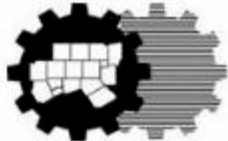


METROPOLITAN PLANNING ORGANIZATION REVOLVER FUND PARTNERSHIP WITH THE CITY OF DALLAS AND DALLAS COUNTY

REGIONAL TRANSPORTATION COUNCIL

DECEMBER 10, 2015



North Central Texas
Council of Governments
Transportation Department

STATUS

- In September 2015, the Regional Transportation Council (RTC) approved the initial round of Metropolitan Planning Organization (MPO) Revolver swaps with Dallas County and TxDOT.
- At that time, staff committed to finding additional projects in order to fully fund the \$10M Revolver Fund.
- North Central Texas Council of Governments (NCTCOG), City of Dallas, and Dallas County have coordinated to identify projects that are on-system, which are both eligible for Category 12 funds and have existing local funds.
- Two additional projects have been identified.

SUMMARY OF MPO REVOLVER PARTNERSHIP PROJECTS

Partnership Projects	Local MPO Revolver Funds by Project (\$ in Millions)	Status
SH 352	2.015 ¹	Approved in October 2015 ¹
Pleasant Run Road	3.408 ^{1,2}	Approved in October 2015 ¹
IH 635 at Skillman/ Audelia	4.377	Action Item this month
SH 183/Midtown Express	0.200	Action Item this month
Total	10.000	

¹ In order to receive the local funds, Category 12 funds need to be added to the Southern Gateway project, freeing up Regional Tollroad Revenue (RTR) funds, which need to be moved to Pleasant Run (Action Item).

² The Transportation Alternatives Plan (TAP) funding was awarded by TxDOT, so \$0.592M will be needed to match the TAP funds. Therefore, \$3.408M in local funds are available for the partnership.

PROJECTS IDENTIFIED FOR PARTNERSHIP: IH 635 AT SKILLMAN/AUDELIA

- Located in City of Dallas
- \$4.377M in existing City of Dallas/Dallas County funds to be re-allocated to NCTCOG/RTC for the MPO Revolver Fund
- \$4.377M of Category 12 funds to be added to the project as part of the MPO Revolver Fund Partnership
- \$60.623M in Proposition 1 funds proposed in Fiscal Year 2019 to fully fund construction costs (as Proposition 7 funds become available, we may request to change the funding source to Proposition 7 or other funds and advance project, if possible)

PROJECTS IDENTIFIED FOR PARTNERSHIP: SH 183/MIDTOWN EXPRESS

- Located in City of Irving/City of Dallas
- \$200,000 in existing Dallas County funds to be re-allocated to NCTCOG/RTC for the MPO Revolver Fund
- \$200,000 of Category 12 funds to be added to the project as part of the MPO Revolver Fund Partnership
- The balance of this project is already fully funded from a variety of funding sources (Category 12, Category 2, Earmarks, Surface Transportation Program funds, etc.)

ACTION REQUESTED

- Approval of:
 - Funding allocations/transfers identified on slides 3-5 as a result of the MPO Revolver Fund creation
 - Adding \$4.577M to the MPO Revolver Fund for a total of \$10M
 - Administratively amending these changes to the Transportation Improvement Program (TIP)/Statewide TIP and other necessary administrative/planning documents.

QUESTIONS?

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The Metropolitan Transportation Plan for North Central Texas

Regional Transportation Council

Dan Lamers, P.E.

December 10, 2015

Mobility 2040 Document Structure

Financial Reality

Social Considerations

- Public Involvement
- Environmental Justice

Environmental Considerations

- Natural Environment
- Air Quality

Operational Efficiency

- Travel Demand Management
- Transportation System Management and Operations
- Safety and Security
- Sustainable Development

Mobility Options

- Aviation
- Active Transportation: Bicycle/Pedestrian
- Freight
- Transit
- Roadway and Asset Management

Mobility 2040 Guiding Principles

Comprehensive corridor evaluation

- Cap/Main projects
- Reconstruction/widening of existing corridor
- New location corridor
- Illustrative project for future evaluation

Reevaluation of priced facility recommendations

- Review regional balance of toll roads and tax-funded roads
- Evaluate the need for new toll roads and managed lanes in light of new funding opportunities

Review of needed arterial improvements

Mobility 2040 Guiding Principles

Reevaluation of regional rail recommendations

- Evaluate role of all public transportation opportunities
- Look for opportunities to implement “premium bus” service in managed lane and future rail corridors

Updating the Regional Veloweb

Strengthening the role of Sustainable Development

Emphasis on traffic management operations

Consideration of the role of new technology

More information at: www.nctcog.org/mobility2040

Mobility 2040 Prioritization and Expenditures

Maximize Existing System	Infrastructure Maintenance <ul style="list-style-type: none"> Maintain & Operate Existing Facilities Bridge Replacements 	\$40.6
	Management and Operations <ul style="list-style-type: none"> Improve Efficiency & Remove Trips from System Traffic Signals and Bicycle & Pedestrian Improvements 	\$6.0
	Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance	\$4.9
Strategic Infrastructure Investment	Rail and Bus Induce Switch to Transit	\$17.4
	HOV/Managed Lanes Increase Auto Occupancy	\$40.0
	Freeways/Tollways and Arterials Additional Vehicle Capacity	
Mobility 2040 Expenditures		\$108.9*

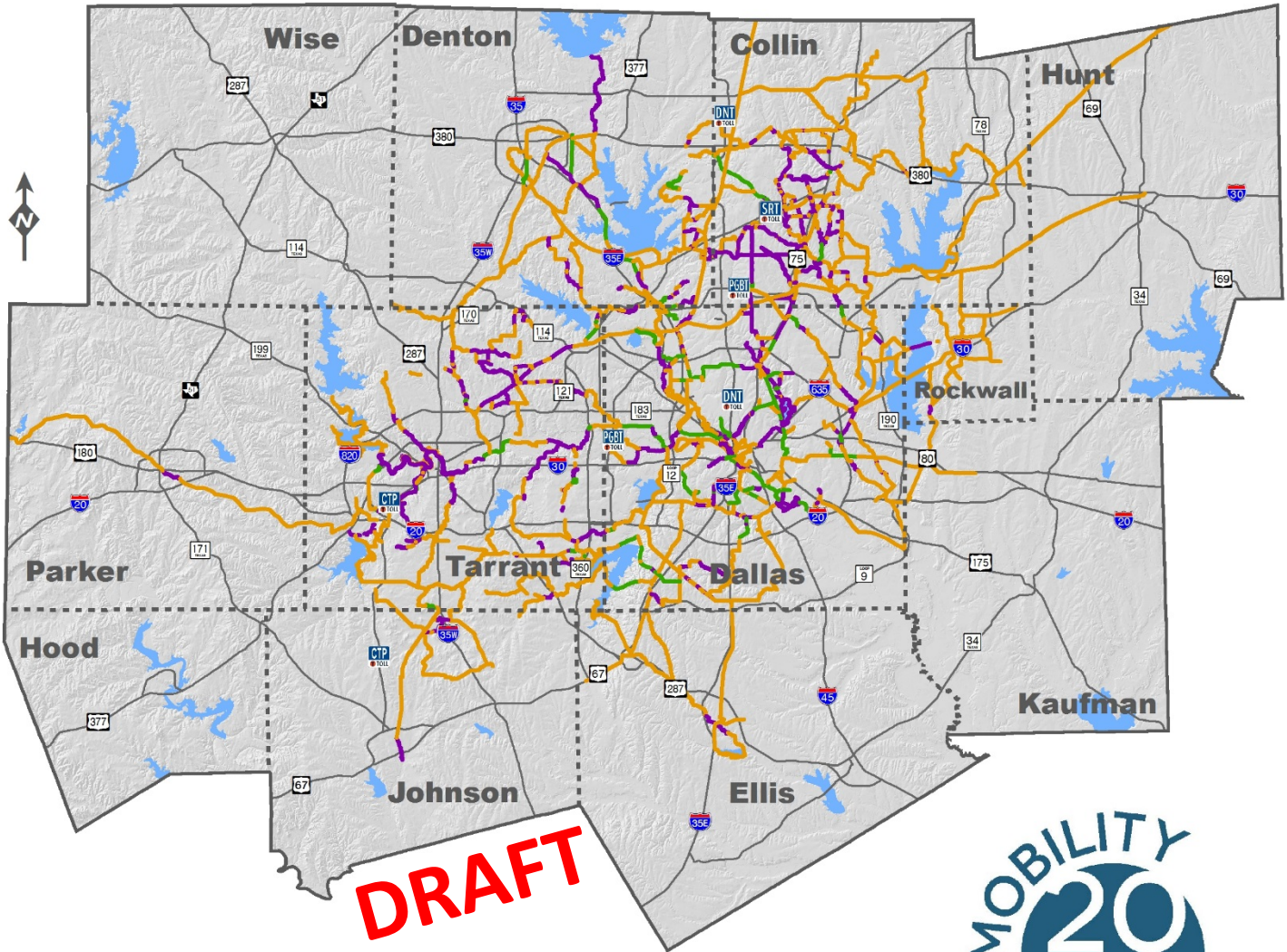
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*Actual dollars, in billions

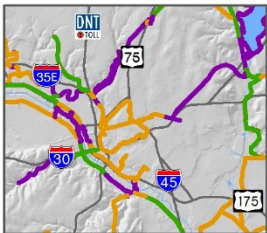
Regional Veloweb

Facility Status

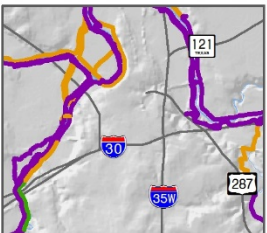
- Existing 432 Miles
- Funded 132 Miles
- Planned 1,291 Miles
- Total 1,855 Miles
- Major Roads



Dallas CBD



Fort Worth CBD







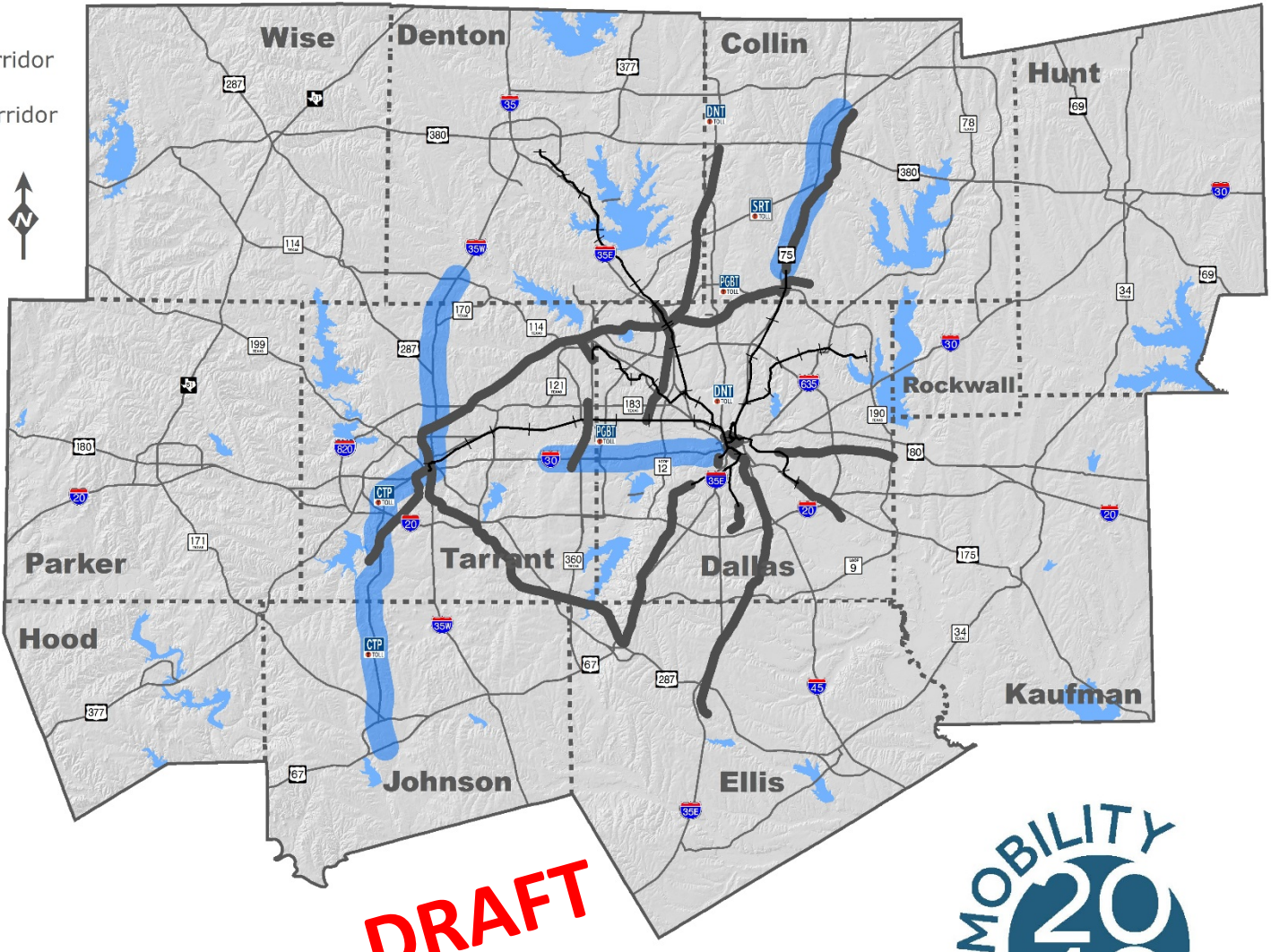
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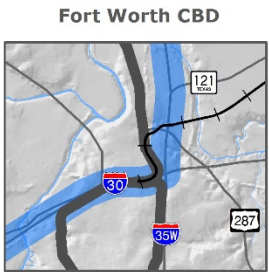
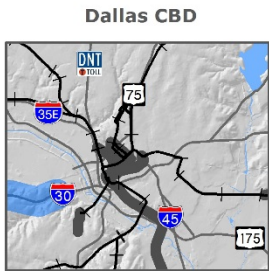
REGION OF CHOICE

Draft Major Transit Corridor Recommendations

-  Recommended High-Intensity Bus Corridor
-  Recommended Rail Corridor
-  Existing Rail
-  Major Roadways

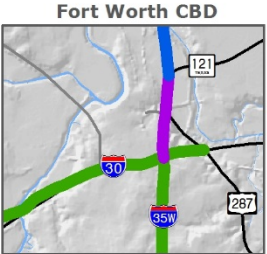
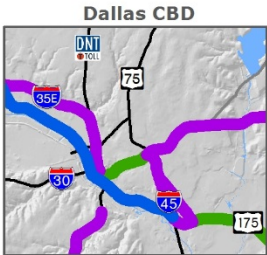
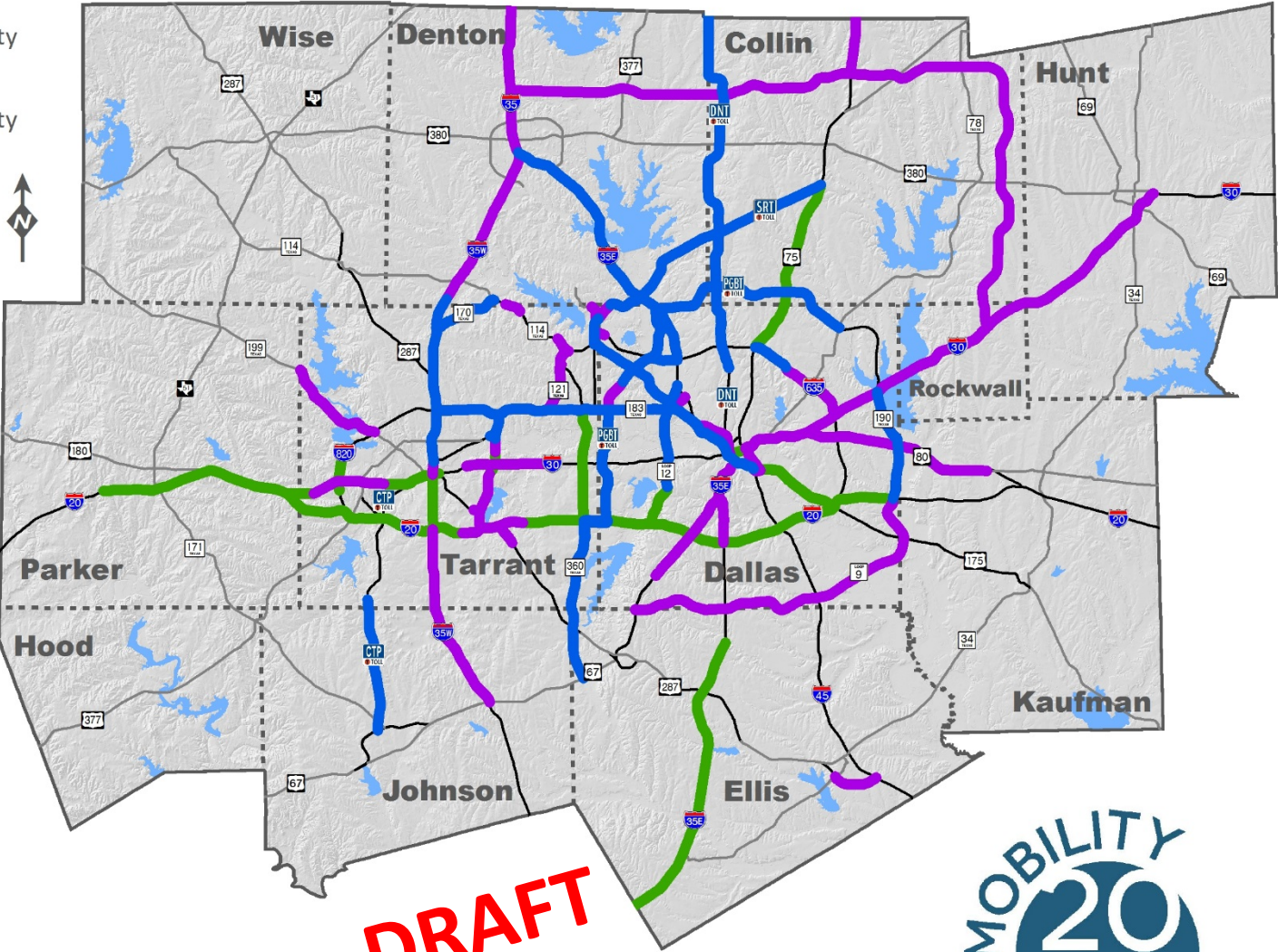


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Draft Roadway Recommendations

-  New or Expanded Capacity without Toll Component
-  New or Expanded Capacity with Toll Component
-  CapMain Corridor
-  Freeways/Tollways
-  Other Major Roadways



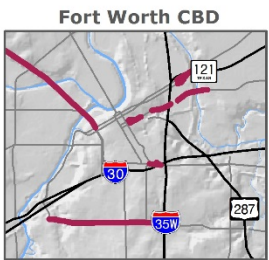
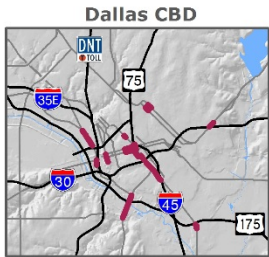
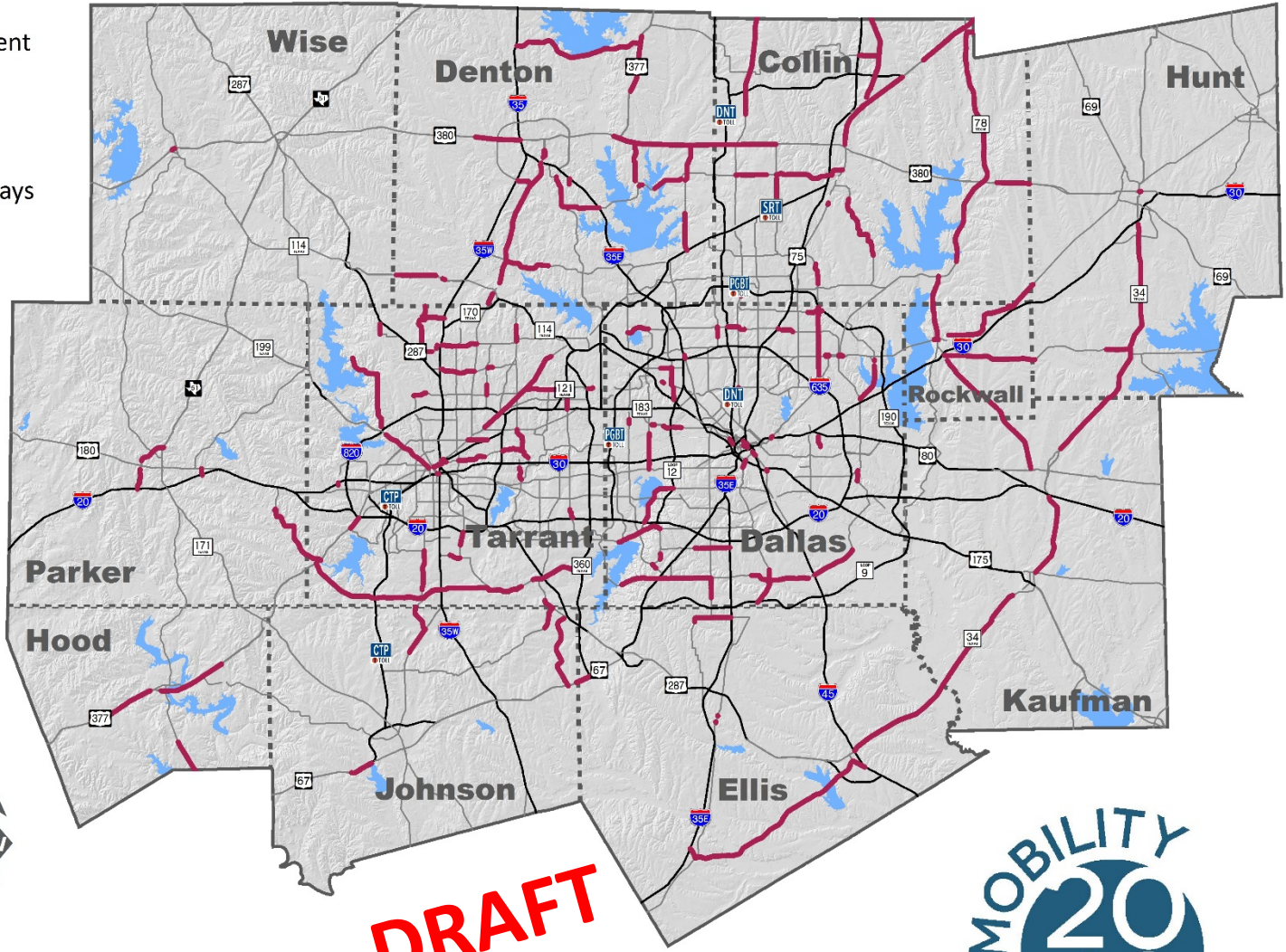
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REGION OF CHOICE

Regionally Significant Arterial Improvements

- Capacity Improvement
- Freeways/Tollways
- Other Major Roadways







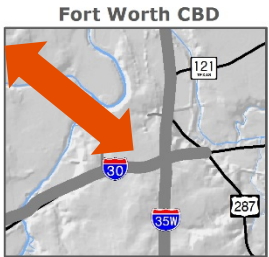
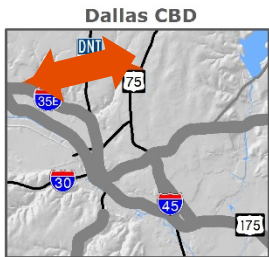
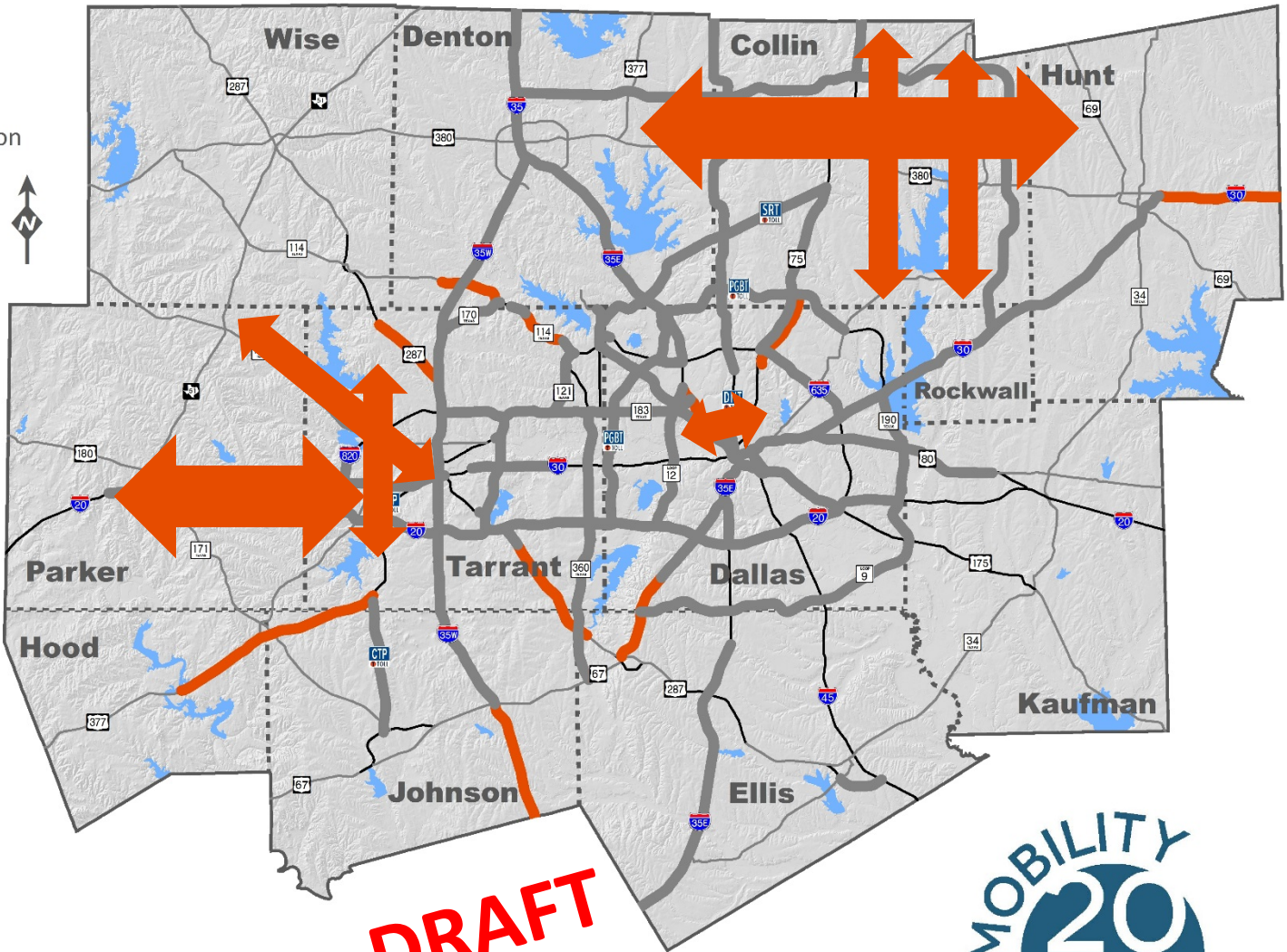
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REGION OF CHOICE

Corridors for Future Evaluation

-  Corridors for Future Evaluation
-  Mobility 2040 Corridor Recommendation
-  Freeways/Tollways
-  Other Major Roadways



DRAFT



2016 Transportation Conformity

Purpose: Federal requirement in nonattainment areas to conduct air quality analysis on projects, programs, and policies identified in transportation plans, transportation improvement programs, federally funded projects, or projects required for federal approval

Analysis Area: Ten-County Ozone Nonattainment Area

Analysis Years: 2017, 2027, 2037, and 2040

Latest Planning Assumptions: MOVES2014 Emissions Model
2014 Registration
2014 Traffic Count Data
2014 Meteorological Data

Motor Vehicle Emissions Budgets (MVEBs)*

Nitrogen Oxides (NO_x) = 148.36 tons/day

Volatile Organic Compounds (VOC) = 77.18 tons/day

*Contained in the Dallas-Fort Worth 2008 8-Hour Ozone Reasonable Further Progress State Implementation Plan (SIP). Adequacy of the MVEBs for Transportation Conformity anticipated in coming months.

Requested Action

Staff is requesting approval from the Council to present the draft Mobility 2040 recommendations at public meetings beginning in December.

Topic	Date
RTC – Recommendations (Draft)	December 10
Public Meetings – Recommendations (Draft)	December 14, 15, 16
Public Meetings – Recommendations (Draft)	January 7, 12, 13
RTC – Recommendations (Draft)	January 14, 2016
STTC – Final Recommendations (Information)	January 22
Public Meetings – Final Recommendations	February
RTC – Final Recommendations (Information)	February 11
STTC – Action (Recommended Plan Adoption)	February 26
RTC – Action (Plan Adoption)	March 10
Air Quality Conformity Determination	June

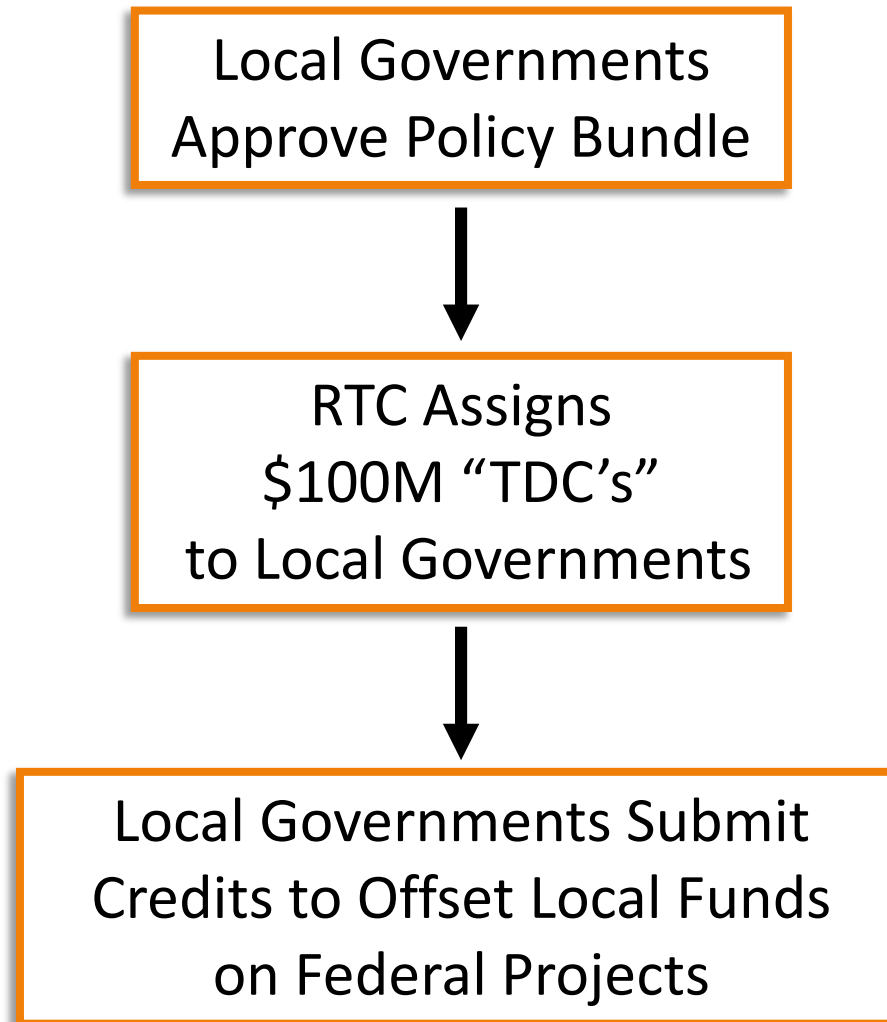


Proposed MTP Policies

December 10, 2015

Regional Transportation Council

Policy Bundle Concept - Credit Bank



Proposed New Policies

Government Entities Decision

- Voluntary
- Decide Preference
- 50 Percent Target

Proposed New Policies – Joint Staff Coordination (Type 1)

- Meet with Major Employers to Promote Employer Trip Reduction Program
- Implement Strategies to Reduce Wrong-Way Driving Crashes
- Secure Transportation Infrastructure
- Integrate Traffic Operations Systems
- Develop Parking Management Strategies
- Coordinate Implementation of Safe Routes to School
- Improve Railroad Safety
- **Share Best Practices to Prevent Copper Theft**

Proposed New Policies – Governing Body Approval (Type 2)

Existing Policy: Clean Fleet

- Support Traffic Incident Management
- **Develop Sustainable Land Use Strategies to Support Urban, Rural and Suburban Communities**
- Collaborate on ISD Growth Plans and City Plans
- Implement Complete Streets Policy
- Implement **State** Urban Thoroughfare Revitalization
- Implement Sustainable Stormwater Practices
- Encourage Use of Lower-Emission Construction Equipment
- Allocate Local Funds to Support Public Transit

Proposed New Policies – Ordinance and Election (Types 3 and 4)

Ordinance

- Implement and Enforce Locally Enforced Motor Vehicle Idling Limitations
- Enhance Freight-Oriented Land-Use Sustainability
- Implement Operational Restrictions of Unmanned Aircraft Systems (UAS)

Election

Participate in Membership with a Transportation Authority

Questions

CONTINGENCY EMERGENCY SUPPLEMENT TRANSIT OPTIONS FOR TEXOMA AREA PARATRANSIT SYSTEM (TAPS) SERVICE

REGIONAL TRANSPORTATION COUNCIL

DECEMBER 10, 2015

Jessie Huddleston
North Central Texas Council of Governments

Background

2

Texoma Area Paratransit System (TAPS) Service

Provides public transit services in 2 counties in our region: Wise County and the portions of Collin County outside of the Dallas Area Rapid Transit (DART) service area

Operates bus services, including job access trips for low-income workers and service for people with disabilities

Recent Updates: Timeline

3

Summer 2015: Federal Transit Administration review and financial issues

Fall 2015: Significant service reductions begin. Cities begin to look for alternatives and cancel contracts.

December 8, 2015: All services in Collin County are cancelled indefinitely. Limited Wise County service continues.

Recent Updates: RTC Action Items

4

1) Secure financial consulting services for TAPS to prepare billings and rebuild records to access grant funds

Consultants went onsite 11/16/15

2) Provide a financial backstop for a local TAPS loan for \$250K

On hold

Next Steps: Interim Service Provider Options

5

Provider	Services
Metropolitan Transportation Authorities (e.g., DART and DCTA)	Fixed-route and demand-response services in urban areas
Rural/small urban providers (e.g., STAR Transit, SPAN Inc., Public Transit Services)	Feeder routes and demand-response in rural areas
Private taxi companies	Specialized/limited services in any geography

Next Steps: 90-120 Day Contingency

6

Location	Entity Responsible	Amount	Source	Type of Transaction/Action
South Collin County Area (Metro)	RTC	< \$500,000	RTR for Transit Sustainability	Fund transit operations
McKinney Urban Area	TAPS/FTA	< \$100,000	RTR for Transit Sustainability or FTA funds	<ol style="list-style-type: none"> 1. Assist McKinney with Direct Recipient Status 2. Work with FTA to access federal funds 3. Fund operations
North/Rural Collin County	TxDOT	\$45,000	RTR for Transit Sustainability	TxDOT/NCTCOG Partnership: Loan TxDOT or provider funding
Wise County	TxDOT	\$30,000	RTR for Transit Sustainability	TxDOT/NCTCOG Partnership: Loan TxDOT or provider funding

Requested Action

7

Approval of up to \$675,000 in existing Regional Toll Revenue funding allocated for Transit Sustainability to support interim transit services in Collin and Wise Counties as outlined in Reference Item 7.

Staff Contact

8

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