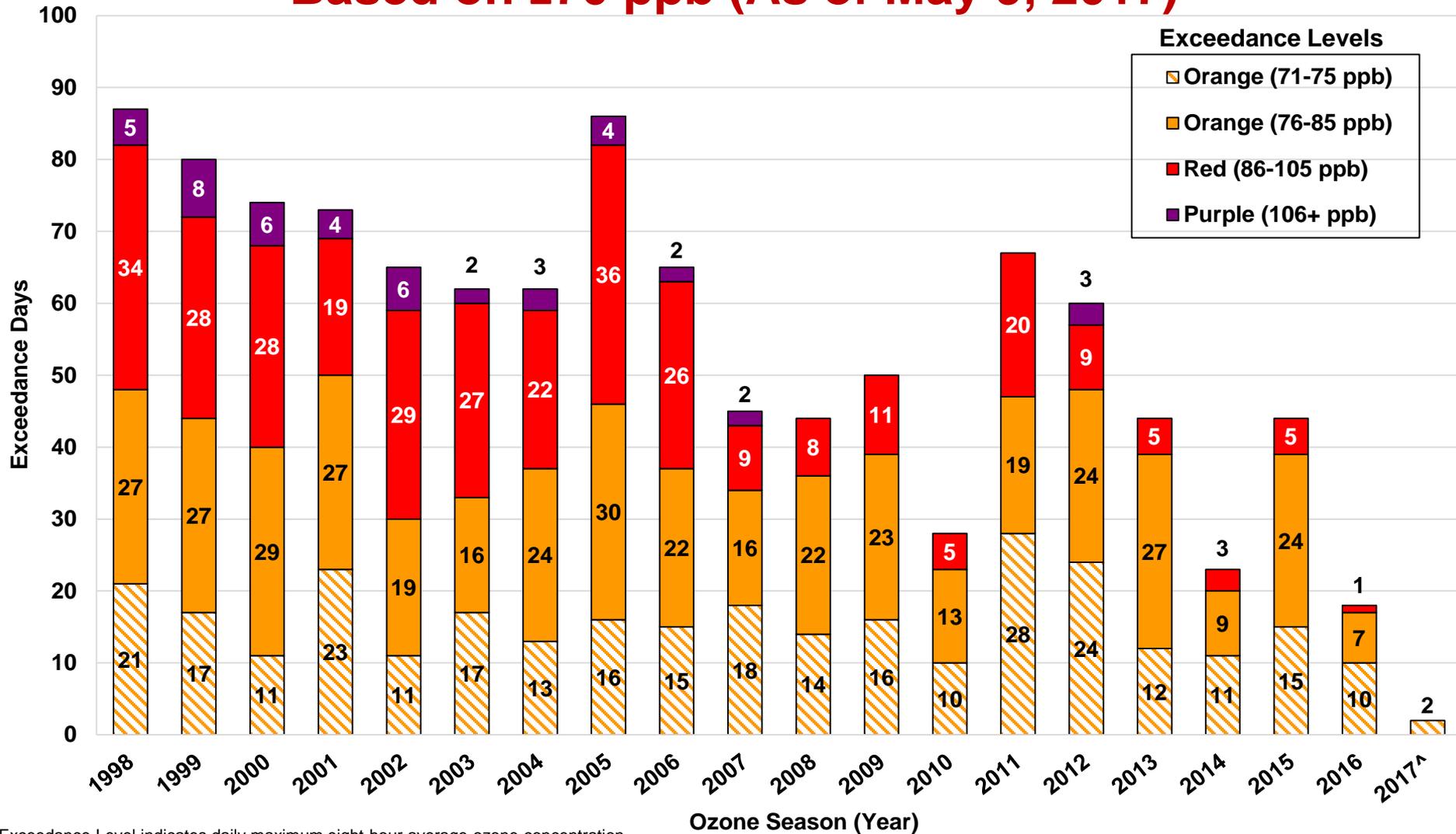


EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of May 9, 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.

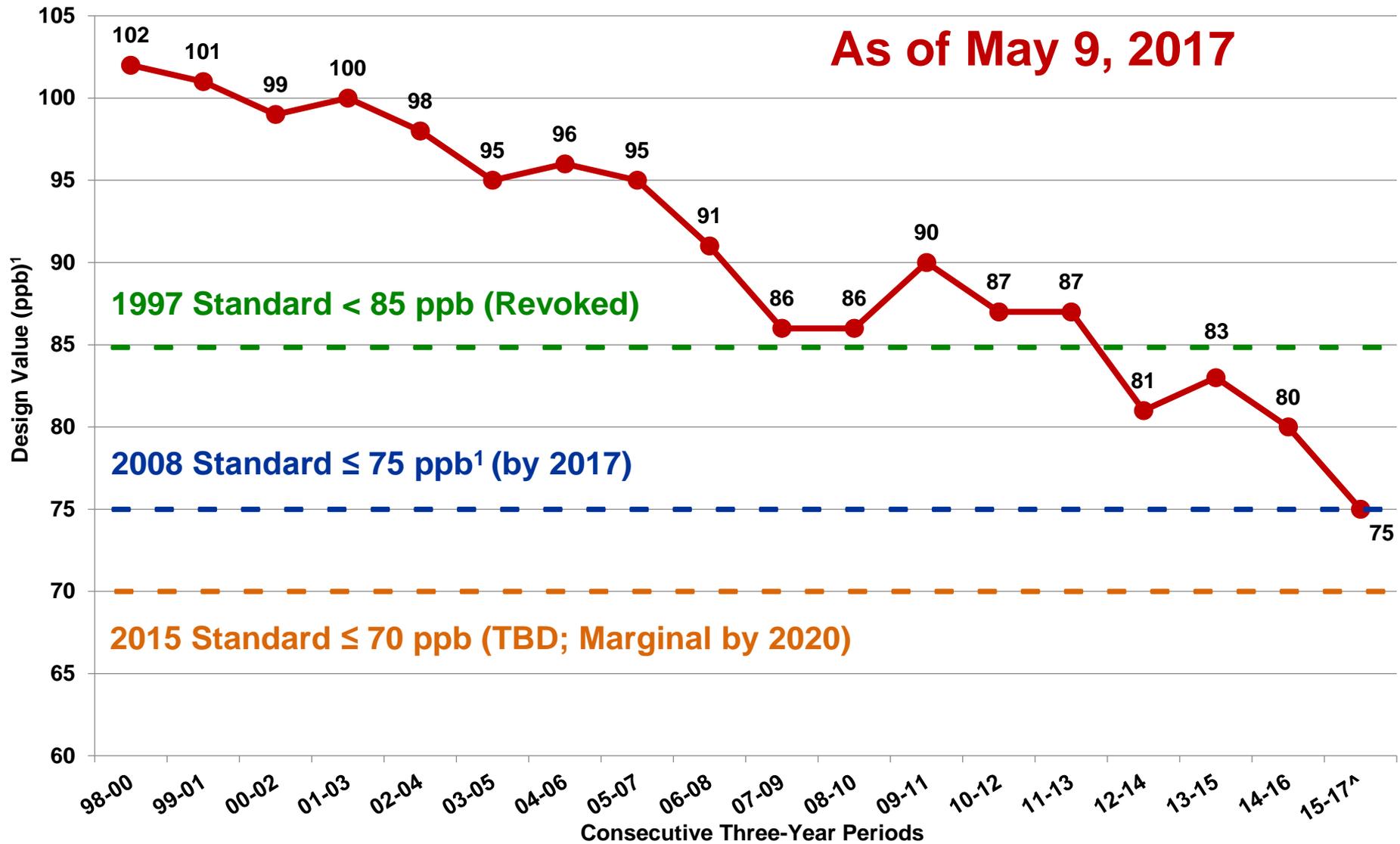
Ozone Season (Year)

^ANot a full year of data.

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

 = 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)

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.

Automated Vehicle Program: Data Sharing Projects Evaluation Criteria

Regional Transportation Council

**Thomas J. Bamonte
North Central Texas Council of Governments
May 11, 2017**

Automated Vehicle Program Funding Summary

Texas AV Proving Ground Network

- UTA campus/streets - \$350,000
- Second AV shuttle deployment - \$250,000
- I-30 test corridor (Managed Lanes 3.0) - \$1M

Transportation data infrastructure

- Traffic signal data sharing - \$250,000
- Transportation data sharing (Waze/511DFW) - \$250,000

“Mover” prototype - \$575,000

Traffic Signal Data Project



“Texas city takes big step toward self-driving cars with vehicle-to-infrastructure communication”



Evaluation Criteria

Eligibility Requirements

1. Public entity with jurisdiction over traffic signals
2. Public entity is willing to make its traffic signal data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices

Evaluation Criteria

Evaluation Criteria

Amount requested [10%]

Quality of proposed technical solution [60%]

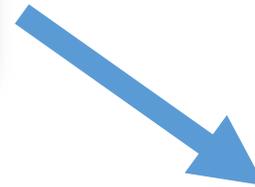
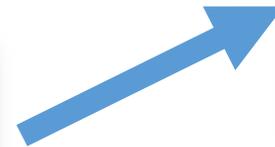
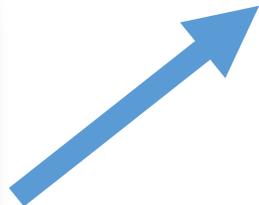
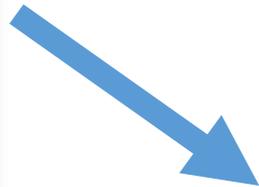
- Number of traffic signals made accessible
- Number on Routes of Significance
- Traffic volumes served by traffic signals
- Connectivity w/other data-sharing jurisdictions
- Ability to share data w/multiple parties

Can implement solution in timely fashion [30%]

Waze/511DFW Data Sharing Project



Data Infrastructure: Regional Approach



1. What Information to Share

Planned road closures

Special events likely to impact traffic

Road closures due to weather or other incidents

2. With Whom to Share Information

Waze/Google Maps: Closures@Google.com

Inrix: Support@Inrix.com

HERE: [HERE Traffic Alerts@here.com](mailto:HERE_Traffic_Alerts@here.com)

3. How to Share

EventRoadClosureForm

Event Road Closure Form

EventID

*Event Name

Reporting Organization

*Event City

Event Recurrence ▼

Event Website

*Event Start Date

*Event End Date

*Event Start Time (24hr) 1PM = 13, 2PM = 14, 3PM = 15, 4PM = 16, 5PM = 17, 6PM = 18, 7PM = 19,

*Event End Time (24hr) 8PM = 20, 9PM = 21, 10PM = 22, 11PM = 23, 12 AM = 00, 1AM = 01 etc

StreetEventInfo subform

*Street Being Closed ▼ EventID

*Closure Direction ▼

*Closed From: ▼ *TO: ▼

Google Map Link

Record: 1 of 2 | No Filter | Search

EventSentToProvidersYI Event Sent Date

Evaluation Criteria

Eligibility Requirements

1. Public entity with jurisdiction over highways/streets or transit system
2. Public entity is willing to make its highway and traffic or transit conditions data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices

Evaluation Criteria

Evaluation Criteria

Amount requested [10%]

Quality of proposed technical solution [60%]

- Routes of Significance in community
- Traffic volumes
- Population
- Connectivity
- Ability to share data with multiple parties

Ability to implement proposed solution in a timely fashion [30%]

Positive Proposal Elements

1. Join the Waze Connected Citizens Program: <https://www.waze.com/ccp>
2. Coordinate transportation data sharing with 911 Operations
3. Utilize .xml data feeds
4. Team with neighboring communities

Recommendation

Approve the evaluation criteria for the traffic signal data sharing and Waze/511DFW projects

Contact Information

Thomas J. Bamonte, Program Manager

tbamonte@nctcog.org

469-600-0524

[@TomBamonte](#)

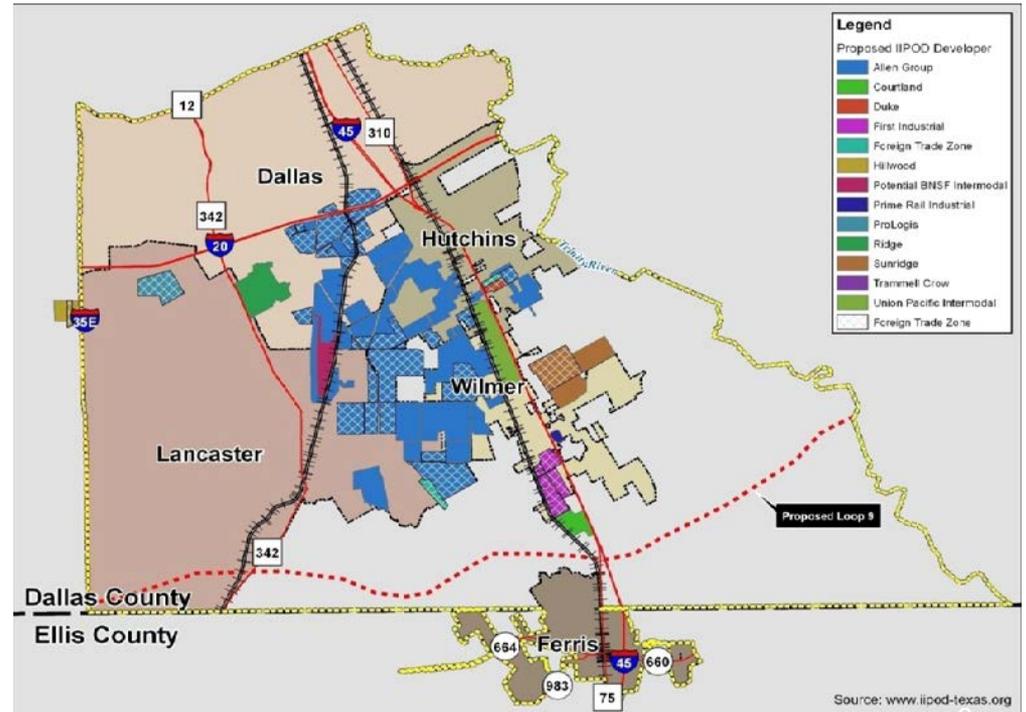
SOUTHERN DALLAS COUNTY PARTNERSHIP

REGIONAL TRANSPORTATION COUNCIL

May 11, 2017

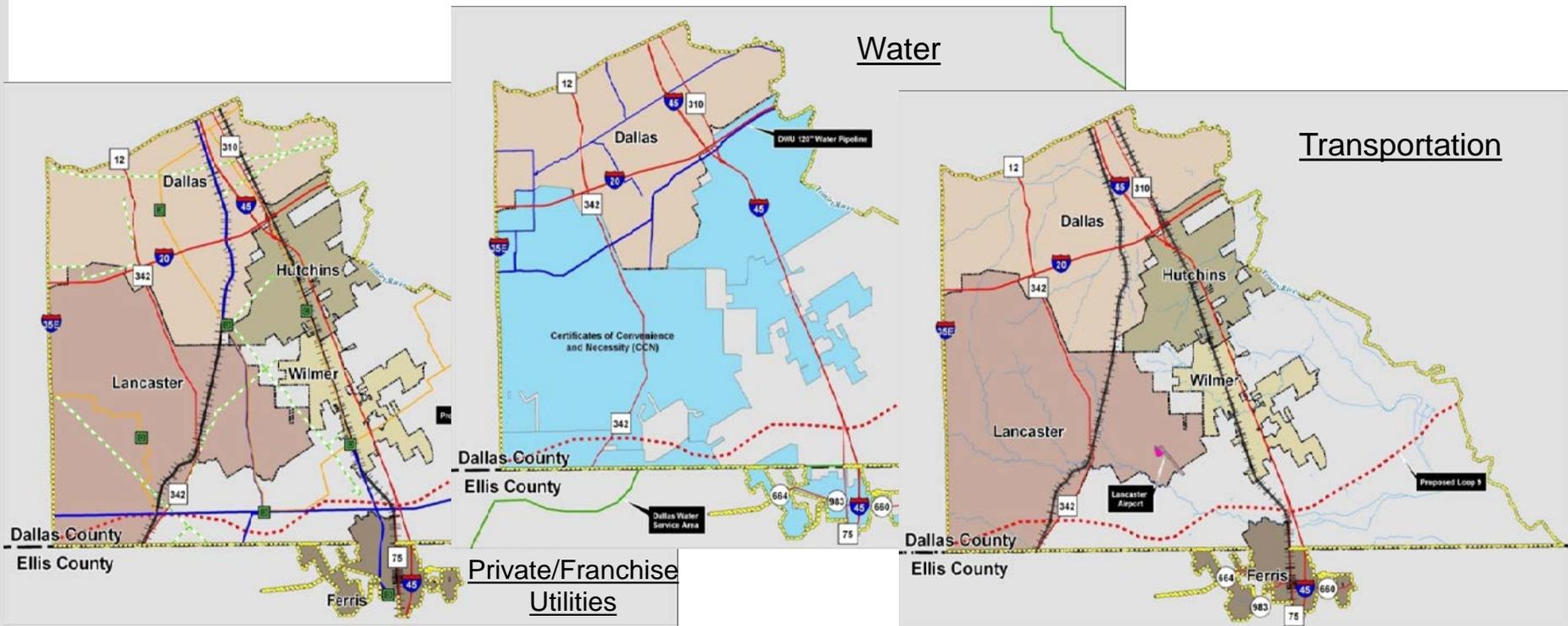
SOUTHERN DALLAS COUNTY INFRASTRUCTURE STUDY (2010-2012)

- *Goal:* Support growth of a high-quality, well-integrated Inland Port in southern Dallas County
- *Project Partners:* Cities of Dallas, Ferris, Hutchins, Lancaster, and Wilmer, Dallas County, and North Central Texas Council of Governments (NCTCOG)

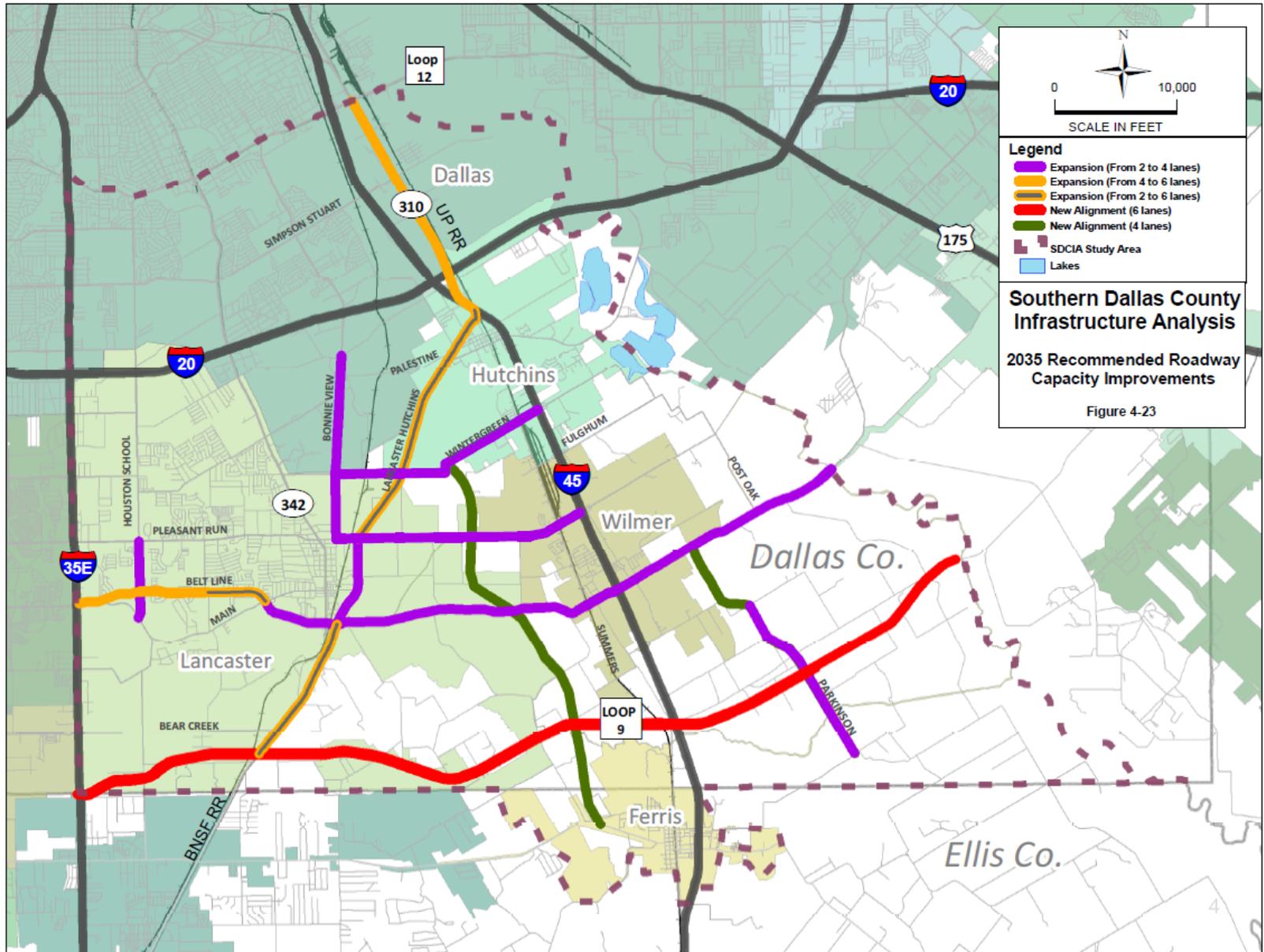


CREATION OF AN INFRASTRUCTURE ANALYSIS REPORT

- Development framework and implementation program
- Regionally-coordinated infrastructure planning
- Review of Transportation, Water supply, Sanitary Sewer, Storm Water/Drainage, Private/Franchise utilities



ROADWAY RECOMMENDATIONS



PROPOSED SOUTHERN DALLAS COUNTY ROADWAY PROJECTS

- As a result of the Southern Dallas County Infrastructure study, a partnership is proposed between Dallas County, the City of Lancaster, the City of Hutchins, and the Regional Transportation Council (RTC) to assist in funding two projects in southern Dallas County:
 - Jefferson Street/Pleasant Run Road
 - Wintergreen Road
- These projects have important regional benefits:
 - Provide connections to intermodal facilities
 - Provide connection to IH 45
 - Future connection to Loop 9
 - Provides backbone for future freight rail improvements and investments in the area

PROPOSED PROJECTS

Projects Funded by the Region in the Southern Dallas County Area

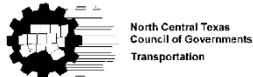
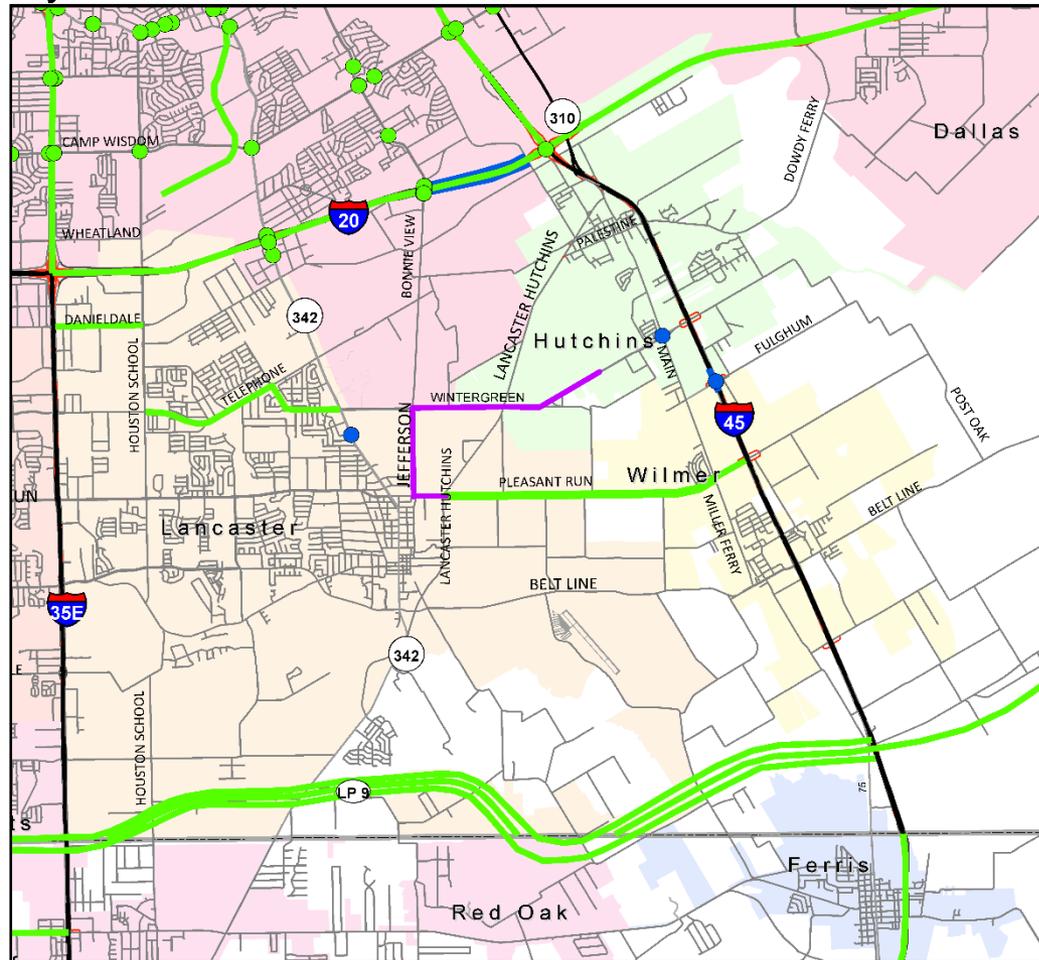
DRAFT

Status

- Recently Completed
- Funded/Under Construction
- Current Requests

Legend

- Major Highways / Roadways
- Other Highways / Roadways
- County Boundary



*Some projects are citywide and regional in scope and are not displayed as a discrete location on the map.

PROPOSED FUNDING PARTNERSHIP (\$ in Millions)

DRAFT

Location	Fiscal Year	Description	RTC	City of Lancaster	City of Hutchins	Dallas County	Total Funding
Jefferson Street/ Pleasant Run Road	2019	Widen 2 to 4 Lanes	\$8.42	\$1.04	\$0.00	\$1.04	\$10.50
Wintergreen Road	2019	Widen 2 to 4 Lanes	\$9.58	\$1.96	\$2.00	\$3.96	\$17.50
Total			\$18.00	\$3.00	\$2.00	\$5.00	\$28.00

BENEFITS OF PARTNERSHIP

- Strategic partnership with regional partners
- Leverages local and federal funding
- Improves access to intermodal facilities
- Improves access for Environmental Justice communities

ACTION REQUESTED

- Approval of:
 - The proposed funding partnership with Dallas County, City of Lancaster, and City of Hutchins for roadway projects in southern Dallas County.
 - Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

TIMELINE

November 2016
-March 2017

Coordination with County and Cities

April 2017

Public Meetings

STTC Action

May 2017

RTC Action

August 2017

Inclusion in the 2017-2020 TIP/STIP

CONTACT

Adam Beckom, AICP
Principal Transportation Planner
(817) 608-2344
abeckom@nctcog.org

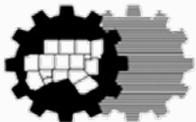
Karla Weaver, AICP
Senior Program Manager
(817) 608-2376
kweaver@nctcog.org

Christie Gotti
Senior Program Manager
(817) 608-2338
cgotti@nctcog.org

Amanda Long-Rodriguez
Transportation Planner
(817) 608-2367
along@nctcog.org

LEGISLATIVE UPDATE

**Regional Transportation Council
May 11, 2017**



**Amanda Wilson, AICP
North Central Texas Council of Governments**

State Budget

SB 1 General Appropriations Bill, Passed Both Chambers, Conference Committee Announced

Senate Finance Chair
Nelson

Senator Hinojosa

Senator Huffman

Senator Kolkhorst

Senator Schwertner

House Appropriations
Chair Zerwas

Representative Ashby

Representative S. Davis

Representative
Gonzales

Representative
Longoria

Air Quality

LIRAP/LIP

- **HB 2321** Modernizes, Adds Flexibility to LIRAP/LIP; House Approved 4/27/17 (SB 2003 Pending in Senate Committee)
- **HB 402** Expands LIP projects for Certain Counties; 90% of Funds Generated Returned to Harris County – Passed House 4/6/17

Emissions

- **HB 2568** Reviews Motor Vehicle Emissions Inspection; Sent to House Calendars 5/2/17 (No more action unless as amendment)

TERP

- **SB 26** Updates, Extends TERP, Adjusts Revenue Dedications; Senate Approved 3/14/17, House Committee Approved 5/4/17

High-Speed Rail

SB 977 Prohibits State Money for Private HSR; Senate Approved, Sent to House Transportation 5/9/17

SB 979 Property Owner Repurchase Property if Not Used for HSR; Senate Approved, Sent to House Land & Resource Management 5/1/17

SB 981 Compatibility of HSR Train Technology; Placed on Senate Calendar 4/19/17

SB 975 Security Requirements for HSR; Senate Approved, Sent to House Transportation 5/9/17

SB 980 Prohibits State Funds for HSR Unless Lien Secures Repayment; Senate Committee Approved 4/10/17

CDAs and Tolls

HB 2861 Statewide Comprehensive Development Agreement Bill

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

House Did Not Pass 5/5/17; No Senate Companion

SB 1143 Prohibits converting a HOV Lane to Tolloed Lane; Passed Senate 5/9/17, Received in House

Additional Topics of Interest

Transit

- **SB 385** Voter Approval for Acceptance and Use of Federal Funds for Commuter Rail Projects; Passed Senate Committee, Placed on Senate Calendar 3/28/17

Safety

- **SB 1588** Ending Safety Inspection; Passed Senate 5/4/17, Referred to House Transportation 5/9/17

Automated Vehicles

- **SB 2205** Automated Vehicle Driving Regulations; Passed Senate 4/27/17, Referred to House Transportation 5/2/17

TxDOT Sunset Bill

- **SB 312** Passed Senate, Passed House Committee 5/2/17

Additional Topics of Interest

Aviation/Unmanned Aircrafts

- **HB 1643** Operation of Unmanned Aircraft over Certain Facilities, Amended to include HB 3238 Language; Passed House 5/10/17
- **HB 3238** Requires FAA Approval for Political Subdivisions to Regulate Unmanned Aircrafts; On House Calendar 5/10/17
- **HB 106** Amends Lawful Uses of Images Captured; Passed House 4/28/17, Received in Senate 5/1/17
- **HB 1424** Prohibits Operation of Unmanned Aircraft over Prisons & Sports Venues; Passed House 4/28/17, Referred to Senate Criminal Justice Committee 5/4/17

RTC Action Requested

Approve a Letter to the North Central Texas Legislative Delegation:

Requesting that the Texas Legislature Amend Senate Bill 312 (TxDOT Sunset Bill) by Adding a Contingency Provision Allowing TxDOT the Ability to Participate in Federal Initiatives that Occur in the Interim Session of the 85th Texas Legislature

Contact Information

Amanda Wilson, AICP

Program Manager

Community Outreach

awilson@nctcog.org

(817) 695-9284

Rebekah Hernandez

Communications Coordinator

rhernandez@nctcog.org

(817) 704-2545

www.nctcog.org/trans/legislative

OVERVIEW OF MANAGED LANES

Success of Public/Private Partnerships

IH 635/IH 35E “Y” Connection Opens in May 2017

Revenue Sharing from “Y” Connection

IH 635 East Environmental Approval

Path Forward

- TxDOT Commission

- Texas Legislature

- Congress (Welfare)

- RTC \$ 300 Million Contingency/TxDOT District



NTE & LBJ

KEY OPERATION FACTS & BENEFITS

May 2017



NTET EXPRESS
183/121 – 820 – 35W



13.3 miles
\$2.1 billion investment
20% equity
52% debt
28% state participation
Opened October 2014



LBJ EXPRESS



13.3 miles
\$2.6 billion investment
26% equity
56% debt
18% state participation
Opened September 2015

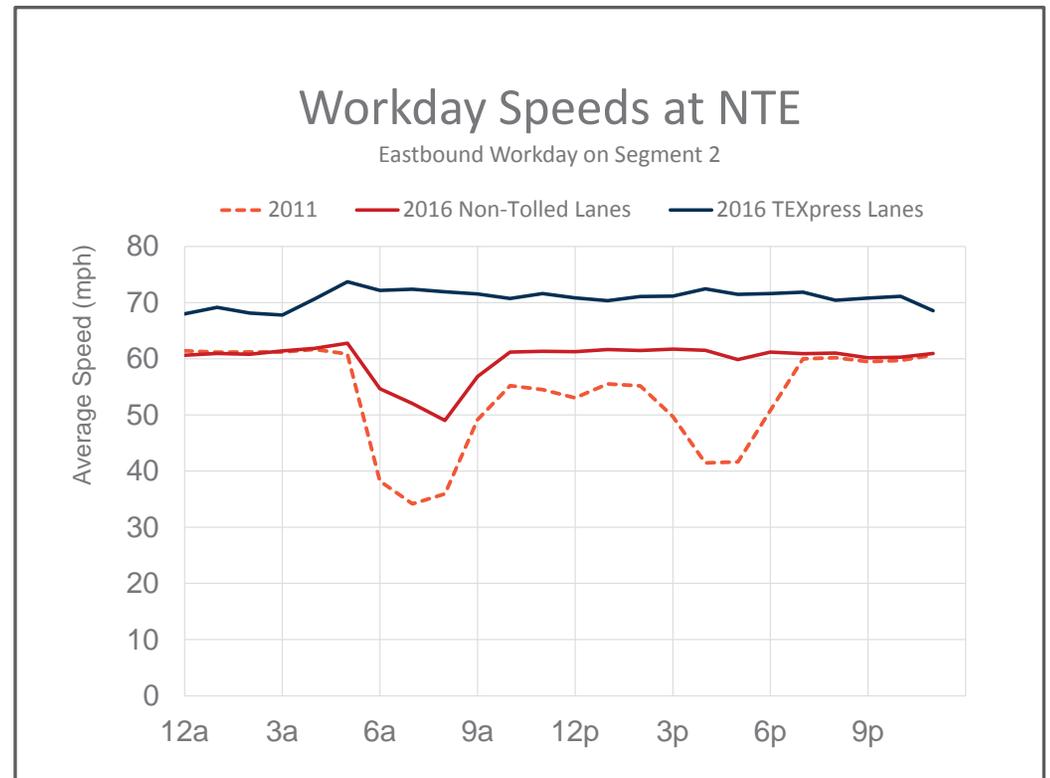


**NTE/LBJ
Project Benefits**

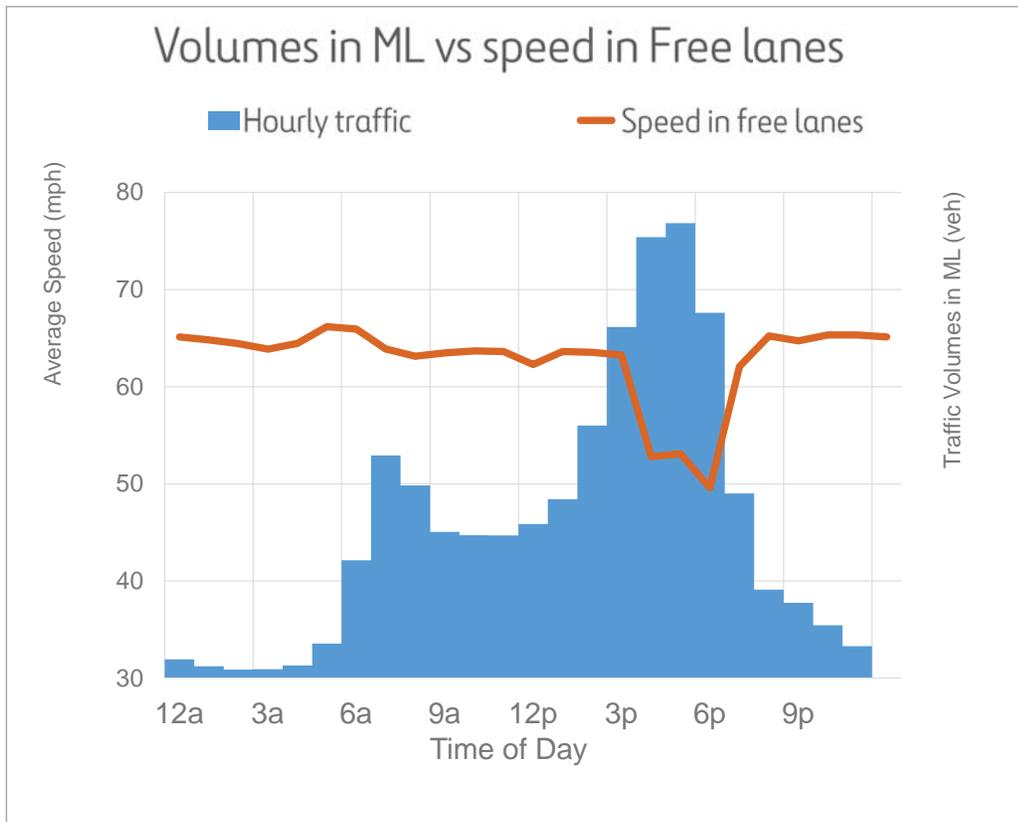
CONGESTION RELIEF FOR ALL

Non-Tolled Lanes Benefit

1. No additional lanes; improved shoulders, road design helped non-tolled lanes flow better
2. **Non-Tolled Lanes (General Purpose or GP) traffic 9% higher** than before construction
3. **General Purpose congestion down from 29% to 9%** (time spent traveling at speeds below 50 mph)
4. 72% reduction in overall congestion



Usage Across the Day



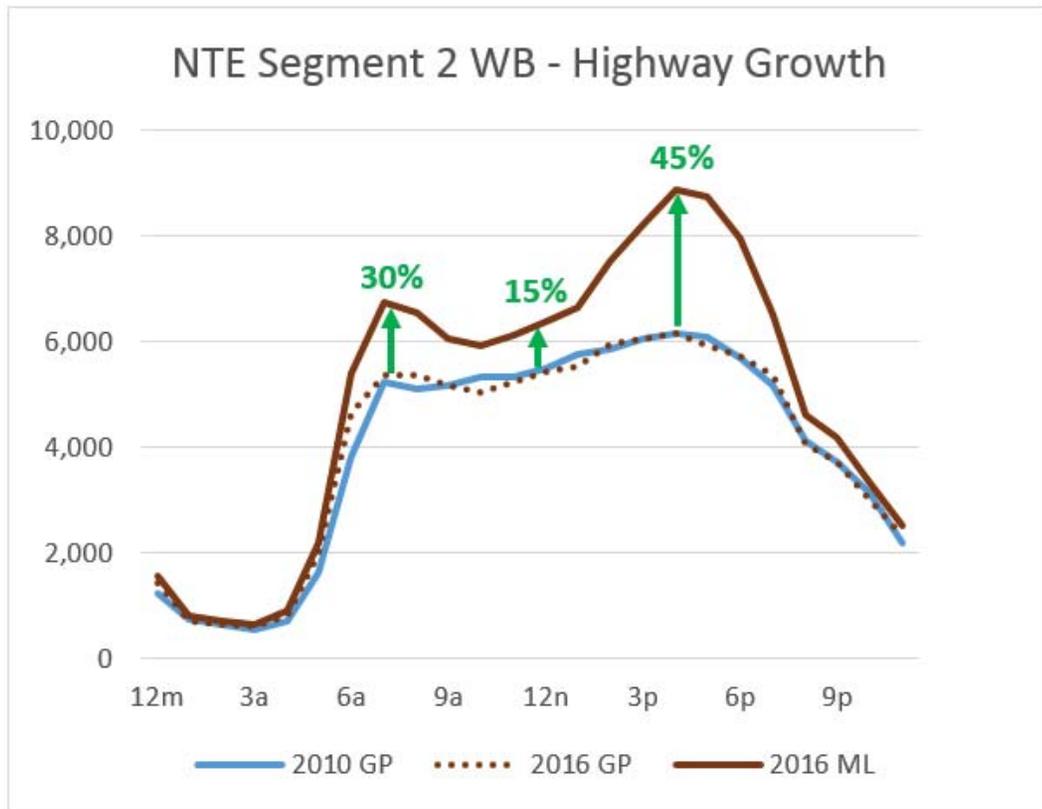
Peak / Off-Peak

Traffic on the NTE Managed Lanes is high during the rush hours, even when speeds on the general purpose lanes are fairly fast. Drivers say they value the comfort of traveling on a less-crowded facility and feel safer.

About 1/3 of revenues are generated outside of the rush hours.



Increased Rush Hour Mobility



Growing Corridor

The NTE Corridor has added considerably more traffic, mostly due to the capacity added by the managed lanes.

As more cars return to the corridor, the NTE express lanes are capturing about 1 in 3 new vehicles.



Connectivity Matters



Especially Entrances

The way connections are designed and the order in which they're presented to drivers greatly influences express lane choice.

An well-built connection can have double the capture rate of a less conveniently-designed connection.



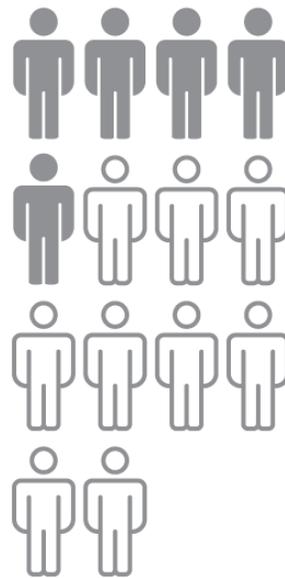
LBJ + NTE TEXPRESS LANES ARE FOR EVERYONE



4+ million
different vehicles
have used the LBJ &
NTE to date



7 million
people live in
Dallas-Fort Worth

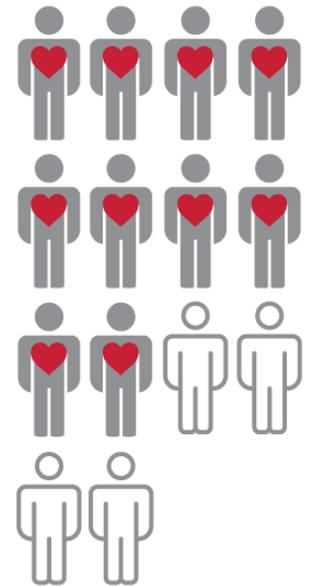


5 in 14 users are new
to the TEXpress Lanes each month



**Only 15% of cars
are Luxury Brands**

The most common are
Toyota, Ford, Honda



10 in 14 users
view the TEXpress
Lanes favorably



TEXPRESS USAGE FACTS

Mobility for Millions

500k

trips/day on corridor

The combination of general purpose lanes and managed lanes accommodates over 500,000 trips every day on each facility.

TEXpress is There When You Need It

98%

Use TEXpress as-needed

The average **TollTag** user chooses the TEXpress lanes occasionally.

Less than 5% of commuters choose the TEXpress lanes for 90% of their trips each month.

Affordable Option for DFW Drivers

\$5-15

Bill/month

Most drivers who choose the TEXpress lanes have a bill between \$5-\$15/month.

Commuters—drivers who are on the highway 40+ times a week, choose the TEXpress for some of those trips. Their average bill is \$35/month.



THANK YOU

 **LBJ**EXPRESS®

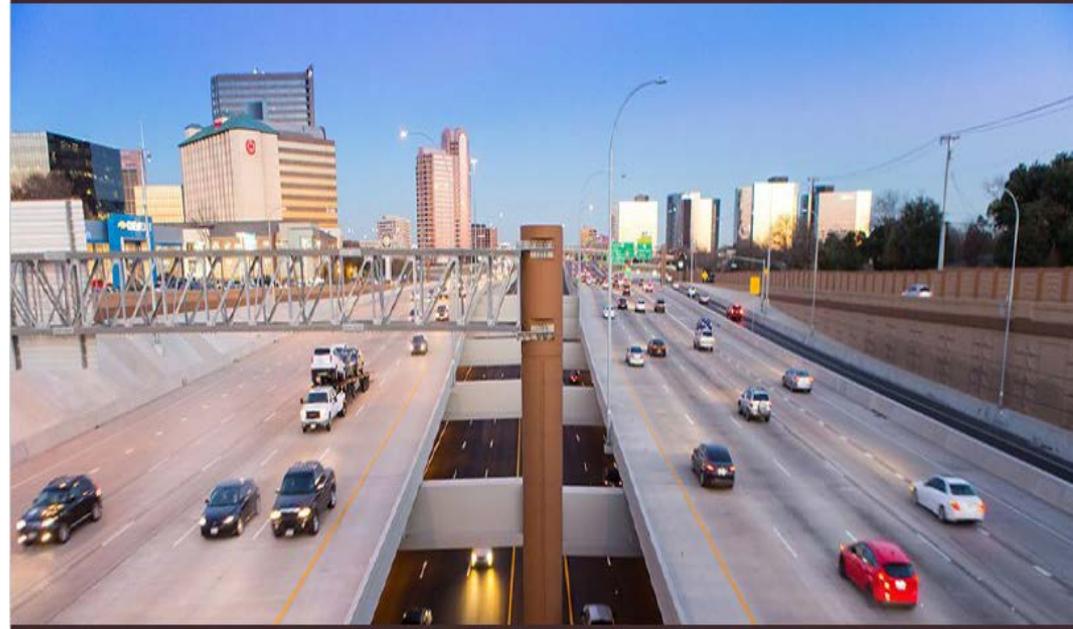
 **NTET**EXPRESS®



DEVELOPMENT OF THE 2019-2022 TIP

Information and Upcoming
Schedule

Regional Transportation Council
May 11, 2017



WHAT IS THE TIP?

- Transportation Improvement Program (TIP)
- Federal and State mandated inventory of transportation projects
- Contains projects funded with local, State, and federal funding sources
- Covers four years of available funding
- Updated on a quarterly basis
- Re-developed every two years
- The TIP must be consistent with the Metropolitan Transportation Plan
- The TIP funds the first 4 years of the 20 year Plan

PROCESS

1. Review all existing projects and solicit additional locally funded projects
2. Make needed adjustments to existing projects (staging, funding, scope)
3. Develop revised project listings
4. Balance project listings to estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, draft listings, final listings)
7. Finalize project listings and submit to partners

FOCUS AREAS

Critical review of projects:

- On the 10 Year Milestone Policy List
- On the Federal Highway Administration (FHWA) Inactive List
- On the FHWA Preliminary Engineering (PE) Audit List
- Funded with Transportation Alternative Program (TAP) dollars
- Requesting to be placed in the first year of the new TIP (FY 2019)

TIMELINE/ACTION TABLE

May-Aug 2017	Meeting with implementing agencies
Jun 2017-Jan 2018	Data input, financial constraint, and analysis
Feb 2018	Draft listings- STTC information
Mar 2018	Draft listings- RTC information Public meetings- draft listings
Apr 2018	Final listings- STTC action
May 2018	Final listings- RTC action
Summer 2018	Final document to TxDOT
Aug 2018	Anticipate TxDOT Commission approval for the Statewide TIP (STIP)
Oct 2018	Anticipate federal/State approval (STIP)

Your Help Is Needed

- Please help us help you.
- We have over 800 active projects.
- Please reinforce to staff attending TIP development meetings to be prepared.
- We need:
 - Scheduling information by phase
 - Status updates by phase
 - Cost information
 - Status of agreements
- Lack of preparation, creates significant follow up efforts.

Questions/Comments?

Adam Beckom, AICP

Principal Transportation Planner

Ph: (817) 608-2344

abeckom@nctcog.org

Christie Gotti

Senior Program Manager

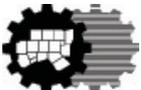
Ph: (817) 608-2338

cgotti@nctcog.org

Demographic Update and Mobility 2045

Regional Transportation Council

May 11, 2017



Mobility 2045 Plan

Need new Air Quality (AQ) Conformity determination analysis by 11/23/18.

Incorporate new Transportation Improvement Program (TIP) information.

Incorporate new federal/State planning requirements.

Incorporate updated project development efforts.

Incorporate new planning initiatives.

Incorporate new demographics for 2045.



2017 Current Population Estimates

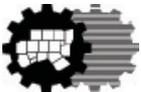
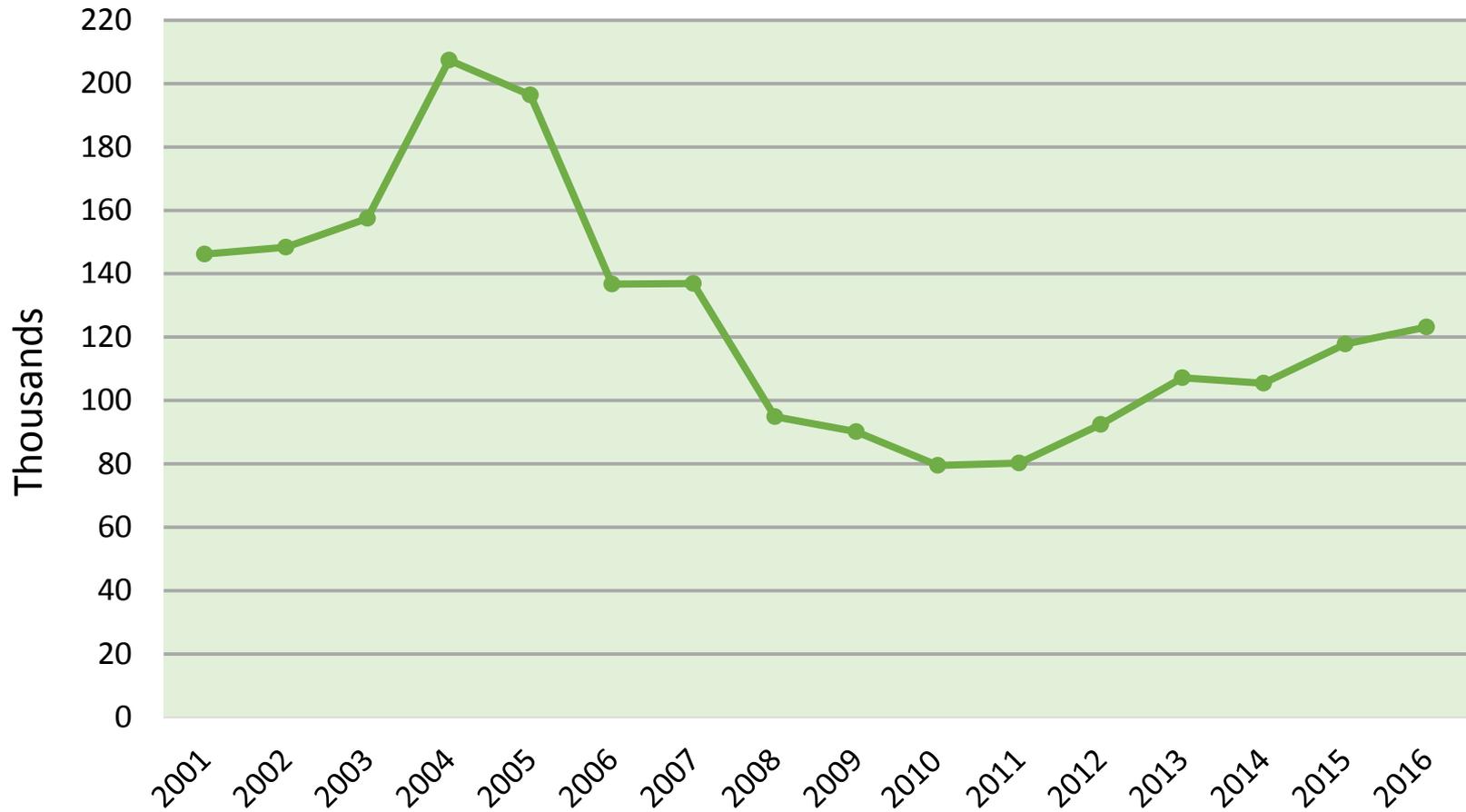


Methodology

DATA	SOURCE
Total new construction, demolitions, annexations	Cities
Group Quarters	Cities
Average persons per household	Decennial Census (2010) and American Community Survey (2011-2015)
Number of occupied single family by city	Decennial Census (2010) and American Community Survey (2011-2015)
Number of occupied multi-family by city	Independent research firms M/PF and ALN as well as ACS



Regional Population Change

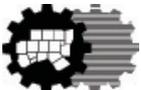
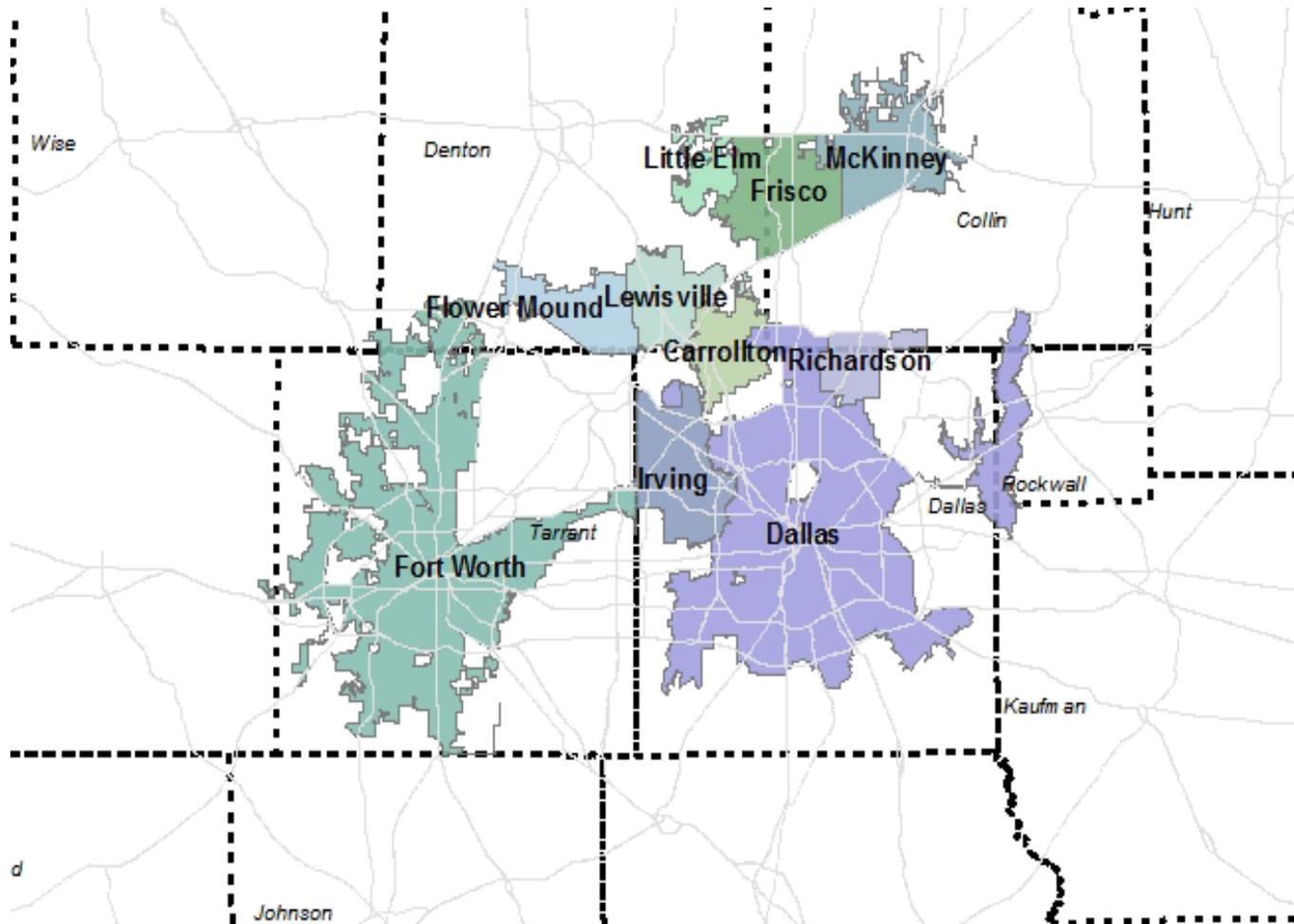


Top 10 Cities Population Growth 2016-2017 Absolute Change

1. Dallas	12,440
2. Fort Worth	9,050
3. McKinney	8,240
4. Frisco	7,880
5. Irving	3,670
6. Lewisville	3,240
7. Little Elm	3,200
8. Richardson	3,100
9. Carrollton	2,840
10. Flower Mound	2,780

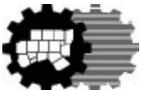


Top 10 Cities Population Growth 2016-2017

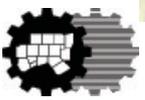
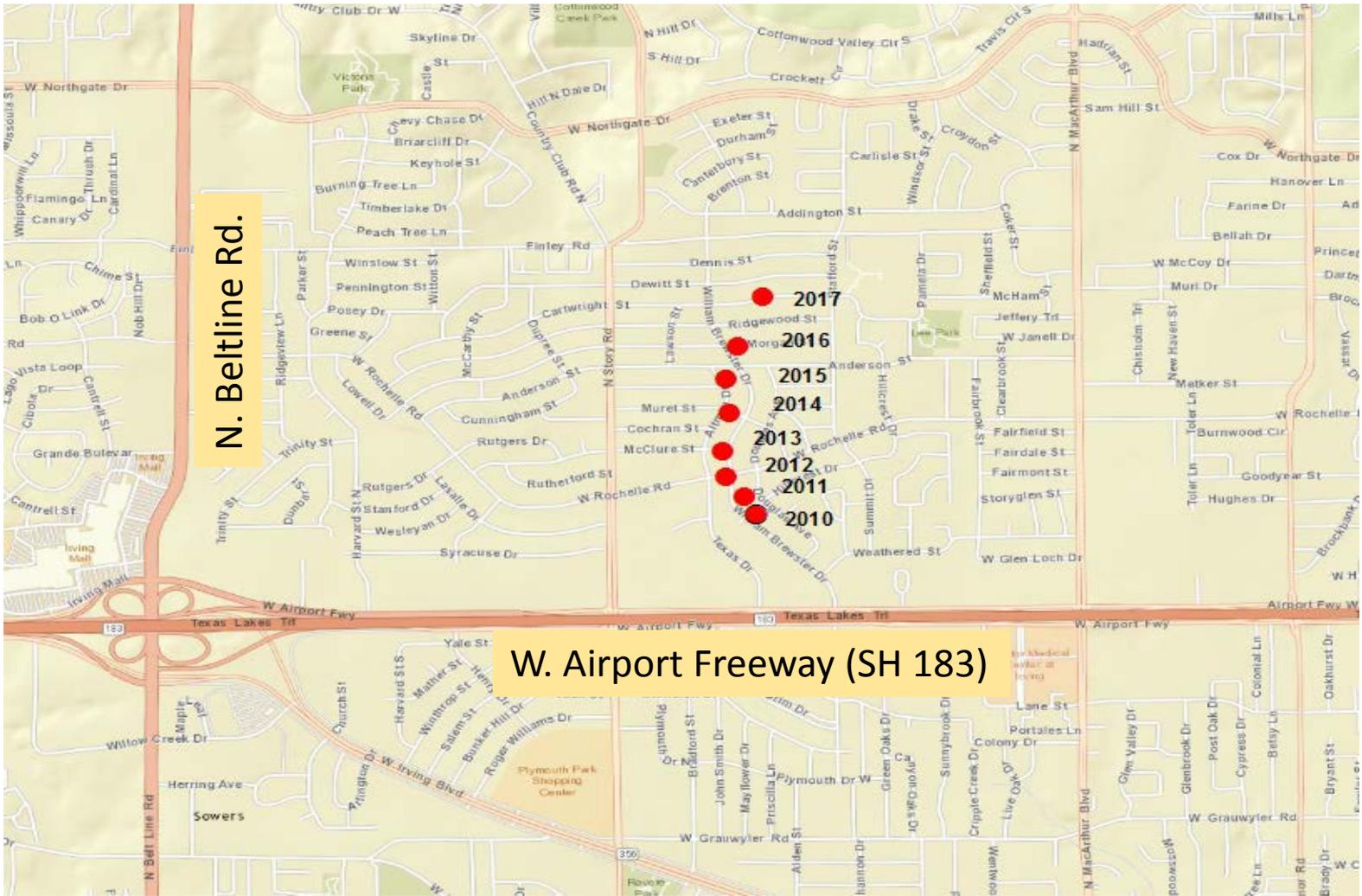


Top 10 Cities Population Growth 2010-2017 Absolute Change

1. Fort Worth	74,224
2. Dallas	72,354
3. Frisco	44,411
4. McKinney	38,593
5. Irving	18,420
6. Plano	17,879
7. Arlington	16,792
8. Denton	14,777
9. Little Elm	12,352
10. Carrollton	11,723



Regional Population Center



Regional Population

January 1, 2017

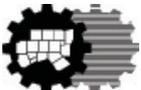
7,246,350

January 1, 2016

7,123,170

2016 Regional Growth

123,180



2045 Demographic Update



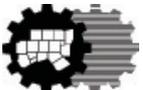
Background

The demographic forecasts provide a common base for regional planning and resource allocations. The forecasts are widely used by cities, counties, and partner agencies.

Demographic forecasting process at NCTCOG is a data-driven analytical approach with input/feedback from stakeholders.

Forecasts are provided at both the aggregate (region/county) and disaggregate (traffic survey zone) levels.

Current demographic forecast is through the year 2040 and was adopted by the NCTCOG Executive Board in May 2015.



2045 Forecast Methodology

Build From Adopted 2040 Forecast

Determine 2045 Control Totals

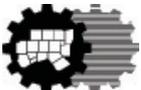
Growth in Each County Based on Extrapolation of Year 2005 Through Year 2040 Trend

Build and Execute Urbanization Model to 2045

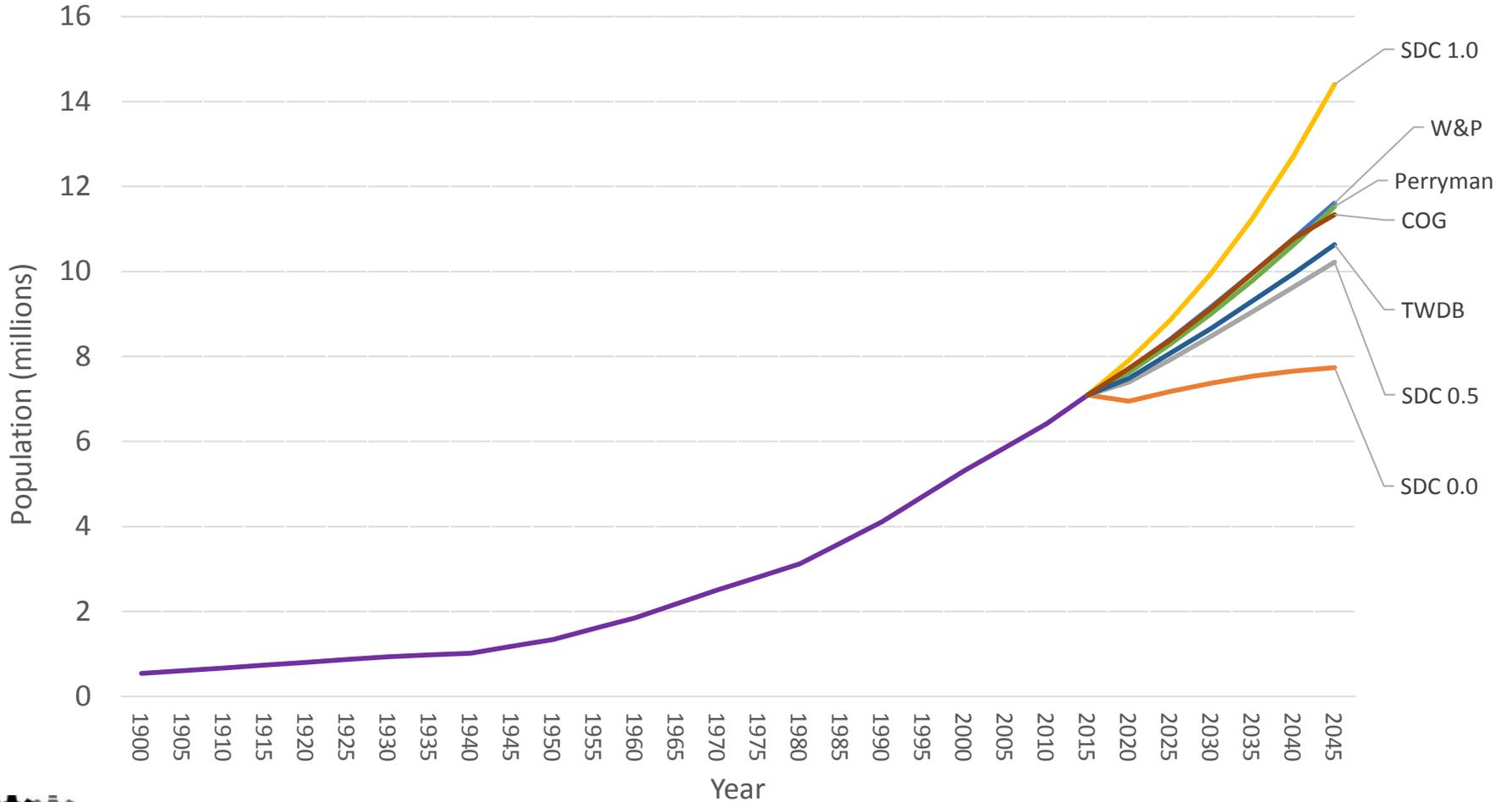
- **Utilize Observed Landsat Imagery Tracking Development Patterns and Vacant Land**
- **Utilize Same Future Land-use Plans as 2040 Forecast**
- **Use The Current 2040 Forecast Footprint To Predict 2040 To 2045 Change**

Local Government/Agency Review

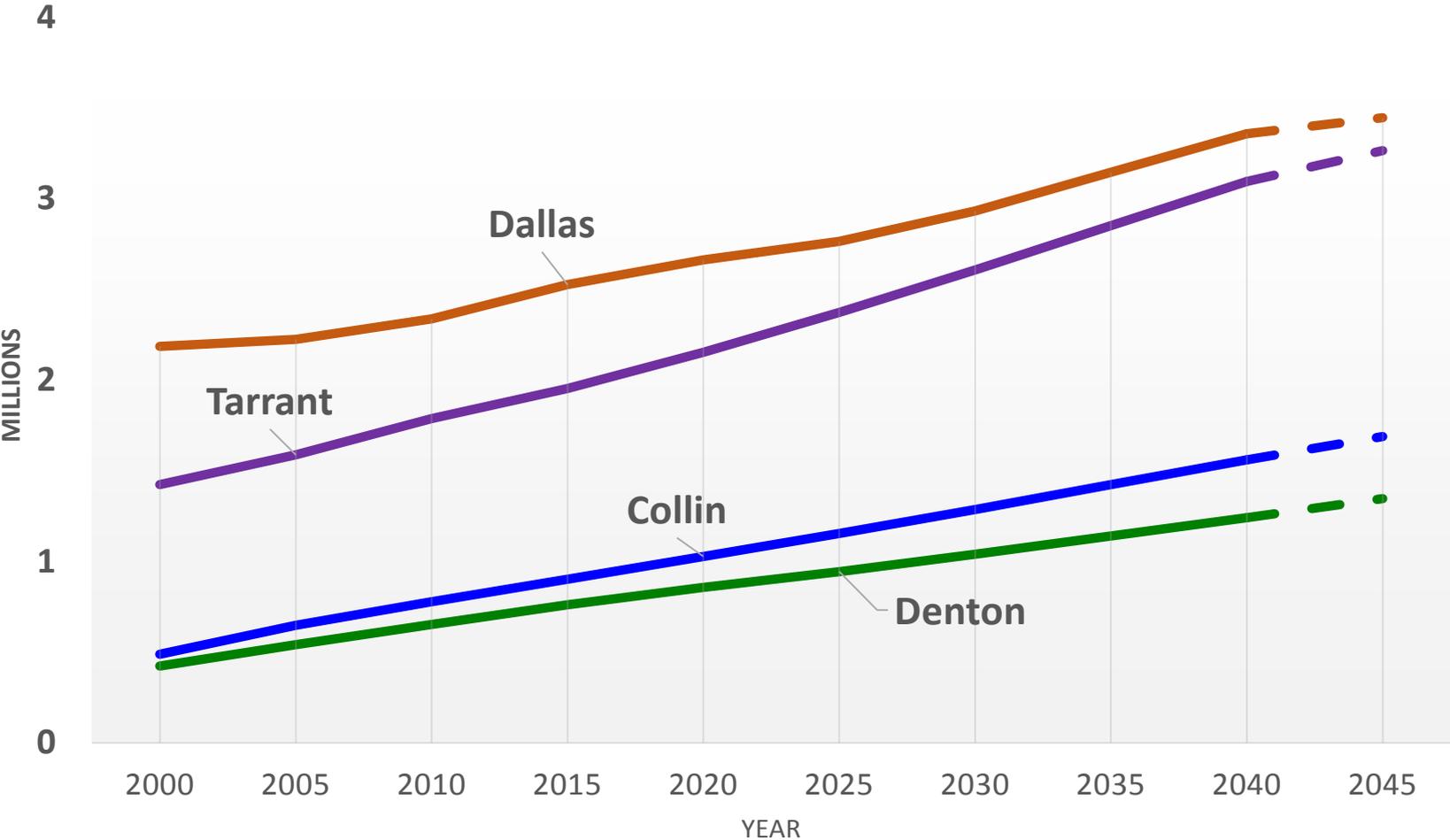
Executive Board Adopts 5-year Extension Only



Regional Control Total

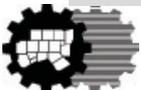


Core County Population Growth



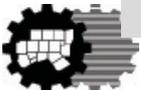
2045 County Population Forecast

County	2005	2040	2045	2040 - 2045 Change	2040 – 2045 % Change
Collin	647,831	1,560,421	1,689,170	128,749	8.3%
Dallas	2,224,183	3,357,469	3,445,189	87,720	2.6%
Denton	541,622	1,241,681	1,346,314	104,633	8.4%
Ellis	128,123	283,898	300,955	17,057	6.0%
Hood	45,934	81,578	85,739	4,161	5.1%
Hunt	80,978	131,022	134,291	3,269	2.5%
Johnson	138,231	252,521	262,868	10,347	4.1%
Kaufman	86,119	210,097	224,205	14,108	6.7%
Parker	98,950	195,286	206,811	11,525	5.9%
Rockwall	59,578	166,357	181,561	15,204	9.1%
Tarrant	1,587,173	3,094,649	3,263,616	168,967	5.5%
Wise	54,568	101,865	105,796	3,931	3.9%
Total	5,695,295	10,676,844	11,246,516	569,672	5.3%



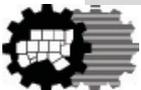
County Population Growth Shares

County	2040	2045	2040 - 2045 Growth	Share of 2040 - 2045 Growth
Collin	1,560,421	1,689,170	128,749	22.6%
Dallas	3,357,469	3,445,189	87,720	15.4%
Denton	1,241,681	1,346,314	104,633	18.4%
Ellis	283,898	300,955	17,057	3.0%
Hood	81,578	85,739	4,161	0.7%
Hunt	131,022	134,291	3,269	0.6%
Johnson	252,521	262,868	10,347	1.8%
Kaufman	210,097	224,205	14,108	2.5%
Parker	195,286	206,811	11,525	2.0%
Rockwall	166,357	181,561	15,204	2.7%
Tarrant	3,094,649	3,263,616	168,967	29.7%
Wise	101,865	105,796	3,931	0.7%
MPA	10,676,844	11,246,516	569,672	100.0%



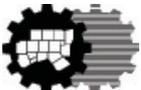
2045 County Employment Forecast

County	2005	2040	2045	2040 - 2045 Change	2040 - 2045 % Change
Collin	359,914	762,920	835,342	72,422	9.5%
Dallas	1,809,315	3,197,475	3,298,213	100,738	3.2%
Denton	205,991	445,070	479,620	34,550	7.8%
Ellis	53,591	96,872	102,696	5,824	6.0%
Hood	15,011	29,448	31,727	2,279	7.7%
Hunt	39,064	70,099	72,659	2,560	3.7%
Johnson	59,327	105,198	111,281	6,083	5.8%
Kaufman	35,352	64,040	68,290	4,250	6.6%
Parker	44,544	80,404	86,883	6,479	8.1%
Rockwall	24,025	53,372	58,611	5,239	9.8%
Tarrant	947,961	1,739,327	1,827,385	88,058	5.1%
Wise	23,710	47,224	51,510	4,286	9.1%
MPA	3,617,805	6,691,449	7,024,214	332,765	5.0%



County Employment Growth Shares

County	2040	2045	2040 - 2045 Change	Shares of 2040 - 2045 Growth
Collin	762,920	835,342	72,422	21.8%
Dallas	3,197,475	3,298,213	100,738	30.3%
Denton	445,070	479,620	34,550	10.4%
Ellis	96,872	102,696	5,824	1.8%
Hood	29,448	31,727	2,279	0.7%
Hunt	70,099	72,659	2,560	0.8%
Johnson	105,198	111,281	6,083	1.8%
Kaufman	64,040	68,290	4,250	1.3%
Parker	80,404	86,883	6,479	1.9%
Rockwall	53,372	58,611	5,239	1.6%
Tarrant	1,739,327	1,827,385	88,058	26.5%
Wise	47,224	51,510	4,286	1.3%
MPA	6,691,449	7,024,214	332,765	100.0%



Forecast Timetable

January-February 2017

- Select Control Totals
- Finalize 2040 to 2045 Urbanization Model

March-April 2017

- Develop 2045 Forecast
- Conduct internal review

May-June 2017

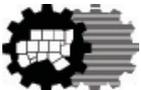
- Local Review

July 2017

- Incorporate Local Review feedback

August 2017

- Executive Board Approval



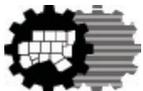
Mobility 2045



Mobility Plan Adoption Context

Action	Current Mobility 2040	Mobility 2045	Potential Mobility 2045 Amendment
RTC Adoption	March 9, 2016	June 14, 2018	~ June 2020
Air Quality Conformity Determination	November 23, 2016	*November 23, 2018	~ Nov. 2020
Comments	Additional funding Policy bundle emphasis	Take advantage of required conformity New TIP Incorporate new planning requirements Incorporate project development efforts Incorporate new planning initiatives Incorporate 2045 demographics	TBD

* Expected date based on previous determination



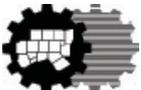
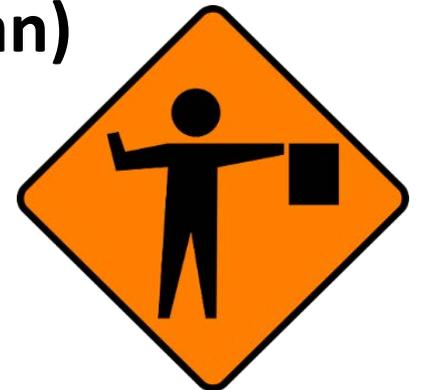
Mobility 2045 Ingredients

Incorporate Federal FAST Act Requirements

- Performance Measures and Targets
- Dedicated Freight Funding

Incorporate New State Requirements

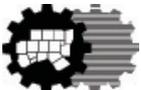
- 85th Texas Legislative Session Outcomes
- Consistency with HB 20 (10-year Plan)
- Statewide Freight Plan



Mobility 2045 Ingredients

Incorporate Latest Project Development and Planning Initiatives

- Consistency with Federal Environmental Documents
- High-Speed Rail
- Modern “People Movers”
- Emerging Technologies



Mobility 2045 Foundation

New Base Year – 2018

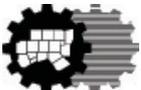
New Horizon Year – 2045

2045 Demographics

2045 Revenue Forecast

Restart 4-Year Mobility Plan Clock

Reflect Successes in Projects Completed



Partner Coordination

TxDOT

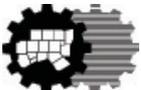
- **Dallas, Fort Worth, Paris Districts**
- **Transportation Planning and Programming, Austin**

Transportation Authorities

- **NTTA**
- **FWTA, DCTA, DART**
- **Small Transit Providers**

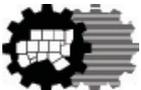
Local Governments

Public



Schedule

Milestone	Date
Continuous Public Involvement	Through March 2018
Mobility 2045 Draft	April 1, 2018
Public Meetings	April 9, 2018
2019-2022 TIP (STTC Action)	April 27, 2018
2019-2022 TIP (RTC Action)	May 10, 2018
Mobility 2045 and AQ Conformity (STTC Action)	May 25, 2018
Mobility 2045 and AQ Conformity (RTC Action)	June 14, 2018
Air Quality Conformity DOT Determination Deadline	November 23, 2018



Questions?

Dan Lamers

Senior Program Manager

dlamers@nctcog.org

(817) 695-9263

Kevin Feldt

Program Manager

kfeldt@nctcog.org

(817) 704-2529

Mitzi Ward

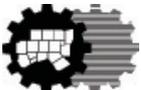
Principal Planner

mward@nctcog.org

(817) 695-9272



mobilityplan@nctcog.org



TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS POTENTIAL LAPSE



**North Central Texas
Council of Governments**

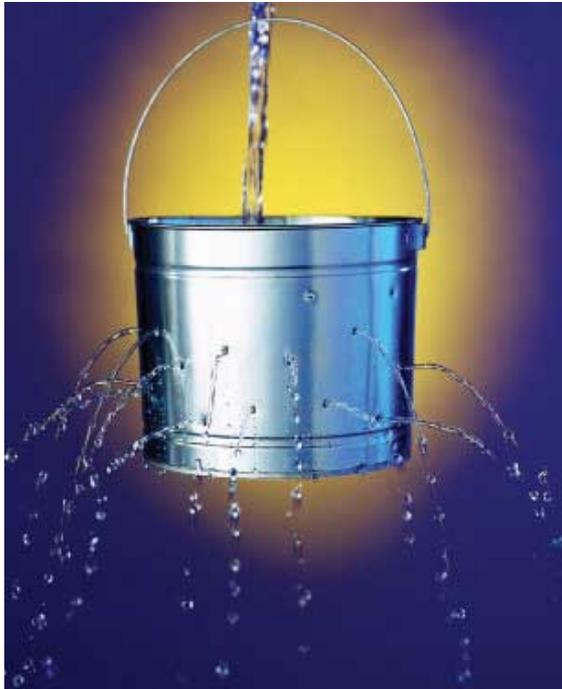
Regional Transportation Council
May 11, 2017

TAP FUNDING AT RISK OF LAPSING

- Federal regulations state that apportioned funds are available for obligation for the year of apportionment plus three years¹
- Any apportioned amounts that remain unobligated at the end of that period shall lapse
- TAP funds apportioned in Fiscal Year (FY) 2014 must be utilized by the end of federal FY 2017 (September 30, 2017)

¹Date of apportionment is not the same as the project award date

ALL PROJECTS ARE AT RISK



- Federal funding is allocated over multiple fiscal years
- Funding is not project specific, but is a “bucket” of funds
- Multiple projects are funded from the single bucket
- Any funds that lapse will reduce the total funding available
- Funds are obligated as soon as projects are ready

UPDATE FROM LAST YEAR: FY 2013 OBLIGATIONS AS OF JULY 2016

FY 2013 DFW MPO TAP Funds	Federal Allocated Amount
FY 2013 Allocation	\$8.0M
Obligated Funding as of July 2016	\$5.1M
Anticipated to Obligate by End of FY 2016	\$800K
Funds At Risk of Expiration	\$2.1M

Six projects were able to obligate between July and September 2016 for a total of \$3.3M

None of the FY 2013 allocated TAP funding lapsed

RISK ASSESSMENT

- Through coordination with implementing agencies and the Texas Department of Transportation (TxDOT), we determined the current status and expected let date for each project
- North Central Texas Council of Governments (NCTCOG) and TxDOT then verified if the timelines were realistic and which projects might obligate in FY 2017
- Though this collaborative effort the following risk levels were assigned:

Risk Level Categories

LOW RISK - Project on schedule to let in FY 2017

MODERATE RISK - Project scheduled to let in FY 2017, but based on information received, there is a potential for delays

HIGH RISK - Project not likely to meet FY 2017

RISK THIS YEAR: FY 2014 OBLIGATIONS

- As of April 2017, \$600K of the FY 2014 TAP funds have obligated
- \$7.6M is at risk of lapsing
- Eight projects are on schedule to obligate prior to the end of FY 2017 with expected obligations of \$8.2M²

²Represents projects identified as “Low Risk” on Electronic Item provided

RISK THIS YEAR: FY 2014 OBLIGATIONS

Allocation FY - DFW MPO TAP Funds	Federal Allocated Amount	Obligations	Funding at Risk of Lapsing
FY 2013	\$8.0M	\$8.0M	\$0
FY 2014 ³	\$8.2M	\$0.6M	\$7.6M
Sub Total	\$16.2M	\$8.6M	\$7.6M
Anticipated FY 2017 Obligations ⁴		\$8.2M	
Total	\$16.2M	\$16.8M	\$-0.6M⁵

³Funds in excess of the FY 2013 allocation obligated in FY 2016 were applied towards the FY 2014 allocation

⁴Represents projects identified as “Low Risk” on Electronic Item provided

⁵Obligated funds in excess of FY 2014 allocated amount would apply towards FY 2015 allocation.

RISK ASSESSMENT SUMMARY FOR FY 2014 OBLIGATIONS

Risk Level Category	Amount
LOW RISK - Project on schedule to let in FY 2017	\$8.2M
MODERATE RISK - Project scheduled to let in FY 2017, but based on information received, there is a potential for delays	\$1.3M
HIGH RISK - Project not likely to meet FY 2017 deadline	\$9.4M

Since the March 24, 2017 STTC meeting, several projects risk levels were revised based on additional information received from TxDOT and the agencies.

NEXT STEPS AND ACTION NEEDED

- NCTCOG will continue to work with TxDOT and agency staff to monitor project progression.
- STTC members were asked to coordinate internally with agency staff to insure that projects remain on schedule to let or obligate in FY 2017.
- Given the importance of this issue, RTC members are asked to engage their staffs to ensure that these funds are not lost to the region.
- Focus should be on projects that are currently identified as Moderate Risk as they are necessary to meet the obligation requirements.

NEXT STEPS AND ACTION NEEDED

- The amount of time it takes TxDOT for review, approval, drafting an agreement, etc. varies for each project.
- Cities need to coordinate with TxDOT to develop a realistic schedule and expectations.
- Coordination with TxDOT needs to occur early in project development instead of waiting until the last minute.

Questions?

Ken Bunkley
Principal Transportation Planner
Ph: (817) 695-9288
kbunkley@nctcog.org

Mark Kinnaman
Transportation Planner I
Ph: (817) 695-9294
mkinnaman@nctcog.org

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

FLEETS FOR THE FUTURE UPDATE AND BOOTCAMP INVITATION

Regional Transportation Council
May 11, 2017

Lori Clark, Air Quality Management & Operations



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

Project Overview

Focuses on Reducing the Incremental Costs of Alternative Fuel Vehicles (AFVs) and Supporting Infrastructure



National Partnership Includes 4 Regional Procurements and 1 National Effort

- Mid-America Regional Council (MARC)**
 - Greater Kansas City: 1.8 million
 - Mo. and Kan. bi-state: 8.842 million
- Metropolitan Washington COG (MWCOCG)**
 - District of Columbia: 4.7 million
 - Suburban Md., northern Va.: 14.376 million
- Metropolitan Area Planning Council (MAPC)**
 - Greater Boston: 4.732 million
 - Mass. 6.547 million
- North Central Texas Council of Governments (NCTCOG)**
 - Dallas-Fort Worth: 6.603 million
 - Texas: 25.145 million
- Pima Association of Governments (PAG)**
 - Tucson: 980,263
 - Ariz.: 6.392 million
- Clean Cities Coalition outreach areas:**
 - New York, Ohio, Utah, Washington



Regional Cooperative Procurement

Focusing on Local Public Fleets

Organizing the Cooperative Procurement to Obtain
Volume Discounts

Releasing a Request for Proposals (RFP) with Specified
Minimum Volumes

Executing Summer-Fall 2017

Fleet Considerations

Advantages

Total Cost of
Ownership

Maintenance
Costs

Sustainability
Initiatives

Return on
Investment

High
Utilization
Rates

Lower Fuel
Prices

Feasibility

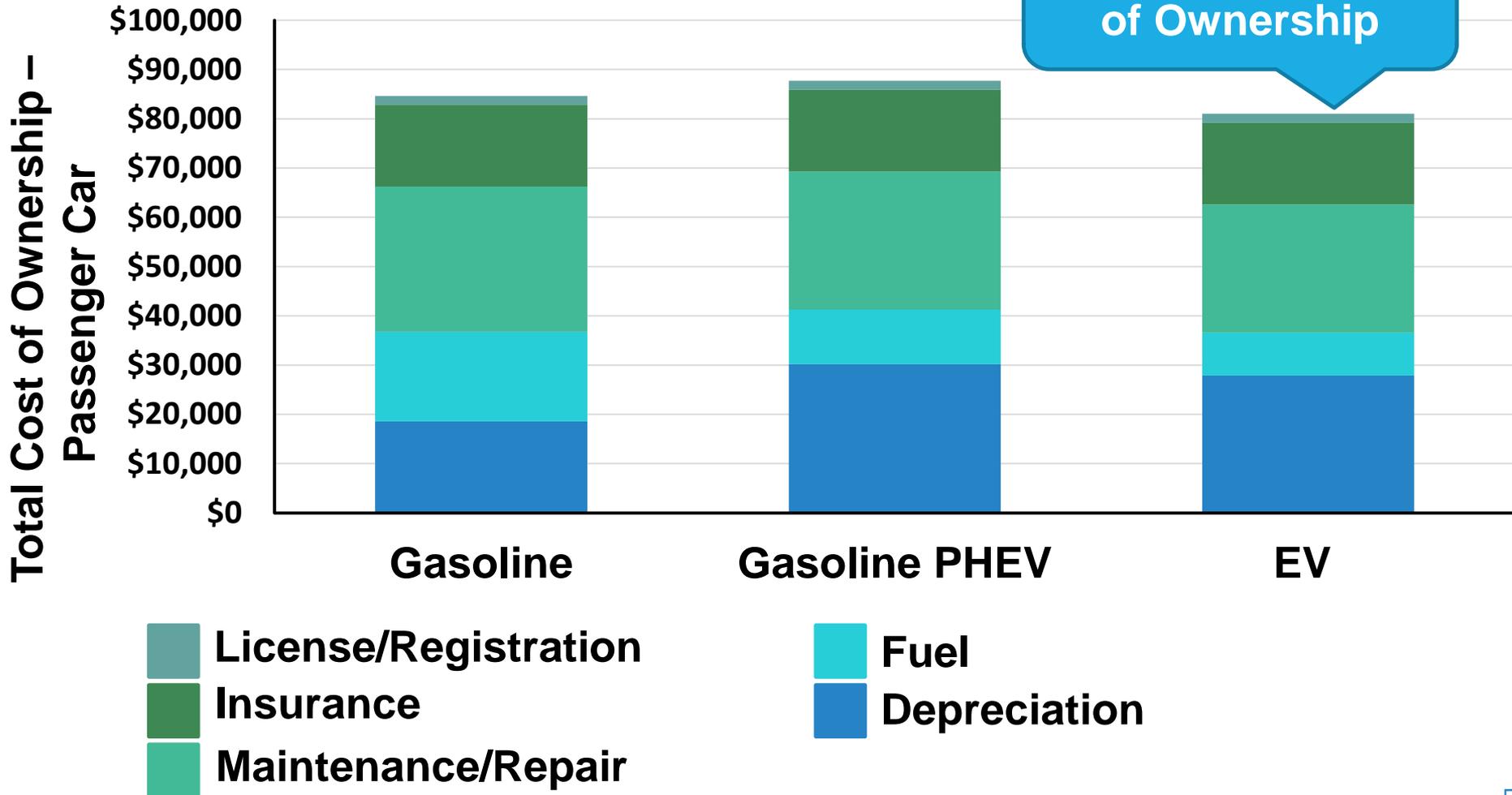
Use of
Central
Parking
Facilities

Route
Predictability

Fleet Considerations

Total Cost of Ownership

Lower Total Cost of Ownership



Regional Cooperative Procurement

Anticipated Vehicles



Propane Vehicles



Electric Vehicles (EV)

Plug-In Hybrid Electric Vehicles (PHEV)



Natural Gas Vehicles

Both Light-Duty and Heavy-Duty Options Available

Regional Cooperative Procurement *Anticipated Process*

**Fleet Signs “Soft Commitment”
with NCTCOG**

June 2017



**NCTCOG Pools Soft Commitments to Select
Vehicles for Procurement**

June-July 2017



**NCTCOG Administers RFP and Coordinates
Vendor Selection**

**August-
September 2017**



**Participating Fleets Coordinate Purchases
Directly with Awarded Vendor(s)**

**October 2017 &
Onward**

Regional Cooperative Procurement

How to Get Involved

Attend Fleets for the Future Bootcamp

When: **May 24, 2017** from 10 am - 2 pm

Who: **Fleet and Purchasing Staff**

Where: **North Central Texas Council of
Governments Offices**



**Lunch will
be provided!**

RSVP to bmuller@nctcog.org or (817) 695-9299 by May 17 ⁸



Lori Clark

Principal Air Quality Planner

lclark@nctcog.org

817-695-9232

Bailey Muller

Air Quality Planner

bmuller@nctcog.org

817-695-9299

Website: www.nctcog.org/f4f



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES



Acknowledgment: This material is based upon work supported by the Department of Energy, Office of Energy Efficiency and Renewable Energy (EERE), under Award Number DE-0007462.

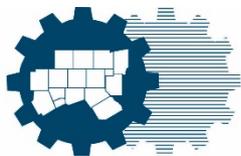
CLEAN AIR ACTION DAY

JUNE 23, 2017

Regional Transportation Council Meeting

Mindy Mize, Program Manager

May 11, 2017



**North Central Texas
Council of Governments**



What is Air North Texas?



A public awareness campaign that encourages residents of North Texas to make clean air choices

Composed of a coalition of regional organizations committed to improving the air in North Texas



Aims to generate a consistent region-wide brand that promotes behavioral and lifestyle changes that impacts our health and the environment

Challenge Actions



Do at least one thing to help improve air quality on Friday, June 23, 2017

Example actions are:

- Carpool
- Take lunch to work
- Use mass transit
- Bike or walk
- Combine errands
- Telecommute
- Avoid idling
- Maintain vehicle



More at www.airnorthtexas.org/cleanairactionday

How RTC Members Can Support Clean Air Action Day



Make commitments online

www.airnorthtexas.org/cleanairactionday

Share Clean Air Action Day information on social media #CAAD2017

Become an Air North Texas partner

Have your STTC representative bring the signed partner agreement to June 23 STTC meeting or submit to airnorthtexas@nctcog.org

Support a Clean Air Action Day Challenge at your organization

Challenge Overview



Each organization challenges their departments to participate in Clean Air Action Day

The department with the highest percentage of participation will be recognized

Organization with the highest participation will receive recognition

Air North Texas Partners



American Lung Association
 – DFW Region
 Brookhaven College
 City of Anna
 City of Arlington
 City of Bedford
 City of Cedar Hill
 City of Dallas
 City of Denton
 City of Fort Worth
 City of Grand Prairie
 City of Grapevine
 City of Kennedale
 City of Mesquite
 City of North Richland Hills
 City of Plano
 City of Richardson
 Cedar Valley College
 DART
 DCTA
 DFW Airport
 Health and Wellness
 Alliance for Children
 Hood County
 Insta-brite Technologies
 NCTCOG
 The North Texas
 Commission
 Dallas County
 Parker County
 Tarrant County
 TxDOT – Dallas District
 TxDOT – Fort Worth District
 U.S. Green Building Council
 – North Texas Chapter
 University of North Texas
 Health Science Center
 University of Texas at
 Arlington
 UT Southwestern
 The-T

Contacts

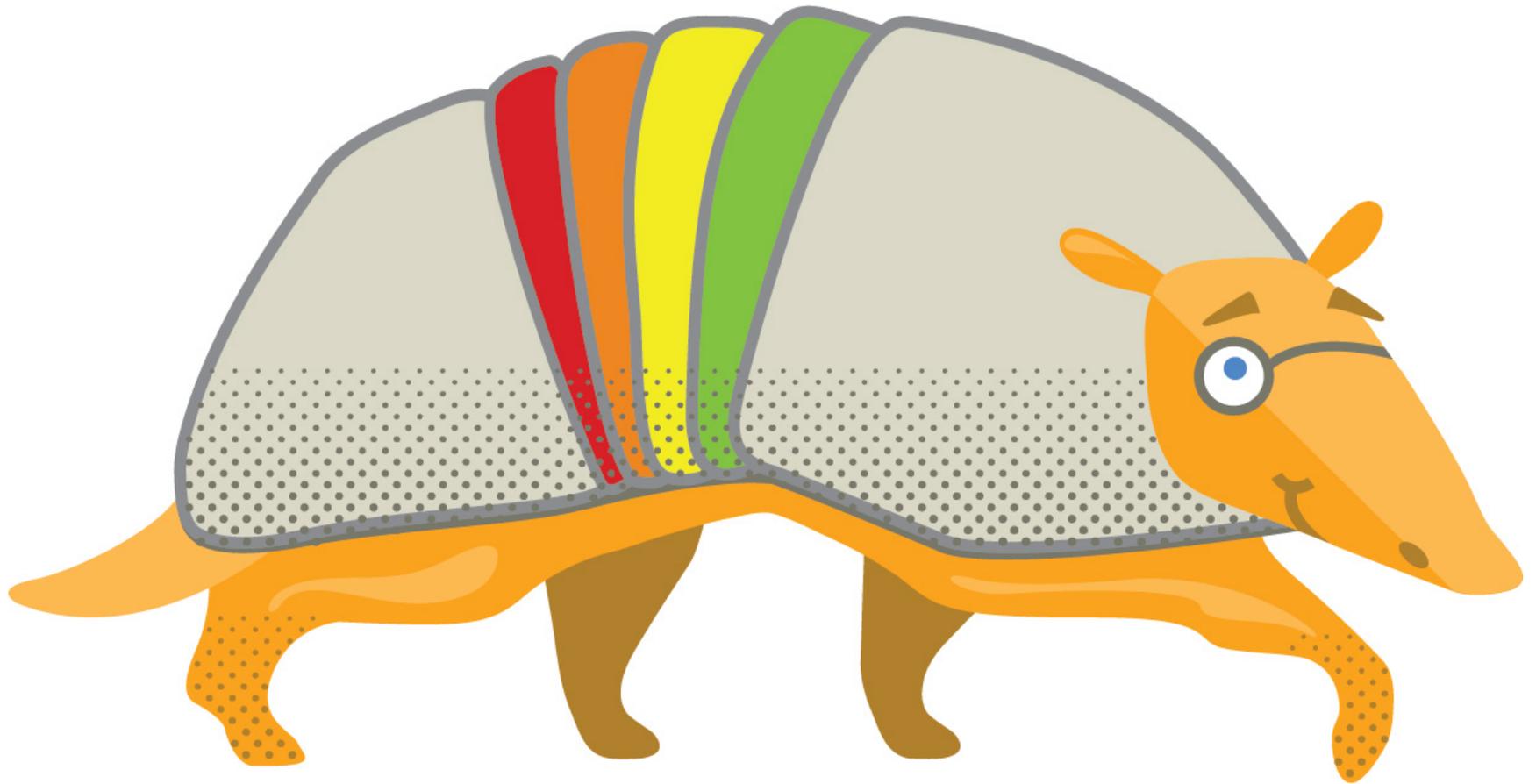


Whitney Vandiver
Communications Coordinator
817-704-5639
wvandiver@nctcog.org

Mindy Mize
Program Manager
817-608-2346
mmize@nctcog.org

airnorthtexas@nctcog.org

www.airnorthtexas.org



#CAAD2017