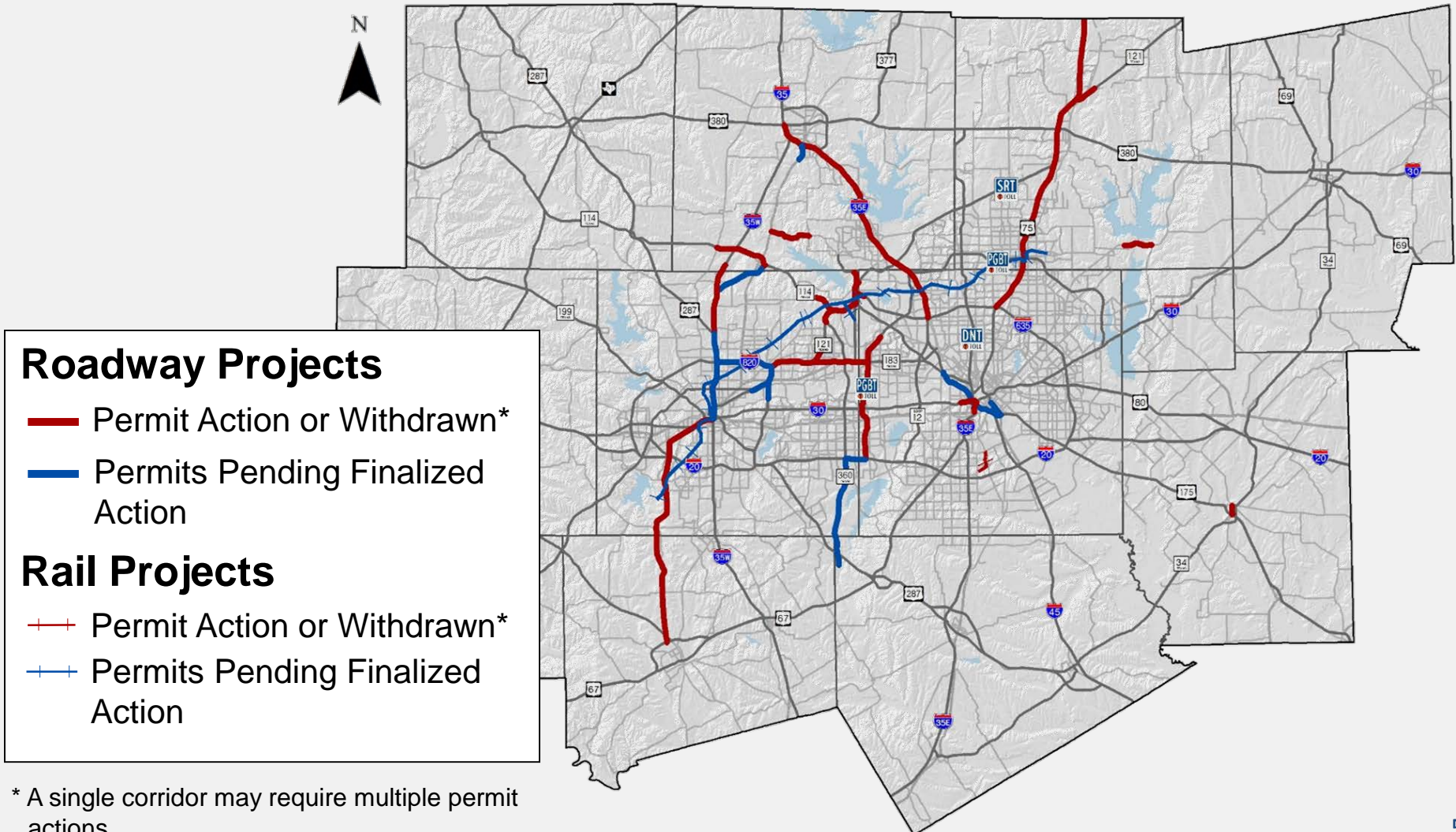
Snapshot of Success



Completion Timeframes	Processing Time for Branch	Processing Time for MOA Projects
Total Processing Time (in days)	36.8	2.3

Regional Significance of Program

Major Projects Benefitting from Expedited Permits (as of October 2015)



Program Success

Coordination

- Partner agencies have expressed a high level of satisfaction with the program
- All performance measures under MOA have “exceeded expectations”
- Total number of actions taken by USACE has increased

Permitting

- Withdrawal of unnecessary permits
- Reduction in permit type (Individual -> Nationwide)
- Reduction of time for permit decisions
- Developed Regional General Permit (RGP) to expedite Section 404 permits during the Section 408 permit process

Mitigation

- Reduction in mitigation requirements
- Cost Savings
- Reduction of impact to aquatic environment

Future of the Program

- Staff is moving forward with extending the program agreement with the USACE to FY2018.
- Remaining funds from current agreement plus RTC approved funds in FY2015 will cover the program until FY2018.
- Include an option to extend until FY2021, if funds become available.

Contact Information

USACE Websites:

<http://www.swf.usace.army.mil/Missions/Regulatory/WaterResourcesDevelopmentAct.aspx>

<http://www.swf.usace.army.mil/Missions/Regulatory/North-Central-Texas-Council-of-Governments-NCTCOG/>

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TOLL MANAGED LANE DATA MONITORING

Regional Transportation Council

September 8 , 2016

Dan Lamers, P.E.



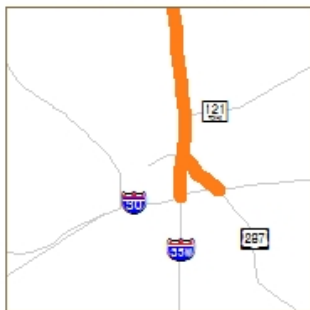
*North Central Texas Council of Governments
Transportation Department*

Near Term Managed Lane System Openings

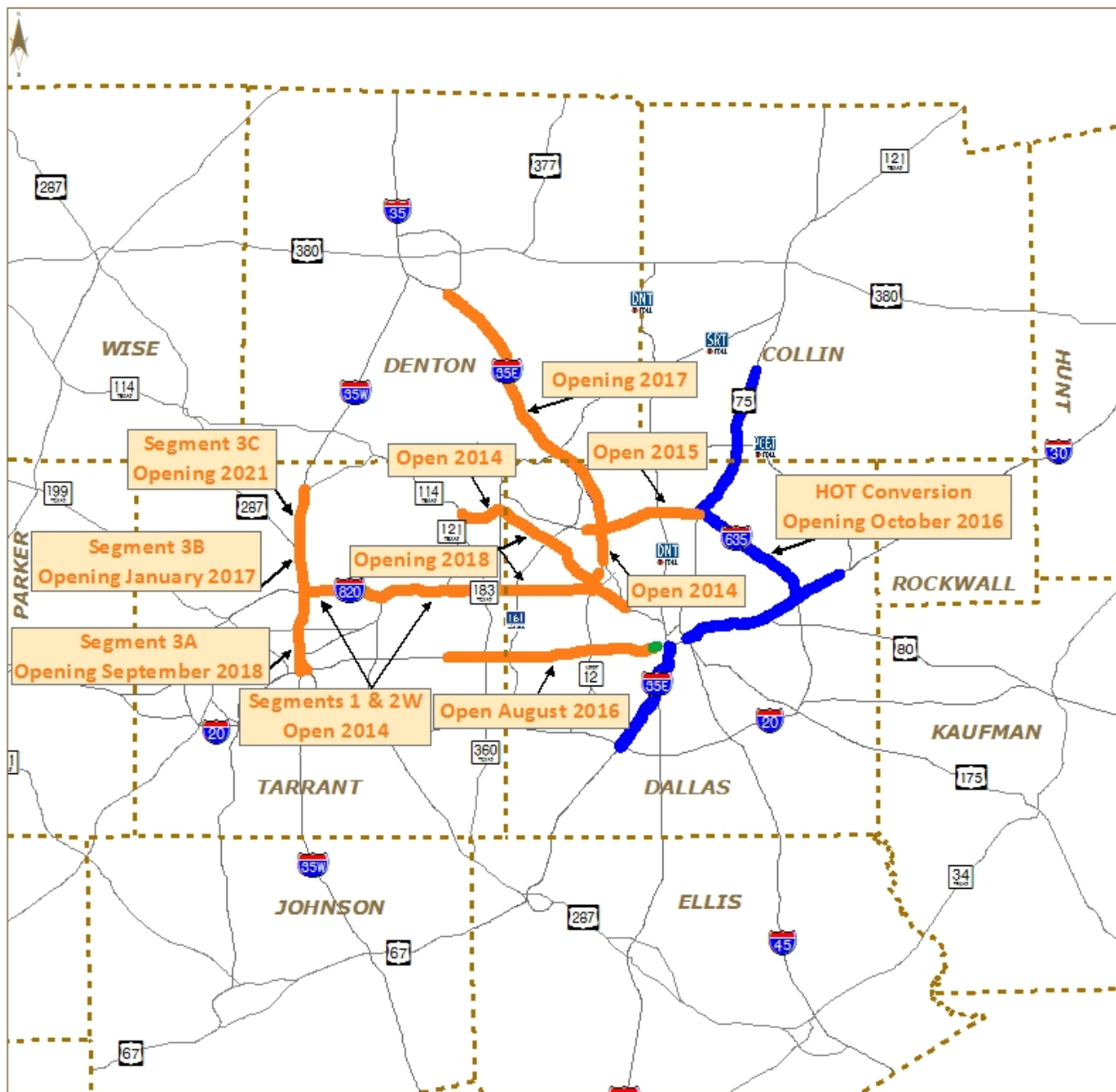
Current Express/HOV + New Managed Lanes

-  Current Express/HOV Lanes
-  New TExpress Managed Lanes
-  Transitional High - Occupancy Vehicle Lane
-  Major Roadways

Fort Worth CBD



Dallas CBD



TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – June 2016

How much HOV 2+ Subsidy has the RTC been responsible for?

\$703,775 as of June 2016

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

\$ 1,600 from October 2014 – June 2016

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No

TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – June 2016

LBJ EXPRESS	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <i>SH 183/121 from IH 35W to SH 121</i>	\$391,169	Negligible	0
LBJ Express <ul style="list-style-type: none"> • <i>IH 635 from Preston Road to Greenville Avenue</i> • <i>IH 35E from Loop 12 to IH 635</i> 	\$312,606	Negligible	0
DFW Connector <i>SH 114 from Kimball Avenue to Freeport Parkway</i>	N/A	Negligible	0

Proposed Additional Funding Allocation

Program Areas and Objectives	10 Year Additional Funding (\$ Billion)
Safety / Preserve Existing Assets	\$ 6.9
- Safety	1.3
- Maintenance	2.6
- Bridges	0.5
- Energy Sector	2.1
- District Discretionary	0.4
Congestion/Urban Mobility	\$ 21.2 (Minimum ?)
- MPO Partnerships	11.2 ✓ Formula
- Connectivity Corridor Congestion (TxDOT District Selection)	5.0 ✓ Formula
- Strategic Congestion Initiative	5.0
Regional Connectivity Corridors	\$ 6.2
<i>Interstates (Existing and Future), Trunk System, Border, Super 2-Lane</i>	
Additional Strategic Priorities	\$ 4.0
Total	\$ 38.3

Source: Texas Department of Transportation, June 29, 2016






STRUCTURE OF FUTURE PROJECT SELECTION

	STATEWIDE CONNECTIVITY		URBAN CONGESTION	
	TOLLED	NON-TOLLED	TOLLED	NON-TOLLED
CATEGORY 2 MPO	✓	✓	✓	✓
CATEGORY 4 TxDOT	?	✓	✗	✗
CATEGORY 12 COMMISSION	?	?	?	✓





RTC Priorities from 2004, 2008, 2010, and 2012

Current Status as of August 2016

DRAFT

-  Completed or Under Construction
-  Future Need - TxDOT/RTC Responsibility*
-  Future Need - CDA/NTTA Responsibility*
-  Fully Funded
-  Partially Funded

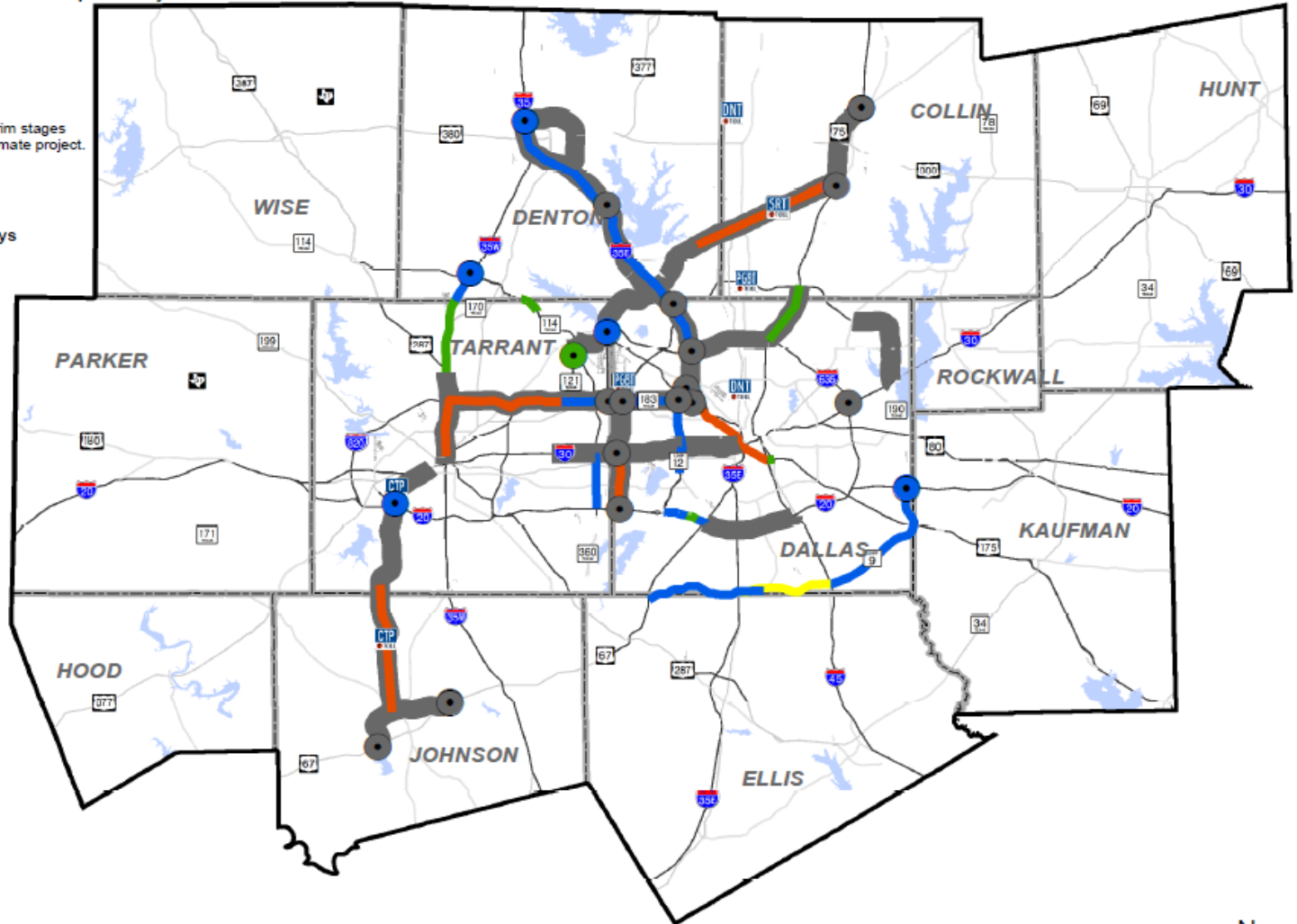
* If on the same roadway as a completed or under construction project, the completed/under construction portion refers to the interim stages and the future need portion refers to the ultimate project.

- Legend**
-  Freeways
 -  Other Highways / Roadways
 -  County Boundary
 -  Metropolitan Planning Area Boundary

Fort Worth CBD



Dallas CBD



DFW Region High-Speed Rail Update

**Regional Transportation Council
September 8, 2016**

Kevin Feldt, AICP



Irons In The Fire

Coordinating With Local Governments

- Governance Entity

- Project Planning Efforts

Coordinating With TxDOT

- TOPRS and Core Express Service Project

- Funding Agreement To Continue Environmental Report

Coordinating With Texas Central Partners

Working With Consultants to Refine Ridership

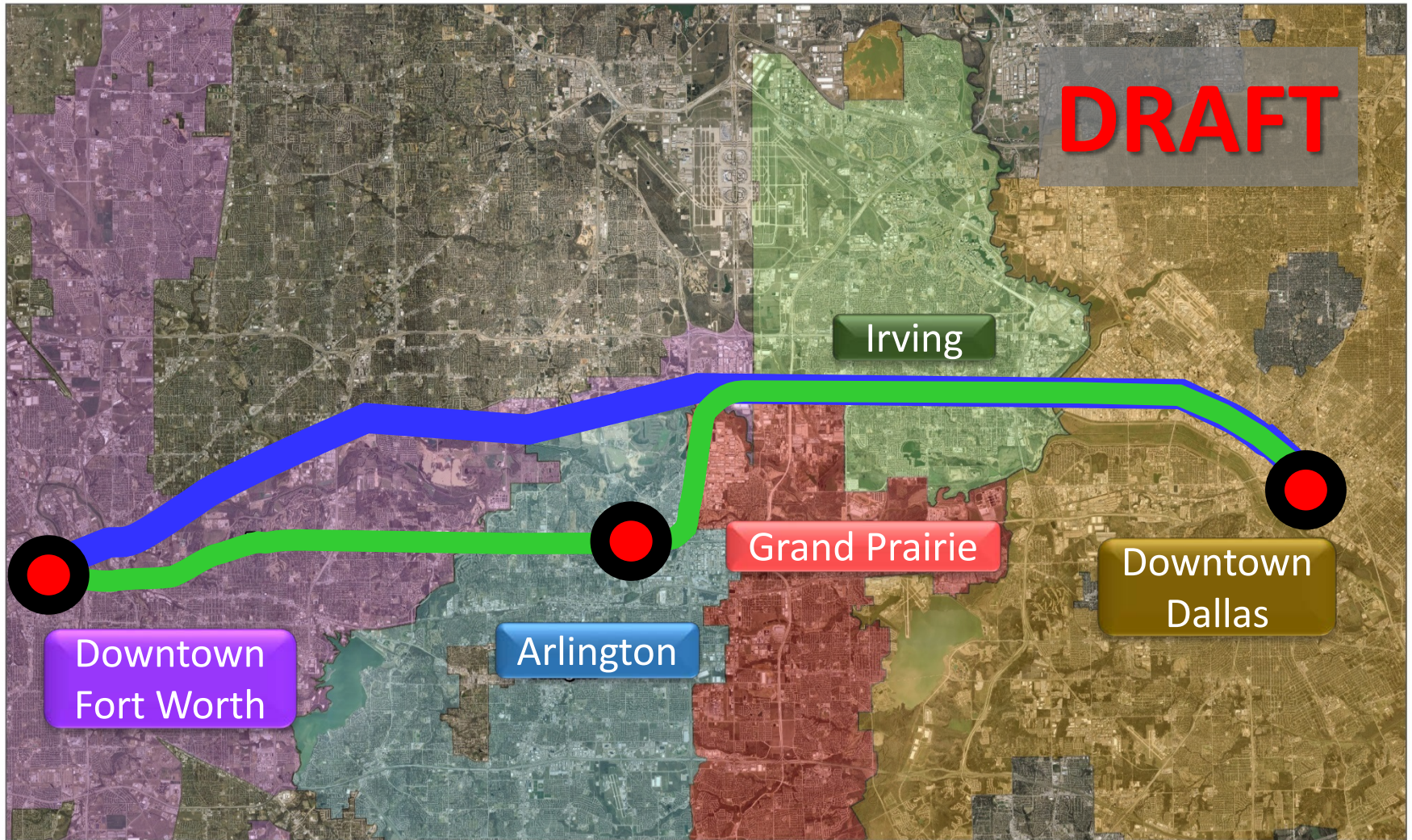
Developing Request for Information

Developing 3 Requests for Proposals

Meeting Prospective Implementers



DFW Core Express Service



DFW Core Express Service

Current Efforts

Revising Alternatives Analysis Report

Completing Ridership Estimates

Developing Cost Estimates

Targeted Milestones

Draft EIS with Preferred Alternative – Late 2016

Public Hearing – Late Fall 2016

Record of Decision – Late 2017



NCTCOG Request For Proposals For Preliminary Engineering

Three Distinct Projects, One Each Segment

Multidisciplinary Teams

Planning

Architecture

Engineering

Project Components

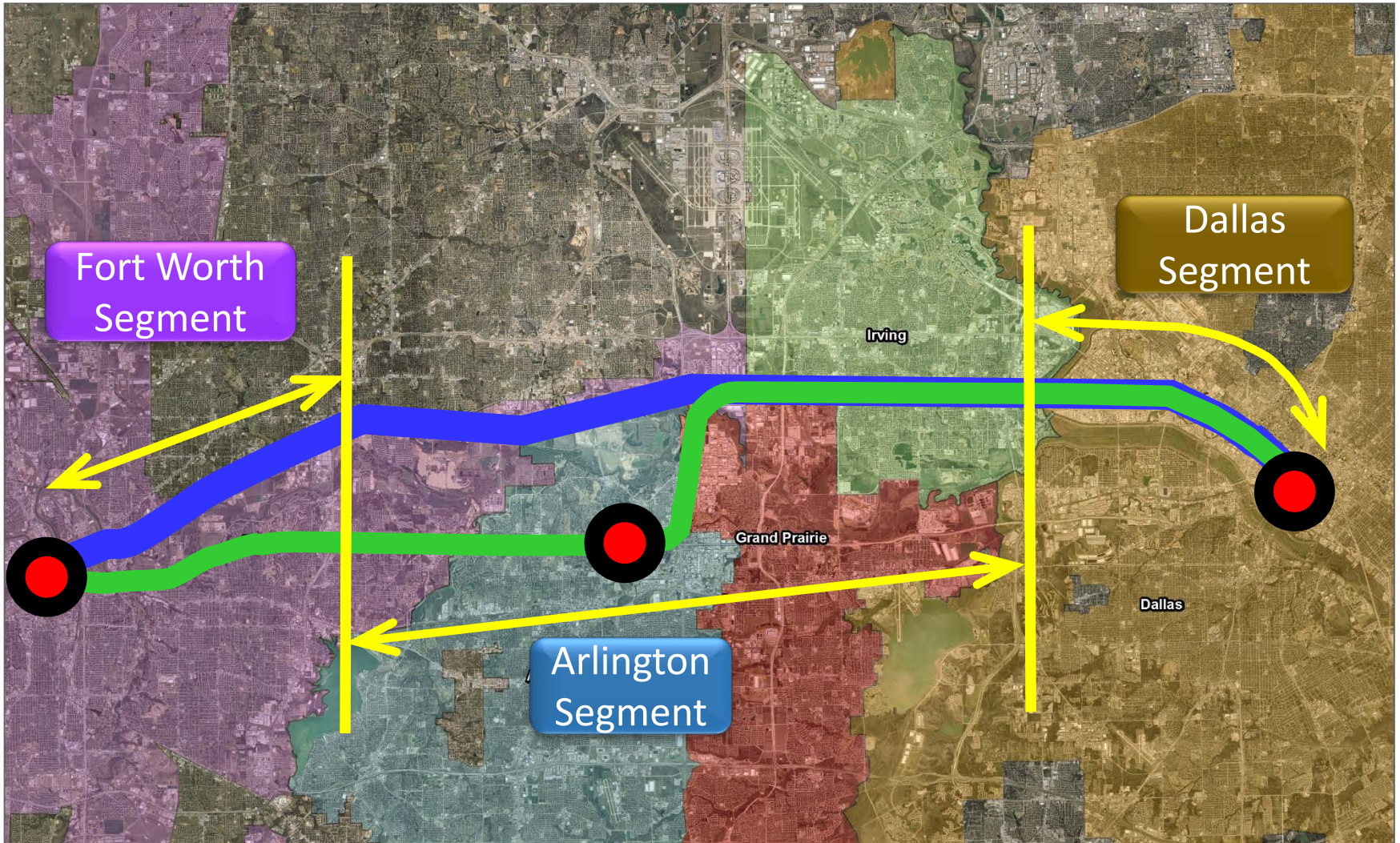
Alignment Refinement

Station Design

Station Area Planning



Station Area Plans Geography



Questions?

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