

DART/RTC TRANSIT RELATED IMPROVEMENT PROGRAM (TRIP) FUNDING PARTNERSHIP

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

FEBRUARY 24, 2017

BACKGROUND

- ❖ In December 2016, DART staff requested assistance from NCTCOG to develop a partnership to help assist in their Transit Related Improvement Program (TRIP)
- ❖ The TRIP program is designed to help DART respond to concerns from member cities without rail service or rail service in the approved financial plan.
- ❖ Through this partnership, staff proposes to increase the Regional Transportation Council (RTC)/Local pool through an innovative funding exchange.

RTC/DART PROPOSED PARTNERSHIP DEAL POINTS

- ❖ DART and the RTC each contribute half the funds to the TRIP program in 2 phases
- ❖ In addition, the RTC will send another \$10M for DART in each phase (\$20M total)
- ❖ In return, DART will send the same amount of local funds back to the RTC.
- ❖ The local funds will repopulate the RTC/Local pool.

RTC Commitments	Phase 1 FY 2018-2020	Phase 2 FY 2021-2025
RTC to DART (50%)	\$7,025,000	\$9,000,000
RTC/DART swap	\$10,000,000	\$10,000,000
TOTAL	\$17,025,000	\$19,000,000

RTC/LOCAL FUNDS

- ❖ RTC/Local Pool was established in 2005 with funds from several funding exchanges.
 - ❖ e.g., \$57M with Denton County, \$21M with Dallas.
- ❖ RTC funded local air quality, sustainable development projects, and other regionally significant projects with the funds.
- ❖ As the existing RTC/Local balance is spent down, NCTCOG staff has been seeking opportunities to “re-populate” the account.
- ❖ RTC/Local funds will be used for air quality projects, innovative finance, leveraging, cash flow, and other regional transportation projects.

PROPOSED PROJECT TYPES

- ❖ DART will utilize TRIP funds to build for the following types of projects with the affected cities:

Agency	Project Types
Cockrell Hill	Street repair and signal upgrades
Glenn Heights	Street repair, signal upgrades and transportation studies
University Park	Signal upgrades, radio system upgrades, road repair, road reconstruction, and intersection improvement
Highland Park	Signal upgrades, radio system upgrades, road repair, road reconstruction, and intersection improvement

- ❖ DART will use local funds for the above improvements
 - ❖ The RTC's federal funds will be used on DART projects to offset their local expenditures on TRIP.
 - ❖ This strategy concentrates federal money on a few bigger projects versus several small projects.

PROJECT PROPOSED FOR FEDERAL FUNDS

Cotton Belt Rail Line:

TRIP Phase	Fiscal Year	Funding Amount	Work Phase
1	2018	\$17,025,000	Environmental and Preliminary Engineering
2	2021	\$19,000,000	Construction

ACTION REQUESTED

- ❖ Recommendation for RTC approval of the DART/RTC Transit Related Improvement Program Partnership with an exchange of:
 - ❖ \$17M in federal funds for \$10M local in 2018(Phase 1)
 - ❖ \$19M in federal funds for \$10M local in 2021(Phase 2)
- ❖ Approval to administratively amend the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate the new projects.

TIMELINE

December 2016

DART request for partnership

January 2017

Initial DART Action on TRIP

February 2017

STTC Action

March 2017

RTC Action

Executive Board Action

April 2017

DART Agreement Action

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**EAST-WEST
FUNDING DISTRIBUTION
FOR FIXING AMERICA'S SURFACE
TRANSPORTATION
(FAST) ACT**

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

February 24, 2017

BACKGROUND:

RTC Bylaws for Determining Funding Distribution

Funding Program	RTC Bylaws
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Re-evaluated with each new funding bill
Surface Transportation Block Grant Program (STBG) (as of Dec 2015) Surface Transportation Program Metropolitan Mobility (STP-MM)	Re-evaluated with each new funding bill
Transit Section 5307 Urbanized Area Formula Funding	Re-evaluated annually with new Federal Transit Administration (FTA) apportionments.

BACKGROUND:

Transit Funding Is The Exception

- Federal Transit Administration (FTA) formula program funds are allocated to the region's urbanized areas based on specific factors established by Congress.
- There are two ways in which FTA funds are sub-allocated in the region:
 1. Based on the same formula FTA uses in their annual apportionments
 - Ex: Urbanized Area Formula Program
 2. Awarded through a competitive call for projects
 - Ex: Enhance Mobility of Seniors and Individuals with Disabilities Program
- The Transit Distribution is not being address with this effort as it is re-evaluated annually when formula funds are received.

BACKGROUND:

Previous Distribution Percentages

	STP-MM		CMAQ	
Transportation Funding Bill	Western Subregion	Eastern Subregion	Western Subregion	Eastern Subregion
ISTEA	33%	67%	33%	67%
TEA-21*	32%	68%	32%	68%
	31%	69%	31%	69%
SAFETEA-LU	31%	69%	31%	69%
MAP-21	32%	68%	34%	66%

* TEA-21 funding distributions of 32% in the west and 68% in the east were originally approved. In 2003, the funding distributions were re-evaluated to 31% in the west and 69% in the east.

PREVIOUS EAST-WEST FUNDING DISTRIBUTION ANALYSIS FOR MAP-21

STP-MM Based on 12-County MPA Boundary	Western Subregion	Eastern Subregion
Population	34.32%	65.68%
Employment	30.10%	69.83%
Activity (Pop+Emp Equalized)	32.24%	67.76%
Vehicle Miles of Travel	31.54%	68.46%
Average	32.07%	67.93%
Rounded Average	32%	68%

CMAQ Based on 10-County Non Attainment Area	Western Subregion	Eastern Subregion
Ozone Precursors tons per day ¹ (%)	77.74 (33.58%)	153.22 (66.42%)
Recommendation Ozone Precursors Tons of VOC and NOx (Rounded Average)	34%	66%

¹NCTCOG forecast for 2011 Transportation Conformity ten-county analysis of 2012 roadway network.

CURRENT FORMULA INPUTS FOR FAST ACT

DRAFT

STBG* Based on 12-County MPA Boundary	Western Subregion	Eastern Subregion
Population	34.11%	65.89%
Employment	30.72%	69.28%
Activity (Pop+Emp Equalized)	32.42%	67.58%
Vehicle Miles of Travel	32.36%	67.64%
Average	32.40%	67.60%
Rounded Average	32%	68%

CMAQ* Based on 10-County Non Attainment Area	Western Subregion	Eastern Subregion
Ozone Precursors tons per day ¹ (%)	64.68 (34.03%)	125.37 (65.67%)
Recommendation Ozone Precursors Tons of VOC and NOx (Rounded Average)	34%	66%

*Additional information on the reassessment methodology is available in Electronic Item 4.2.

¹NCTCOG forecast for 2016 Transportation Conformity ten-county analysis of 2017 roadway network.

ENVIRONMENTAL JUSTICE

Population Type		Western Subregion	Eastern Subregion	Total
Minority	Population	1,007,941	2,384,036	3,391,977
	Percent	30%	70%	
Low Income	Population	328,457	649,180	977,637
	Percent	34%	66%	
Minority or Low Income	Population	1,111,283	2,527,911	3,639,194
	Percent	31%	69%	

Source: 2014 American Community Survey 5-Year Estimates

Environmental justice indicators show a minority and low income population distribution similar to the proposed funding distribution for western and eastern regions.

ACTION REQUESTED

- Recommend RTC approval of the proposed regional distribution of FAST Act funds as outlined below:

Funding Program	Western Subregion	Eastern Subregion
STBG	32%	68%
CMAQ	34%	66%

- Moving forward new funding distribution applies as follows:
 - CMAQ distribution applies to air quality programs, such as the Transportation Alternatives - Set Aside Program.
 - STBG distribution applies to all federal and State RTC-selected mobility programs, such as Category 2, TMF, Proposition 12, etc. (not including Regional Toll Revenue funding).
- Transit formula funding is determined each year based on FTA formulas.

EAST-WEST FUNDING DISTRIBUTION TIMELINE

December 2016

Began analysis

February 2017

STTC Action

March 2017

Public Meetings

RTC Action

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VOLKSWAGEN MITIGATION UPDATE AND CORRESPONDENCE TO THE STATE OF TEXAS

Surface Transportation Technical Committee

Jenny Narvaez

February 24, 2017



**North Central Texas
Council of Governments**

OVERVIEW

Lawsuits Against Volkswagen Group 2.0 and 3.0 Liter Diesel Engine Vehicles

Found to Exceed the Environmental Protection Agency's (EPA) Standard for Nitrogen Oxides (NO_x) Emissions

RTC Requested the Department of Justice (DOJ) and Texas Attorney General (AG), if a Financial Settlement is Reached, Funds be Dispersed to Texas Nonattainment Regions (March 10, 2016)

Partial Settlements Resulting in \$2.9 Billion Mitigation Trust Fund

2.0 liter Partial Settlement (9/30/16): \$2.7 Billion

3.0 liter Partial Settlement (12/20/2016): \$225 Million

\$209 Million to State of Texas

Administration Share is 15%

MITIGATION PROCESS

Trustee Selected

(Anticipated Appointment by Court Early 2017)



Trust Agreement Finalized

(Trust Considered Effective)



Potential Government Beneficiaries Must File Certification Form to Become Beneficiaries/Identify Lead Agency within 60 Days of the Trust Effective Date



Trustee Files List of Designated Beneficiaries

(Trustee has 120 days from Trust Effective Date to file list)



Beneficiaries Must Create Mitigation Plan

(Summary of How the Beneficiary Intends to Use Allotted Funds)



Mitigation Trust Administered by Trustee

(Trustee Required to Transmit Determination of Beneficiary's Funding Request within 60 Days Upon Receipt)

FAIR SHARE FUNDING RECOMMENDATION

Identify Effectuated Vehicles In Each COG Region



COG Region with Transportation Management Areas (TMA)



COG Region Containing Air Quality Focus; Proposed Ozone Nonattainment, or Existing Vehicle Inspection/Maintenance Program



COG Region within Texas Clear Lanes

Alamo Area COG

Capital Area COG

Houston-Galveston Area Council

Rio Grande COG

North Central Texas COG (Approximately \$63 Million)

Set Aside of 10% for Other Interested Regions

ELIGIBLE NO_x MITIGATION ACTIONS

Heavy-duty Vehicle Repowers/Replacements:

Freight Trucks

School, Shuttle or Transit Bus

Freight Switchers

Airport Ground Support Equipment

Charging Infrastructure for Light-duty, On-road Zero Emission Passenger Vehicles

Actions Eligible Under EPA's Diesel Emission Reduction Act

Alternative Fuel Infrastructure

Electrified Parking Spaces

REQUESTED ACTION

Letter to Governor of Texas and Texas AG

Request State of Texas Pursue Receipt of Funds

Request Lead Agency be the Texas Commission on Environment Quality

Direct that Mitigation Plan Development Include Input from Regions and Other Interested Parties Throughout Texas

Emphasis on High NO_x Reduction Programs

Support Fair Share Funding Disbursement to COG's Based On:
Transportation Management Areas
Ozone Noncompliance
Texas Clear Lanes
10% Set Aside for Other Interested Regions

Use of Funds be Determined by Each COG

Develop Streamlined and Flexible Administrative Functions

VOLKSWAGEN MITIGATION UPDATE

For Further Information

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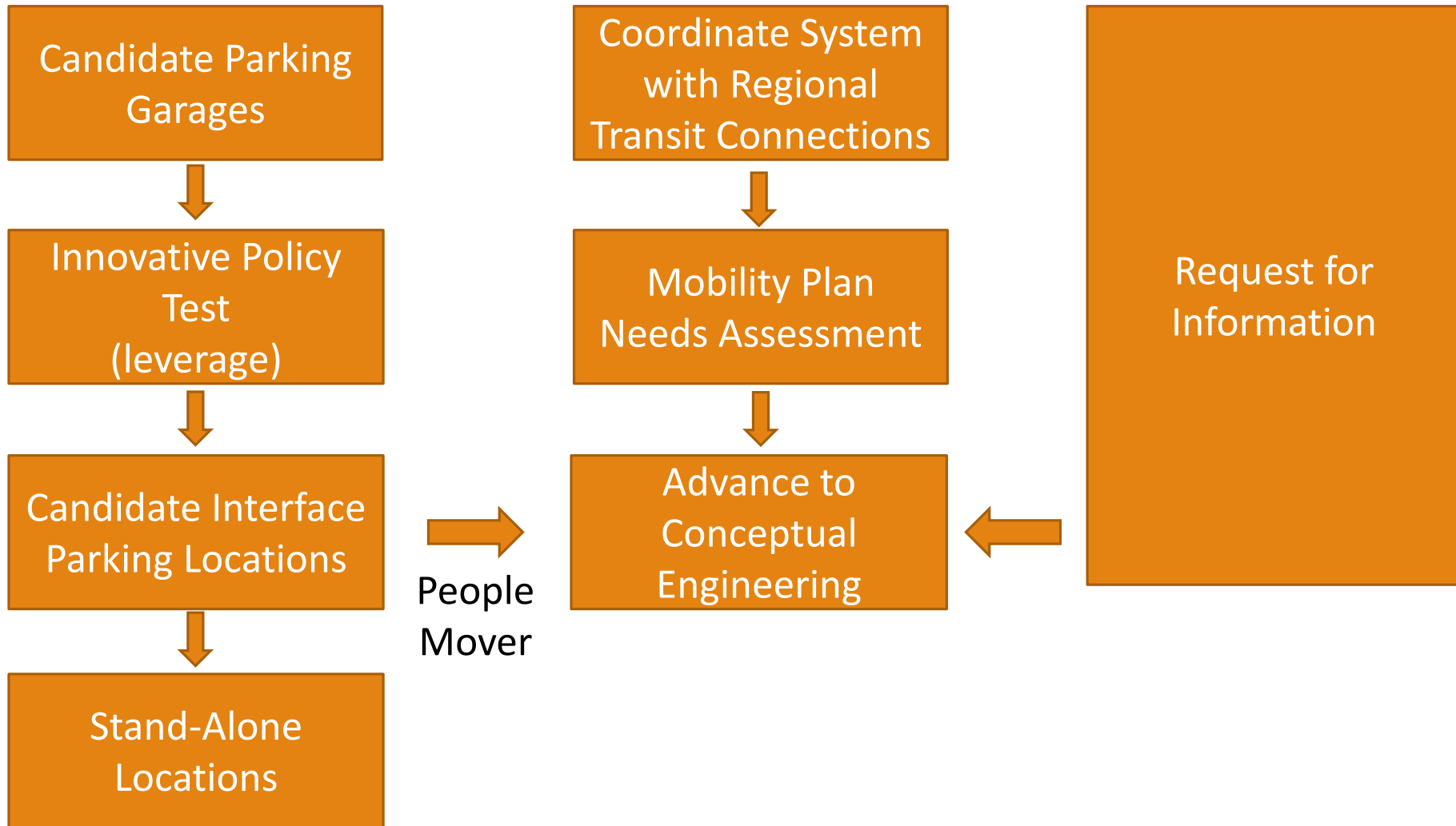
MODERN DAY “PEOPLE MOVER” AND ARLINGTON TRANSIT CONCEPTS RESULTING FROM HIGH-SPEED RAIL

Surface Transportation Technical Committee
February 24, 2017

Michael Morris, P.E.

Director Of Transportation
North Central Texas Council Of Governments

“PEOPLE MOVER” IMPLEMENTATION PROCESS



REQUEST FOR INFORMATION (FOCUS ON THE WHAT)

COST BENEFITS

Economies of Scale of a Single System

Engineering Optimization of Structure

Industrialization Feasibility

Feasibility of Driverless Vehicles

Feasibility of Battery Technology

Role of Freight

Access-Line Haul-Egress Integration Feasibility

REQUEST FOR INFORMATION (FOCUS ON THE WHAT)

REVENUE BENEFITS

Manufacturing Location Locally

Public-Private Partnerships

Revenue from Freight

Innovative Funding

Integrate with Parking Garages

Regional Transportation Data Sharing Update

Surface Transportation Policy Committee

**Thomas J. Bamonte
North Central Texas Council of Governments
February 24, 2017**

December 2016 STTC Meeting

Issue Request for Partners to allow parties to propose transportation data sharing partnerships using 511DFW data portal or other means

Enter into an existing data sharing partnership program, the Connected Citizens Program with Waze

Work with regional partners to optimize transportation data sharing to improve the efficiency and safety of region's highway system

Waze Connected Citizens Program

Established in 2014

Many state DOT, city, toll road, MPO, private sector participants

Fort Worth first Texas city participant

Emerging regional interest



CCP Information Sharing

Planned road closures and special events

Unusual incidents that have major impacts

Roadway conditions

Traffic congestion spots



CCP Map Editing Tools

waze LIVE MAP MAJOR EVENTS SUPPORT BLOG ABOUT Login

< Back Facebook Twitter Email

Lions vs. Rams

Detroit, Michigan, United States, Oct 16, 2016

Beacon St	06:00-10:00
Beaubien St	06:00-10:00
Brush St	06:00-10:00
E Adams St	06:00-10:00
Saint Antoine St	10:00-12:00
Beacon St	10:01-12:00
Beaubien St	10:01-12:00
Brush St	10:01-12:00
E Adams St	10:01-12:00
Beacon St	12:01-17:30
Beaubien St	12:01-17:30
Brush St	12:01-17:30

Tell Waze about upcoming events

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Waze For Public Agencies: Information and Training Session

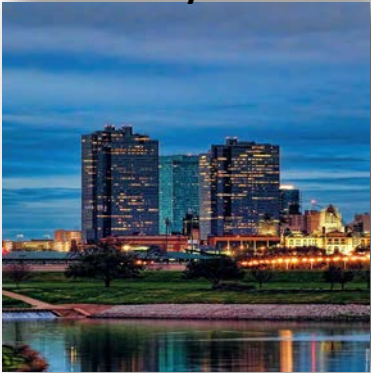
**Tuesday, February 28, 2017
9:00 a.m. to Noon**

**Southlake DPS North Training Facility
100 E. Dove Rd.
Southlake, TX 76092**

Instructor: Chad Richey

Traffic Data Sharing: Near Term

City 1



City 2



City 3



TomTom Road Event Reporter

TOMTOM Moderation Tool Nam Kim Netherlands [Edit Profile](#) [Logout](#)

Find Locations or Go to Lat, Lon Draw a polyline

Searches

- 5 Churchill-Laan, 5 Churchill-Laa...
- 52.368047, 4.884828
- Oosterdoksstraat, Amsterdam, ...

Regions

- Basic Views
- Current
- Upcoming
- Expired

Detailed Views

- Archived Incidents

Layers

- TomTom Traffic
- TomTom Traffic Flow (Relative)

[New Incident](#)

Edit Incident: # Incident -2

Incident

Archived:

Title: Churchill-Laan Amsterdam

Direction: Bi-Directional

Bound:

Categories

Category 1: closed - 401

Category 2: set of roadworks - 701

Category 3: Search by Name or Code...

Start and End

Recurring:

Time Zone: Geographic Time Zone

Start: 07/Mar/2016 16:46

End:

Reminder Email

Time Zone:

Remind:

Freetext:

Operator's Note:

[Save](#) [Delete](#) [Cancel](#)

Leaflet | Map Data © 2016 TomTom

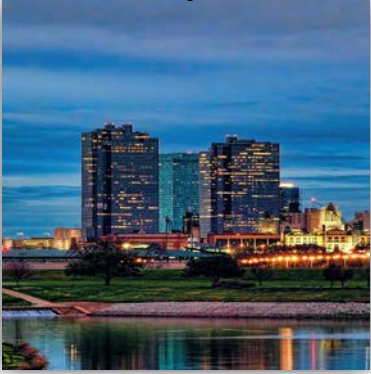
List of Incidents

ID	Status	Archived	Title	Category 1	Category 2	Category 3	Recurring	Time Zone	Start	End	Remind	Updated By	Updated At
Incident-2	Incident	No	Churchill-La...	closed - 401	set of road...		No	Geographic ...	07/Mar/2016 16:46				

5 Churchill-Laan, 5 Churchill-Laan, Amster...

Traffic Data Sharing: Challenges Ahead

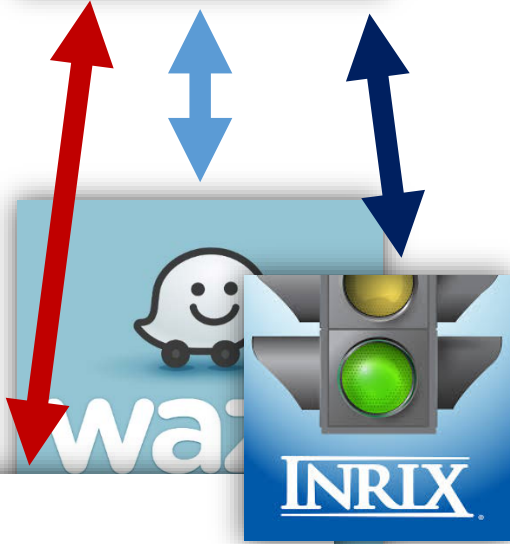
City 1



City 2



City 3



511DFW: Hidden Resource?

The screenshot displays the 511DFW website interface. At the top left is the 511DFW logo. To its right, the current weather is shown as 89° Partly Cloudy. Further right are links for ABOUT | CONTACT | FAQ | FEEDBACK and a Like 38 button. Below the weather, it says "Hi, you're in Dallas." with a Sign In link. A navigation bar contains buttons for "Select Your Region", "Transit Trip Planner", "My511", "Traffic and Transit Conditions", and "Travel Links". Below this is an "ALERTS:" section stating "There are no service alerts at this time." The main content area features a map of Dallas with various overlays. Above the map is a control bar with "Save Map | Display Map | Clear Map", "Show on Map: Active", "Set Map on Refresh Rate: 5 minutes", and "Go To: Dallas". A toolbar below the control bar contains icons for: Traffic Incidents, Traffic Construction, Transit Incidents, Transit Construction, Special Events, Traffic Speeds, HOV Speeds, Weather Alerts, Weather Forecast, Radar Overlay, Rail, Bus Stops, Message Signs, Traffic Cameras, and Parking Info. The map shows major highways like I-30, I-35, I-635, and US-75, along with city names like Dallas, Irving, and Mesquite. A Google logo is in the bottom left, and "Map data ©2016 Google Terms of Use Report a map error" is in the bottom right.

511DFW Data Portal



BEGIN YOUR TRIP HERE.

66° Cloudy

[ABOUT](#) | [CONTACT](#) | [FAQ](#) | [FEEDBACK](#)

Like 38

Hi, you're in Dallas. | [Sign In](#)

Select Your Region

Transit Trip Planner

My511

Traffic and Transit Conditions

Travel Links

ALERTS: There are no service alerts at this time.

The 511DFW data feeds contain 'real-time' traffic and transit event information provided by 511dfw.org and DART.

- The data feed includes all active transit incidents, construction projects, and special events in the DART coverage area, which also show on the 511DFW.org traffic and transit map.
- The feed consolidates all publicly available 511DFW Information in a single point of access.

• The data feed is accessed through a web connection and is available in XML format. The feed is updated as individual events become active or updated. Events are also removed from the feed as they expire.

- [Register to access the 511DFW Data Feed](#)
- [Access the 511DFW Data Feed](#)
- [View the 511DFW Data Feed Documentation](#)
- [View the 511DFW Data Feed Terms of Use](#)

Traffic Data Sharing: Regional Approach



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Transportation Data Sources

Traffic Management Centers



Transportation Data Sources

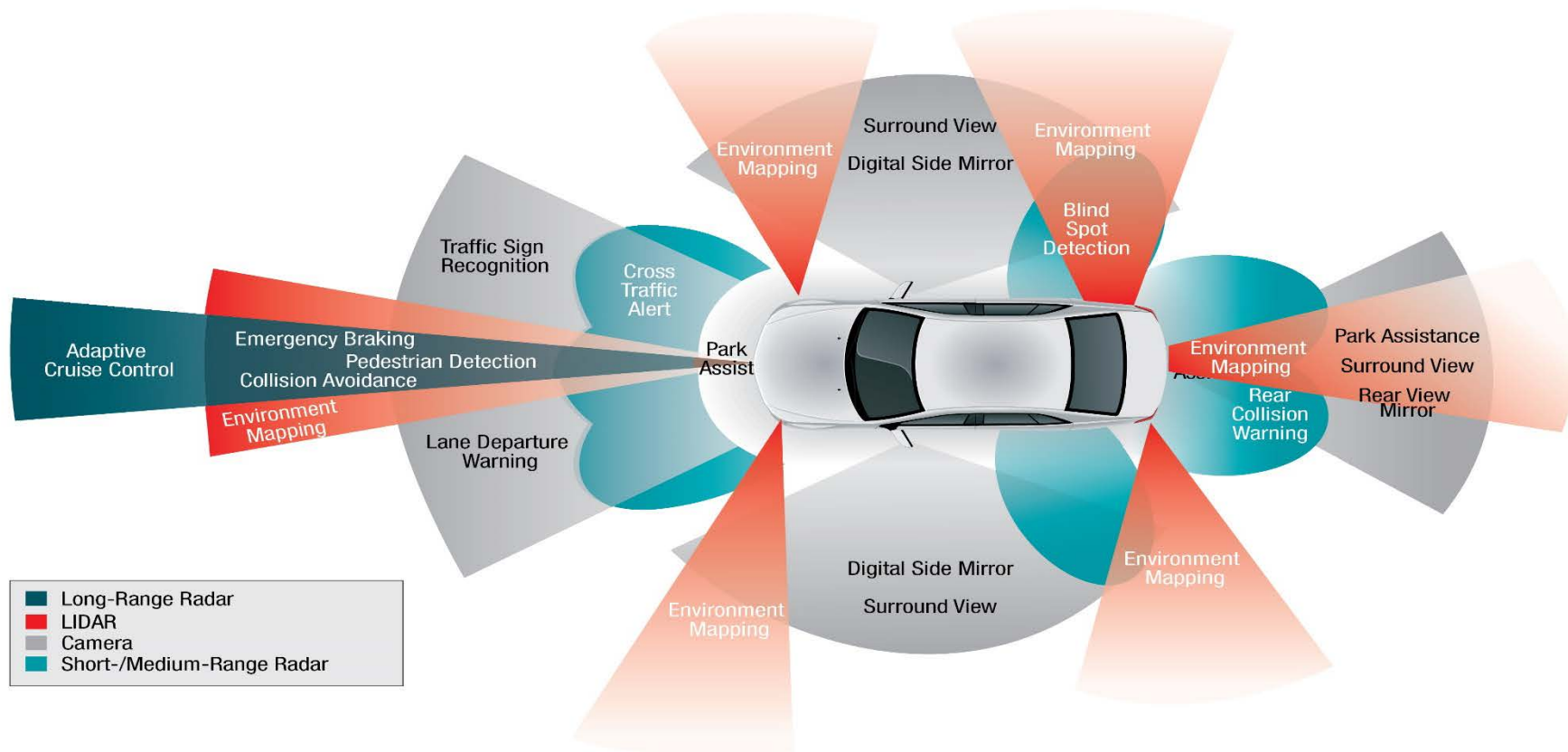
Travel Navigation Services

Google maps



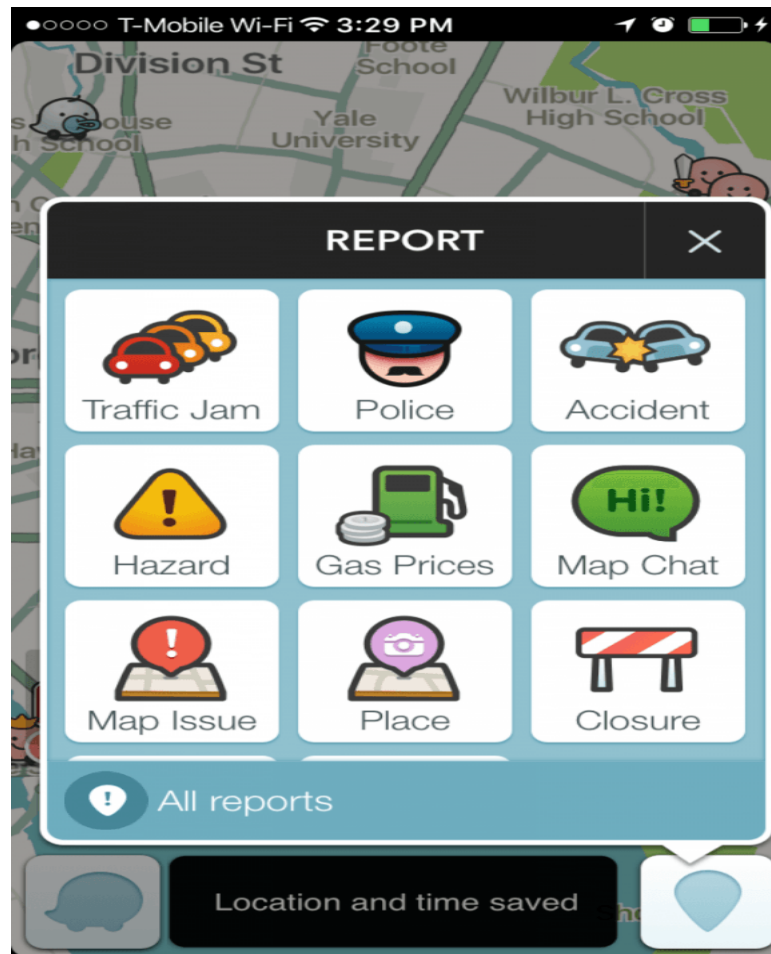
Transportation Data Sources

Vehicles



Transportation Data Sources

Motorists

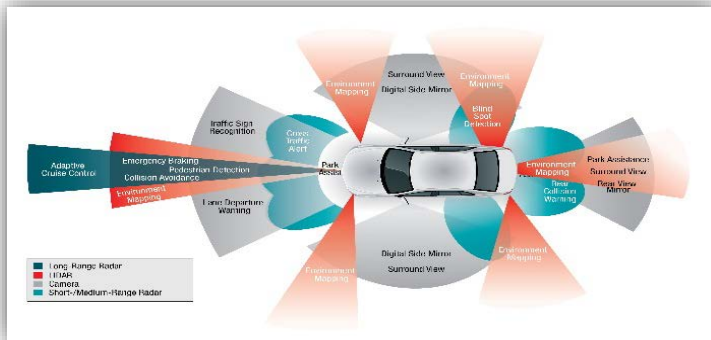


Transportation Data Infrastructure

Traffic Management Centers



Travelers

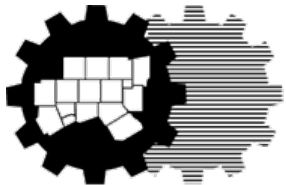


Vehicles

Travel Navigation Services

CRITICAL FREIGHT CORRIDORS

Surface Transportation Technical Committee
February 24, 2017



Jeff Hathcock, Principal Transportation Planner
NCTCOG Transportation Department



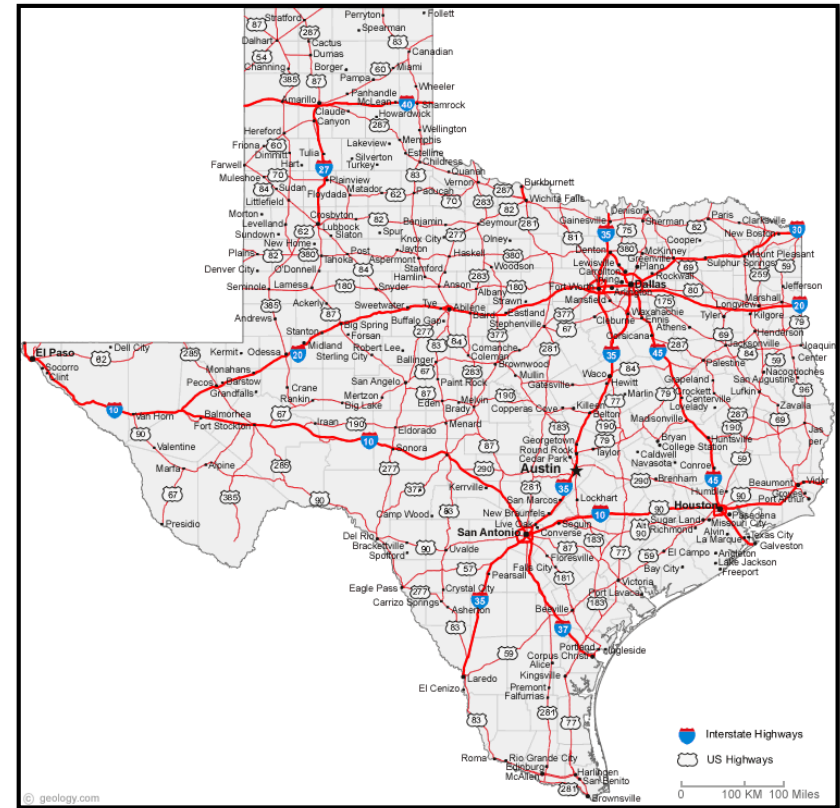
OVERVIEW

Objective

To identify important freight corridors that provide critical connectivity to the state freight network and national highway freight network

Anticipated Outcomes

Allows expanded use of national highway freight program formula funds and FASTLANE grant program funds for eligible projects that support national goods movement goals



EXPLANATION OF FREIGHT NETWORKS

Primary Highway Freight System (PHFS)

- Network of highways identified as the most critical highway portions of the U.S. freight transportation system
- Network consists of 37,436 centerline miles of Interstate and 4,082 centerline miles of Non-Interstate roads, totaling 41,518

Texas Freight Network

- This network is comprised of two systems:
 - The **Primary** Freight Network includes nearly 6,400 miles of highways that are projected to carry more than 10 million tons of cargo by 2040
 - The **Secondary** Freight Network includes nearly 13,400 miles of highways and is projected to carry more than 10 million tons of cargo, or more, by 2040

Critical Freight Corridors

- Urban – Metropolitan Planning Organization (MPO) designated
- Rural – State designated

CRITICAL URBAN FREIGHT CORRIDOR DESIGNATION REQUIREMENTS (FEDERAL)

23 U.S.C. 167(f) Identifies the Requirements for Designating Critical Urban Freight Corridors (CUFC)

Must be in an urbanized area and meet one or more of the following four elements:

- Connects an intermodal facility to:
 - The primary highway freight system
 - The interstate system
 - An intermodal freight facility
- Located within a corridor of a route on the Primary Highway Freight System and provides an alternative highway option important to goods movement
- Serves a major freight generator, logistics center, or manufacturing and warehouse/industrial land
- Important to the movement of freight within the region, as determined by the MPO or the state

REGIONAL PERFORMANCE MEASURES

Reviewing Critical Urban Freight Corridor designations, all freight-related urban corridors in the region are being evaluated using a qualitative and quantitative approach.

Developing a Regional Critical Freight Corridor System to align goals with:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Ten Year Plan

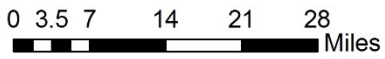
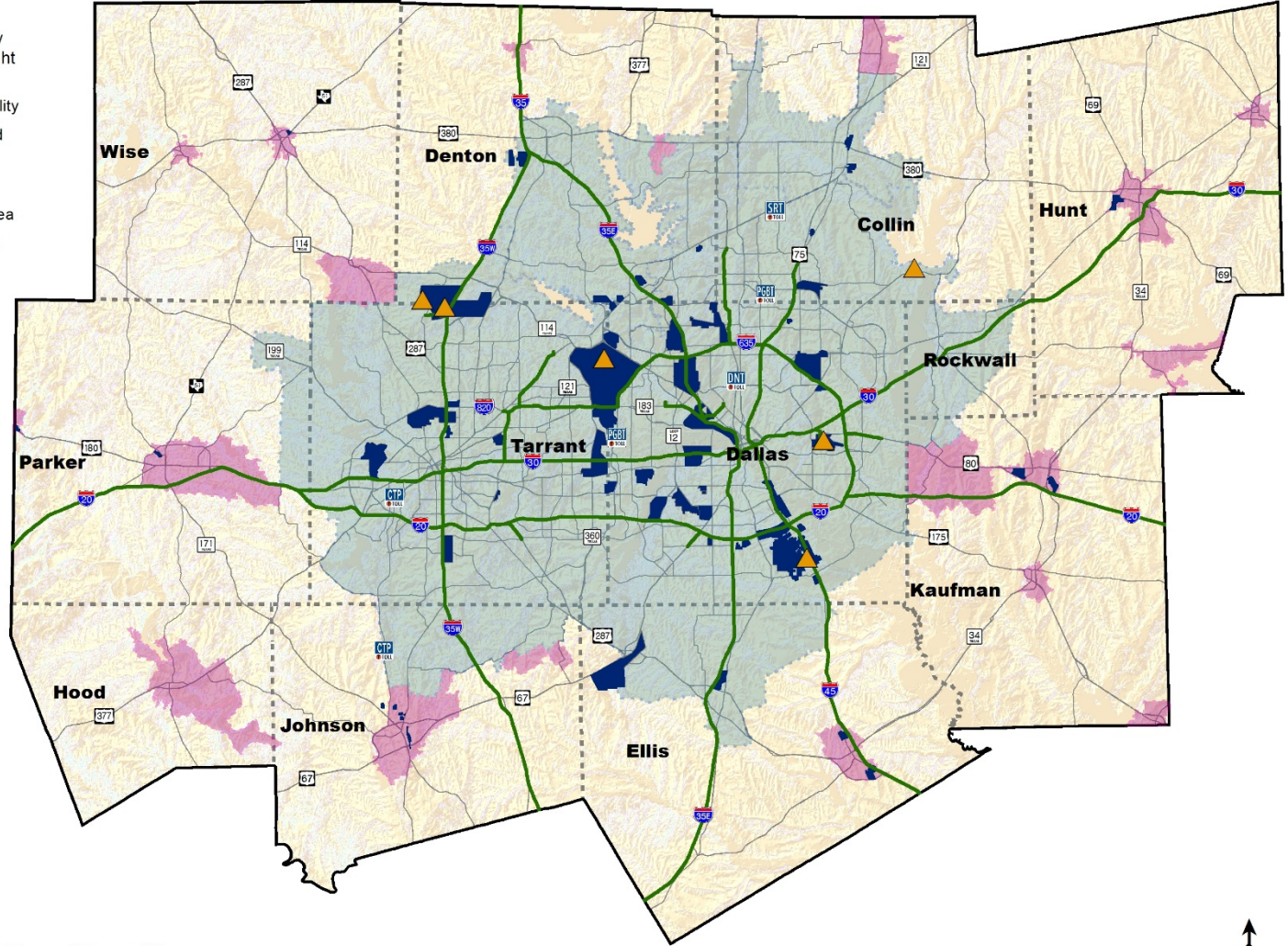
Utilizing performance based planning to develop Performance Measures that consider:

- Truck Travel Data
- Intermodal Facility Locations
- Connections to Freight Oriented Developments
- Connections to the Primary Highway Freight System
- Connections to the Texas Freight System

FHWA Primary Highway Freight System

Legend

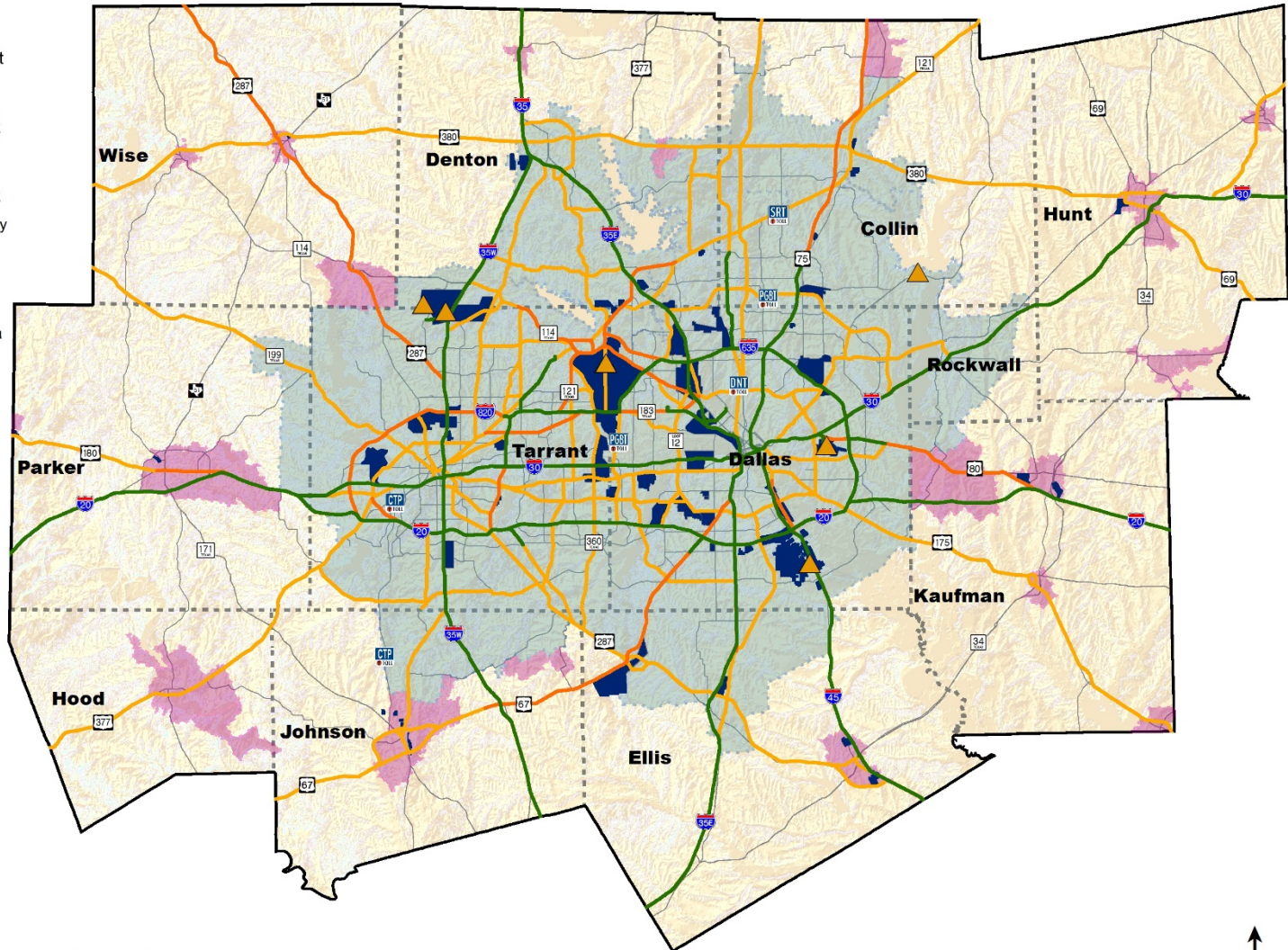
- FHWA Primary Highway Freight System
- Intermodal Facility
- Freight Oriented Developments
- Urbanized Area
 - Small Urban Area
 - Urbanized Area
- Highways
- Counties



FHWA Primary Highway Freight System and TxDOT Freight Networks

Legend

- FHWA Primary Highway Freight System
 - TxDOT Primary Freight Network
 - TxDOT Secondary Freight Network
 - ▲ Intermodal Facility
 - Freight Oriented Developments
- Urbanized Area**
- Small Urban Area
 - Urbanized Area
 - Highways
 - - - Counties



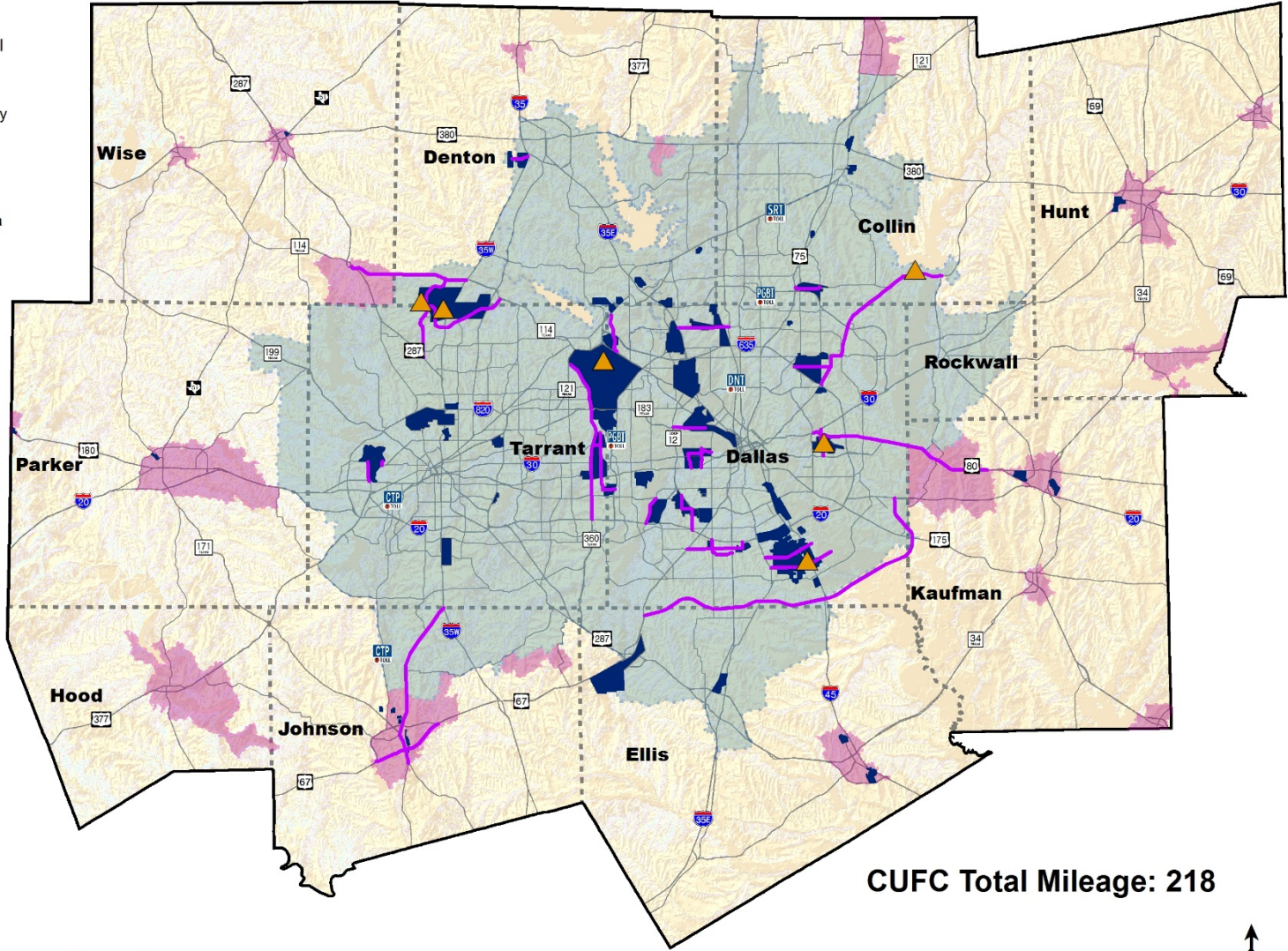
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Miles



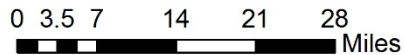
Potential Critical Urban Freight Corridors DRAFT

Legend

- Potential Critical Urban Freight Corridors
- Intermodal Facility
- Freight Oriented Developments
- Urbanized Area
- Small Urban Area
- Urbanized Area
- Highways
- Counties



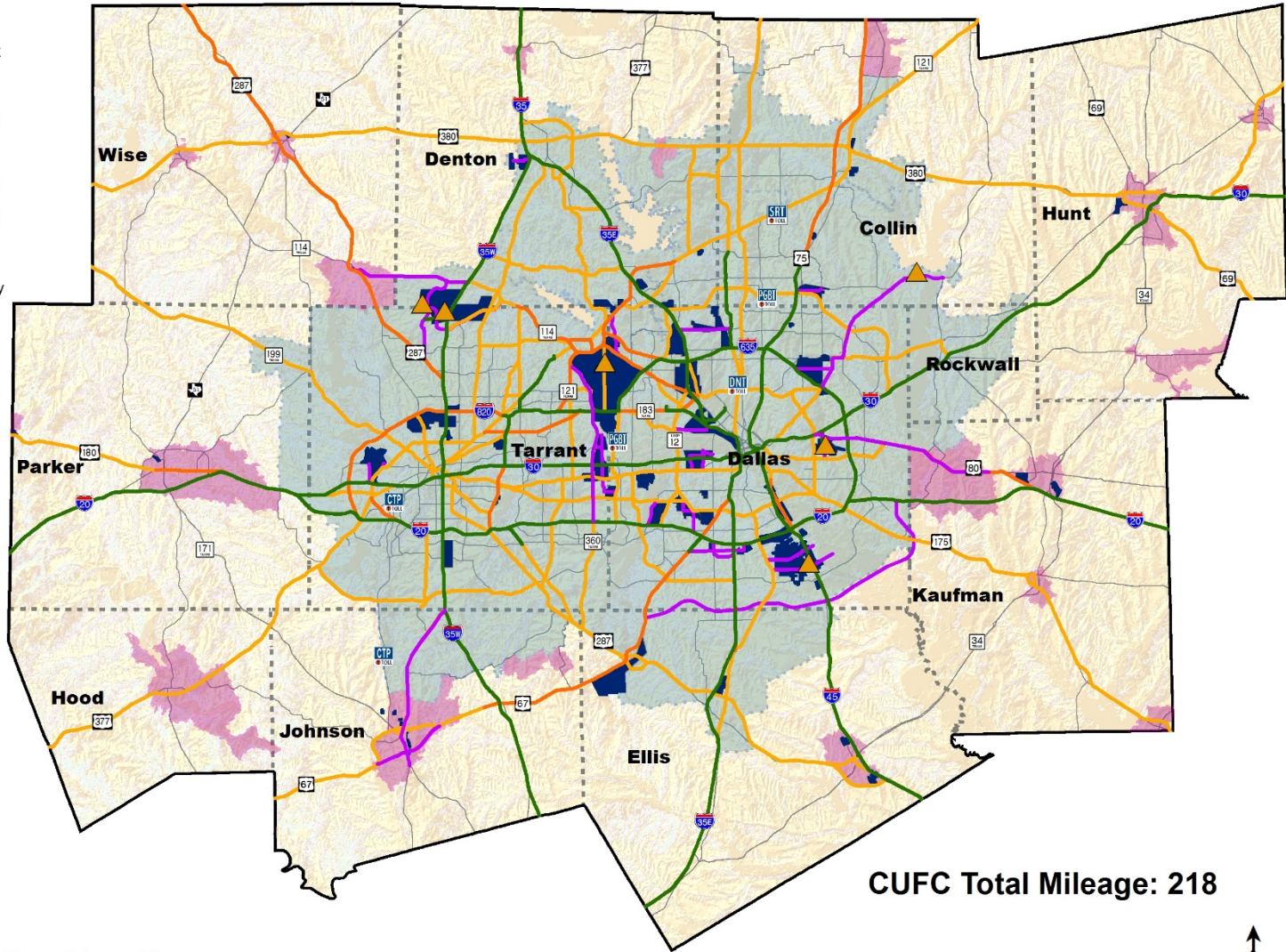
CUFC Total Mileage: 218



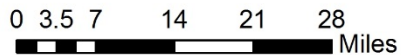
Potential Critical Urban Freight Corridors DRAFT

Legend


- FHWA Primary Highway Freight System
- TxDOT Primary Freight Network
- TxDOT Secondary Freight Network
- Potential Critical Urban Freight Corridors
- Intermodal Facility
- Freight Oriented Developments
- Urbanized Area
 - Small Urban Area
 - Urbanized Area
- Highways
- Counties



CUFC Total Mileage: 218



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[Rail Planning](#)
[Railroad Crossing Reliability Partnership Program](#)
[Regional Freight Advisory Committee \(R-FAC\)](#)
[Freight North Texas](#)
[Truck Lane Demo Project](#)
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Freight Program Area

Critical Freight Corridors

The North Central Texas Council of Governments is engaged in developing a Regional Critical Urban Freight Corridor system. The goal is to identify important freight corridors that provide critical connectivity to the state freight network and the Primary Highway Freight System. The regional Critical Freight Corridor system will align with [Mobility 2040: The Metropolitan Transportation Plan](#), the [Transportation Improvement Program](#), and the Ten Year Plan.

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) requires the FHWA Administrator to establish a National Highway Freight Network (NHFN) to strategically direct Federal resources and policies toward improved performance of the NHFN. This network is the focus of funding under the National Highway Freight Program (NHFP) and a significant funding target under the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grants Program (Nationally Significant Freight and Highway Projects Program) (23 U.S.C. 117). The NHFN consists of the following four subsystems: (1) the Primary Highway Freight System (PHFS); (2) those portions of the Interstate System not part of the PHFS; (3) Critical Rural Freight Corridors (CRFCs); and (4) Critical Urban Freight Corridors (CUFCs). (23 U.S.C. 167(c)).

CRFCs and CUFCs are important freight corridors that provide critical connectivity to the NHFN. By designating these important corridors, States can strategically direct resources toward improved system performance and efficient movement of freight on the NHFN. The designation of CRFCs and CUFCs will increase the State's NHFN, allowing expanded use of NHFP formula funds and FASTLANE Grant Program funds for eligible projects that support national goals identified in 23 U.S.C. 167(b) and 23 U.S.C. 117(a)(2).
Source: Federal Highway Administration, February 2017

Critical Freight Corridors Maps and Information

- FHWA Primary Highway Freight System
- FHWA Primary Highway Freight System and TxDOT Freight Networks
- Potential Critical Urban Freight Corridors System - DRAFT
- Potential Critical Urban Freight Corridors with State Network and National System - DRAFT
- DRAFT 2017 Critical Urban Freight Corridors (first round suggestions)
- DRAFT 2017 Critical Urban Freight Corridors with State Network and National System (first round suggestions)
- Critical Urban Freight Corridor Scorecard - *Coming Soon*

Staff

- Jeff Hathcock, Principal Transportation Planner
- Michael Johnson, Transportation Planner
- Lisa Key, Sr. Administrative Assistant
- Dan Lamers, Sr. Program Manager

[Freight Links](#) [Contacts by Topic](#) [Click Here to Stay Informed](#)

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NCTCOG.ORG/CFC

QUESTIONS

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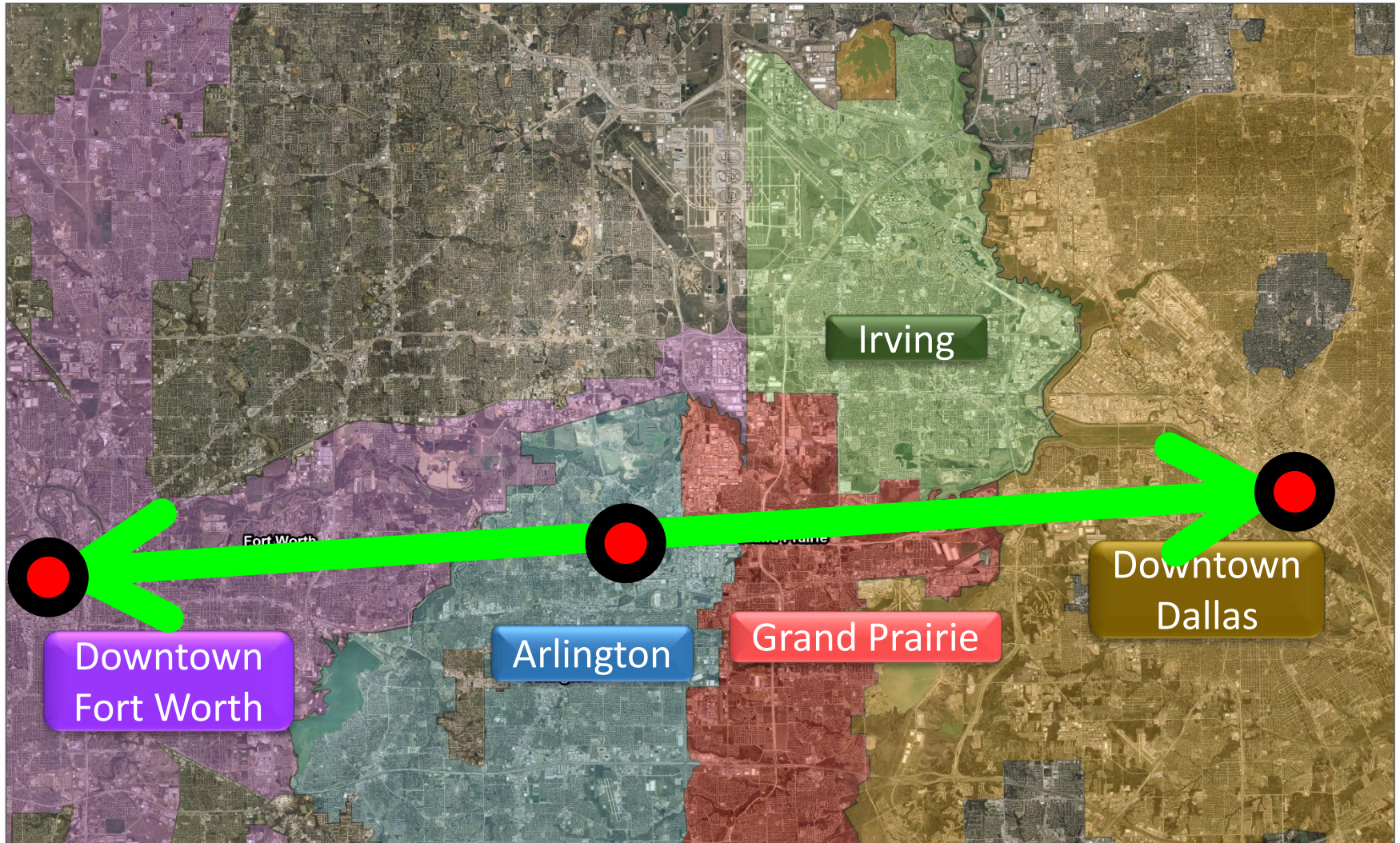
DFW Region High-Speed Rail Update

**Surface Transportation Technical Committee
February 24, 2017**

Kevin Feldt



DFW Core Express Service



Irons In The Fire

➔ Coordinating with Local Governments

Governance Entity

Station Area Planning Efforts

➔ Coordinating with TxDOT

Core Express Service (CES) Project

Funding Agreement to Continue CES Environmental Report

Coordinating with Texas Central Partners

Working to Refine Ridership Estimates

Monitoring Texas Legislative Session

➔ Analyzing Corridor Alternatives

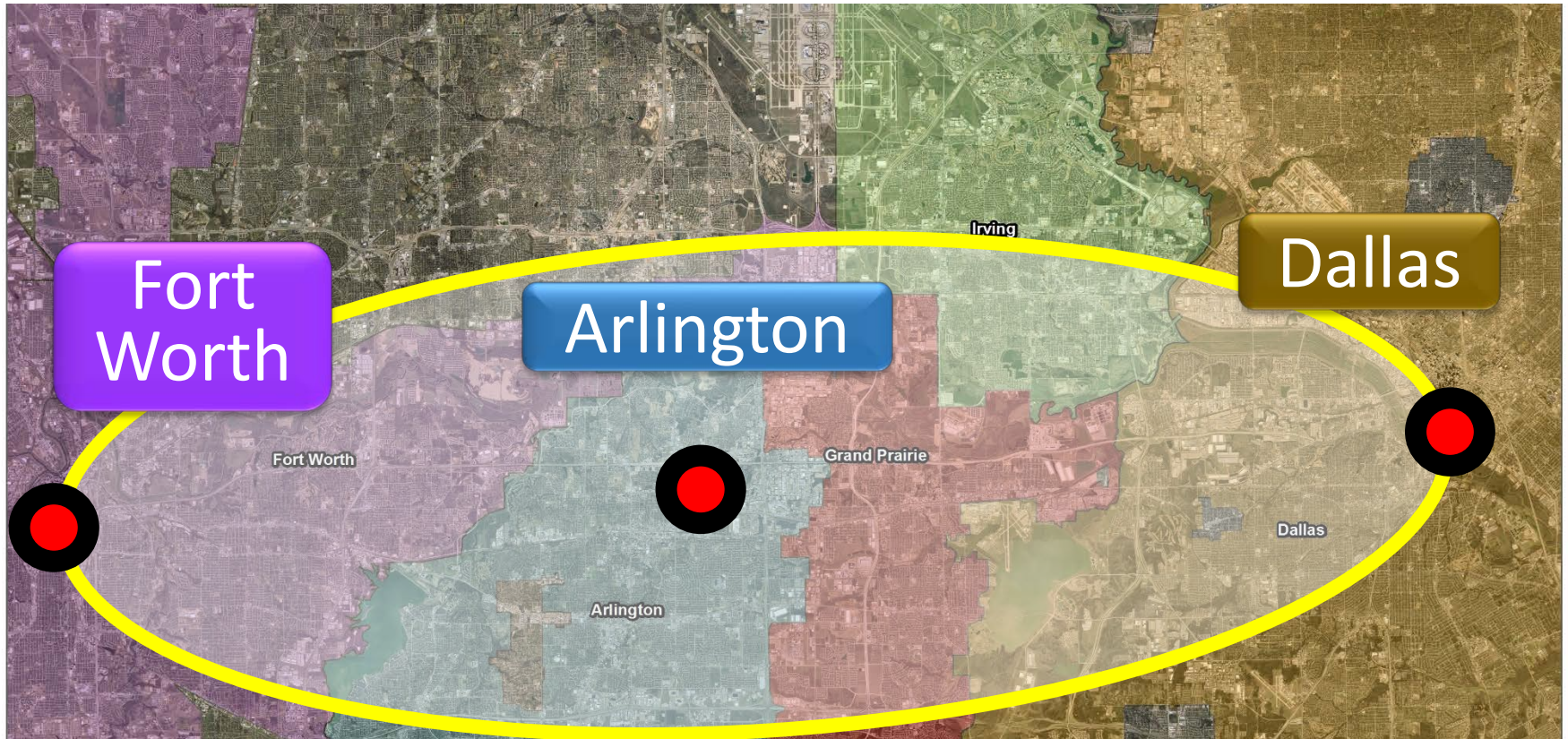
➔ Managing Three Station Area Planning Studies



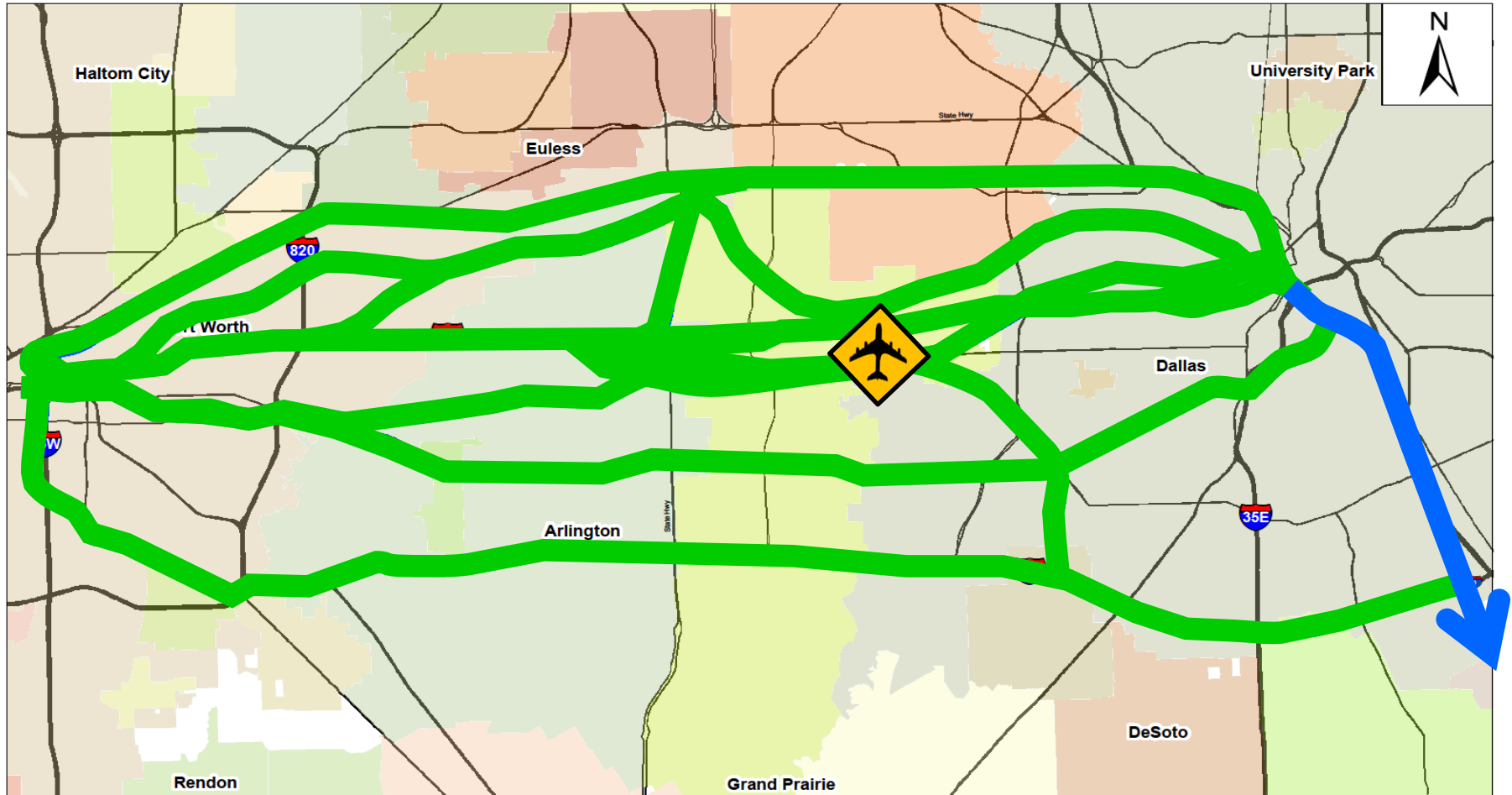
NCTCOG's Role

Identify Best Alignment Corridor

Coordinate with Consultants on Best Station Location



Alignment Corridors Analyzed

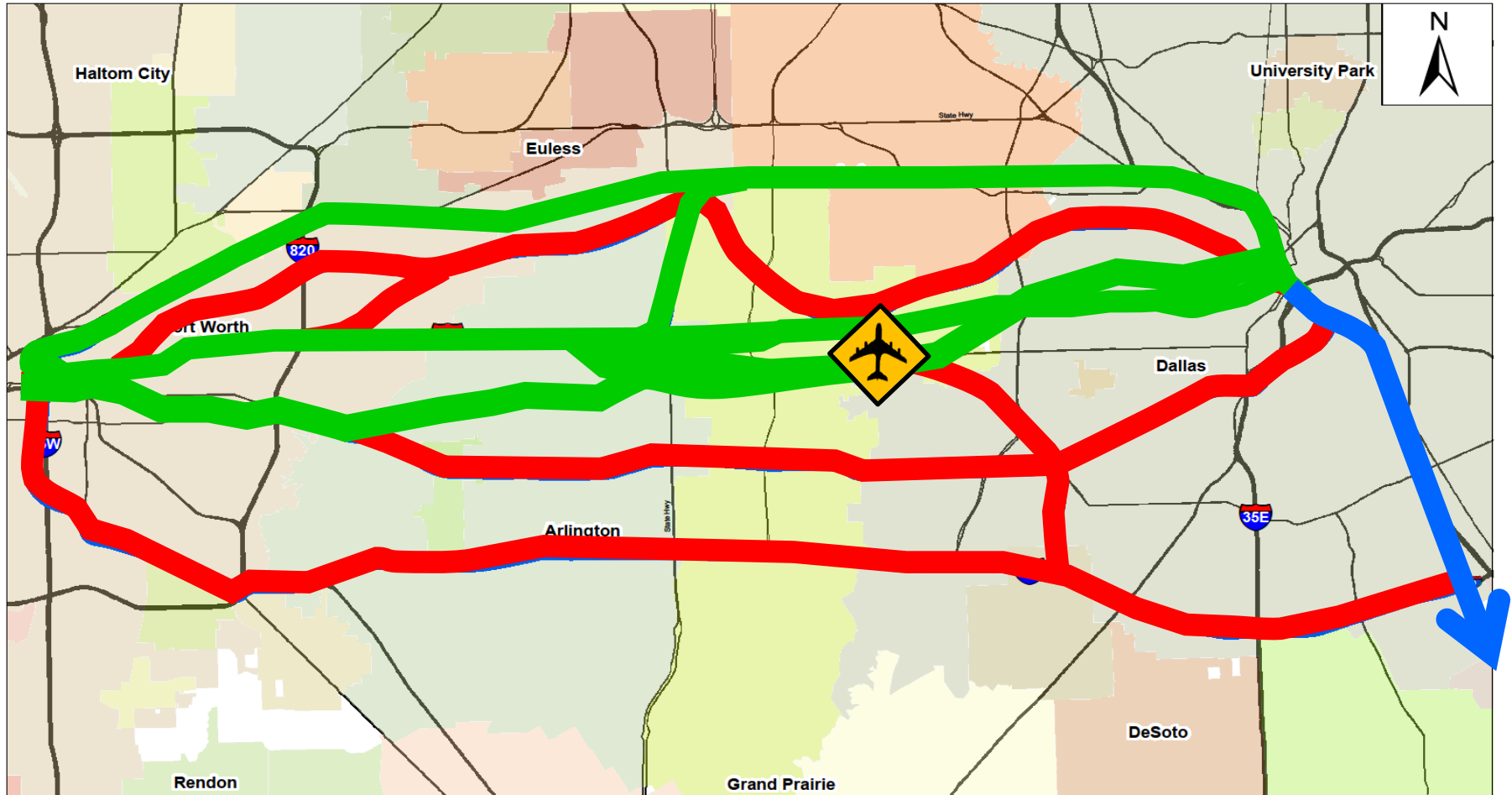


0 1¼ 2½ 5
Miles
1 in = 1.65 miles

Legend

- Texas Central HSR
- Potential HSR Alignments
- Interstate Highway
- US Highway
- State Highway
- Tollway

Candidate Corridors



0 1¼ 2½ 5
Miles
1 in = 1.65 miles

Legend

- Texas Central HSR
- Potential HSR Alignments
- Interstate Highway
- US Highway
- State Highway
- Tollway

Analysis Criteria

Corridor Length

Percent on or Adjacent to Transportation Facility

Percent Adjacent to Residential

Public Facilities Affected within 100 Feet

Percent Above 125 Miles Per Hour

Adjacent to Former Joint Naval Air Station

Meets One-Seat Ride Policy

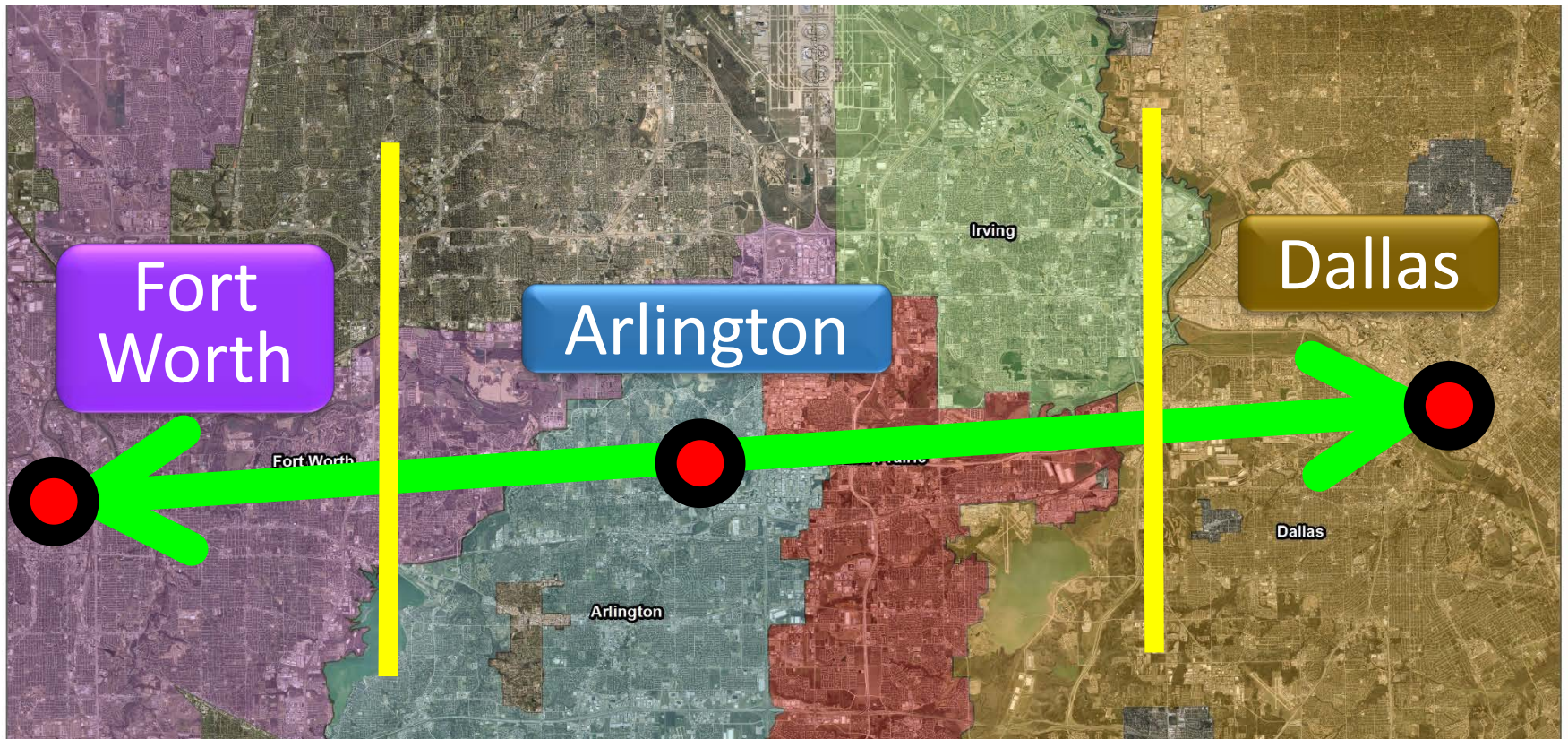
Meets Three-Station Policy



Consultant's Role

Identify Best Station Location

Coordinate with NCTCOG on Best Corridor



Consultant's Role

Coordinate with Local Governments

Gather Input from Stakeholders

Review Development Potential

Identify Station Access Needs

Roadways

Public Transportation

Parking Accommodations

Moving People

Non-Motorized Needs



Dallas Station Area

Study Conducted for the City of Dallas

City of Dallas Conducting Station Zone Assessment

Primary Consultant Role – Oversight and
Coordination

Current Efforts

Coordinating with City of Dallas

Coordinating with Texas Central Partners

Coordinating with DART

Collecting Data

Reviewing NCTCOG Alignment Analysis Efforts



Arlington Station Area

Study Conducted for the City of Arlington

Current Study Efforts

Convened Project Review Committee

Identifying Possible Station Locations

Conducting Stakeholder Input Meetings

City of Arlington and Tarrant County Elected Officials

Property Owners/Developers

Arlington Business Leaders

FWTA and DART

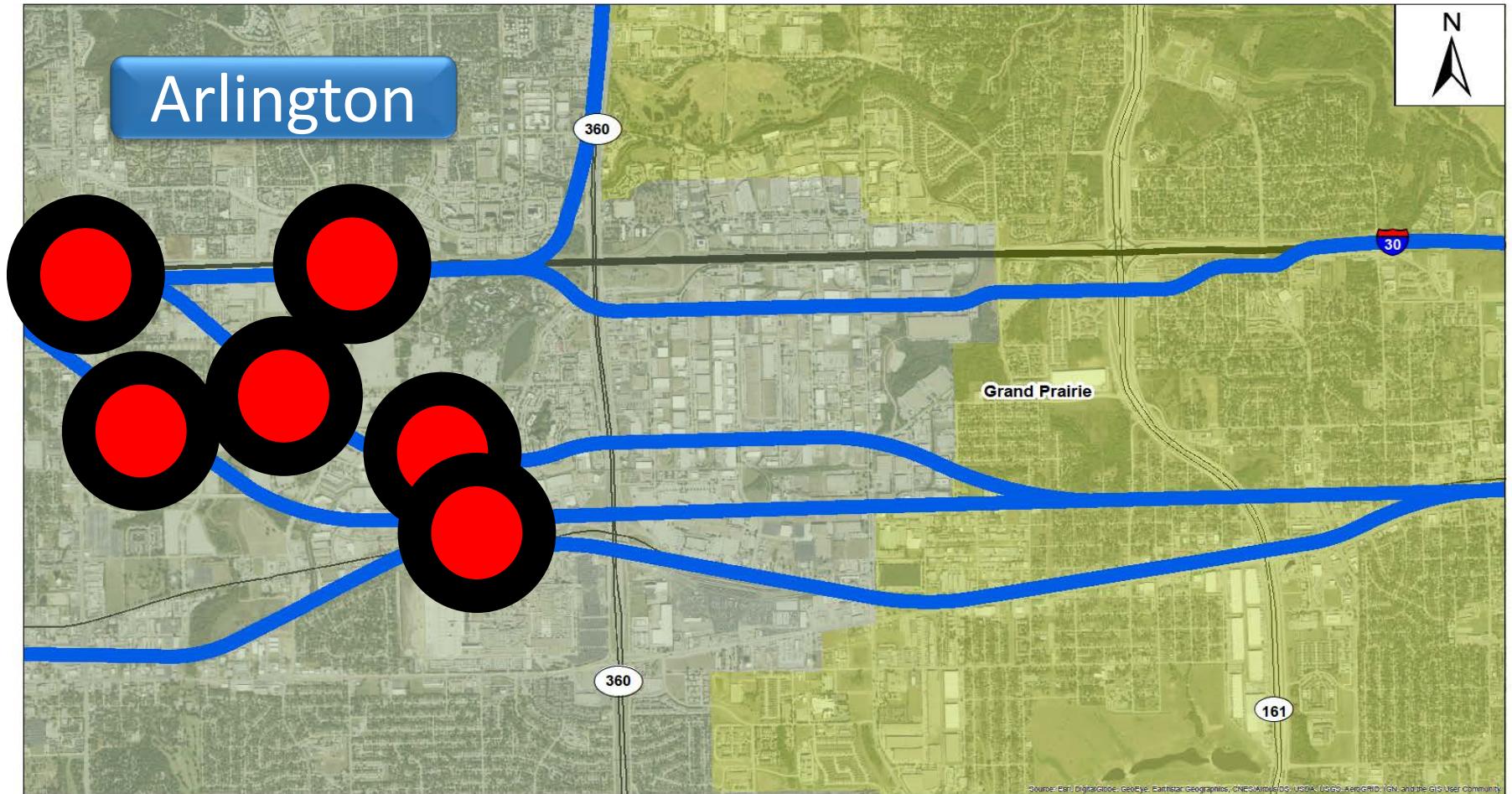
Collecting Data

Reviewing NCTCOG Alignment Analysis Efforts

Completion Expected July 1



Potential Arlington Station Areas



Legend

- MergeHSR7AlignmentsFullExtent21617
- Interstate Highway
- US Highway
- State Highway
- Tollway

Fort Worth Station Area

Study Conducted for the City of Fort Worth

Study Efforts



Convened Project Review Committee

Identifying Possible Station Locations

Conducting Stakeholder Input Meetings

City of Fort Worth and Tarrant County Elected Officials

Fort Worth Housing Solutions (Butler)

Sundance Square and Downtown Business Leaders

FWTA

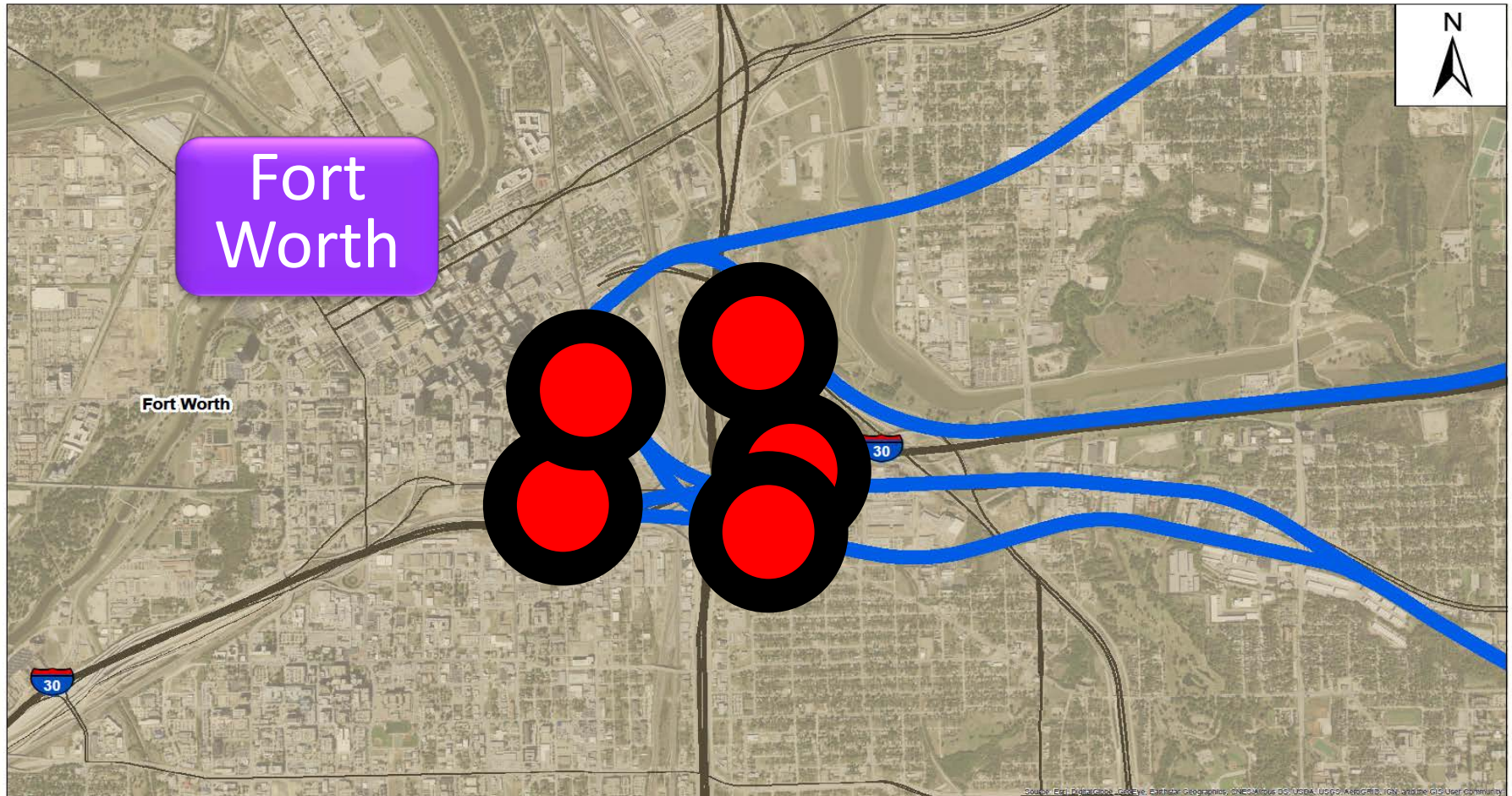
Collecting Data

Reviewing NCTCOG Alignment Analysis Efforts

Completion Expected July 1



Potential Fort Worth Station Areas



Legend

- MergeHSR7AlignmentsFullExtent21617
- Interstate Highway
- US Highway
- State Highway
- Tollway

Questions?

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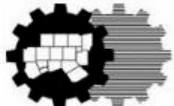
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UPDATES TO REGIONAL TRANSPORTATION DEVELOPMENT CREDIT PROGRAM

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

FEBRUARY 24, 2017



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Transportation Development Credits = TDCs
- TDCs are “earned” by the region when toll revenues are used to fund capital projects on public highways
- TDCs are not money or cash
- They do not increase funding for a given project
- They are eligible to “match” a federal funding award
- The Dallas-Fort Worth Region has been allocated 465,486,222 in TDCs
- As of September 30, 2016, the Dallas-Fort Worth Region has 319,121,623 of TDCs available for future allocation

CURRENT TDC BALANCES

Category	Award Methods	Current Allocation
1	Strategic Awards to Small Transit Providers	10,000,000
2	Type 1 Call: RTC has Revenue <ul style="list-style-type: none"> • Transportation Alternatives Program • TxDOT/RTC Partnership for Reliability, Congestion Mitigation, and Air Quality • Collin County LIP/LIRAP Partnership 	9,600,000
3	Type 2 Call: Local Agency has Revenue	16,764,599
4	Selling TDCs to other MPOs/TxDOT	100,000,000
5	Regional Programs/Management and Operations	10,000,000
TDC Pool	For Future Allocation	319,121,623

CATEGORY 1: STRATEGIC AWARDS TO SMALL TRANSIT PROVIDERS

Goal	<ul style="list-style-type: none">• Support public transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide the local match
Proposed Action	<ul style="list-style-type: none">• Greater coordination between TIP and Transit Operations teams<ul style="list-style-type: none">• Ensure that the transit category has adequate credits prior to awarding them• Increased communication and standard operating procedure for TDC Annual Report• Continue the category with no changes• Increase its allocation by 16,000,000 (1 million for FY 2016 and 5 million each for FY 2017, 2018, and 2019)

CATEGORY 2: TYPE 1 CALL - RTC HAS REVENUE

<p>Goals</p>	<ul style="list-style-type: none">• Advance initiatives of strategic importance• Expedite delivery of projects• Free up local or State funds for use on:<ul style="list-style-type: none">• Projects that can be expedited outside the federal process• Projects not typically eligible for federal funds
<p>Proposed Action</p>	<ul style="list-style-type: none">• Remove “Type 1 Call” from the name and rename to “RTC Has Revenue”• Continue the category and increase its allocation by 10,400,000

CATEGORY 3: TYPE 2 CALL - LOCAL AGENCY HAS REVENUE

Goals	<ul style="list-style-type: none">• Advance projects of strategic importance• Support capacity expansion of roadway, transit, and bicycle/pedestrian projects• Leverage projects to maximize revenue available to regional transportation projects• Expedite multi-modal project delivery• Demonstrate innovative funding, partnering, or project delivery methods
Proposed Action	<ul style="list-style-type: none">• Remove “Type 2 Call” from the name and rename to “Local Agency Has Revenue”• Decrease the allocation by 73,484 to match the awarded amount• Retire the category

CATEGORY 4: SELL TDCS TO TXDOT AND OTHER MPOS/MPO REVOLVER

Goal	<ul style="list-style-type: none">• Generate local revolving fund to cash flow federal programs administered by NCTCOG
Proposed Action	<ul style="list-style-type: none">• Continue the category• Increase allocation by 50,000,000• Permit future use of the tool if the opportunity arises• Send letters to other MPOs in the State to re-test the market

CATEGORY 5: REGIONAL PROGRAMS/MANAGEMENT AND OPERATIONS

Goal	<ul style="list-style-type: none">• Support regional programs that improve air quality, congestion, and reliability
Proposed Action	<ul style="list-style-type: none">• Continue the category and increase its allocation by 20,000,000• Refine the goal of the category:<ul style="list-style-type: none">• “Support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply”• Expand the category and utilize it to assist with:<ul style="list-style-type: none">• Strategic partnerships with regional agencies• Future Sustainable Development projects (Phase 4)• Regional Turnback Program efforts• Land use/transportation integration for military bases• Projects/programs that improve safety

PROPOSED NEW CATEGORY

- Metropolitan Transportation Plan (MTP) Policy Bundle
 - Goal: Provide support to agencies that implement policies that further Mobility Plan objectives
 - Propose to allocate 100 million TDCs to this category (Approximately 50 million per year for at least the next 2 years depending on the level of interest)
 - A “bank” of credits for this program was approved as part of Mobility 2040 action in March 2016
 - Eligibility
 - An agency will be considered eligible if it meets 50% of the MTP policies
 - Eligible agencies will then be able to submit projects for consideration (RTC approves via TIP action)

PROPOSED NEW CATEGORY

- MTP Policy Bundle (cont'd)
 - Selection Process and Use Requirements
 - Agencies must submit the survey to initiate the process
 - Response level from agencies will determine the number of credits that will be awarded to an agency (Credits will be prorated depending on the demand)
 - Propose to use approximately 50 million of the 100 million TDCs (with approximately 5 million TDCs per agency as needed) in Year 1
 - Annual survey submission by agencies:
 - Confirm eligibility if previously qualified
 - Create window for new certifications (for any new agency)
 - TDCs must be assigned to a project within one year (TDCs that are not programmed in the TIP will be returned to the regional pool for reuse in the next year)
 - By State law, project agreement must be signed within 2 years of award or assignment to a project
 - Agencies cannot sell or transfer TDCs

PROPOSED NEW CATEGORY

- MTP Policy Bundle (cont'd)
 - Deadlines:
 - Agency Survey Submittal: March 3, 2017 (First Friday of March going forward)
 - First Opportunity for Project Submittal: Due to TIP team by the deadline for the August 2017 TIP Modification cycle (April 28, 2017)
 - Can also submit projects through the November 2017, February 2018, and May 2018 TIP Modification cycles
 - Additional Information: www.nctcog.org/policybundle

SUMMARY OF PROPOSED ACTIONS

Category	Proposed Action(s)
1 – Strategic Awards to Small Transit Providers	Continue the category and increase its allocation
2 – RTC Has Revenue	Continue the category and increase its allocation
3 – Local Agency Has Revenue	Retire the category after adjusting its allocation
4 – Selling TDCs to Other MPOs/TxDOT	Continue the category and increase its allocation
5 – Regional Programs/Management and Operations	Refine and expand the category's goal and scope; Increase its allocation
6 – MTP Policy Bundle	Create the category and increase its allocation

PROPOSED NEW ALLOCATION AMOUNTS

Category	Award Methods	Current Allocation	Proposed Change	Revised Allocation ¹
1	Strategic Awards to Small Transit Providers	10,000,000	+16,000,000	26,000,000
2	Type 1 Call: RTC has Revenue	9,600,000	+10,400,000	20,000,000
3	Type 2 Call: Local Agency has Revenue	16,764,599	-73,484	16,691,115
4	Selling TDCs to other MPOs/TxDOT	100,000,000	+50,000,000	150,000,000
5	Regional Programs/Management and Operations	10,000,000	+20,000,000	30,000,000
6	MTP Policy Bundle	0	+100,000,000	100,000,000
TDC Pool	For Future Reallocation	319,121,623	-196,326,516	122,795,107
Total		465,486,222		465,486,222

¹Additional allocations are for fiscal year 2017, 2018, and 2019

REMAINING TDC AMOUNT

- If the proposed allocations are approved, our MPO would have ≈ 122.8 million TDCs left for future allocation.
- Staff plans to work with TxDOT to determine why our MPO has not received more TDCs
 - Is the State not meeting the federal maintenance of effort (MOE) requirement?
 - Or, is the State meeting MOE, but not requesting approval of new credits?
- Propose to send a letter to the State requesting clarification of the above issues

FUTURE TDC AWARDS

- If additional TDCs are awarded, the RTC will be asked to approve the adjusted allocation to the respective category at that time.
 - Example: Approval of transit projects using Category 1 TDCs will be accompanied by approval of an increased allocation for that category to cover the awarded amount, if needed.
- The TDC balances will then be adjusted to reflect the new allocations.

TIMELINE

February 2017

STTC Information

March 2017

RTC Information
Public Meetings
STTC Action

April 2017

RTC Action

QUESTIONS?

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SCHEDULE FOR THE METROPOLITAN TRANSPORTATION PLAN, TRANSPORTATION IMPROVEMENT PROGRAM, AND AIR QUALITY CONFORMITY

Surface Transportation Technical Committee

Jenny Narvaez

February 24, 2017



**North Central Texas
Council of Governments**

RATIONALE

AIR QUALITY CONFORMITY:

EPA Adequacy on Latest Motor Vehicle Emission Budgets (MVEB)

NO_x = 130.77 tons per day

VOC = 64.91 tons per day

Conformity Deadline = November 23, 2018

New 2015 Ozone Standard Nonattainment Designations – October 2017

Conformity Deadline = Late 2018 – Early 2019

METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATE:

Demographics to 2045

**Incorporate Most Recent Project Development Initiatives
(i.e. HB20 10-Year Planning Effort)**

Incorporate Modern Day “People Mover”

Environmental Documentation Consistency

Results from 85th Texas Legislative Session




Possible Inclusion of New Federal and State Performance Measures

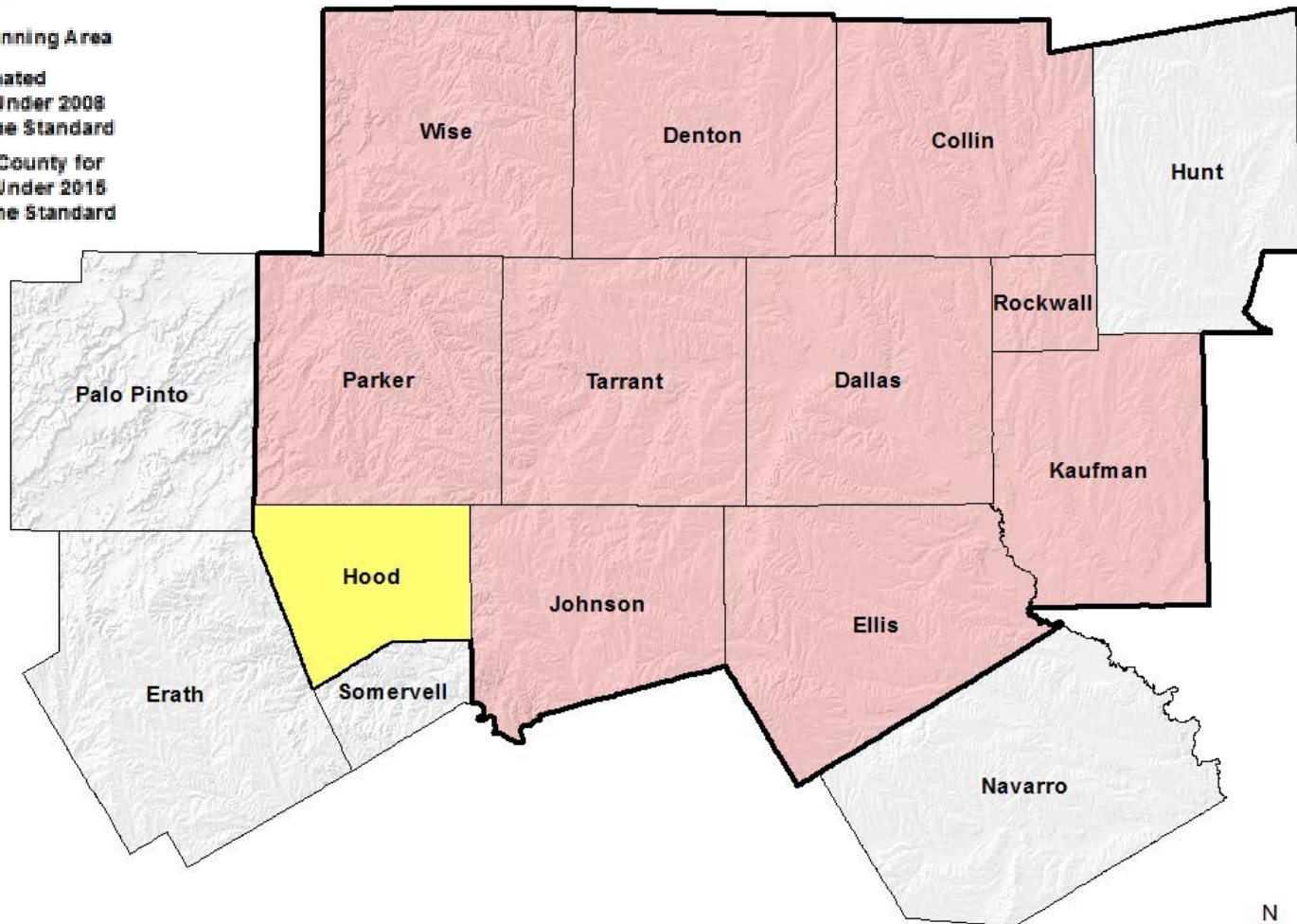
TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

2019-2022 Inventory of Surface Transportation Projects

DFW METROPOLITAN PLANNING AND NONATTAINMENT AREAS

Legend

-  Metropolitan Planning Area
-  Counties Designated Nonattainment Under 2008 Eight-Hour Ozone Standard
-  Recommended County for Nonattainment Under 2015 Eight-Hour Ozone Standard



SCHEDULE

DRAFT

Milestone	Date
2045 MTP Update, 2019-2022 TIP, and Air Quality Conformity Development	Begins April 2017
Public Involvement	Through May 2018
2019-2022 TIP (STTC-Action)	April 27, 2018
2019-2022 TIP (RTC-Action)	May 10, 2018
2045 MTP Update and Air Quality Conformity (STTC-Action)	May 25, 2018
2045 MTP Update and Air Quality Conformity (RTC-Action)	June 14, 2018
Air Quality Conformity Consultation Process	June – November 2018
Air Quality Conformity DOT Determination	By November 23, 2018

CONTACT

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For More Information on 2019-2022 TIP:

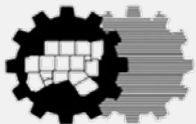
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Federal and State Legislative Update

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
FEBRUARY 24, 2017**



**Rebekah Hernandez
North Central Texas Council of Governments**

Federal Update

Appropriations

- Continuing Resolution provides funding through April 28 at Fiscal Year 2016 levels

US Secretary of Transportation

- Elaine Chao confirmed as USDOT Secretary
- Former Deputy USDOT Secretary 1989-91
- Former Labor Secretary 2001-09

85th Texas Legislature

Senate Budget (SB 1)

- Overall spending \$213.4B
- General State spending of \$103.6B
- Additional 1.5% reduction of General Revenue funds proposed
- \$28.2B for Transportation, \$5.7B more than FY16-17

House Budget (HB 1)

- Overall spending \$221.3B
- General State spending of \$108.9B
- \$28.2B for Transportation, Same as SB 1

85th Texas Legislature

Senate Transportation Committee

- Chair Senator Nichols
- New Vice Chair, Senator Hall
- Other members include Senators Creighton, Garcia, Hancock, Hinojosa, Kolkhorst, Perry, Rodriguez

House Transportation Committee

- New Chair, Representative Morrison
- Other members include Reps. Martinez (Vice-Chair), Burkett, Y. Davis, Goldman, Israel, Minjarez, Phillips, Pickett, Simmons, S. Thompson, Wray

RTC Legislative Program

Continue progress made toward improving transportation and air quality during recent legislative sessions

Invest in further progress toward meeting transportation and air quality needs

Provide support for other transportation topics that may be addressed in legislation

85th Texas Legislature

Bill Topics of Interest

- Air Quality
- CDAs
- High-speed rail
- MPO voting
- Red light cameras
- Shared mobility (Uber)
- Toll Roads
- Transit
- TRZ pilot program

Not seeing bills related to transportation funding

85th Texas Legislature

Bill Topics of Interest

High-speed rail related bills filed would:

- Restrict eminent domain
- Prevent funding, financing for HSR
- Prohibit land surveys
- Amend condemnation damages
- Add additional regulations or limit HSR

85th Texas Legislature

Bill Topics of Interest

Toll related bills filed would:

- Prohibit the use of state funding for construction or acquisition of toll facilities
- End tolls once paid off
- Limit the use of system financing
- Require TxDOT to be repaid for the expenditure of money for toll facilities
- Phase out TxDOT participation in toll projects

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