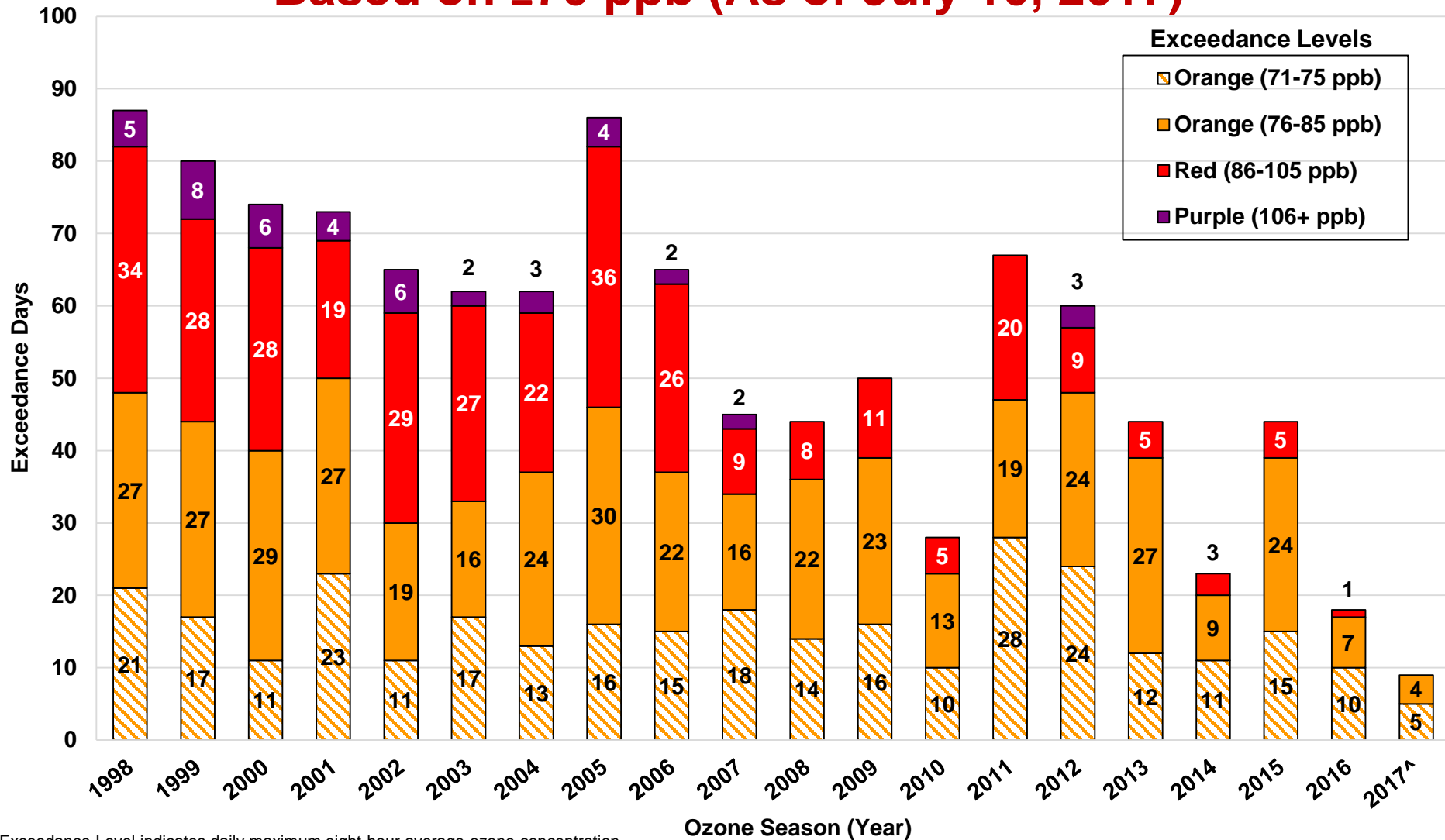



EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of July 10, 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.

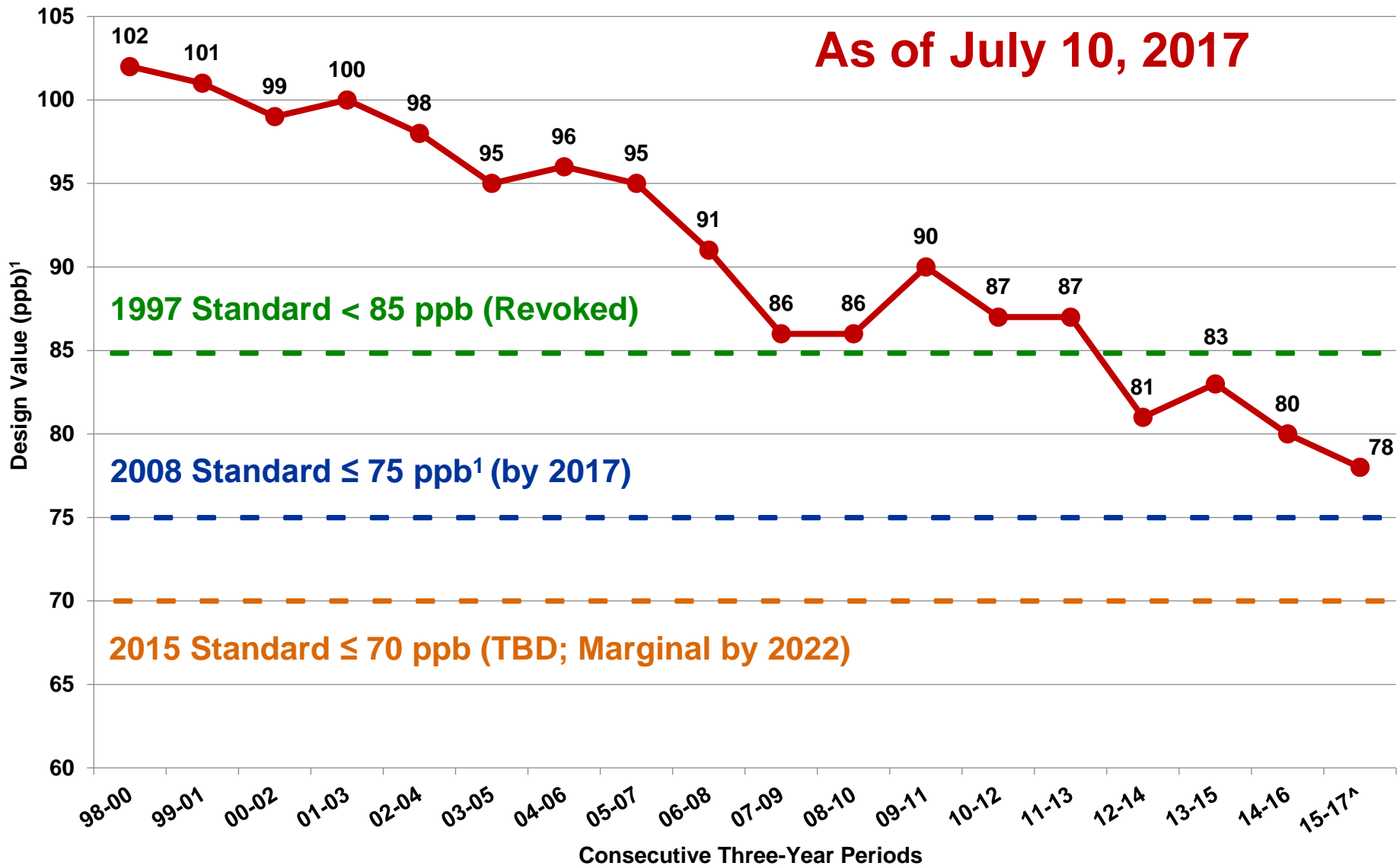
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

[^]Not a full year of data.

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

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

As of July 10, 2017



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).

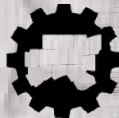
[^]Not a full year of data.

TOLL MANAGED LANE DATA MONITORING

Regional Transportation Council

July 13, 2017




Dan Lamers, P.E.



*North Central Texas Council of Governments
Transportation Department*

Near Term Managed Lane System Openings

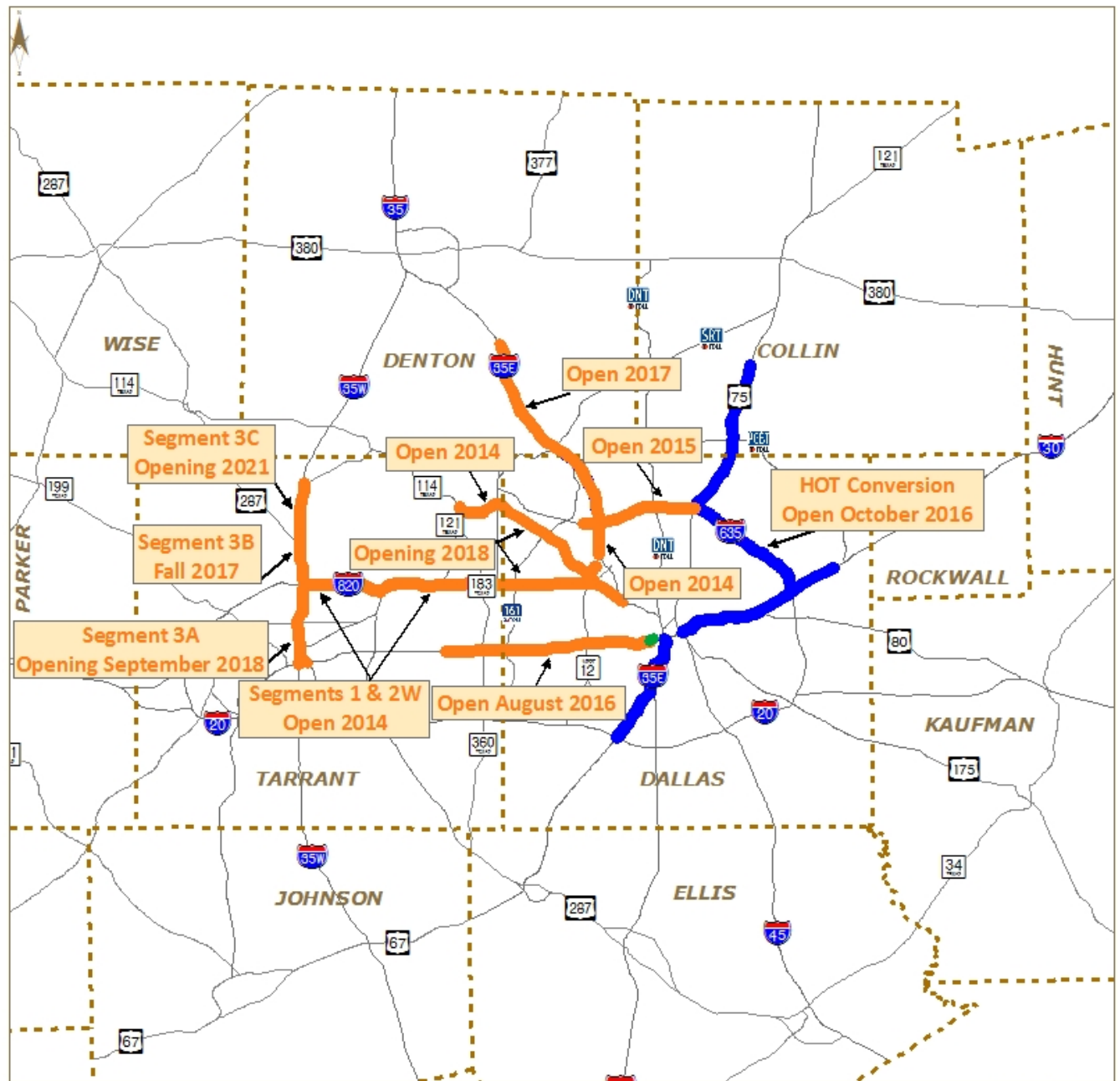
Current Express/HOV + New Managed Lanes

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

Fort Worth CBD



Dallas CBD



TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – April 2017

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

\$1,349,808 as of April 2017

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

\$ 2,717 from October 2014 – April 2017

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 – April 2017

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <i>SH 183/121 from IH 35W to SH 121</i>	\$606,303	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> 	\$743,505	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

Cotton Belt Rail Line: Regional Planning Perspective

Michael Morris, P.E.

Regional Transportation Council

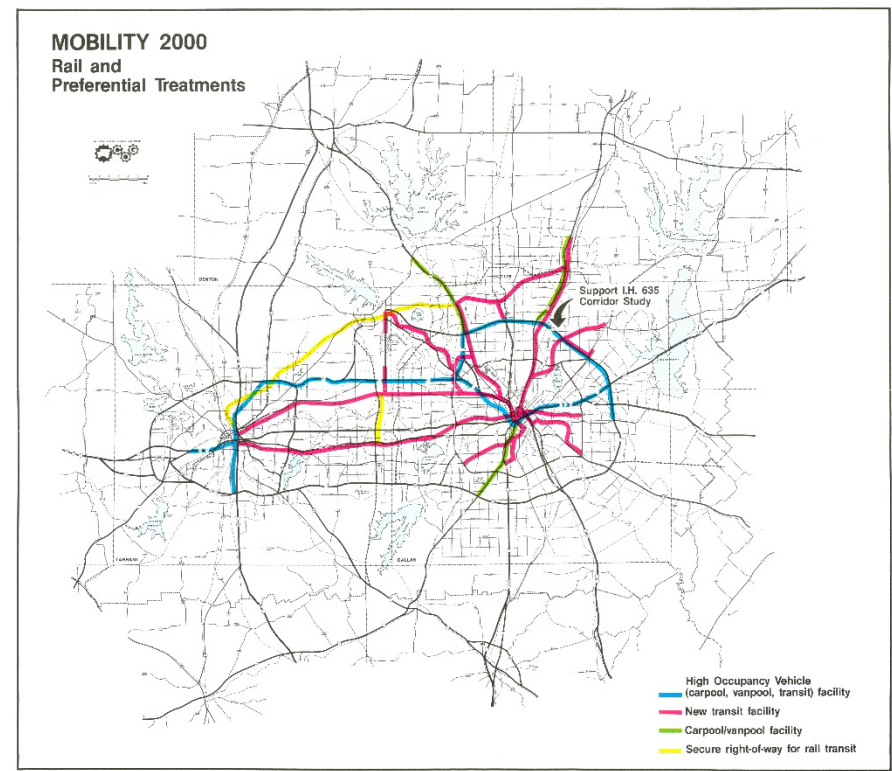
July 13, 2017



North Central Texas
Council of Governments

Long-Standing Priority

Recognized need for cross-region rail transit in the long-range plan since 1986 (Mobility 2000)

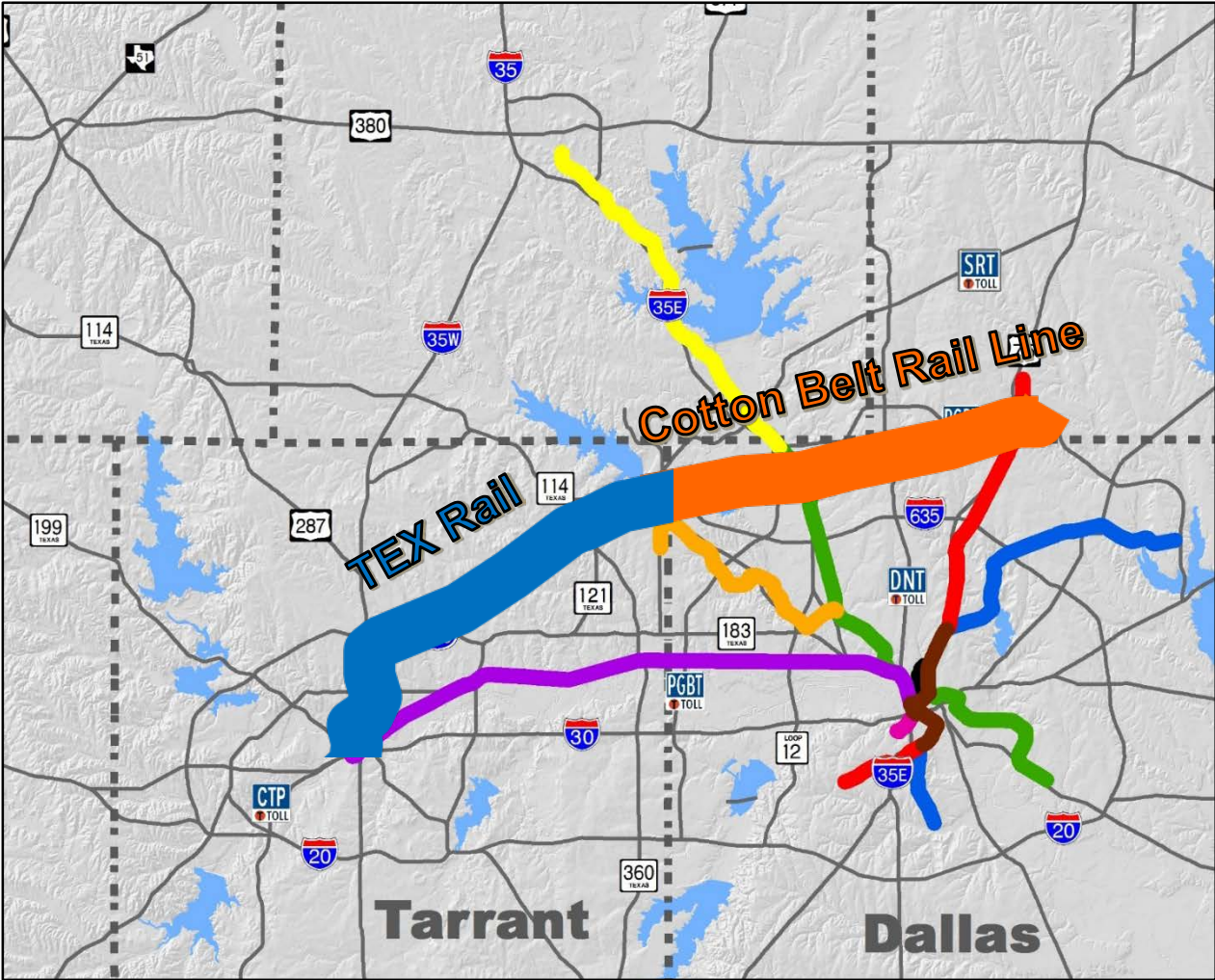


Addison is an original member of DART and has been awaiting rail service since joining in 1983

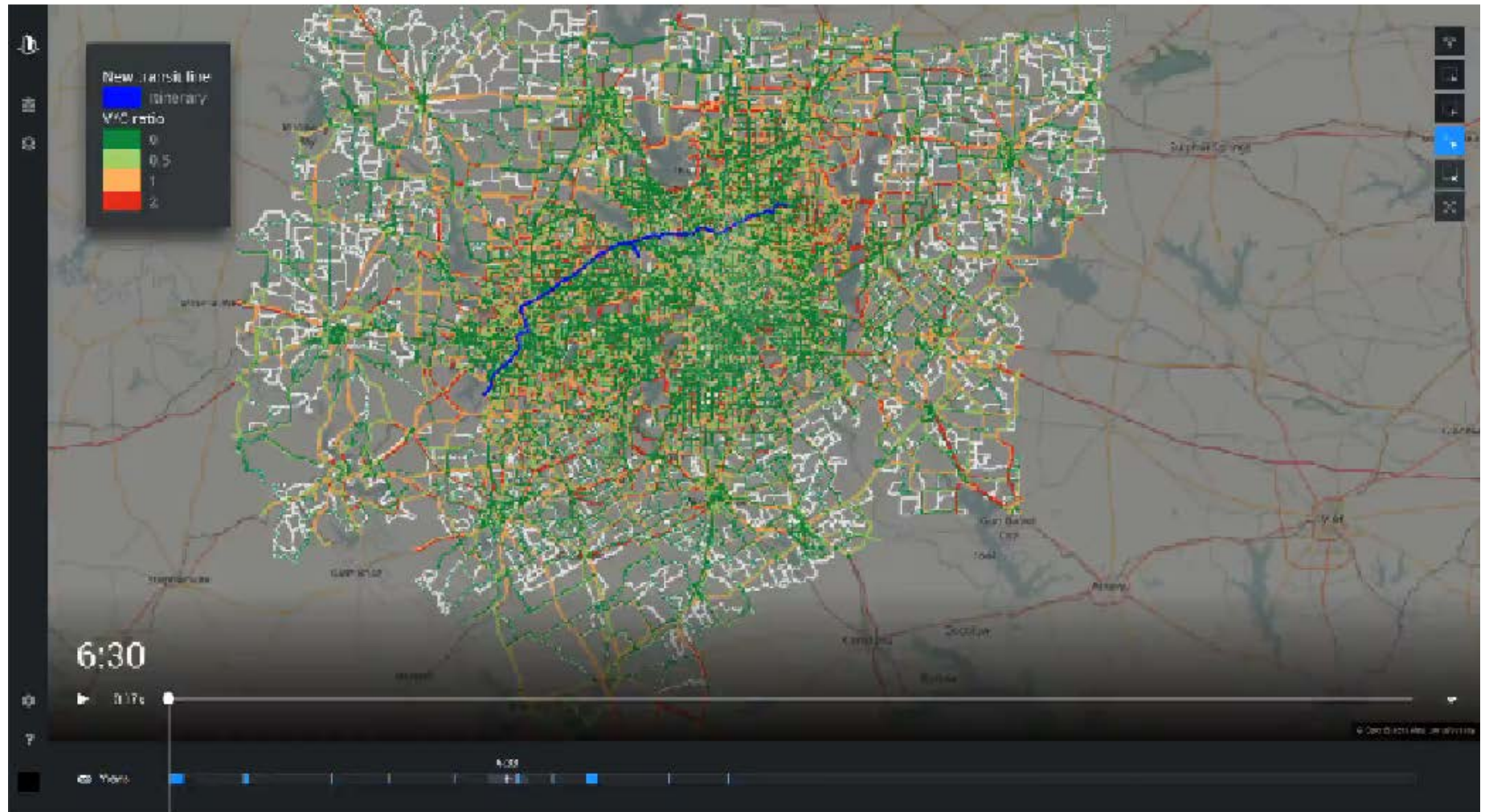
Mobility 2040 included RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)



We're Halfway There

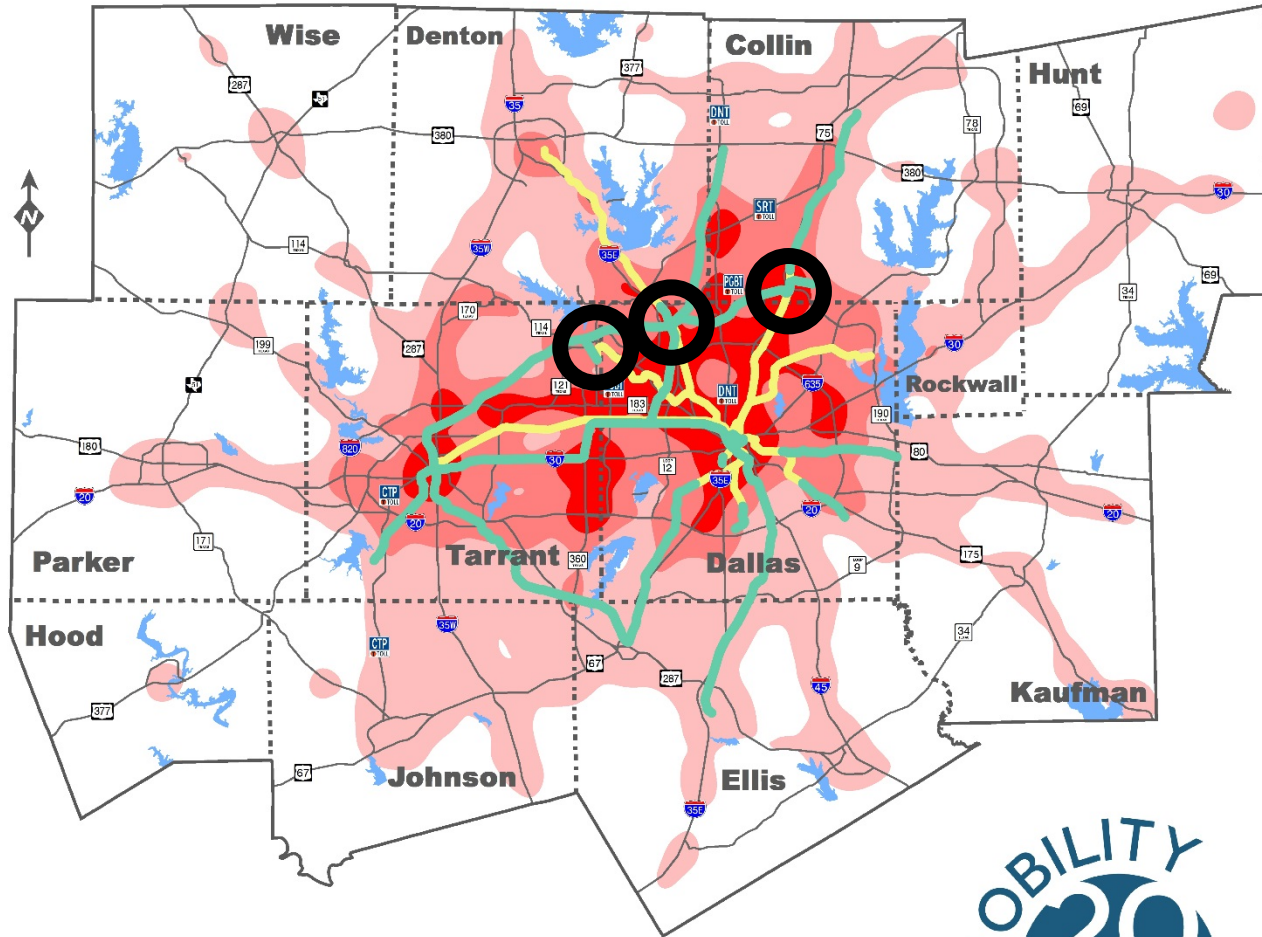


AM Peak Roadway Congestion in the Corridor (Video)



2040 Levels of Congestion and Transit Recommendations

-  No Congestion
-  Light Congestion
-  Moderate Congestion
-  Severe Congestion
-  Recommended Rail
-  Existing Rail



Cost of Congestion/Delay: \$25.3 billion

Level of congestion is based on a percent increase in travel time. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

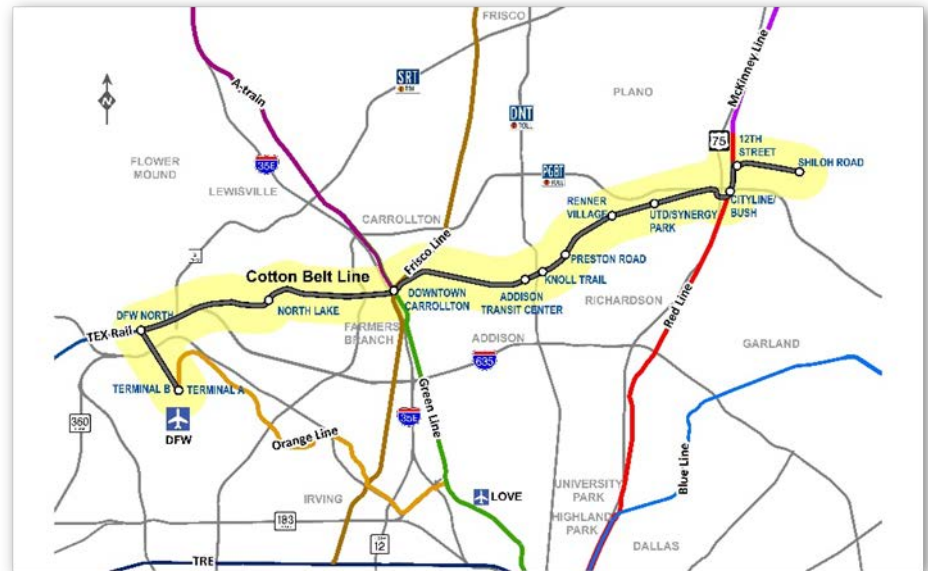
Over two-thirds of Cotton Belt riders will transfer to or from other rail lines

Impact Tomorrow

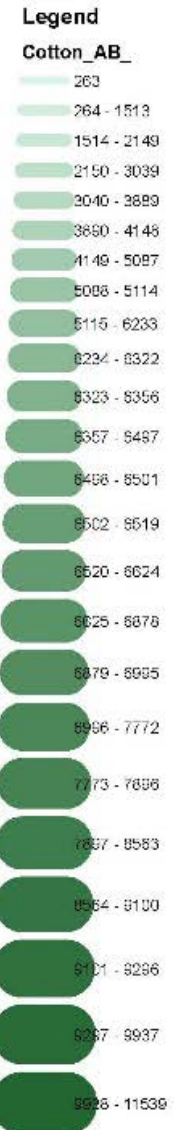
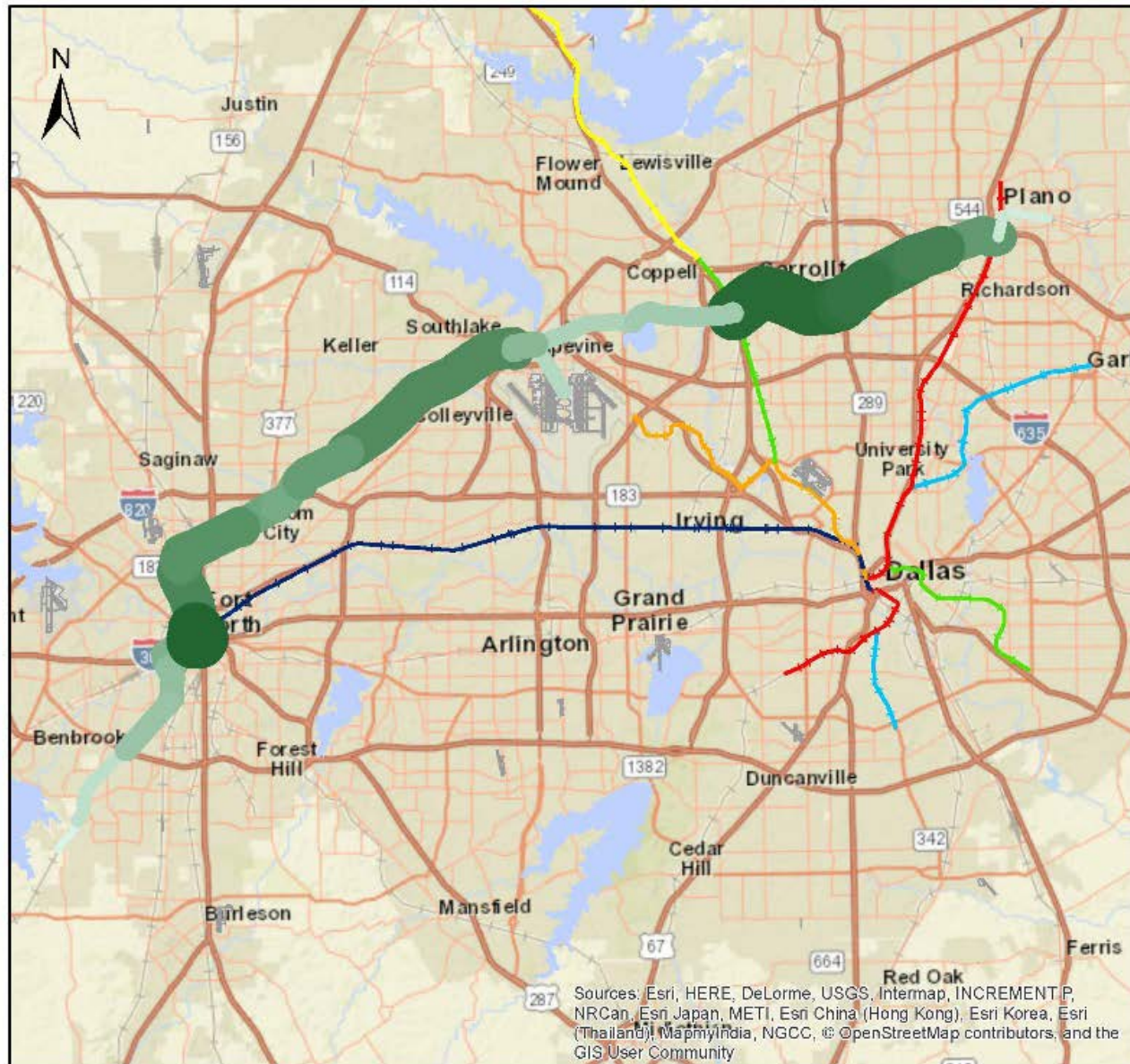
2040 ridership over 5.5 million annually (21,296 daily)

Busiest commuter rail in the region

Fourth busiest rail line overall (behind DART's Red, Green, and Blue light rail lines)



Daily Ridership



Innovative Funding

Coincident solicitations and project awards

Promotes private sector innovation in the design and construction of the rail corridor and rolling stock

Maximizes opportunities for leveraging value capture

Catalyst for next generation urban space

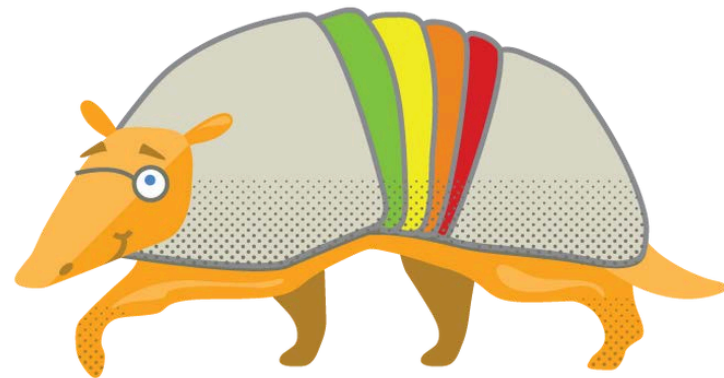


Air Quality Benefits

NO_x emissions reduction = 79.92 lbs/day

VOC emissions reduction = 37.47 lbs/day

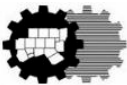
Daily Automobile VMT reduction = 113,124.35 miles



2017-2018 CMAQ/STBG* FUNDING: TRANSIT PROGRAM

Regional Transportation Council
July 13, 2017

* Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG PROJECT FUNDING PROGRAMS

- The Programs include:
 - Federal/Local Funding Exchanges
 - Automated Vehicle Program
 - Strategic Partnerships
 - 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 Program(s)/Project(s)
 - Local Bond Program Partnerships
 - Safety, Innovative Construction, and Emergency Projects
 - Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

CMAQ/STBG FUNDING PROGRAM: TRANSIT PROGRAM

Description/ Purpose	To assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region.
Current Requests	<ul style="list-style-type: none">• High-Intensity Bus Transit in the IH 30 and IH 35W Corridor• Cotton Belt Corridor• Carpenter Ranch Station- Irving
Next Steps	Anticipated for action in Summer or Fall 2017.

PROPOSED TRANSIT PROJECTS

Project Name	Agency	Proposed FY	Proposed Federal Funding ²
Cotton Belt Corridor Regional Rail Project (#4) from DFW Terminal B to Shiloh Station in Plano ¹	DART	2019	\$20,000,000
		2020	\$40,000,000
		2021	\$30,000,000
		2022	\$10,000,000
Regional Trail Connections to the Future Cypress Waters Cotton Belt Rail Station	Dallas County	2019	\$3,000,000
7 th Street District Circulator Electric Buses and charging stations (in Fort Worth)	FWTA	2018	\$2,880,000 ³
IH 30 High Intensity Bus Pilot Service from the western terminus of IH 30 managed lanes to Downtown Dallas	DART ⁴	2018	\$13,000,000 ⁵
IH 35W High Intensity Bus Pilot Service from the Fort Worth Intermodal Transportation Center to Texas Health Presbyterian Park-n-Ride in Denton	FWTA/ DCTA	2019	\$1,000,000 ⁵
Legacy Transportation Management Association (TMA)	Plano	2018	\$300,000
		2019	\$400,000
Carpenter Ranch Station on the Orange Line in Irving	DART	2020	\$8,800,000
Total			\$129,380,000

¹ This project replaces the \$100M placeholder in the Transportation Improvement Program (TIP) with the actual project to be implemented; NCTCOG staff is coordinating with Coppell and the Dallas Fort Worth International Airport regarding their participation in the corridor. This funding partnership is contingent upon utilization of an innovative financing/procurement process.

² Requires a 20% Local Match or for individual agencies to use their Transportation Development Credits (TDCs).

³ An additional \$1,720,000 is funded with an existing Federal Transit Administration grant for a total of \$4,600,000.

⁴ To be refined through future coordination efforts with transit agencies.

⁵ Propose to move buses from one corridor to the other with phased pilot service.

TIMELINE

STTC Information	May 26, 2017
RTC Information	June 8, 2017
STTC Action	June 23, 2017
Public Meeting on Transit Program of Projects	June 13, 14, & 20, 2017
RTC Action	July 13, 2017
Public Meeting on Cotton Belt and Innovative Funding	August 2017

ACTION REQUESTED

- RTC approval of:
 - The proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Transit Program.
 - Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

QUESTIONS?

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Christie J. Gotti

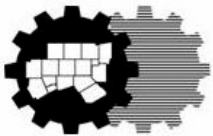
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FY2018 and FY2019
*Unified Planning Work Program
and
Studies to Fund through the
CMAQ/STBG Funding Program*

Regional Transportation Council
July 13, 2017



North Central Texas
Council of Governments
Transportation Department

<http://www.nctcog.org/trans/admin/upwp>

Unified Planning Work Program

Task 1 – Administration and Management

Task 2 – Transportation Data Development and Maintenance

Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies and System Operations

Implemented through:

- 28 Subtasks
- 150-200 Programs and Projects

Funded through:

- 20 Revenue Sources
- 141 Grants

Exhibit I-8 – UPWP Policies

Cooperative Planning Agreement

Memorandum of Agreement Between the Dallas-Fort Worth Metropolitan Planning Organization, the Texas Department of Transportation, and the Public Transportation Operators

Metropolitan Planning Organization (Regional Transportation Council with the North Central Texas Council of Governments)

Texas Department of Transportation Dallas, Fort Worth, and Paris Districts

Dallas Area Rapid Transit

Fort Worth Transportation Authority

Denton County Transportation Authority

North Texas Tollway Authority

Collin County Toll Road Authority

Dallas/Fort Worth International Airport

Cities of Arlington, Grand Prairie, McKinney and Mesquite

2017-2018 CMAQ/STBG Funding Program: Proposed Planning and Other Studies

DRAFT

Project Name	Fiscal Year	Federal Funding Source	Match to Federal Funds	Total Federal Amount
Harry Hines Corridor Conceptual Study and Preliminary Design	2019	STBG	Local Funds	\$1,000,000
McKinney Avenue Transit Authority M-Line Extension to Knox Street Feasibility Study	2018	STBG	Local Funds/ Transportation Development Credits (TDCs) ¹	\$1,000,000
High Speed Rail Core Express ²	2018	STBG	TDCs ³	\$2,000,000
TOTAL				\$4,000,000

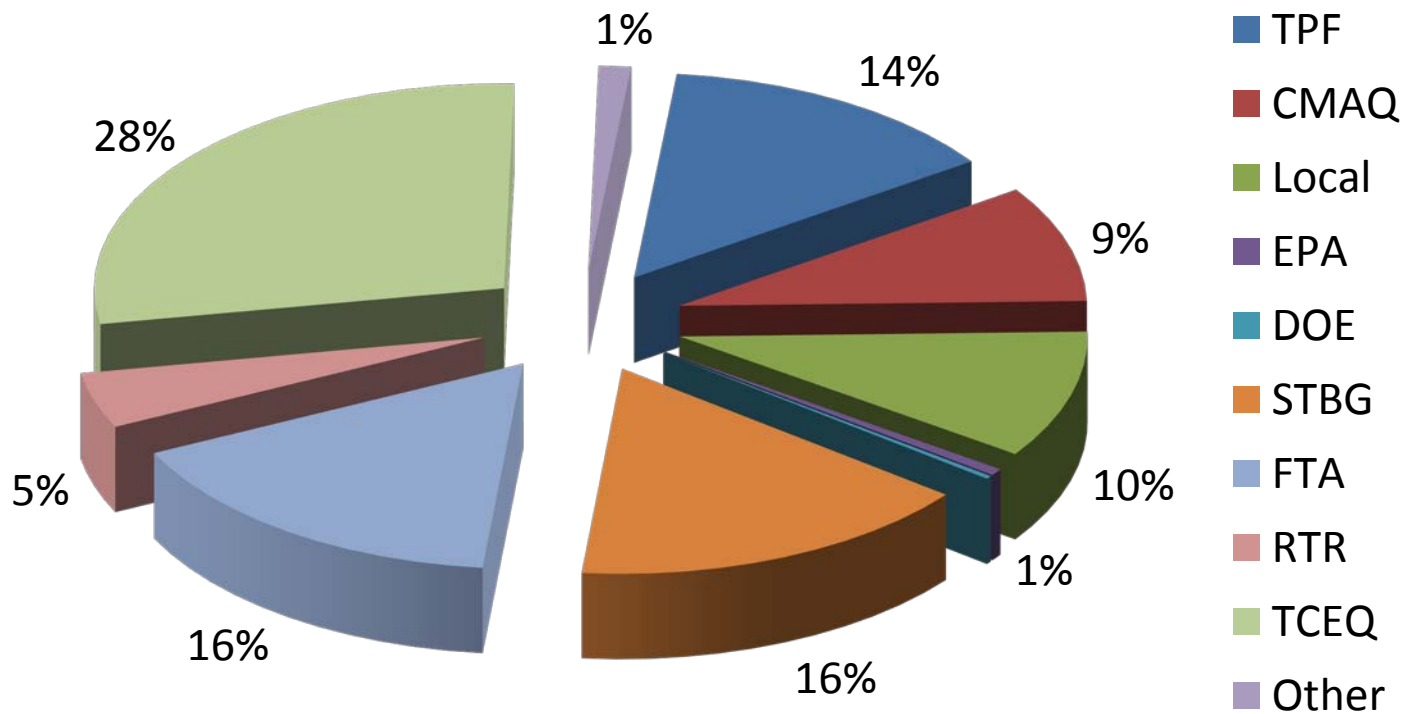
1: The City of Dallas may wish to use TDCs being allocated to the City through the MTP Policy Bundle effort.

2: In addition to the \$3,000,000 previously funded for a total of \$5,000,000

3: Regional TDCs

Summary of Total Funding

Estimated Total Funding (all sources): \$170,727,340



Unified Planning Work Program FY2018 and FY2019 Funding Summary

FY2018 and FY2019 US FTA (Sec. 5303)	\$ 5,596,327
--------------------------------------	--------------

FY2018 and FY2019 US FHWA (Estimated PL)	\$14,910,150
---	--------------

FY2017 US FHWA (Estimated PL-Carryover)	<u>\$ 5,981,498</u>
--	---------------------

Total Transportation Planning Funds	\$26,487,975
--	---------------------

Anticipated Expenditures	\$22,664,000
---------------------------------	---------------------

PL Balance to Carry Over to FY2020	\$ 3,823,975
---	---------------------

Requested RTC Action

Approve the FY2018 and FY2019 Unified Planning Work Program, including:

- the three studies proposed for funding under the Planning and Other Studies Portion of the 2017-2018 CMAQ/STBG Funding Program; and
- reaffirmation of the UPWP Policies contained in Exhibit I-8 of the Work Program.

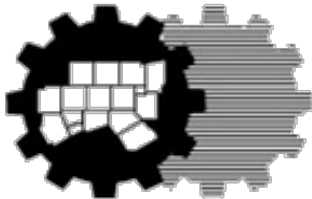
And

Direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program.

LEGISLATIVE UPDATE AND BILL SUMMARY

Regional Transportation Council

July 13, 2017



Amanda Wilson, AICP

North Central Texas Council of Governments

Federal Legislative Update

FY18 Appropriations

- House Subcommittee Action – proposed 3.7% funding cut from current year
- Cuts all funding for TIGER, cuts to transit Capital Investment Grants program, \$100 million for automated vehicle research
- Next step: full House Appropriations Committee action

Federal Legislative Update

Federal Infrastructure for Rebuilding America (INFRA) Grant Program

- Formerly known as the FASTLANE program
- Projects addressing critical issues facing highways and bridges
- Four key objectives: economic vitality; leveraging non-federal funding sources; use of innovative approaches; performance measurement to achieve desired outcomes
- \$1.5 billion available
- Continues emphasis on economic development, mobility and safety

State Legislative Update

Bill summary of transportation legislation has been completed, see Electronic Item 6.2

SB 1004 Relating to the deployment of network nodes in public right-of-way; authorizing fees

- Included as Handout Reference Item 6.2.1

Funding for LIRAP and LIP vetoed by Governor

Special session scheduled to begin July 18 – 20 items included in the call

Potential Federal-State Mismatch

Federal government white paper focused on leveraging through public-private partnerships

New INFRA grants available with key objective of leveraging

Texas continuing pay-as-you-go trend with no new public-private partnerships authorized

RTC action during regular session to support contingency PPPs to participate in federal programs

RTC Action Requested

Approve a Letter to Governor Abbott:

Requesting that the Governor add an item to the Special Session call to allow, as a contingency to take advantage of federal initiatives that arise during the Interim, the tools necessary to make sure North Texas does not get overlooked on any federal transportation initiatives

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www.nctcog.org/trans/legislative

2016 TRANSPORTATION SAFETY PERFORMANCE MEASURES

Regional Transportation Council

Sonya J. Landrum

July 13, 2017

NCTCOG Transportation Department

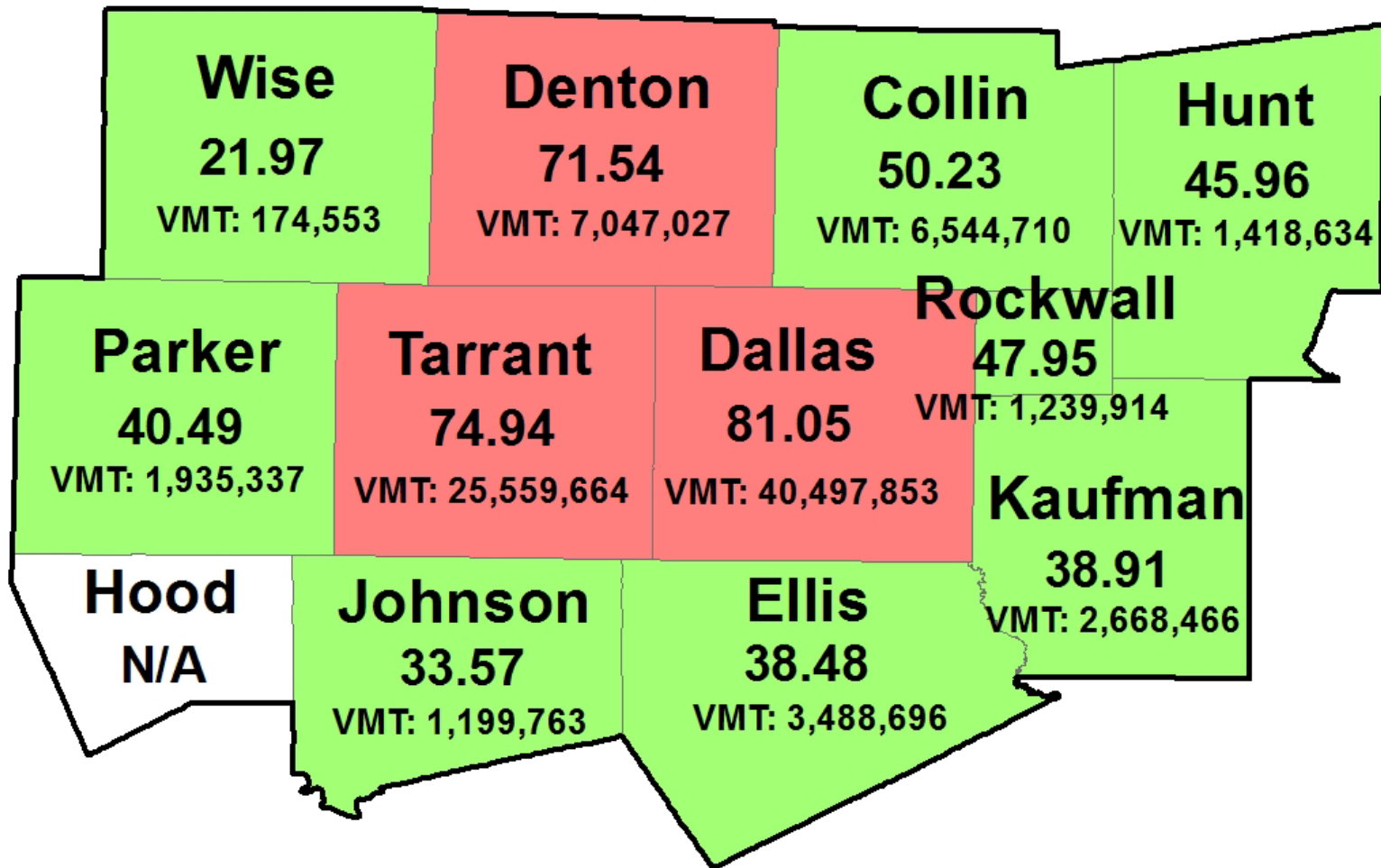


NCTCOG 16-County Crash and Fatality Data

	2012	2013	2014	2015	2016	Percentage Change 2015 to 2016
Total Crashes	90,844	100,039	106,655	118,942	132,599	11.48%
Total Fatalities	528	583	619	651	778	19.51%

Source: TxDOT's Crash Records Information System (CRIS) current as of 2/8/17

2016 Crash Rates By County



2016 Regional Crash Rate = 71.00

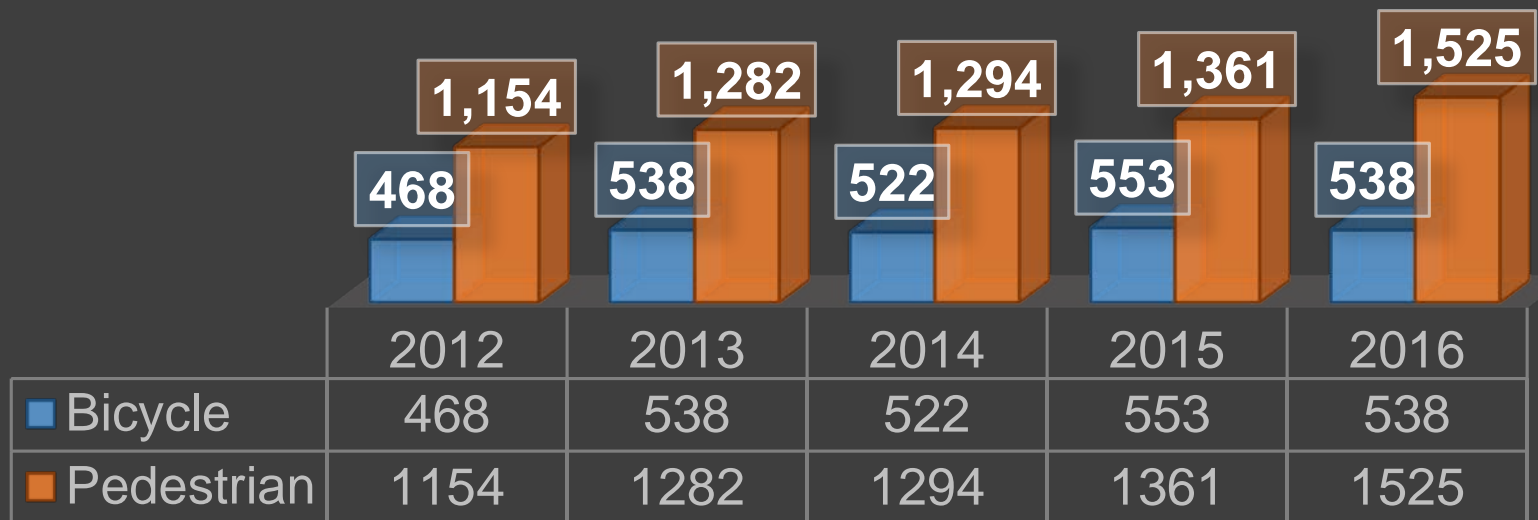


2016 Contributing Factors Serious Injury and Fatal Crashes

	Top Five Contributing Factors (12-County MPA - Limited Access Facilities)	Percentage
1	Speeding (Failed to Control Speed/Over Limit/ Unsafe Speed)	34.63%
2	Changed Lane when Unsafe	13.02%
3	Driver Related (Distraction in Vehicle/Driver Inattention/Drove without Headlights/Road Rage /Mobile Device Use - (Talking/Texting/Other/ Unknown [0.68%])	12.23%
4	Followed Too Closely	10.83%
5	Faulty Evasive Action	7.09%

2012-2016 Regional Bicycle and Pedestrian Crash Data (All Crash Severity)

16-COUNTY CRASHES ALL ROADWAYS



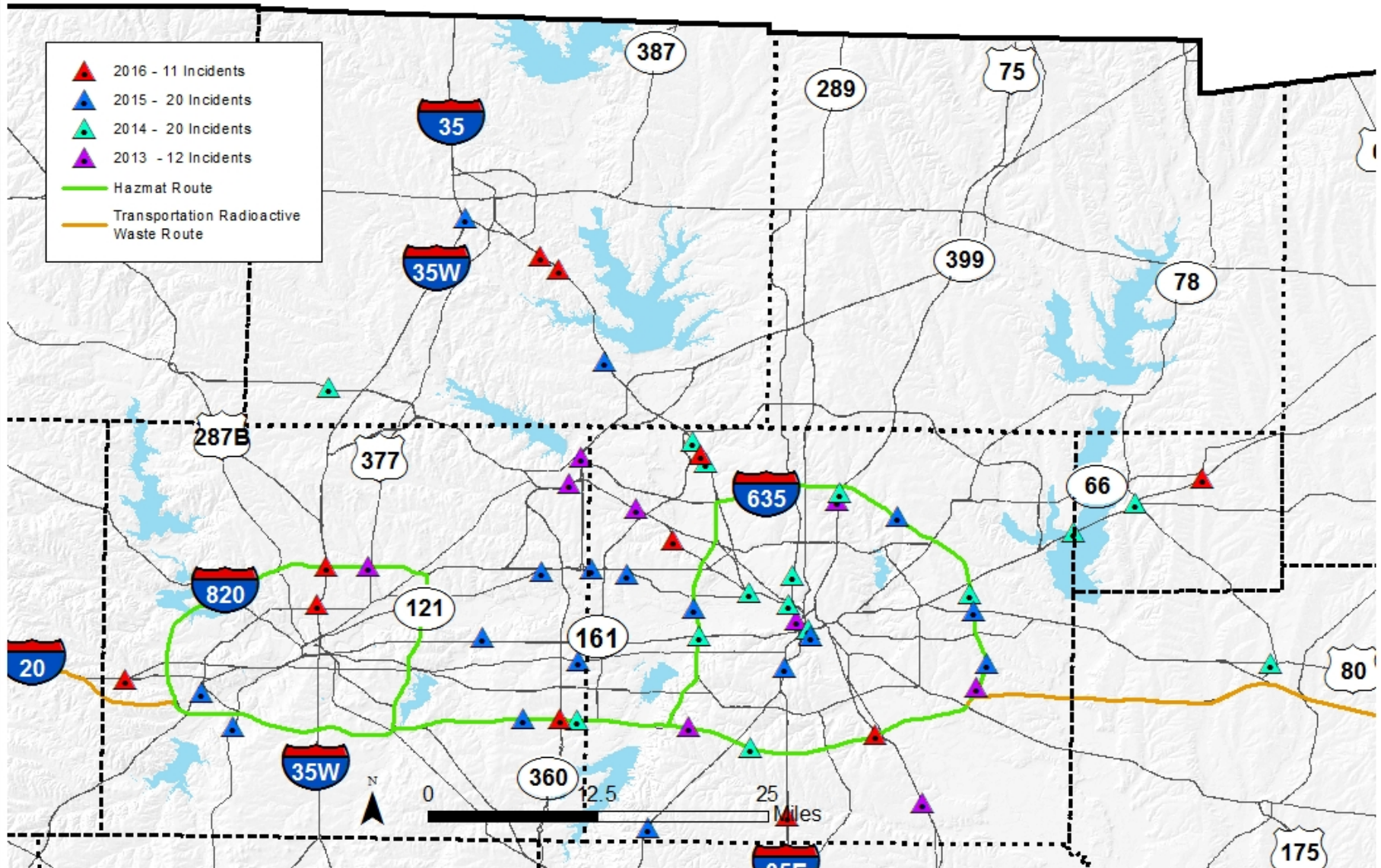
■ Bicycle ■ Pedestrian

Traffic Incident Management Attendance

TIM Training Attendance Overview

- First Responders Training – 2,720 Attendees
- Executive Level Training – 712 Attendees
- Photogrammetry Training – 190 Attendees (Basic)
120 Attendees (Advanced)

HazMat Incidents 2013-2016



Mobility Assistance Patrol Program

In 2016, Dallas and Tarrant County Mobility Assistance Patrols

provided:



38,310

Driver Assistance /
Stalled Vehicle



27,735

Courtesy Check /
Directions



3,620

Crash Assistance



5,987

Debris Removal



6,930

Protection to First
Responders



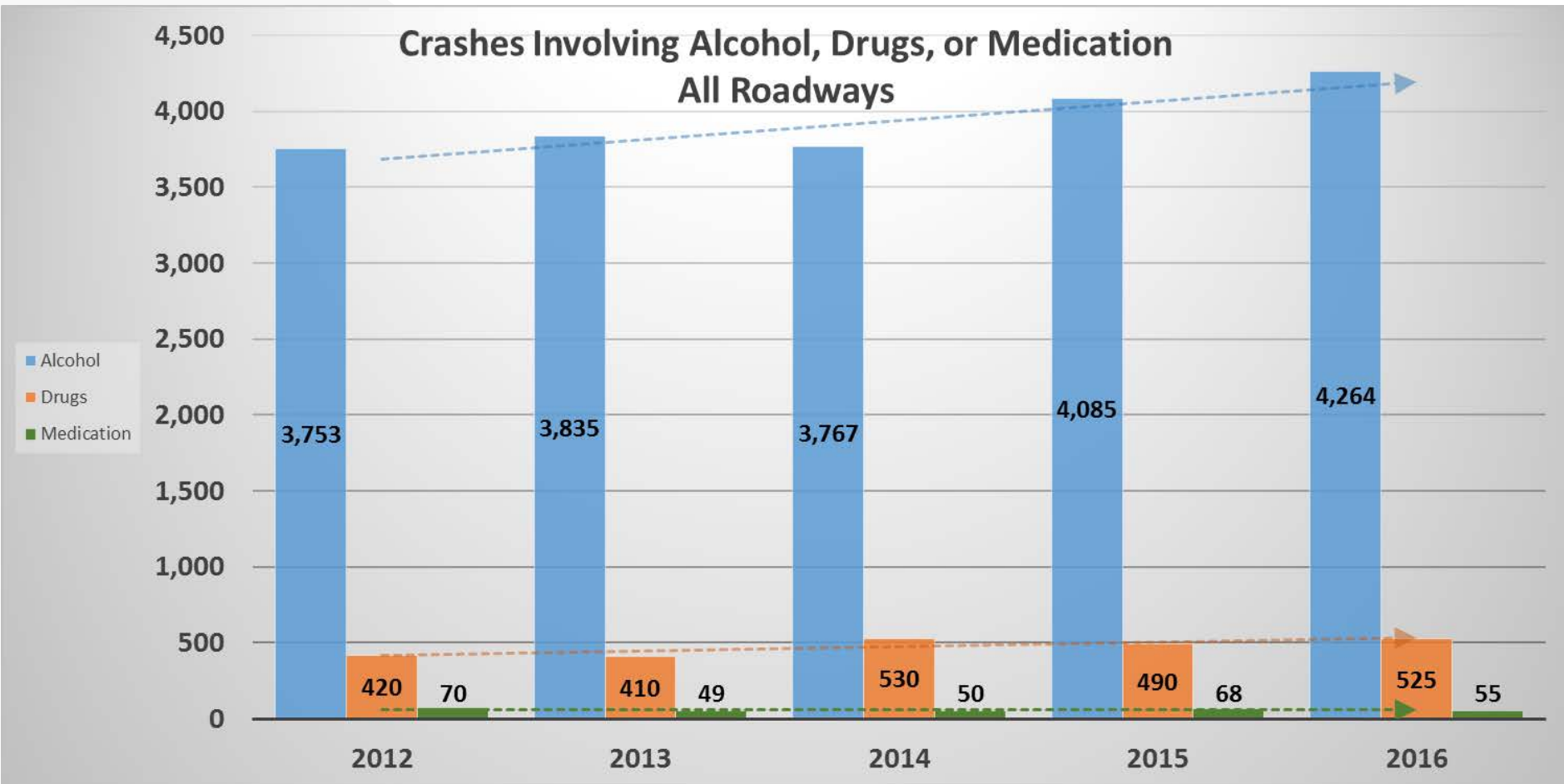
6,646

Abandoned Vehicle
Check

Total Combined Assists: 92,179
Combined Highway Miles Patrolled: 464

*2,951 assists were either not
found or cancelled before a
patrol vehicle could arrive*

Crashes Involving Impaired Drivers 2012-2016



Wrong-Way Driving Pilot Projects Dallas and Tarrant Counties

Phase I - Dallas County

- Initiated in 2014 with 350 Diamond Interchanges
 - › Replacement of conflicting lane and arrow markings, signal enhancements
 - › 156 intersections completed
- Expanded into Collin and Denton Counties
 - › Identified 32 additional intersections

Phase II - Tarrant County

- Initiated in 2015 focusing on 54.2 miles of 7 freeway corridors
 - › WWD pavement markings in travel lanes, enhanced signage with active-detection units, optimized sign placement, and WWD incident notification technology

Takata Airbag Recall

- 70 Million airbags under recall by 2019
 - 500,000 of which are estimated to be in North Texas
 - Twelve U.S. deaths have occurred so far – **two in Texas**
- Help spread the word about the Takata Airbag recall by urging colleagues and residents to check if their vehicles are affected at Safercar.gov or AirbagRecall.com
- Handouts are available upon request



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DFW CONNECTOR PILOT PROGRAM UPDATE

Regional Transportation Council

July 13, 2017



North Central Texas
Council of Governments



Regional Transportation Council

Ken Kirkpatrick, Counsel for Transportation

Mindy Mize, Program Manager, Transportation Marketing

Amanda Wilson, A.I.C.P., Program Manager, Community Outreach

BACKGROUND

Purpose of Pilot Program

Test Ideas to Increase TollTag Usage

Apply Lessons Learned in IH 35W Corridor

Reduce Collection Risk to TxDOT

Initial Phase: Increase Pay-by-Mail Surcharge (75%, 90%)

Current Rates: Tag/No-Tag - \$0.70/\$1.33

TollTag/Pay-by-Mail Split

January 2015: 68%/32%

January 2016: 70%/30%

January 2017: 75%/25%

June 2017: 75%/25%

RTC Approved Funding for Phase Two (Marketing Efforts)

MARKETING EFFORTS FOR DFW CONNECTOR PILOT PROGRAM

TollPerks for New TollTag Customers

Prize Giveaways

Preloaded TollTags to Targeted Areas

**TollTag Sales at Inspection Stations and/or Car Dealerships in
Targeted Areas**

Marketing is Expected to Start in Late July 2017

TOLLPERKS FOR NEW TOLLTAG CUSTOMERS

Marketing

Targeted to Potential ZipCash Users of DFW Connector Corridor Who Would Be New TollTag Customers

Advertised Through Pandora Radio and Geo-Targeting with Paid Social Ads, such as Facebook

NCTCOG and NTTA Social Media Messaging

2,000 TollPerks Points will be Given to New TollTag Customers Using a Referral Code

Approximately Worth \$20

TollTag Must be Tied to a Credit Card/Bank Account

Campaign will Run for 30 Days

PRIZE GIVEAWAYS

Marketing

**Prizes - Vacation Package \$2,500; Best Buy \$1,500;
Macy's \$1,000**

**Targeted to Potential ZipCash Users of DFW Connector
Corridor Who Would Be New TollTag Customers**

**Advertised Through Pandora Radio and Geo-Targeting with
Paid Social Ads, Such as Facebook**

NCTCOG and NTTA Social Media Messaging

TollTag Must be Tied to a Credit Card/Bank Account

Campaign will Run for 30 Days

PRELOADED TOLLTAGS TO TARGETED AREAS

Marketing

Preloaded TollTags are Offered to High Use ZipCash Customers in Average to Low Income Zip Codes Using the DFW Connector

\$20 Credit is Offered, but TollTag Must be Tied to a Credit Card/Bank Account

Participant will Make Initial Payment on Their New TollTag, and Will Receive a \$20 Credit

Use Direct Mail Piece and Insert in ZipCash Bills to Advertise to ZipCash Users on DFW Connector

NEXT STEPS FOR THE DFW CONNECTOR PILOT PROGRAM

Finalize Creative and Messaging for the DFW Connector Pilot Program

Finalize the Performance Metrics and Tracking

Advertising Campaign Expected to Start Before August 2017 RTC Meeting

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AIR QUALITY UPDATES

Regional Transportation Council

July 13, 2017

Chris Klaus, Senior Program Manager



2015 EIGHT-HOUR OZONE STANDARD (≤ 70 PPB)

Anticipated Extension Implementation Timeline

2015 Standard Final:	October 26, 2015 ¹
Effective Date:	December 28, 2015
State Nonattainment Designation Recommendations to EPA:	October 2016
EPA Designations Final (Updated):	October 2018
EPA Designations Effective:	January 2019
Attainment Plans Due (moderate and above):	January 2022*
Attainment Dates (no later than)	
Marginal:	January 2022*
Moderate:	January 2025*
Serious:	January 2028*
Severe:	January 2034*

¹<https://federalregister.gov/a/2015-26594>

*Dates are anticipated based on EPA's final designation effective date
Source: Environmental Protection Agency (EPA)

2015 EIGHT-HOUR OZONE STANDARD (≤ 70 PPB)

Potential Impacts

Delay in Revoking 2008 NAAQS for Ozone

Higher Likelihood for Reclassification to Severe Nonattainment

**If 2017 Eight-hour Ozone Average Remains Below 75 ppb,
Texas can Request to EPA a One-year Attainment Extension**

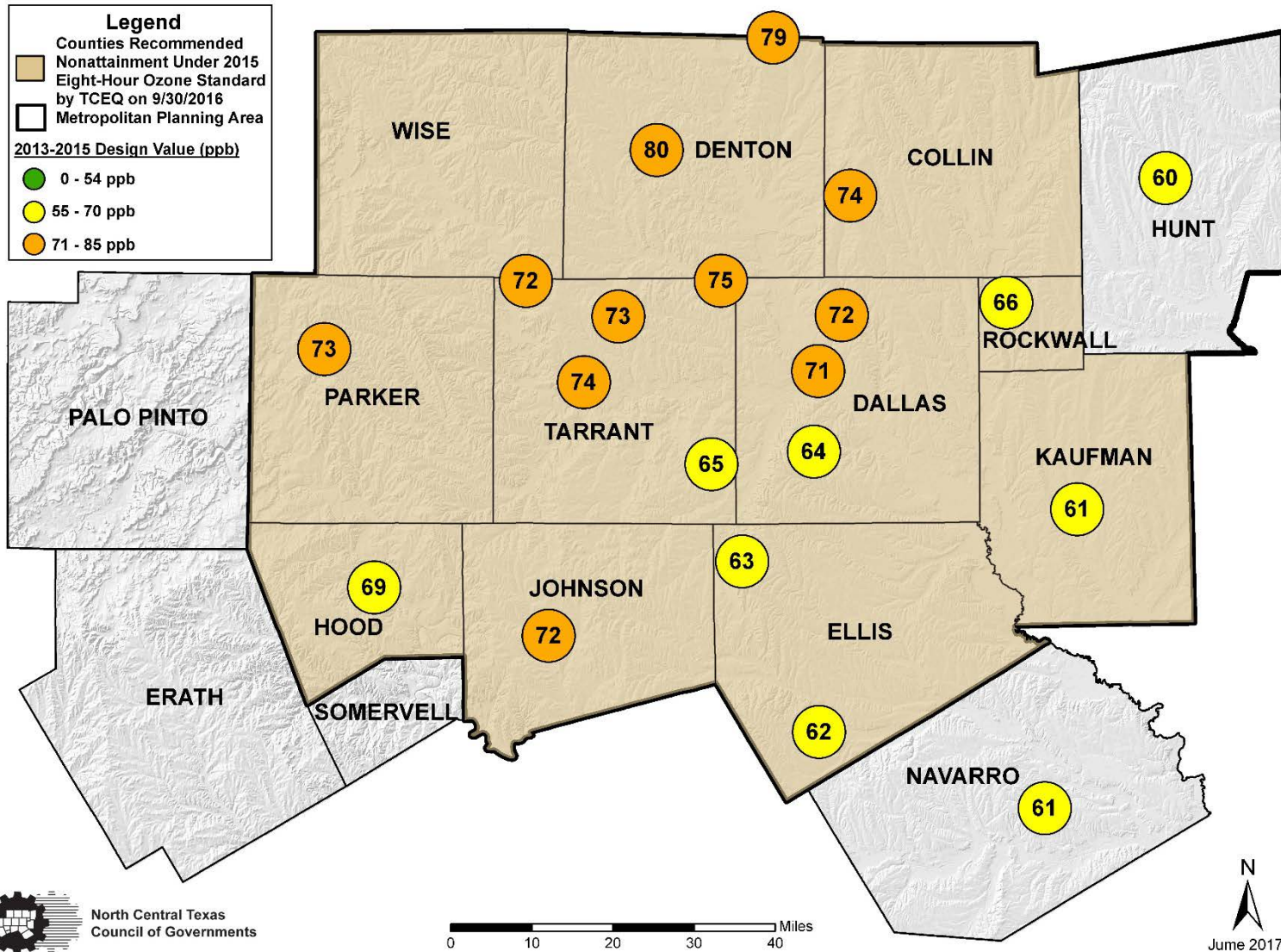
Data for Designations: 2015-2017 Ozone Monitor Readings

Fewer Counties Designated as Nonattainment

Lower Classification Under 2015 NAAQS for Ozone

2015 EIGHT-HOUR OZONE STANDARD

State Designation Recommendations Based on 2013-2015 Ozone Data



RECENT CORRESPONDENCE

Volkswagen Clean Air Act Settlement

June 26, 2017 - Workshop Sponsored by Texas Clean Air Working Group and City of Austin

Staff From Governor's Office Requested Feedback:

- 1. Through What Structure Should Funds be Distributed?**
- 2. What Should Geographic Distribution of Funds Be?**
- 3. How Should Projects be Selected?**

RECENT CORRESPONDENCE

Fiat-Chrysler

5/23/2017 Department of Justice on Behalf of EPA Files Civil Lawsuit Against Fiat-Chrysler for Alleged Clean Air Act Violations¹

Fiat-Chrysler Sold Approximately 103,828 Diesel-fueled New Dodge Ram 1500 and Jeep Grand Cherokees with Emissions Cheat Devices

Model Years 2013-2016 with 3.0 Liter Eco-Diesel Engines

6/16/2017 Regional Transportation Council Sends Letter to Department of Justice Requesting States Receive a Portion of any Financial Settlement to Implement Air Quality Projects and Programs

¹<https://www.justice.gov/opa/pr/united-states-files-complaint-against-fiat-chrysler-automobiles-alleged-clean-air-act>

RECENT CORRESPONDENCE

Federal Budget Considerations

Maintain Funding for:

Department of Energy Clean Cities Program

Federal Program Funded Since 1993

Dallas-Fort Worth Coalition Designated since 1995

Environmental Protection Agency Diesel Emissions Reduction Act

10 Awards to NCTCOG from 2007-2015

\$7,900,886 in Funding

790 Individual Grant Activities

950 Tons NO_x Reductions Over Project Lifetime

Funding for Both Programs Eliminated by White House

FOR MORE INFORMATION

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