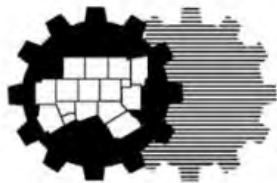


TRINITY METRO-FORT WORTH HOUSING SOLUTIONS FUNDING EXCHANGE



**North Central Texas
Council of Governments**

**Surface Transportation Technical Committee
Presented on: August 24, 2018**

TRINITY METRO-FORT WORTH HOUSING SOLUTIONS FUNDING REQUEST

- Fort Worth Housing Solutions and Trinity Metro have partnered to implement a Transit-Oriented Development near the Texas & Pacific Rail Station, which will
 - provide access to low-income housing
 - create a positive land-use/transportation nexus
- Funding has been identified for the residential building and surface parking lot, but not for the six-level parking facility (\$11,362,000)
- Parking facility includes both public transit and private parking
- Parking garages are federally eligible, but federal funds may not be best option since it is a public/private garage

TRINITY METRO-FORT WORTH HOUSING SOLUTIONS PROPOSED FUNDING EXCHANGE

- North Central Texas Council of Governments (NCTCOG) staff concurs with the project idea, but suggests not using federal funds
- Both agencies requested Regional Transportation Council (RTC) consideration of a proposal that the RTC transfer \$11,362,000 in federal funds to Trinity Metro
 - Trinity Metro and NCTCOG staff will bring back specific projects on which to use federal funds via the normal Transportation Improvement Program (TIP) modification process
- Trinity Metro will transfer an equal amount in local funds to Fort Worth Housing Solutions to implement the parking facility

TRINITY METRO-FORT WORTH HOUSING SOLUTIONS FUNDING EXCHANGE

Action Requested:

- Recommend RTC approval of the \$11,362,000 funding swap as outlined in slide three
- Direct staff to administratively amend the TIP and other funding, planning, administrative documents to reflect this action

VOLKSWAGEN MITIGATION PROGRAM

**Surface Transportation Technical Committee
August 24, 2018**

**Lori Clark
Program Manager**



**North Central Texas
Council of Governments**

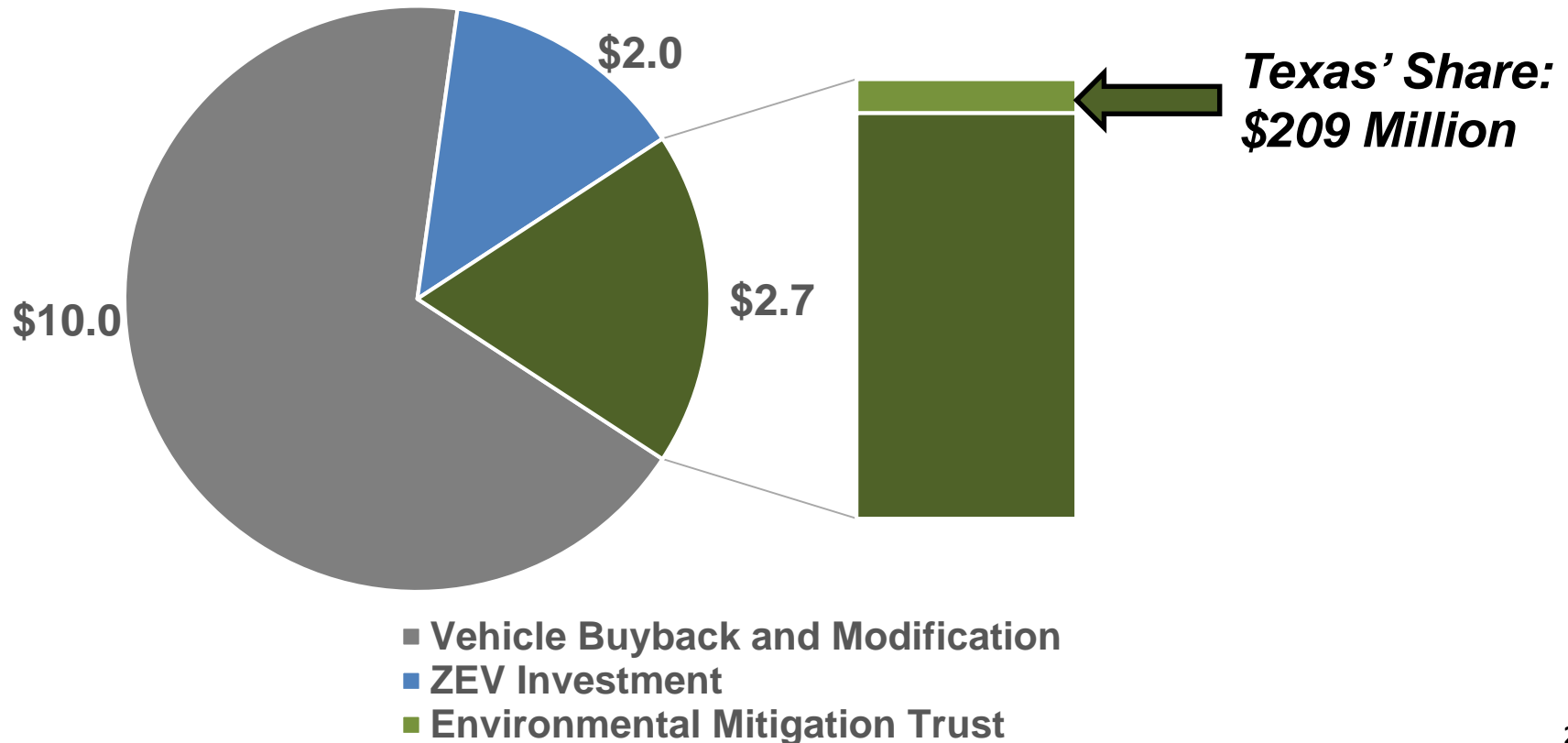
SETTLEMENT BREAKDOWN

Total Settlement to Date: \$14.7 Billion

Zero Emission Vehicle (ZEV) Investment - Managed by Electrify America

Environmental Mitigation Trust (Trust) - Distributed to States

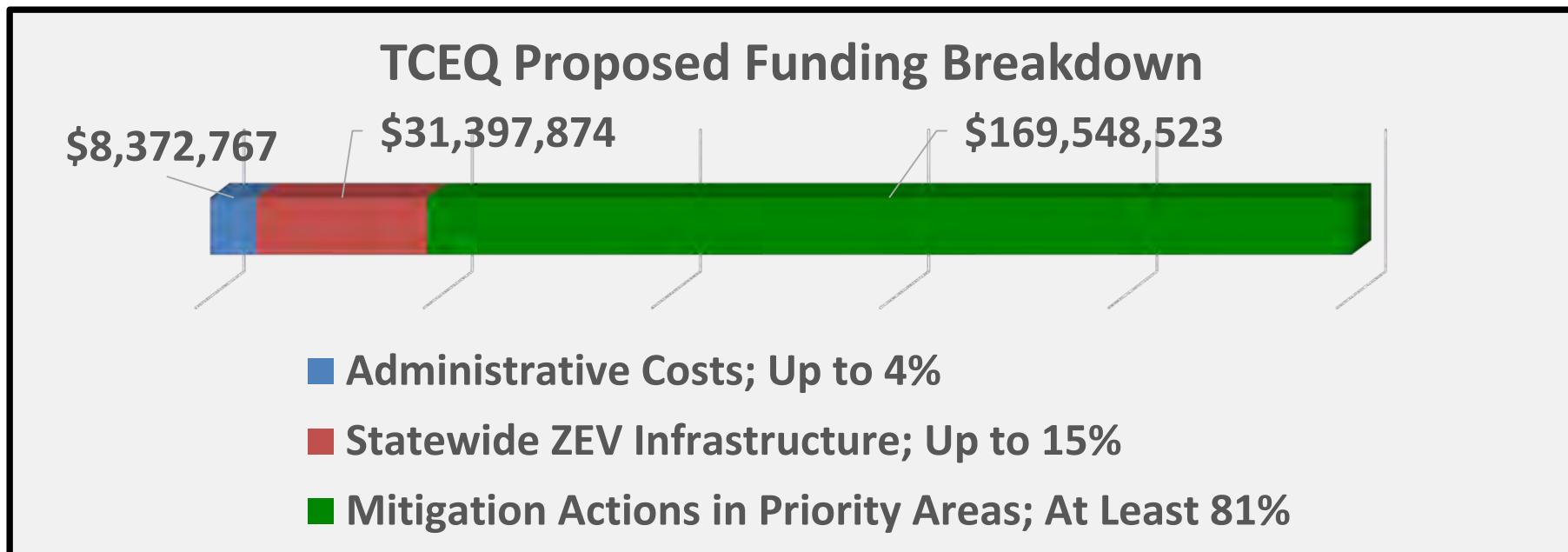
Settlement Breakdown (\$ in Billions)



TCEQ GOALS FOR USE OF FUNDS

www.TexasVWFund.org

1. Reduce Nitrogen Oxides (NO_x) Emissions
2. Reduce the Potential for Exposure of the Public to Pollutants
3. Prepare for Increased and Sustained Use of ZEVs
4. Complement Other Incentive Funding Programs



ELIGIBLE PROJECT TYPES DEFINED BY TRUST

X = NOT Included in TCEQ Draft Beneficiary Mitigation Plan for Texas

Eligible Mitigation Actions 1-9

1. Replace/Repower Freight and Port Drayage Trucks (Class 8)

Includes Dump Trucks, Waste Haulers, Concrete Mixers

2. Replace/Repower School, Shuttle, and Transit Buses (Class 4-8)

~~X~~ 3. Replace/Repower Freight Switchers

~~X~~ 4. Replace/Repower Ferries/Tugs

5. Install Ocean-Going Vessels Shorepower

6. Replace/Repower Freight Trucks (Class 4-7)

Includes Dump Trucks, Waste Haulers, and Concrete Mixers

7. Replace/Repower Airport Ground Support Equipment

8. Replace/Repower Forklifts and Port Cargo Handling Equipment

9. Deploy Light-Duty ZEV Supply Equipment

Eligible Mitigation Action 10

~~X~~ 10. Diesel Emission Reduction Act Option for State Clean Diesel Program

PROPOSED FUNDING LEVELS FOR TEXAS: ON-ROAD

Class 4-7 Local Freight Trucks
 Class 8 Local Freight Trucks and Port
 Drayage Trucks

Class 7-8 Refuse Haulers
 School Buses
 Transit/Shuttle Buses

Project Type	Ownership	New Fuel Type	Funding Allowed by Trust	Funding Proposed by TCEQ
Replace or Repower	Govt Owned	Electric**	100%	60%
		Alt Fuel/Hybrid	100%	60%
		Diesel	100%	60%
Replace	Non-Govt Owned	Electric**	75%	60%
		Alt Fuel/Hybrid	25%*	25%*
		Diesel	25%*	25%*
Repower	Non-Govt Owned	Electric**	75%	60%
		Alt Fuel/Hybrid	40%	40%
		Diesel	40%	40%

**Exception is Drayage Trucks, which Qualify for 50%*

****Up to 60% of Cost of Necessary Infrastructure for All-Electric Vehicles also Eligible**

PROPOSED FUNDING LEVELS FOR TEXAS: OTHER

Project Type	Ownership	Fuel Type	Funding Allowed by Trust	Funding Proposed by TCEQ
Install ZEV Supply Equipment	Govt Owned	Electric Hydrogen	100% 25-33%	50% 25%-33%
	Non-Govt Owned	Electric Hydrogen	60%-80% 25%-33%	50% 25%-33%
Replace/Repower Airport Ground Support Equipment	Govt Owned	Electric**	100%	60%
	Non-Govt Owned	Electric**	75%	60%
Replace/Repower Forklifts or Port Cargo-Handling Equipment	Govt Owned	Electric**	100%	60%
	Non-Govt Owned	Electric**	75%	60%

**Not Shown: Ocean-Going Vessel Shorepower (Not Applicable in DFW Area)*

****Up to 60% of Cost of Necessary Infrastructure for All-Electric Vehicles also Eligible**

GEOGRAPHIC ELIGIBILITY & FUNDING DISTRIBUTION

Previous RTC Recommendation

**Allow Administration through Select Regional Councils;
Funding Proportional to Number of Registered Violating Vehicles**

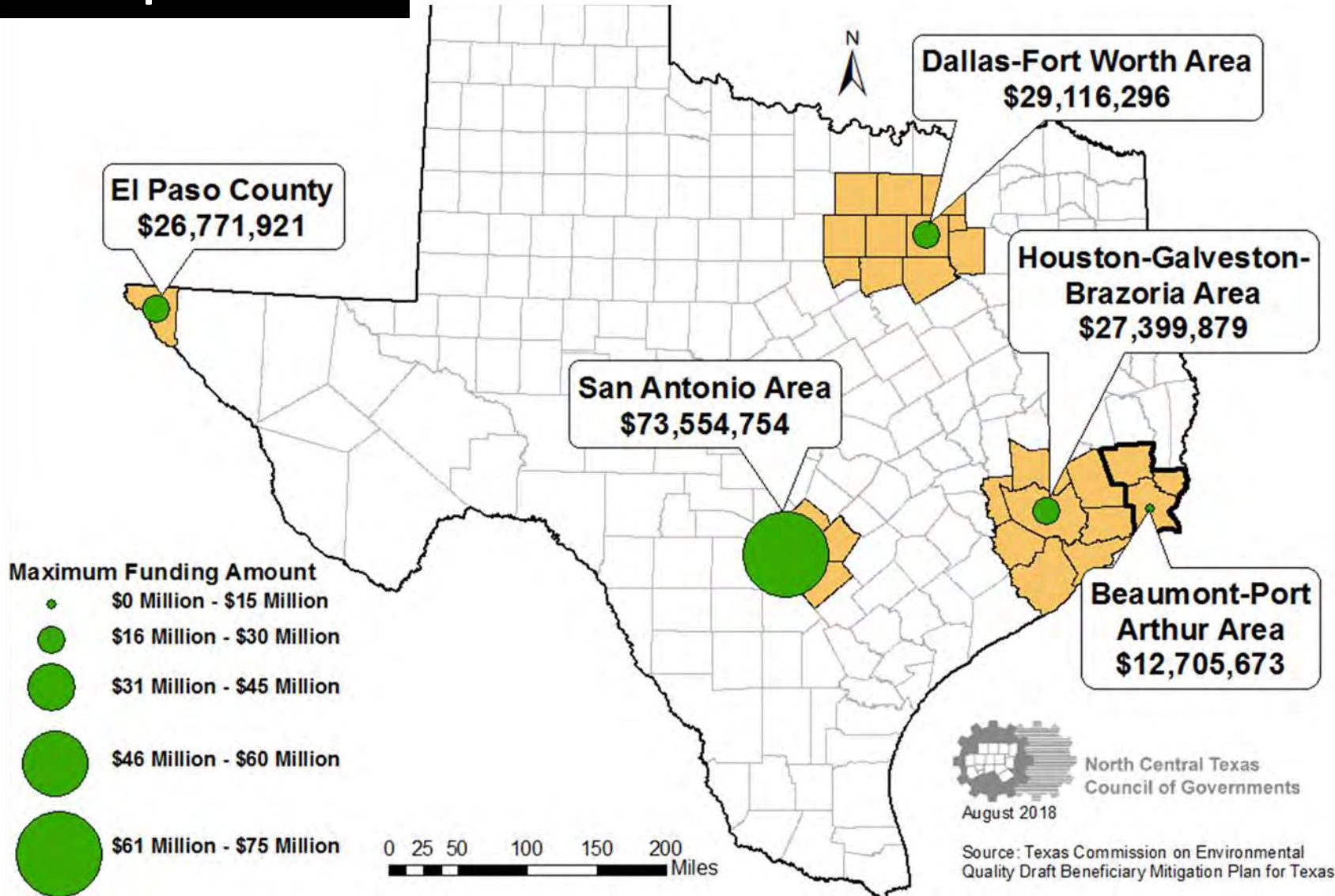
Texas Regional Council	RTC-Recommended Settlement (\$ in Millions)
Alamo Area Council of Governments (San Antonio Area)	\$27.4
Capital Area Council of Governments (Austin Area)	\$32.9
Houston-Galveston Area Council	\$58.9
North Central Texas Council of Governments	\$63.0
Rio Grande Council of Governments (El Paso Area)	\$5.9
Rest of State	\$20.9

Regional Councils Selected Based on Nonattainment Status, Ozone Advance Participation, Presence of Inspection/Maintenance Program, and/or Inclusion in Texas Clear Lanes

GEOGRAPHIC ELIGIBILITY & FUNDING DISTRIBUTION

**Current TCEQ
Proposal**

**Distribute to Priority Areas Based on
(1) Severity of Ozone Levels and (2) Population**



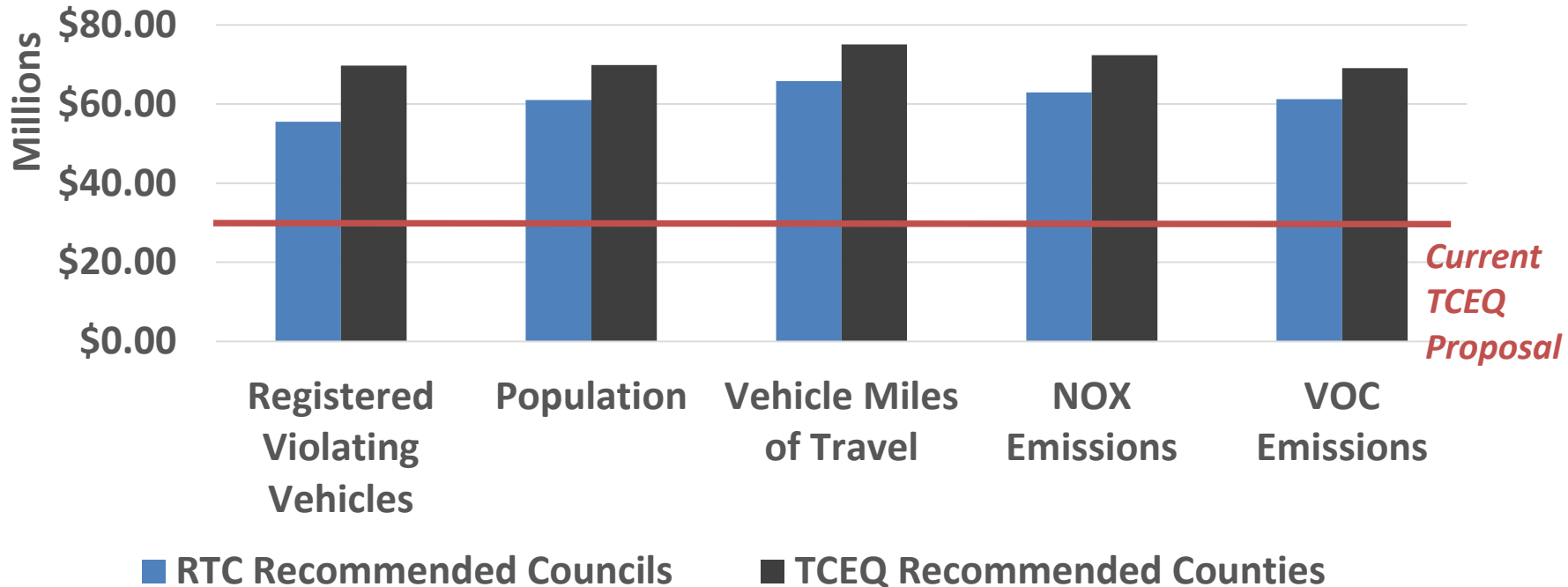
GEOGRAPHIC ELIGIBILITY & FUNDING DISTRIBUTION

Proposed Comment:

Re-Evaluate Methodology for Geographic Distribution to Ensure Fair Share Allocation to DFW Ozone Nonattainment Area:

Previous RTC Recommendation = \$63 Million

Potential Fair Share Allocations to NCTCOG Based on Various Metrics



Calculated Based on % Metric in NCTCOG Region Compared to Total of RTC Recommended Councils or TCEQ Recommended Priority Counties; NO_x = Nitrogen Oxides; VOC = Volatile Organic Compounds

ACTION REQUESTED

Recommend RTC Approval of Proposed Staff Comments:

Allowing Administration through Councils of Government/Metropolitan Planning Organizations in Priority Areas

- **NCTCOG Would Not Charge Administrative Costs**

Ensuring Fair Share Allocation to Regions

- **NCTCOG Should Receive \$63 Million**

Utilizing Latest/Greatest Quantification Methodologies

- **Select Tool that Estimates Multipollutant Benefits and Accurately Reflects Real-World Emissions Benefits of Alternative Fuels Relative to Diesel Engines (e.g. Argonne National Laboratory AFLEET Tool and EPA Diesel Emissions Quantifier)**

ACTION REQUESTED (CONTINUED)

Recommend RTC Approval of Proposed Staff Comments:

Ensuring that Cost-Effectiveness Calculations Only Consider Volkswagen Funds

- Enable Leveraging of Other Funding Sources

Supporting Interpretation that There is Equity Between Electric and Hydrogen Infrastructure Submitted as Part of a Replacement/Repower Project

- Infrastructure Needed to Support an All-Electric Vehicle Replacement/Repower Eligible for up to 60% Funding
- Request Further Explanation/Clarity in Final Mitigation Plan

Through Legislative Program: Encouraging Extension of Infrastructure Funding Under Texas Emissions Reduction Plan

- Provide Equity Among Fuel Types

MITIGATION TRUST SCHEDULE

Milestone	Date
Draft Beneficiary Mitigation Plan for Texas Released	August 8, 2018
STTC Possible Action	August 24, 2018
RTC Action	September 13, 2018
TCEQ Public Hearings	September 14, 2018
Deadline for Comments	October 8, 2018
First Application Round Opens	Expected by End of 2018

FOR MORE INFORMATION

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www.nctcog.org/airquality; Select “Funding and Resources”



TEXAS DEPARTMENT OF TRANSPORTATION



TEXAS STATE INFRASTRUCTURE BANK

For North Central Texas
Council of Governments
(NCTCOG)



August 24, 2018

Texas State Infrastructure Bank (SIB)

SIB Loans



Right of Way (ROW) Agreements

- SIB disbursement(s) match payment terms
- Refunds after project close are applied directly to the loan



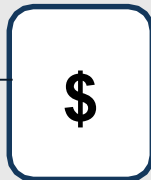
Utility Relocations

- Built into the loan schedule
- Possible utility reimbursement eligibility



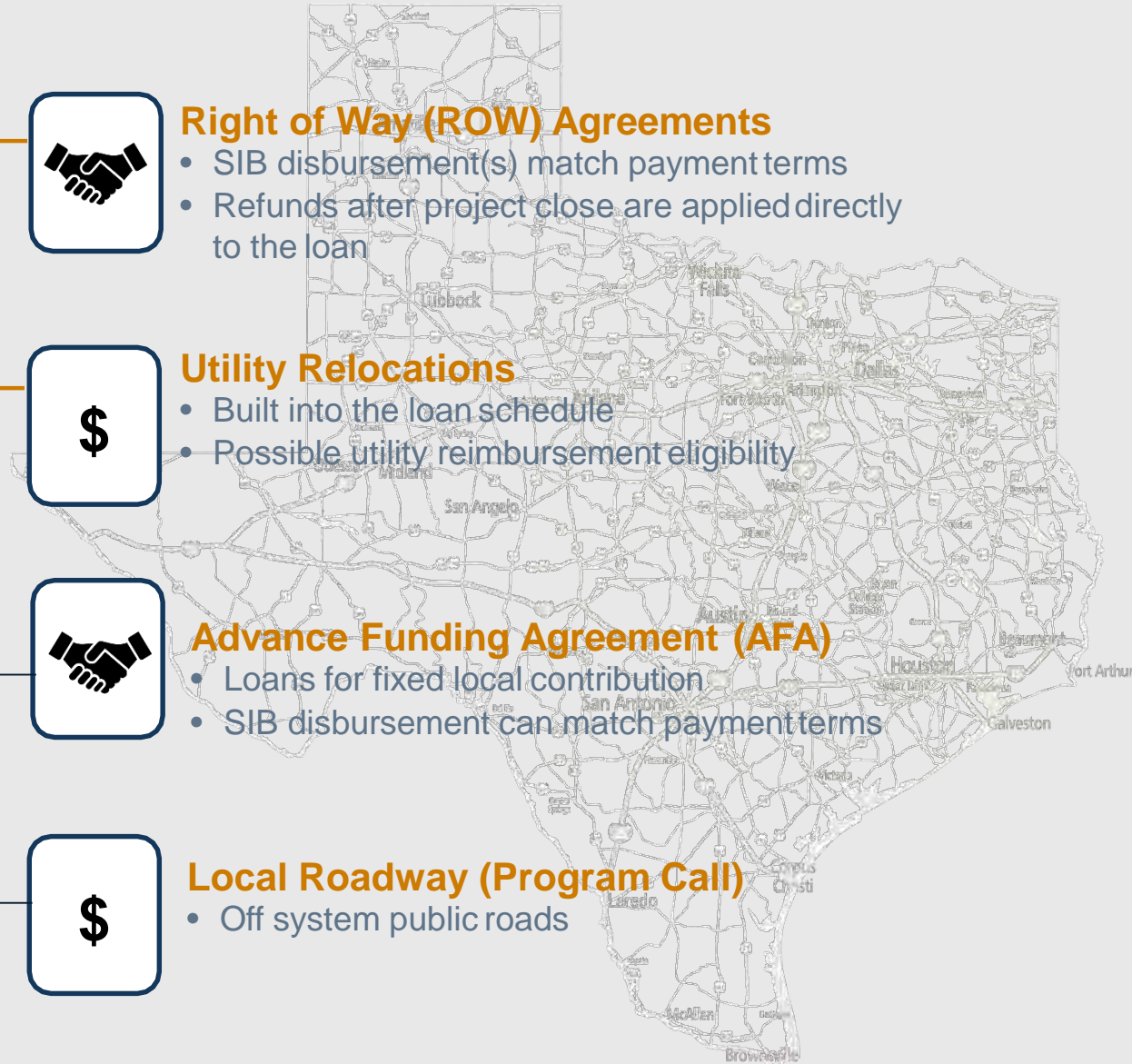
Advance Funding Agreement (AFA)

- Loans for fixed local contribution
- SIB disbursement can match payment terms



Local Roadway (Program Call)

- Off system public roads

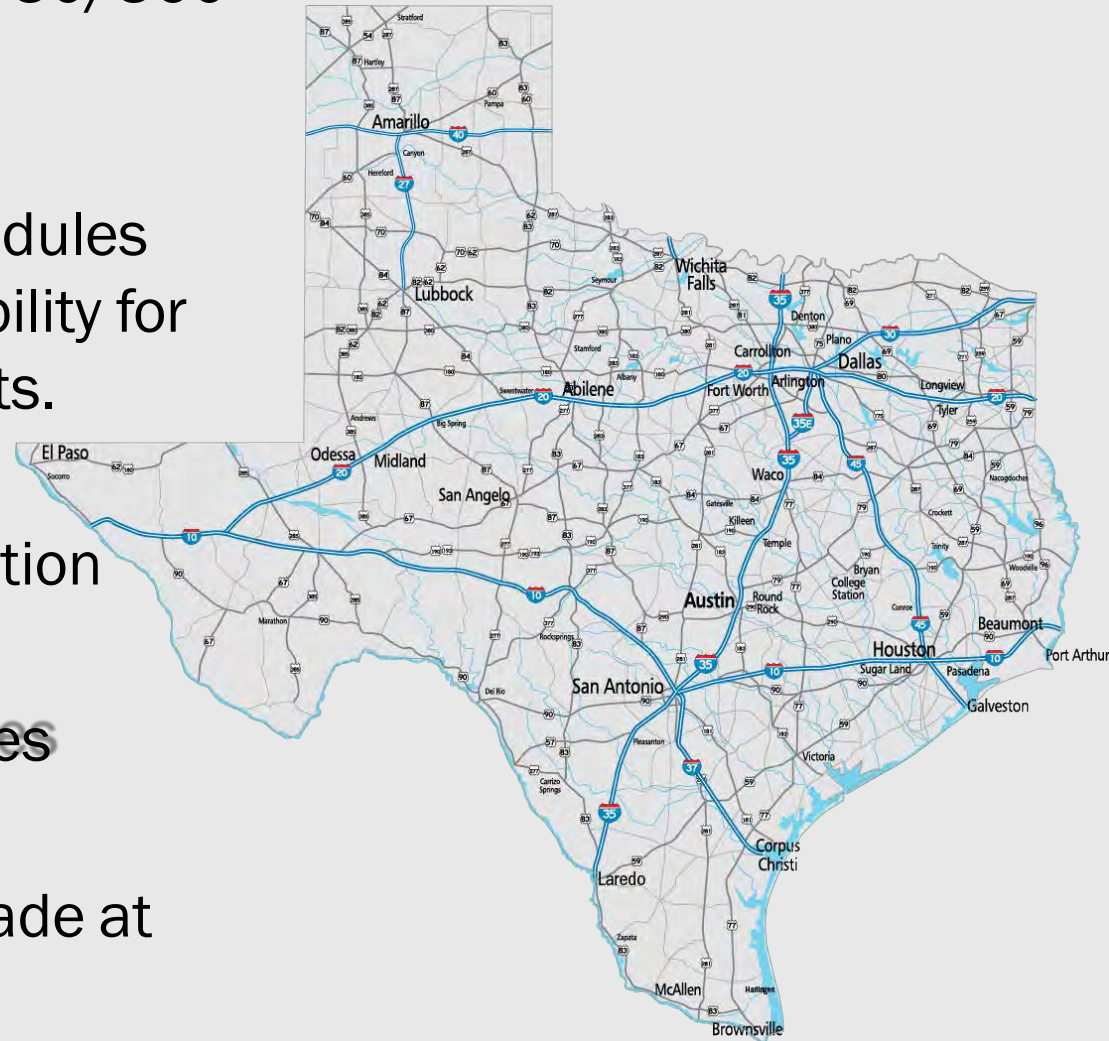


SIB Applications

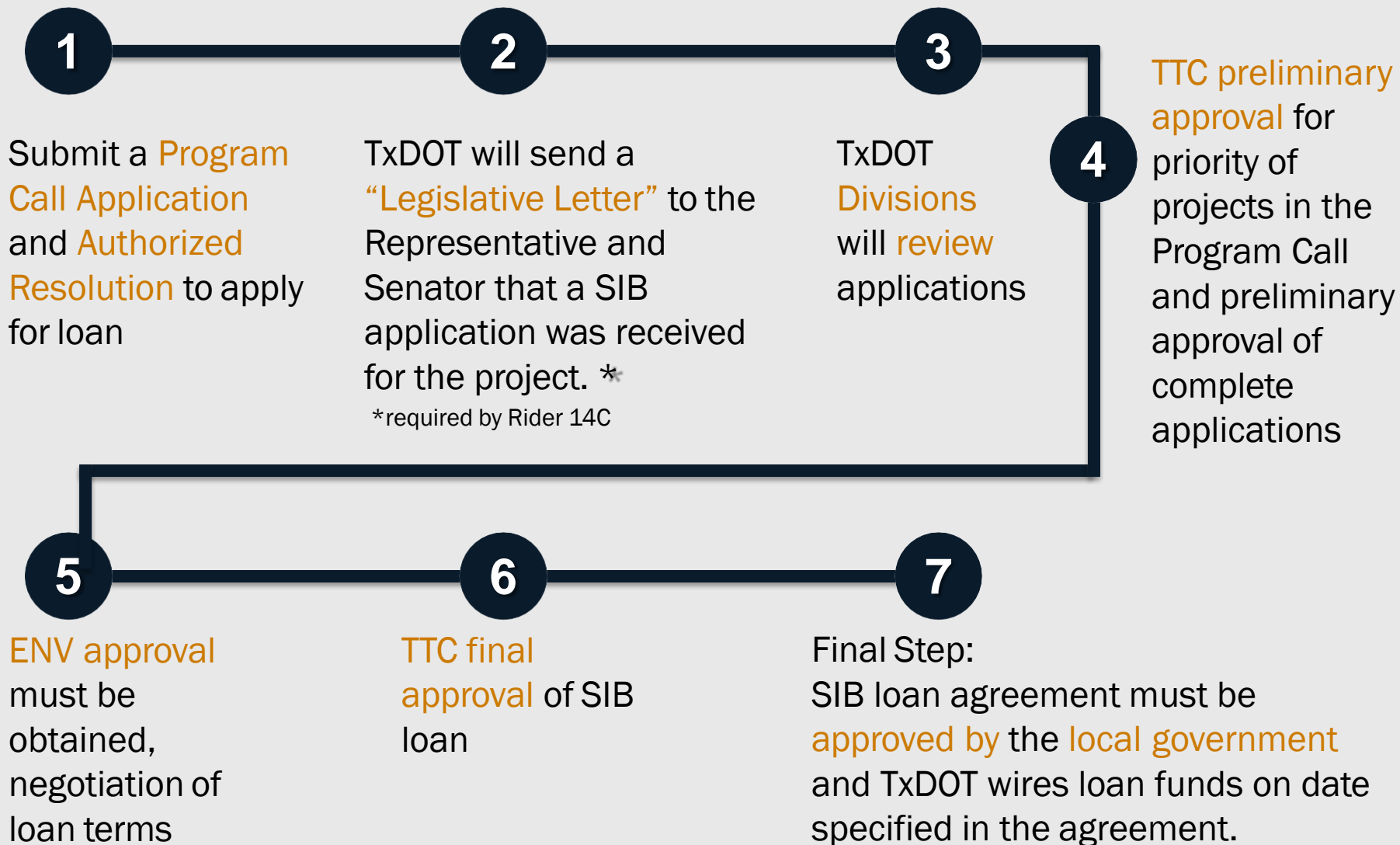
First Come, First-Served	Program Call
Loan under \$10 million for a TxDOT project	Loan for a non-TxDOT project or a loan over \$10 million for a TxDOT project
One Commission approval required: Final approval after the loan terms are negotiated.	Two Commission approvals are required: <ul style="list-style-type: none"><li data-bbox="852 529 1765 686">• <u>Preliminary approval of the project and prioritization of loans</u> submitted within the Program Call<li data-bbox="852 701 1688 801">• <u>Final approval</u> after the loan terms are negotiated
	Guidelines: provide the loan should not exceed 35% of the estimated total project cost
	Program Call of \$100 million – currently open date

Advantages of Borrowing from the State Infrastructure Bank

- Interest calculated on a 30/360 day count basis
- Loan amortization schedules can be have some flexibility for debt service pinch points.
- No fees for loan application
- No loan handling charges
- Prepayments can be made at any time

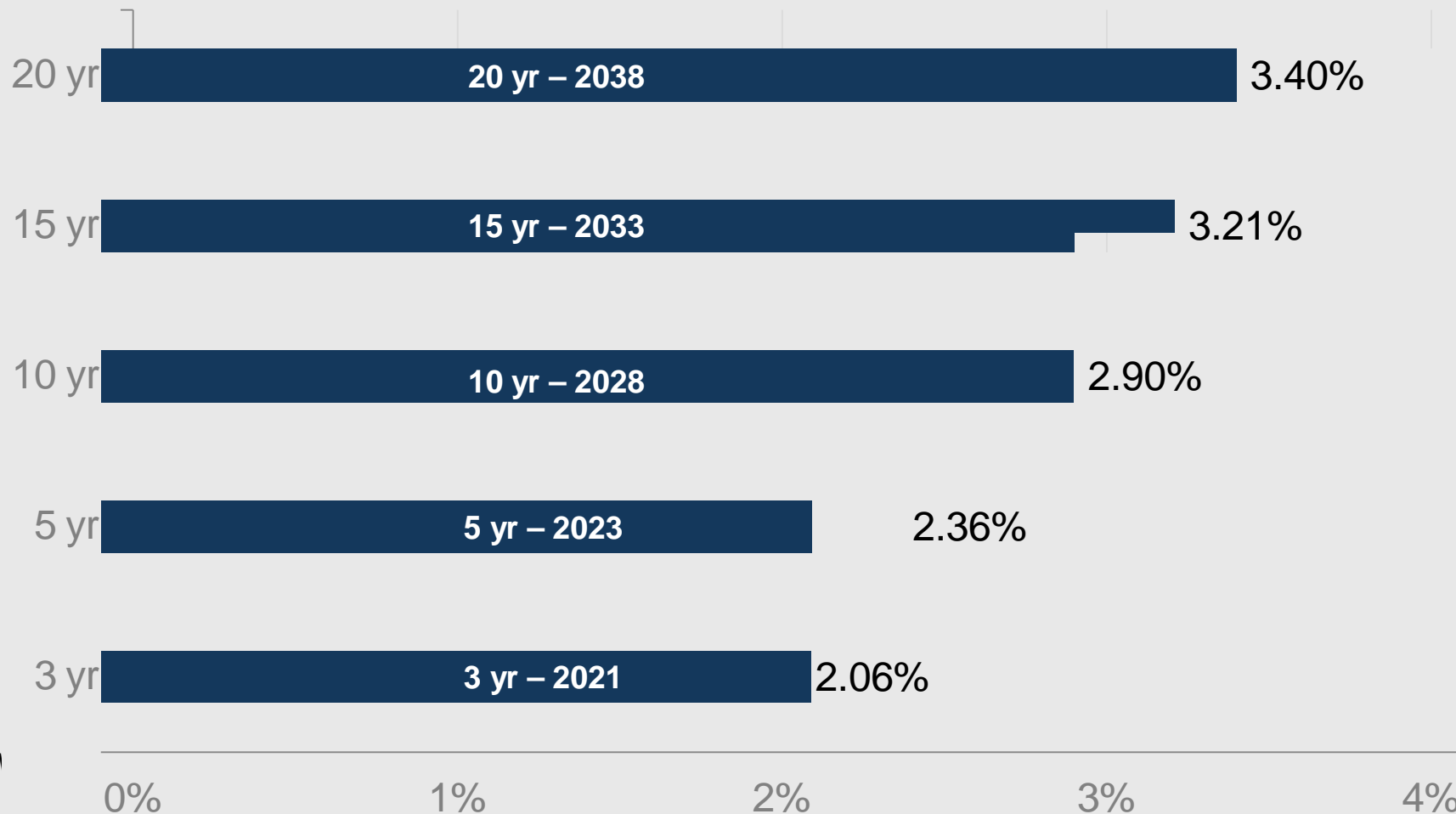


TxDOT SIB process



Current Market Indications

Rate Indication over Final Maturity



Based on an A credit rating – rates change daily, shown for illustrative purposes only.

Loan Detail

1. Loan amortization typically has annual loan payments.
 - May also be semi-annual or other agreed upon frequency.
2. Ability to defer principal payments, and interest payments to help in the early project years.
 - Interest will be higher for the loan life – PFD can run scenarios for the local government to help determine a loan structure.
3. Ability to pre-pay loan at any time.
 - Receive a pay-off letter from PFD and pay funds on the date specified.

Project Finance Division

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Public Participation Plan Update

Surface Transportation Technical Committee

August 24, 2018

Amanda Wilson, AICP



North Central Texas
Council of Governments

Public Participation Plan

Fulfills basic public involvement requirements established by federal law

Defines public involvement procedures and comment periods

Outlines communications and outreach strategies for informing the public

Describes measures for diversity and inclusiveness

Provides basis for evaluating outreach efforts

Legislative Basis

**Fixing American's Surface Transportation Act
(2015)**

Title VI of the Civil Rights Act of 1964

**Executive Order 12898: Federal Actions to
Address Environmental Justice in Minority
and Low-Income Populations (1994)**

**Executive Order 13166: Improving Access to
Service for Persons with Limited English
Proficiency (2000)**

Ways We Involve People

Public meetings, online comment opportunities

Website, email and social media

Publications, newsletters

Community events

Speaking opportunities

Media relations

Advertising



@NCTCOGtrans

Updating the Plan

Last updated in February 2015 prior to FAST Act

**Increasing shift toward streaming video,
technology**

**Growing emphasis on outreach to and through
community groups**

New regional demographics



Possible Revisions

Revised stakeholder list to reflect FAST Act requirements

More efficient public input opportunities

Increased emphasis on livestreaming

Updated Language Assistance Plan

Increased weight given to local comments

Refined evaluation measures and reporting

More appealing design and formatting

Schedule

August 9, 2018

RTC Information

August 24, 2018

STTC Information

September 10, 11, 19, 2018

Public meetings

September 10, 2018

Public comment period begins

September 28, 2018

STTC Information

October 11, 2018

RTC Information

October 26, 2018

STTC Action

November 8, 2018

RTC Action

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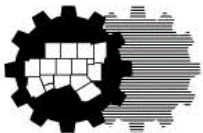


@NCTCOGtrans

Automated Vehicle Program 2.0

**Surface Transportation Technical Committee
August 24, 2018**

Thomas Bamonte



**North Central Texas
Council of Governments**

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program
 - Round 1 Round 2
- Strategic Partnerships
 - Round 1 Round 2 Round 3/Intersection Improvements/Policy Bundle TDCs
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
- Transit Program
- Assessment Policy Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

= Project Selection Completed
 = Pending STTC/RTC Approval

= Program Partially Completed

AV Program 2.0: Overview

Three projects:

1. AV Planning Resources
2. AV Deployment Cost Assistance
3. Regional Priority AV Deployments

One process: Opt-in to AV 2.0 Program

Project #1: AV Planning

NCTCOG procures planner(s) to assist public entities attracting or facing AV deployments

Planner(s) on retainer

Grant size tied to metric(s)—e.g., city population/deployment scale

Total: **Up to \$1.5M**, plus NCTCOG administration (\$200K approx.)

Funding source: TBD [Federal or RTR]

Project #2: AV Deployment Cost Coverage

Cover costs associated with public entity hosting an AV deployment

Grants payable upon actual AV deployment

Total: **Up to \$10M**, plus NCTCOG administration (\$600K approx.)

Funding source: TBD [Anticipate Federal]

Project #3: Regional Priority AV Deployments

Fund AV deployments for use cases not served by AV developers

Competitive project selection

Total: **Up to \$20M**, plus NCTCOG administration (\$900K approx.)

Funding source: TBD [Anticipate Federal]

Process

1. Public entities express interest in hosting AV deployments.
2. Respondents eligible for grants.
3. Advance paperwork done to help ensure full and prompt cost coverage.
4. Public entities can join AV 2.0 Program at any time.

Schedule

STTC briefing: August 2018

RTC briefing: September 2018

Public meetings: September 2018

STTC action: September 2018

RTC action: October 2018

TIP process complete: April 2019

Funding available: Late 2019

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469-600-0524



Auto Occupancy Detection Technology, Rewards Program, and HOV Subsidy Report

Surface Transportation Technical Committee

August 24, 2018

Natalie Bettger and Berrien Barks



Presentation Overview

HOV Subsidy Report

New Approach

~~Auto Occupancy Detection and Verification Technology~~
High Occupancy Vehicle Rewards Program

Funding

Policy Adjustments

Schedule

Near Term Managed Lane System Openings

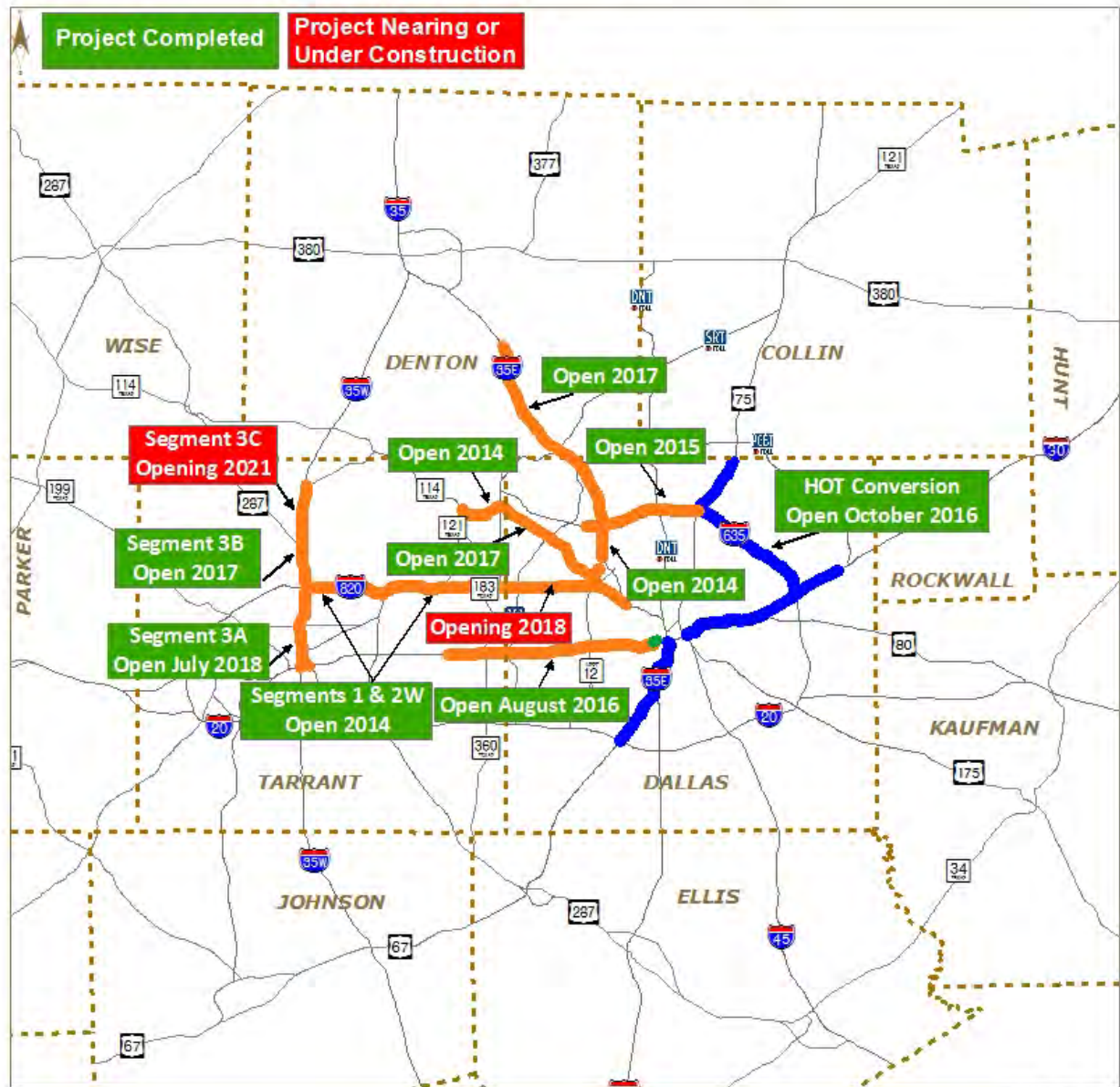
Current Express/HOV + New Managed Lanes

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

Fort Worth CBD



Dallas CBD



July 19, 2018

Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2018

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

\$2,489,130 as of May 2018

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

\$ 4,422 from October 2014 – February 2018

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 – May 2018

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"><i>SH 183/121 from IH 35W to SH 121</i><i>IH 35W from IH 30 to US 287</i>	\$979,619	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>	\$1,509,512	Negligible	0
DFW Connector <i>SH 114 from Kimball Avenue to Freeport Parkway</i>	N/A	Negligible	0
IH 30 Managed Lanes <i>IH 30 from SH 161 to Westmoreland Road</i>	N/A	Negligible	0
IH 35E Managed Lanes <i>IH 35E from FM 2181 (Teasley) to LBJ</i>	N/A	Negligible	0

New Approach

Move from Enforcement to Rewards

Advance US 75 Technology Lane

Decrease Congestion in Peak Period

Improve Safety

Reduce Risk to Police Officers

Decrease Cost

Current HOV Enforcement

Register



Pre - Declare
Every Trip



Occupancy Declaration
Sent to Field



Officers Watch
for Red Light



Violation:
Legal
Process



Toll Collected



**NTTA Back
Office
System for
Billing**

HOV Verification

Register



~~Pre - Declare
Every Trip~~



Occupancy Declaration
Sent to Field



Officers Watch
for Red Light



Violation:
Legal
Process



Toll Collected



NTTA Back
Office
System for
Billing

HOV Rewards Program

Register



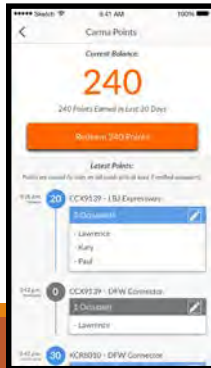
~~Pre - Declare
Every Trip~~



~~Occupancy Declaration
Sent to Field~~



**NTTA Back
Office
System for
Billing**



**HOV
Clearinghouse**

- Receive Transaction File(s)
- Carma Active Tags/Plates API
- Select Carma User Transactions
- Carma Occupancy API
- Send Differential File(s)

~~Officers Watch
for Red Light~~



~~Violation:
Legal
Process~~



Toll Collected



New Approach – Rewarding HOV

Implementation Phases



Phase 1 - Managed Lane Rewards

- HOV Points = 50% of actual toll transaction
- Support for all 8 managed lanes in DFW (Cintra & TransCore operated roads)

Phase 2 - US 75 Technology Lane

Phase 3 and Beyond - Corridor & Event Rewards

- HOV Points for HOV travel on specific road segments for any event purpose
- Support for any road segment (including toll roads), any day of week and 24/7/365, any area
- Support for other modes (transit, bicycles, pedestrians)
- Cash-out options and gamified tiers (e.g. Amazon e-credit, Visa cards, check, cash)
- Integrate with other rewards applications (e.g. Try Parking It)

DFW Expected Program Costs (10 Years)

Phase	Year	Technology*	Marketing	Integration	Total
Development/ Pilot Testing	2016 - 2018	\$ 3,150,000		\$850,000	\$4,000,000
Implementation (10 Years)	2019 - 2028	\$16,000,000	\$3,000,000	\$1,000,000	\$20,000,000
Total		\$19,150,000	\$3,000,000	\$1,850,000	\$24,000,000

*Technology includes system hardware, user beacons, app maintenance, and system operation. The cost might change.

Direct Cost Comparison

Estimated Direct Costs with Existing System (10 Years)	
Manual Enforcement	\$15,245,452
Enhancement to TEXPress Application	\$5,927,285
Marketing and Education	\$2,000,000
Total	\$23,172,737
Expected Total Cost for New System (10 years)	
New Technology Operating and Marketing Cost	\$20,000,000

*Does not include indirect benefits such as safety, traffic flow, and legal savings.

Indirect Benefits

Automated Vehicle Occupancy Verification

Safety First



- No law enforcement
- No declaration lanes
- No roadside distractions
- Improved network performance

Expandability



- Expedite US 75 Technology Lane
- Add facilities/modes
- Provide reward or incentives
- Quick to implement

Legal/Court



- Fewer tickets
- Less dropped cases
- Focus on other cases
- Lower court cost

Air Quality Benefits/Congestion



- Fewer cars on road
- More people traveling
- Faster and consistent speed
- Less emissions

Request a Recommendation for RTC Approval Next Month (September 2018)

Request Approval for RTC Action to:

1. Approve New Approach
2. Approve Three (3) Years of Funding
3. Review Policy Adjustments

Draft Schedule

July 6, 2018 - Meeting with TxDOT Management

August/September 2018 - Surface Transportation Technical Committee

September - Regional Transportation Council Workshop

September/October 2018 - Regional Transportation Council

Soft Launch; **December 2018**, 10-15 regular users for each managed lane

Full Launch; **February 2019**, all managed lanes in DFW

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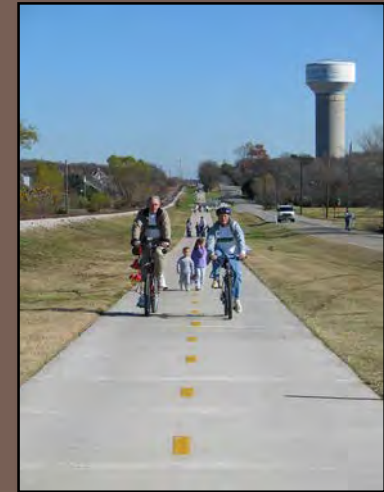
817-695-9263

IMPLEMENTATION OF REGIONAL VELOWEB TRAIL CORRIDORS

Last-Mile Connections to Transit

NCTCOG
Sustainable Development Program

Kevin Kokes, AICP



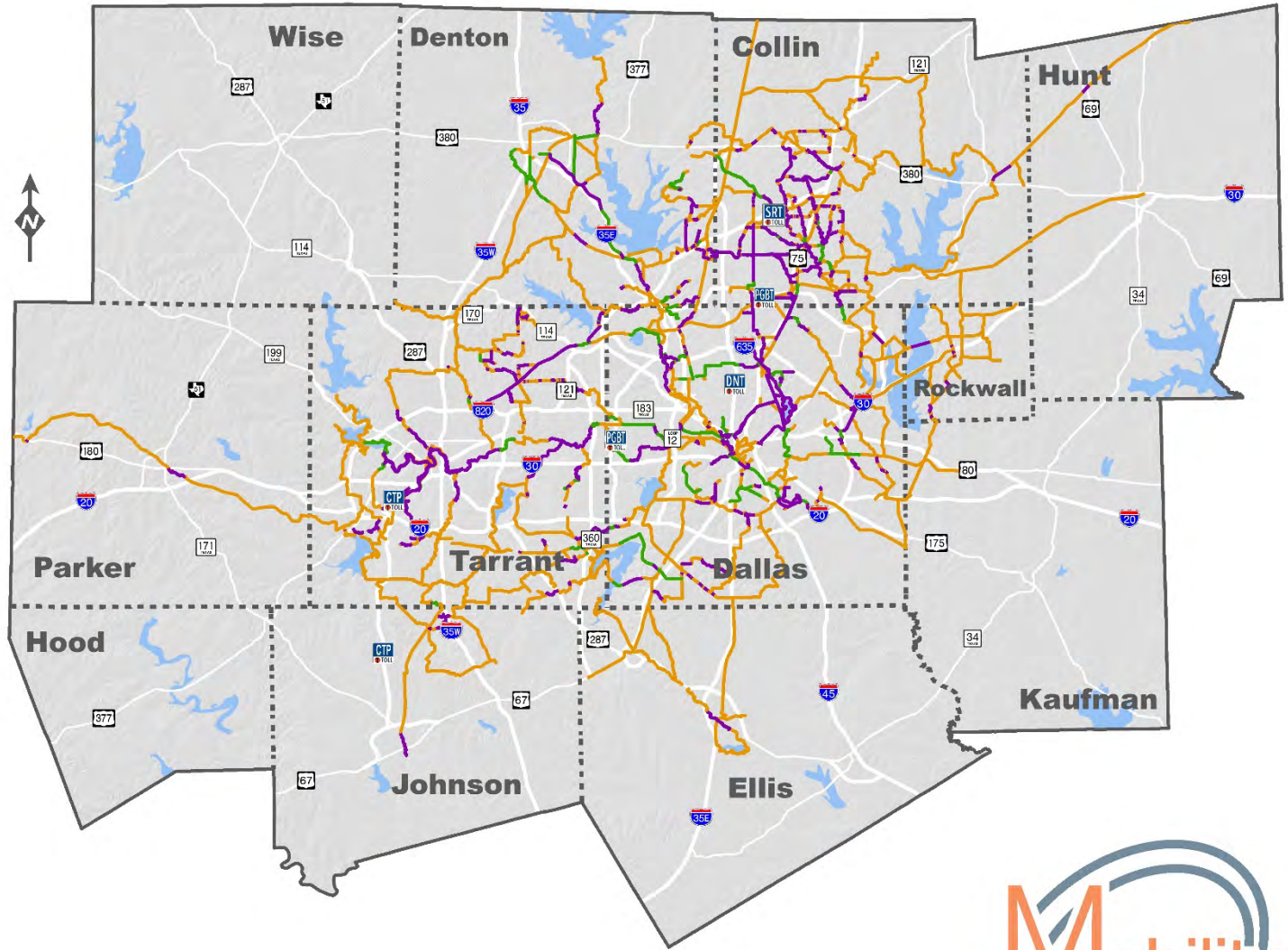
August 24, 2018

Surface Transportation Technical Committee

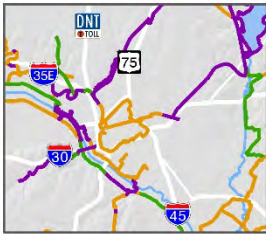


Regional Veloweb

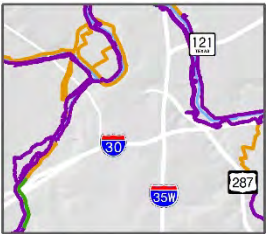
- Existing 455 Miles
- Funded 143 Miles
- Planned 1,285 Miles
- Total 1,883 Miles



Dallas CBD



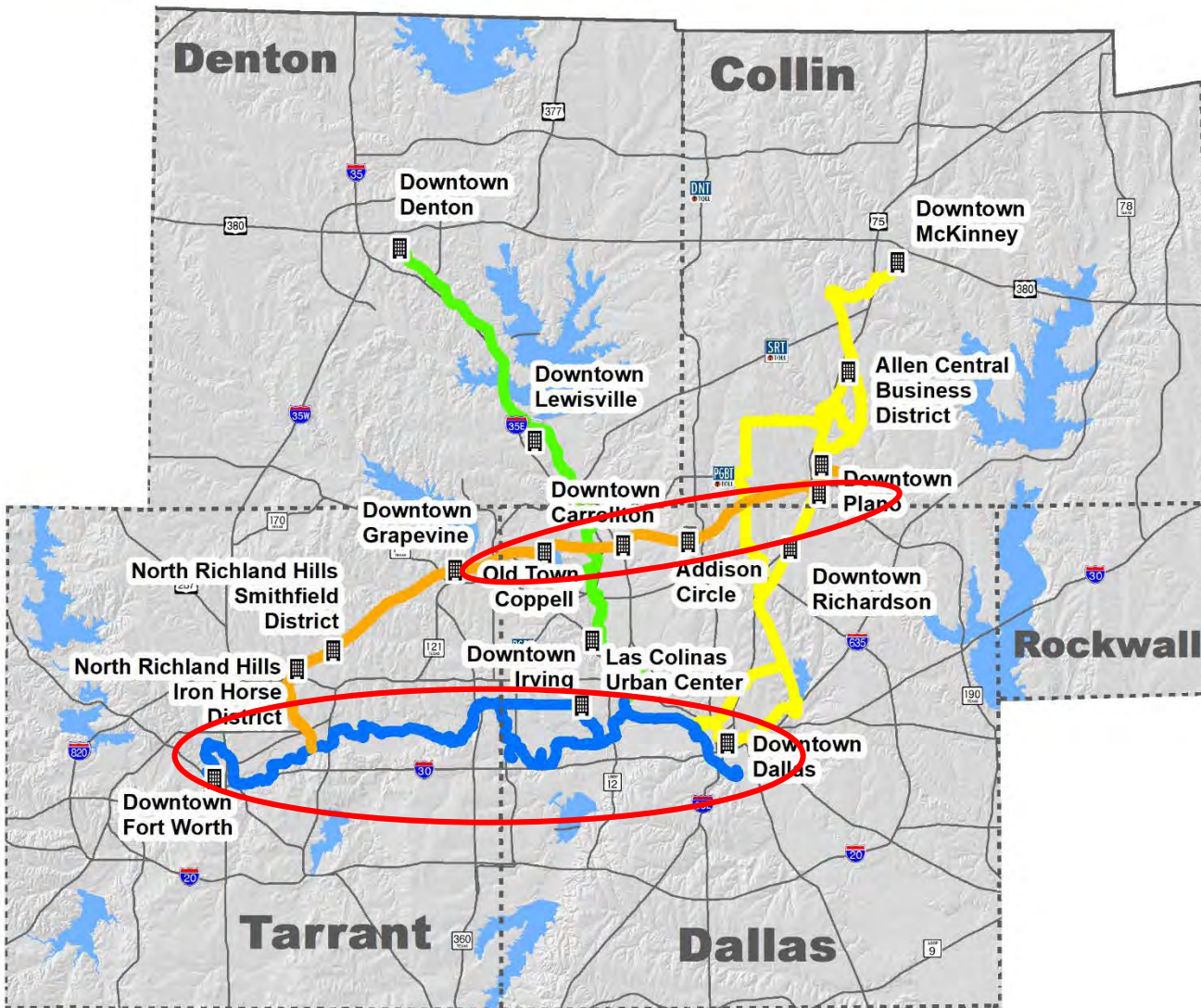
Fort Worth CBD







Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.



Highlighted Regional Trail Corridors



-  Fort Worth to Dallas Regional Trail Corridor
-  Cotton Belt Regional Trail Corridor
-  Dallas to McKinney Regional Trail Corridor
-  Denton to Dallas Regional Trail Corridor

Existing/Funded

52 miles
14 miles
67 miles
41 miles

Planned

12 miles
32 miles
15 miles
13 miles

Total

64 miles
46 miles
82 miles
54 miles



Background

Fort Worth to Dallas Regional Veloweb Trail

4

- December 1996** Regional Veloweb alignment included in *Mobility 2020*
- November 2013** Five Mayors meet and commit to implement the 64-mile Regional Veloweb alignment (24.5 miles need funding)
- 2014 to 2018** More than 18 miles of trail with funding commitments (variety of sources)
- Summer/
Fall 2018** Funding request of RTC for 3.1 miles to complete a continuous 53-mile alignment connecting the five cities*
- 1.4 miles from CentrePort TRE Station to Grand Prairie city limits
 - 1.7 miles from Fort Worth city limits to Mike Lewis Trail

Note: The remaining 2.9 miles of trail of the 64-mile alignment will be implemented in the future as part of improvements along Rock Island Rd. in Grand Prairie and Irving.

Fort Worth To Dallas Regional Veloweb Trail






Total

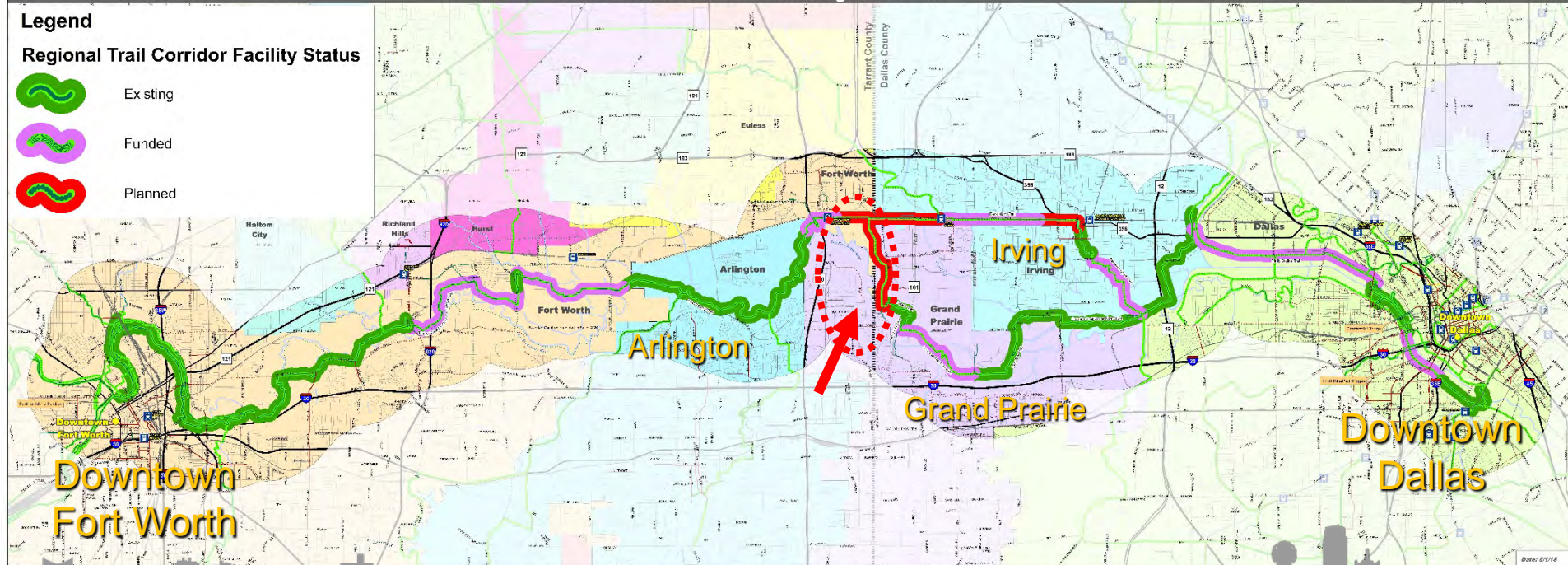
Existing and Funded	21.9 miles	7.4 miles	6.4 miles	11.9 miles	10.4 miles	58 miles
Planned and Unfunded	1.4 miles	0	3.3 miles	1.3	0	6 miles

Fort Worth to Dallas Regional Trail

Legend

Regional Trail Corridor Facility Status

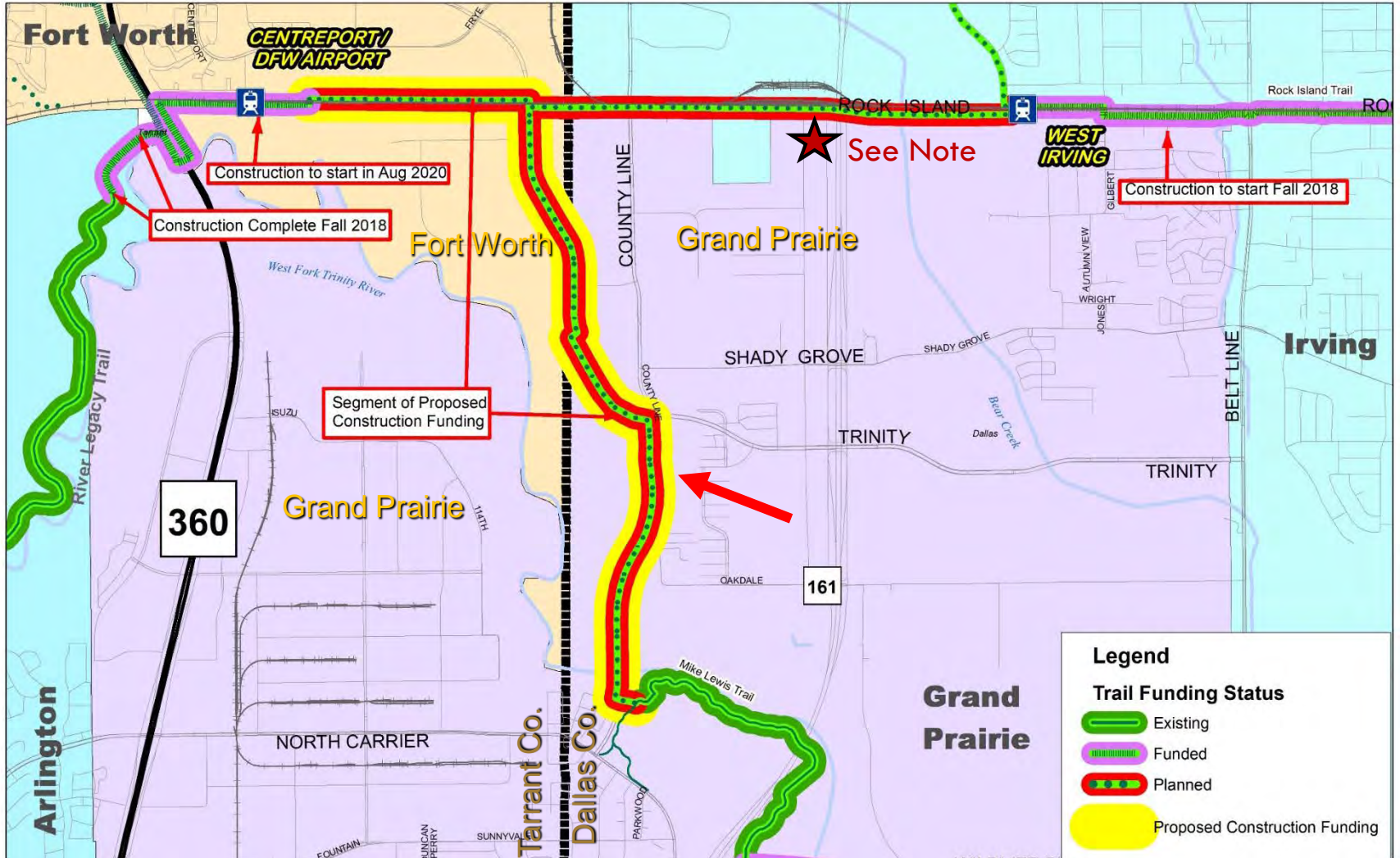
-  Existing
-  Funded
-  Planned



Date: 8/1/18

Fort Worth To Dallas Regional Veloweb Trail (CentrePort Station to Mike Lewis Trail)

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* Note: Approximately 1.6-miles along Rock Island Rd from West Irving Station to Tarrant Co. line will be completed with a future roadway project (date TBD).

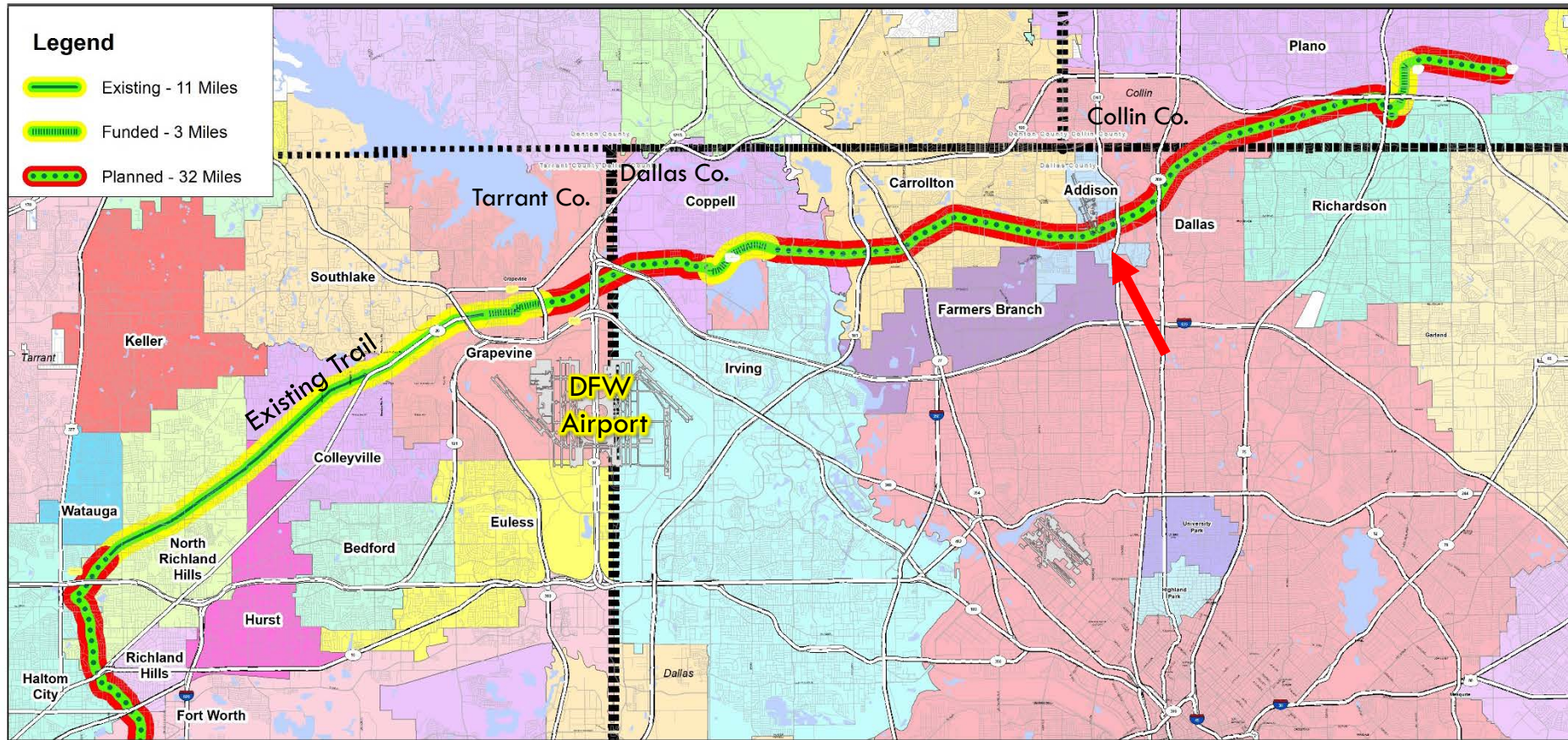
Background

Cotton Belt Regional Veloweb Trail (DFW Airport to Plano)

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- | | |
|------------------------------|---|
| December 1996 | Regional Veloweb alignment included in Mobility 2020 |
| 2017 - 2018 | NCTCOG, DART, and local jurisdictions coordinate opportunities for trail environmental clearance, design, and funding to construct “critical” trail sections |
| Summer/
fall 2018 | Funding requested of RTC for trail: <ul style="list-style-type: none">• design (26-mile corridor) and• construction (8.5 miles of “critical” trail sections) |
| Early 2019 | DART design/build contractor begins design and construction phases |

Cotton Belt Regional Veloweb Trail



**Eastern Portion of Corridor
(with Cotton Belt Rail Project)**
from DFW North Airport Station in Grapevine
to Plano Shiloh Station
26.2 miles

Entire Corridor
from Fort Worth (West of Handley Ederville Rd)
to Plano Shiloh Station
46 miles

Critical Trail Sections

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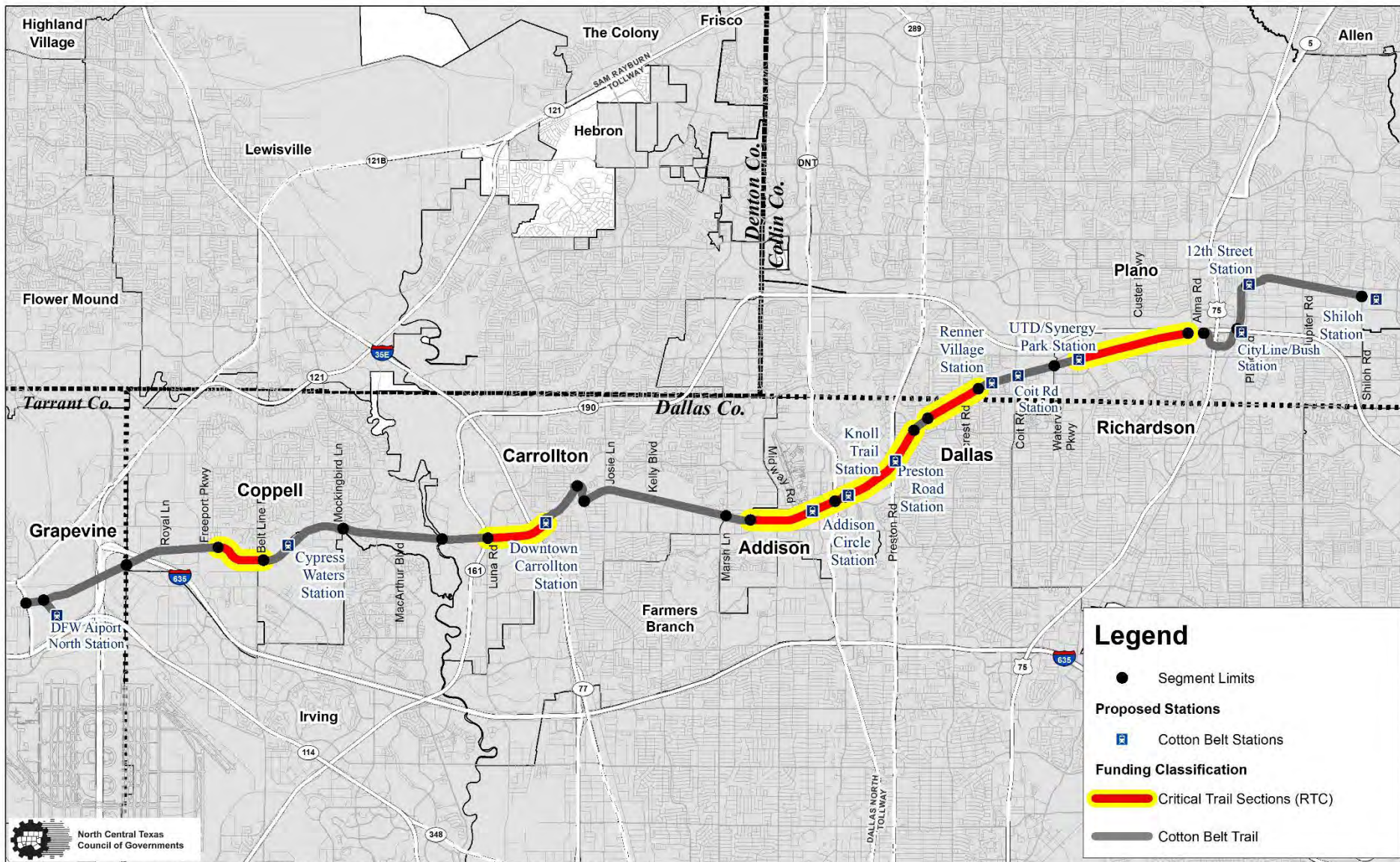
Primary Considerations

- ▣ Typically includes grade separation (trail bridges) where DART is planning rail bridges of major roadways
- ▣ Areas of constrained ROW
- ▣ Areas where trail and bridge construction is not feasible once the Cotton Belt Passenger Rail is active

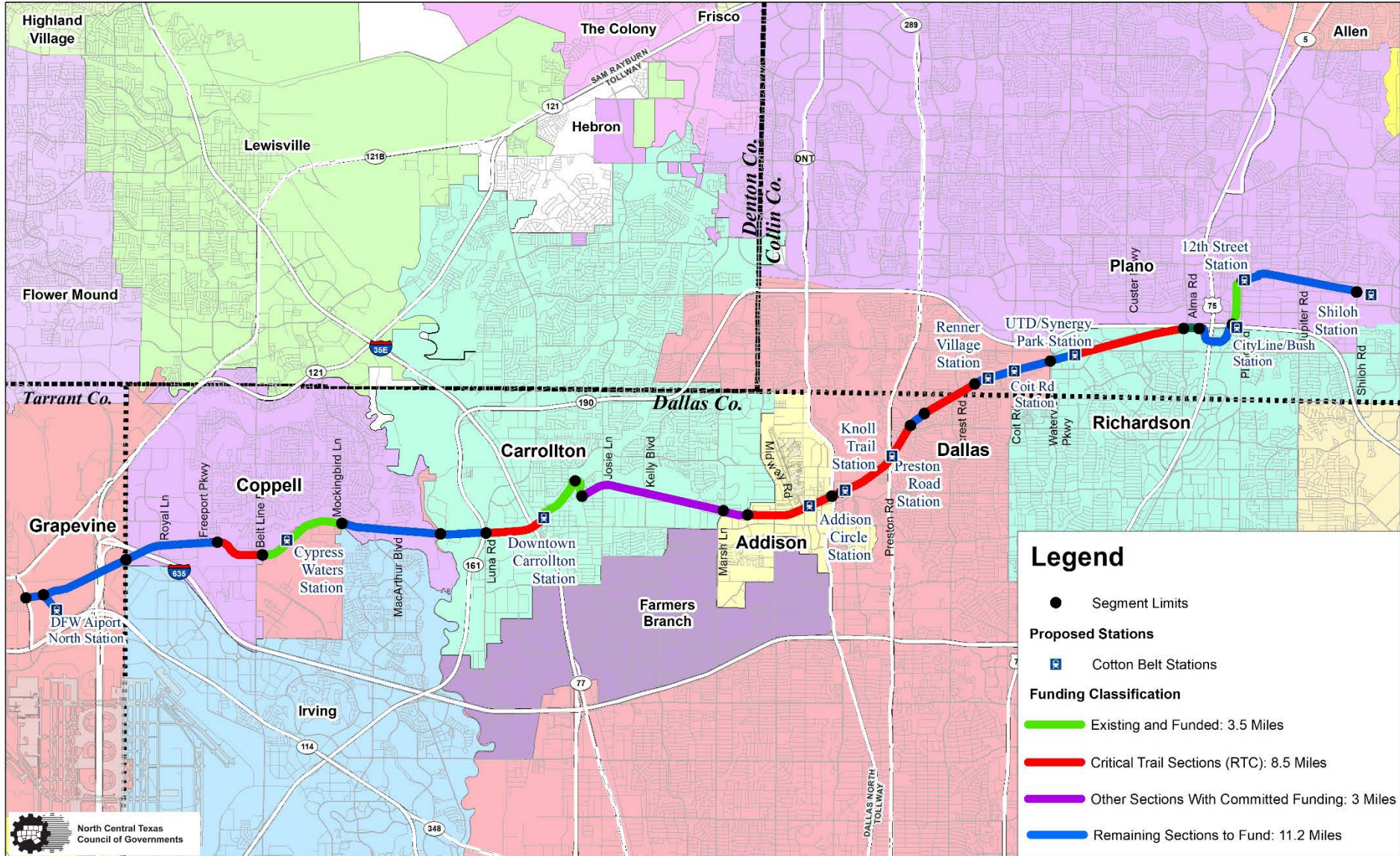


Photo Courtesy City of Denton: MLK Trail Bridge at Loop 288 constructed adjacent to the DCTA Rail Bridge

Cotton Belt Regional Veloweb Trail "Critical" Sections



Cotton Belt Regional Veloweb Trail Sections



Summary of Proposed Funding for Regional Trail Implementation

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Regional Trail Corridor	Total	Federal	Local	TDCs
Fort Worth To Dallas Regional Trail (Fort Worth and Grand Prairie Sections)	\$10.0M	\$9.08M	0.92M	1.08M
Cotton Belt Regional Trail (design for entire 26 mi. corridor)	\$8.20M	\$8.20M	-	1.64M
Cotton Belt Regional Trail (construction of “critical” sections)	\$21.27M	\$19.46M	\$1.81M ¹	2.44M ²
Cotton Belt Trail Total	\$29.47M	\$27.66M	\$1.81M ¹	4.08M ²
Combined Total Both Corridors	\$39.47M	\$36.74M	\$2.73M	5.16M

¹ Pending Action by the Dallas Co. Commissioners Court

² Pending DART confirmation of utilizing TDCs

Schedule for Funding Request

	Date
BPAC Briefing	8/15/18
STTC Information Item	8/24/18
Public Meetings	Early September
RTC Information Item	9/13/18
STTC Action	9/28/18
RTC Action	10/11/18
All Local and State Funding Commitments in Place	December 2018

Contact Information

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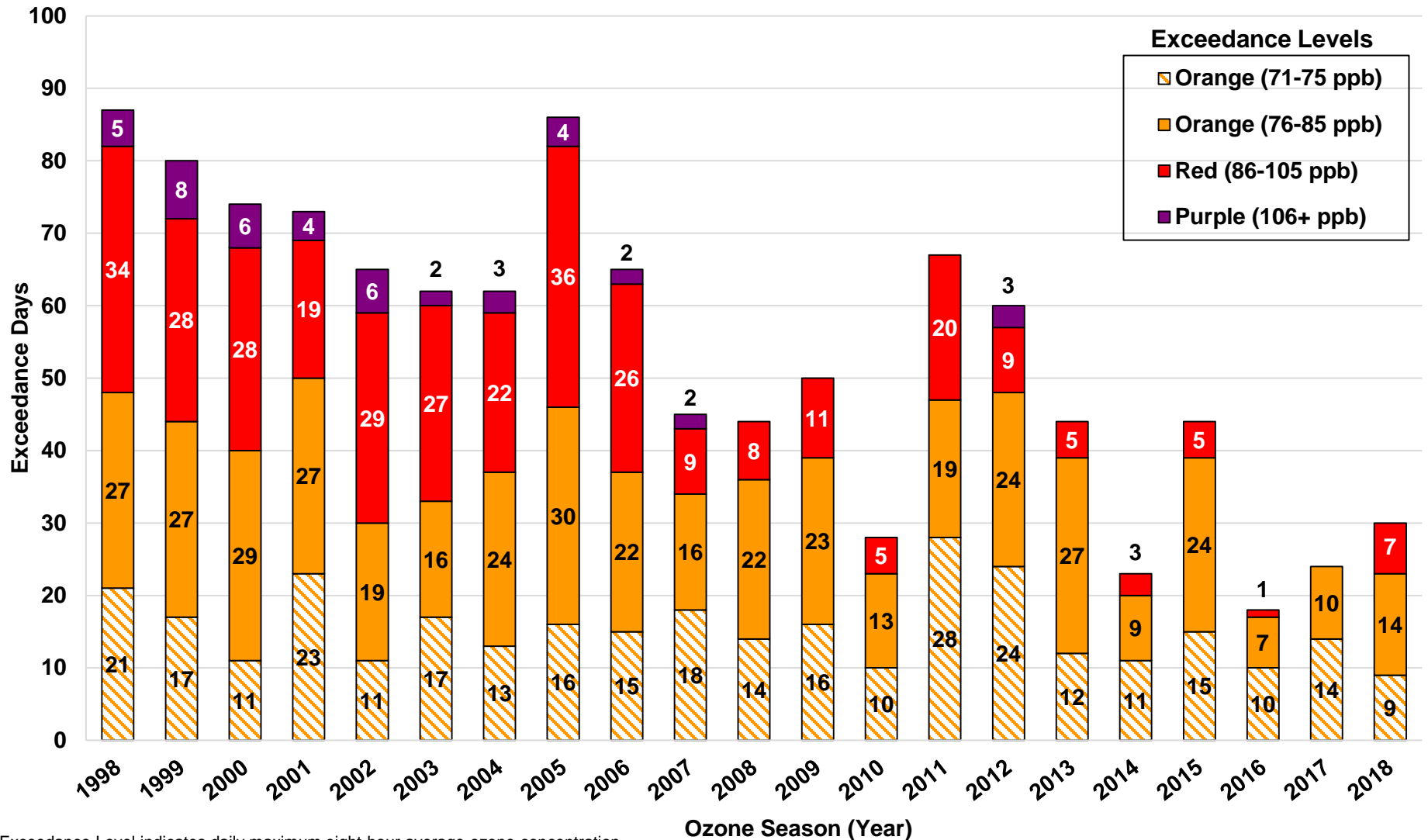
Transportation Planner II

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8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of August 24, 2018)

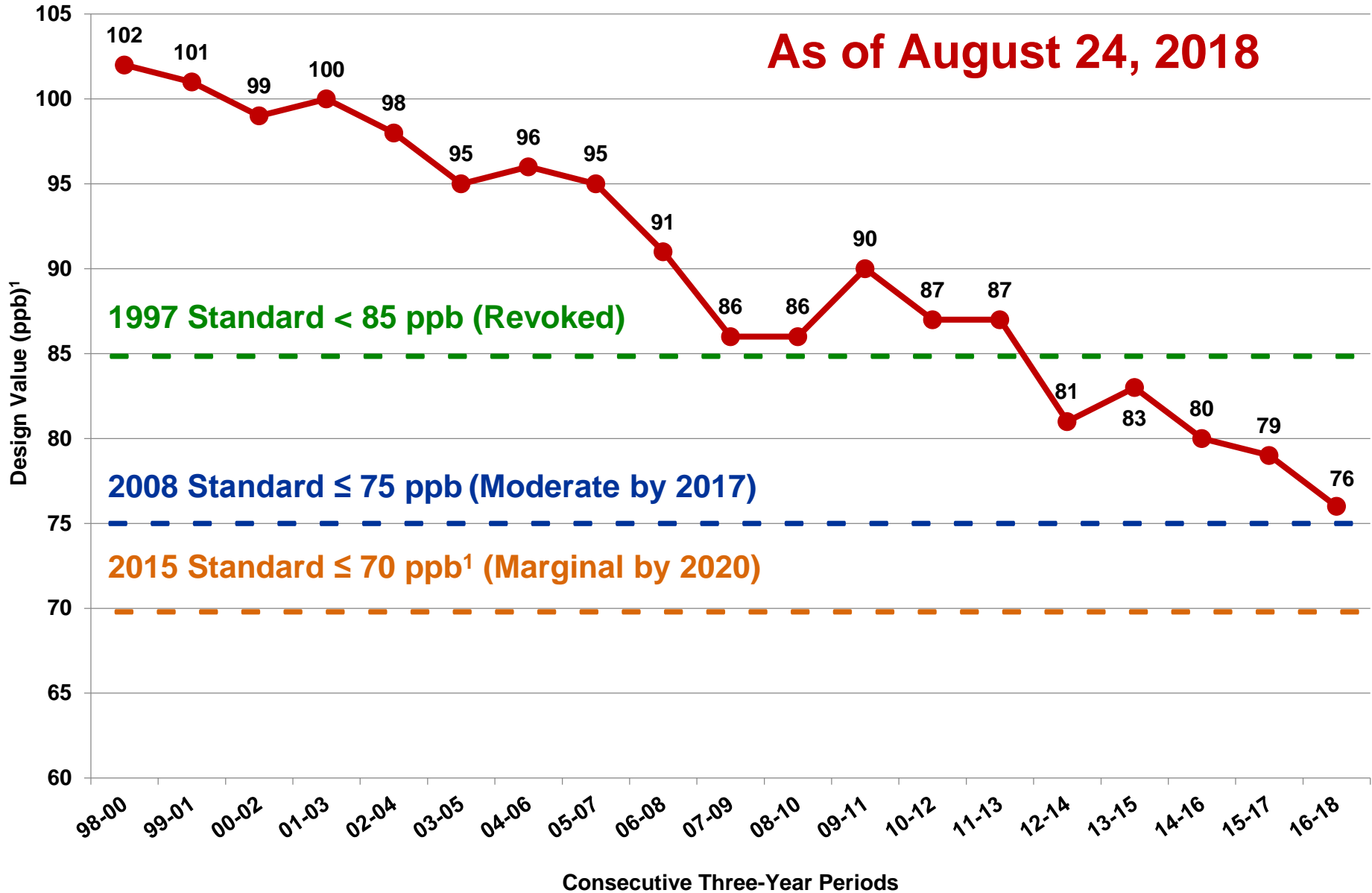


Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

 = 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)

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

8-HOUR OZONE NAAQS 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).

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<http://www.nctcog.org/trans/air/ozone/index.asp>

<https://www.airnorthtexas.org/>