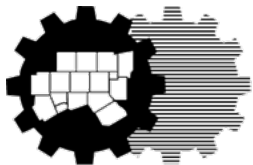


# CRITICAL FREIGHT CORRIDORS

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



**Jeff Hathcock, Principal Transportation Planner**  
**NCTCOG Transportation Department**



# BACKGROUND

## Objective

Identify Important Freight Corridors that Provide Critical Connectivity to the State Freight Network and National Highway Freight Network

## Freight Networks

- Primary Highway Freight System – Federal
- Texas Freight Network – State
- Critical Freight Corridors – Regional

## Critical Freight Corridors

- Urban corridors are designated by the Metropolitan Planning Organization
  - Approximately 100 miles are anticipated for 2017 designations
  - All proposed freight corridors in the region were evaluated through a qualitative and quantitative process
- Rural corridors are state designated

# PERFORMANCE MEASURES

**Regional Critical Freight Corridor System aligns with goals from:**

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

**Utilized performance-based planning to develop a scorecard that considered:**

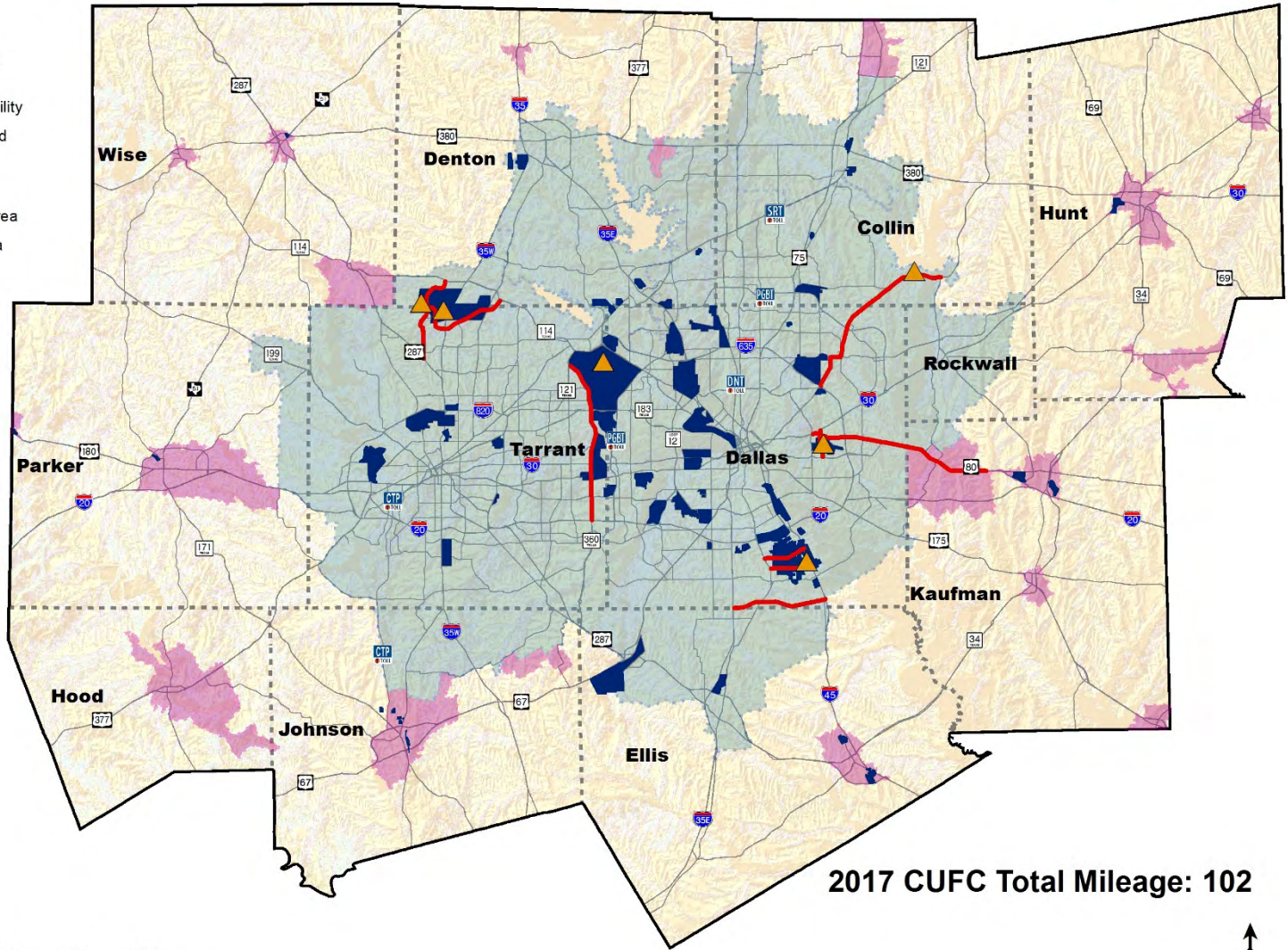
- Truck travel data
- Intermodal facility location connections
- Connections to freight oriented developments
- Connections to the Primary Highway Freight System
- Connections to the Texas Freight System
- Connections to major freight generators, logistics centers, or manufacturing and warehouse/industrial land

**Requesting Approval for Proposed 2017 Critical Urban Freight Corridors**

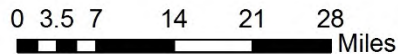
# Draft 2017 Critical Urban Freight Corridors

## Legend

- 2017 Critical Urban Freight Corridors
- Intermodal Facility
- Freight Oriented Developments
- Urbanized Area
  - Small Urban Area
  - Urbanized Area
- Highways
- Counties



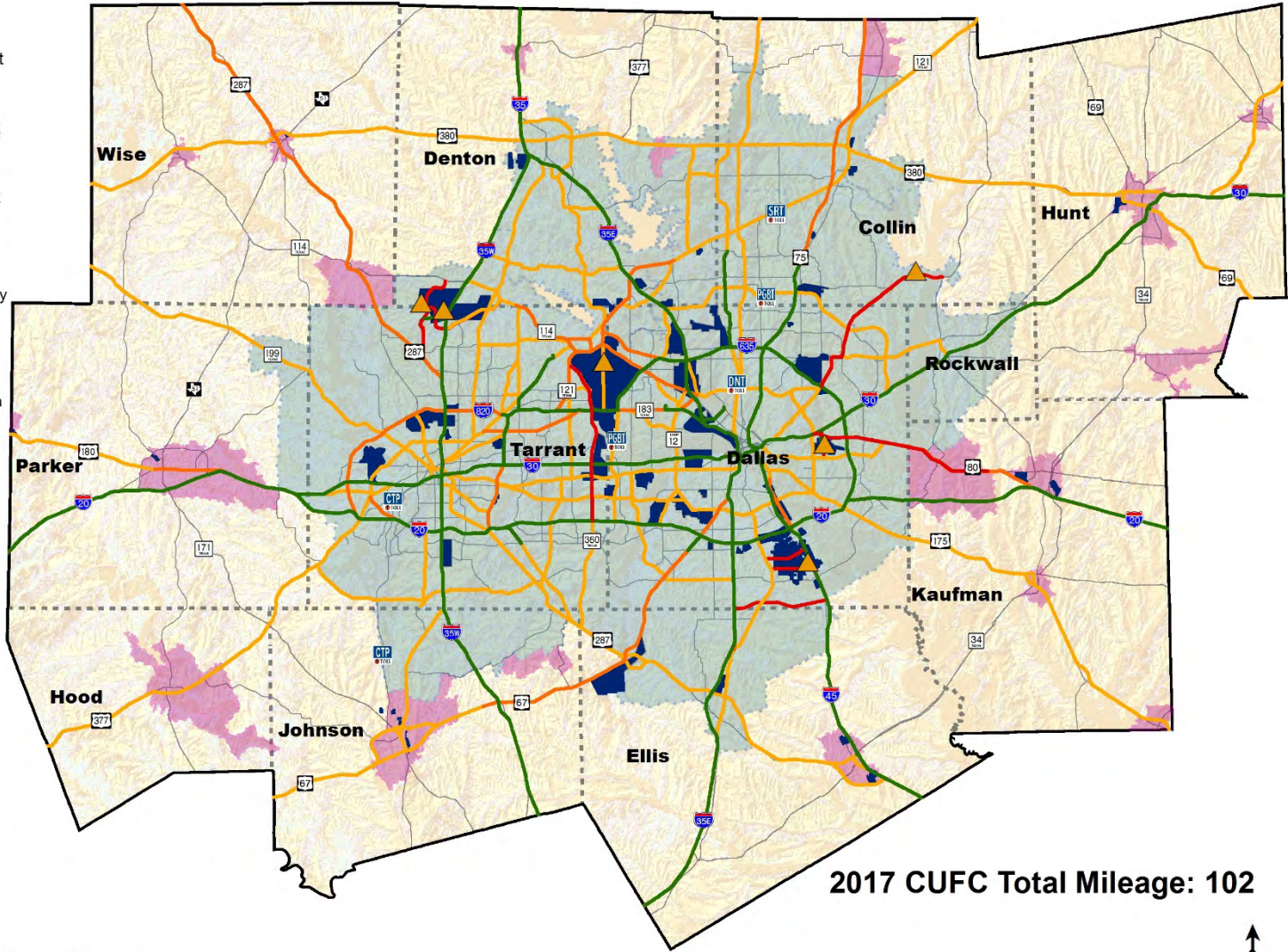
2017 CUFC Total Mileage: 102



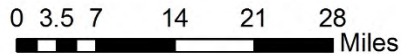
# Draft 2017 Critical Urban Freight Corridors

## Legend

- FHWA Primary Highway Freight System
- TxDOT Primary Freight Network
- TxDOT Secondary Freight Network
- 2017 Critical Urban Freight Corridors
- Intermodal Facility
- Freight Oriented Developments
- Urbanized Area
  - Small Urban Area
  - Urbanized Area
- Highways
- Counties



2017 CUFC Total Mileage: 102



# QUESTIONS

# CONTACT INFORMATION

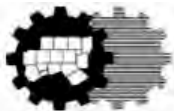
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# UPDATES TO REGIONAL TRANSPORTATION DEVELOPMENT CREDIT PROGRAM

## SURFACE TRANSPORTATION TECHNICAL COMMITTEE

MARCH 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 CATEGORIES

Category	Award Methods	Current Allocation
1	Strategic Awards to Small Transit Providers	10,000,000
2	Type 1 Call: Regional Transportation Council (RTC) has Revenue <ul style="list-style-type: none"> <li>• Transportation Alternatives Program</li> <li>• Texas Department of Transportation (TxDOT)/RTC Partnership for Reliability, Congestion Mitigation, and Air Quality</li> <li>• Collin County LIP/LIRAP Partnership</li> </ul>	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

# SUMMARY OF PROPOSED ACTIONS

Category	Proposed Action(s)
1 – Strategic Awards to Small Transit Providers	<ul style="list-style-type: none"> <li>Continue the category and increase its allocation by 16 million.</li> </ul>
2 – RTC Has Revenue	<ul style="list-style-type: none"> <li>Continue the category and increase its allocation by 10.4 million</li> <li>Change name by removing “Type 1 Call”</li> </ul>
3 – Local Agency Has Revenue	<ul style="list-style-type: none"> <li>Change name by removing “Type 2 Call”</li> <li>Reduce its allocation to the awarded amount (reduce by 73,484), and retire the category.</li> </ul>
4 – Selling TDCs to Other MPOs/TxDOT	<ul style="list-style-type: none"> <li>Continue the category and increase its allocation by 50 million.</li> </ul>
5 – Regional Programs/Management and Operations	<ul style="list-style-type: none"> <li>Change the category’s goal to: “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”</li> <li>Expand its scope to include more project &amp; program types (i.e. Sustainable Development, Regional Turnback, land use/transportation integration for military bases, safety, and other strategic partnerships with regional agencies)</li> <li>Increase its allocation by 20 million</li> </ul>
6 – MTP Policy Bundle	<ul style="list-style-type: none"> <li>Create the category and allocate 100 million to it.</li> </ul>

# PROPOSED NEW ALLOCATION AMOUNTS

Category	Award Methods	Current Allocation	Proposed Change	Revised Allocation <sup>1</sup>
1	Strategic Awards to Small Transit Providers	10,000,000	+16,000,000	26,000,000
2	<del>Type 1 Call: RTC has Revenue</del>	9,600,000	+10,400,000	20,000,000
3	<del>Type 2 Call: Local Agency has Revenue</del>	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

<sup>1</sup>Additional allocations are for Fiscal Year 2017, 2018, and 2019 with the exception of Category 1, which includes 1,000,000 TDCs for Fiscal Year 2016 as well

# REQUESTED ACTION

- Recommend RTC approval of:
  - Changes to the TDC categories as summarized on Slide 4
  - Contacting other MPOs in the State to assess interest in exchanging TDCs for cash
  - Sending a letter to TxDOT Headquarters to clarify why NCTCOG has not received additional TDCs since 2012

# TIMELINE

February 2017

STTC Information

March 2017

RTC Information  
Public Meetings  
STTC Action

April 2017

RTC Action

# QUESTIONS?

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# HEMPHILL/LAMAR FUNDING PARTNERSHIP

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SURFACE TRANSPORTATION  
TECHNICAL COMMITTEE

MARCH 24, 2017



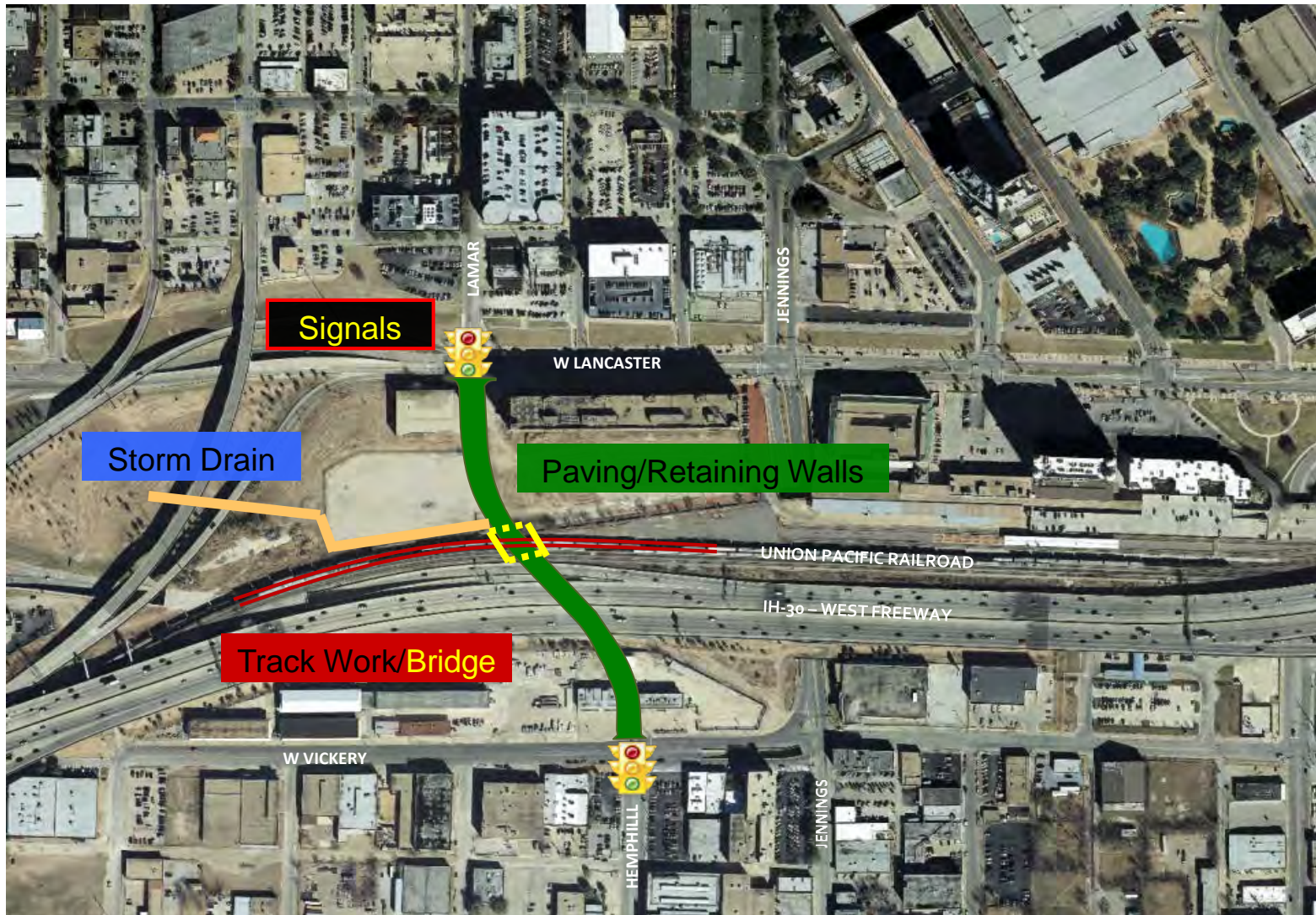
North Central Texas  
Council of Governments  
Transportation Department



# PROJECT BACKGROUND

- Hemphill Street: Goes north from IH 20 and terminates just before downtown south of IH 30
- Lamar Street: Comes south out of Downtown Fort Worth and stops just north of IH 30
- Project Scope: Four lane divided road with shared use bicycle/pedestrian path
- As part of the IH 30 reconstruction in 2000, the Texas Department of Transportation (TxDOT) built three bridges over Hemphill/Lamar to enable the construction of a connector in the future.
- Project was de-federalized by the Regional Transportation Council (RTC) in 2009 at the request of the City
- Rising project costs have led to the need for a partnership to fill the funding gap.
- The use of local funds allows the project to proceed without going through the federal environmental process.

# PROJECT AREA



Source: City of Fort Worth

# PROPOSED LOCAL DESIGN PARTNERSHIP DEAL POINTS

- RTC to swap federal and local funds with Tarrant County on the TEXRail project
  - \$20,000,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds with 4,000,000 Transportation Development Credits (TDCs) in lieu of a local match to be added to the TEXRail project by the RTC
  - Tarrant County to contribute its \$20,000,000 commitment on TEXRail in local funds to the Hemphill/Lamar project
- Tarrant County to contribute an additional \$3,000,000 to the Hemphill/Lamar project and in exchange:
  - \$1,000,000 in CMAQ funds to be used for a transit pilot project in Forest Hill, Everman, and Crowley
  - TxDOT to assess need for improvements at the FM 1220 and Azle Avenue intersection as part of the recently approved \$415,000,000 on SH 199
- \$3,448,803 in Regional Toll Revenue (RTR) funds to be contributed by the RTC to cover the remainder of the construction costs.
  - Funds will be transferred to the West from the East (East will receive federal funds in return)

# SUMMARY OF ADDITIONAL FUNDING FOR PROPOSED PARTNERSHIP (\$ IN MILLIONS)

	Tarrant County	RTC
Local Funds for Hemphill/Lamar	\$23.00	
RTR Funds for Hemphill/Lamar <sup>1</sup>		\$3.45
CMAQ Funds for TEXRail		\$20.00
TDCs for TEXRail		4.00
CMAQ Funds for Transit Pilot Projects		\$1.00
Federal/State Funds for SH 199 <sup>2</sup>		\$415.00 <sup>3</sup>

1: Coming from the Kaufman County RTR account

2: Already approved by the RTC on 12/8/2016; TxDOT will assess the need at FM 1220 and Azle Avenue as well

3: Includes RTC and TxDOT-selected funding from the 10-Year Planning Effort

# FUNDING PROPOSAL FOR HEMPHILL/LAMAR CONNECTOR

Project Phase	Tarrant County <sup>1</sup>	STP-MM (Federal only)	TxDOT Funds <sup>2</sup>	RTR Funding <sup>3</sup>	Fort Worth Local Funds	Total Funding	Total Cost
Preliminary Engineering					\$2,174,986	\$2,174,986	\$2,174,986
Right-of-Way Aquisition/ Utility Relocation					\$10,356,000	\$10,356,000	\$10,356,000
Construction	\$23,000,000			\$3,448,803	\$14,161,197	\$40,610,000	\$40,610,000
Direct State Oversight Costs (off system only)			\$145,400		\$0	\$145,400	\$145,400
<b>Total</b>	<b>\$23,000,000</b>	<b>\$0</b>	<b>\$145,400</b>	<b>\$3,448,803</b>	<b>\$26,692,183</b>	<b>\$53,286,386</b>	<b>\$53,286,386</b>

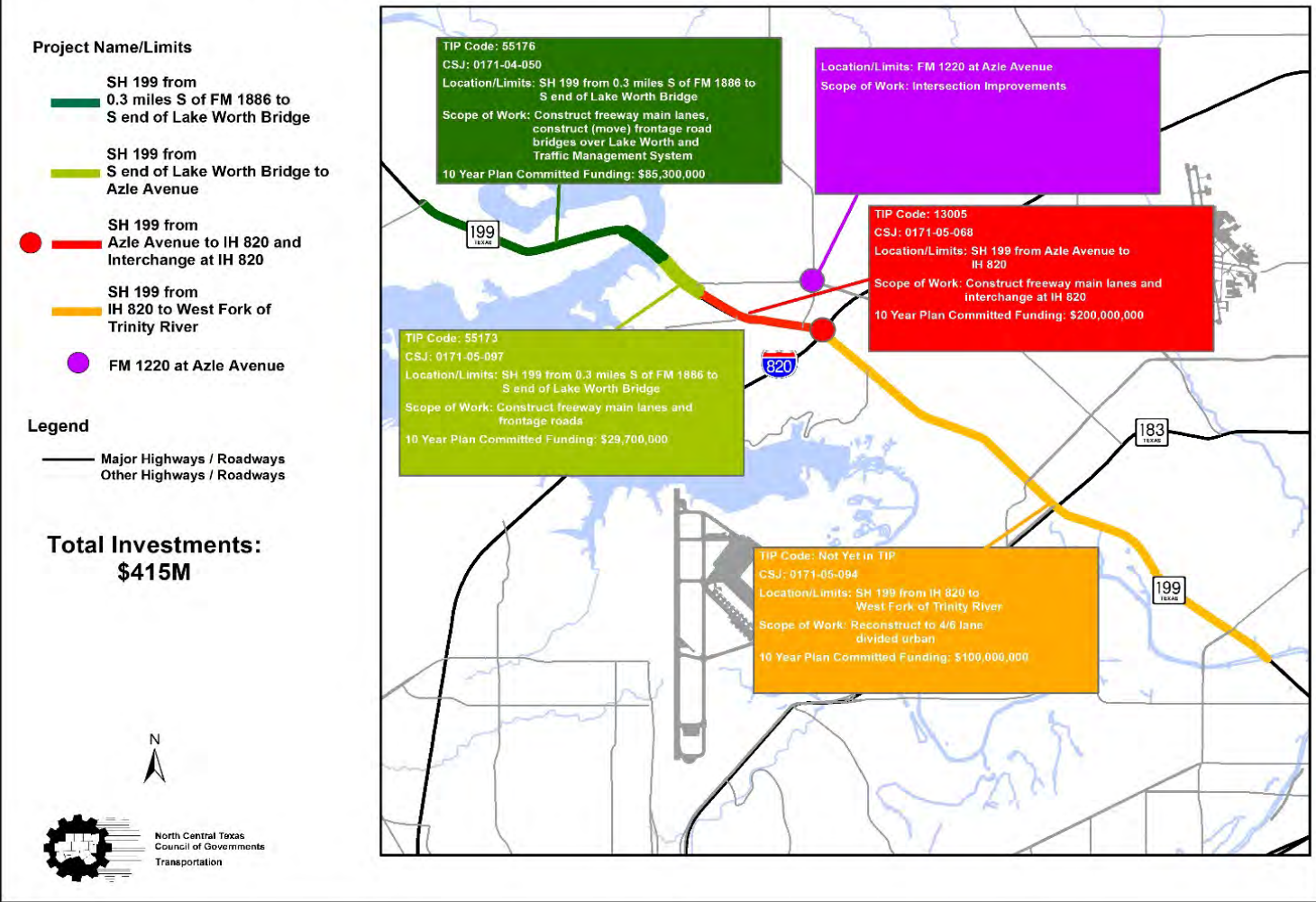
## Notes:

1: Includes TEXRail and SH 199 funding swaps; CMAQ to be placed on TEXRail project with TDCs as the match

2: TxDOT is paying the direct state oversight costs for the on system components of the project.

3: Any cost savings will be retained by the RTC

# Transportation Projects On or Near SH 199



- SH 199 improvements from FM 1886 to West Fork of Trinity River funded as part of the recent 10-Year Plan approved by the RTC in December 2016
- TxDOT will assess need at FM 1220 and Azle Avenue.

# EAST/WEST RTR SWAP

- As non-federal funds are needed to fund the shortfall on Hemphill/Lamar, staff is proposing to trade \$7,100,000 in the Kaufman County RTR account for federal funds.
  - These funds were allocated in 2012 and remain un-programmed.
  - Kaufman County will receive \$10,000,000 in federal funds in return (project(s) to be selected at a later date).
- The RTR funds will be transferred as follows:
  - \$3,448,803 to go to the Tarrant County RTR account for the Hemphill/Lamar project
  - The remainder will go to the Regional account.

# ACTION REQUESTED

- Recommend RTC approval of:
  - The partnership between the RTC, City of Fort Worth, Tarrant County, and TxDOT as detailed in Slides 4-6
  - The transfer of RTR funds between RTR accounts as detailed in Slide 7
  - Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.



# TIMELINE

September 2016	Initially brought to STTC/RTC
March 2017	STTC Action
April 2017	RTC Action
April 2017	Submittal to Statewide Transportation Improvement Program (STIP)
June-July 2017	Anticipated approval of STIP Revision
July 2017	Anticipated approval of RTR funds by the TTC

# QUESTIONS?

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# **Automated Vehicle Program Funding**

**Surface Transportation Policy Committee**

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

# Texas AV Proving Ground: UTA Campus and Environs

Purpose: Support deployment of AVs on UTA campus and environs

Funding: \$350,000

Rationale: Develop low-speed shuttles in campus environments; reduce short auto trips to and around campus

# **Texas AV Proving Ground: Second AV Shuttle Deployment**

Purpose: Support second AV shuttle deployment elsewhere in region (low/medium speed)

Funding: \$250,000

Selection: Merit-based

Rationale: AV shuttles may evolve to serve multiple purposes—e.g., automated transit vehicles, flexible neighborhood transit, activity center circulators

# Texas AV Proving Ground: I-30 Corridor (Managed Lanes 3.0)

Purpose: Fund pilot AV projects in the I-30 corridor; focus on increasing capacity/speeds/reliability/safety of managed lanes; seed money for private investment

Funding: \$1,000,000

Selection: Merit-based.

Rationale: Using tech to optimize managed lanes leverages region's investment in managed lanes; opportunity for national leadership

# AV Data Infrastructure: Traffic Signal Data Sharing

Purpose: Provide grants to help communities make their traffic signal data accessible

Funding: \$250,000

Selection: Merit-based

Rationale: US Treasury report—10x ROI on traffic signal optimization investment; data sharing cheapest/fastest route; opportunity for national leadership

# Transportation Data Infrastructure: 511DFW Enhancement

Purpose: Provide grants to help communities make transportation data accessible

Funding: \$250,000

Selection: Merit-based

Rationale: Sharing information about road closures, special events, incidents affecting traffic flow optimizes travel navigation services and hence traffic efficiency in region



# “Mover” Prototype

Purpose: Develop a “mover” system for freight/people and enabling infrastructure

Funding: \$575,000

Selection: Merit-based

Rationale: Develop integrated system for moving people/freight using automated vehicles using both streets and guideways

# Summary

## Texas AV Proving Ground Network

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

## Transportation data infrastructure

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

“Mover” prototype - \$575,000

# Contact Information

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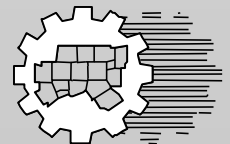
**469-600-0524**

**[@TomBamonte](#)**

# PROPOSED CMAQ/STBG FUNDING PROGRAM

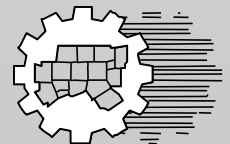
Surface Transportation Technical  
Committee

March 24, 2017



# BACKGROUND

- During the 10-year planning effort, which received RTC approval in December 2016, projects were programmed using Category 2 (Metropolitan Corridor Projects), Category 4 (Statewide Connectivity Corridor Projects), and Category 12 (Strategic Priority) funds.
- Category 5 - Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Category 7 - Surface Transportation Block Grant Program (STBG) funds were not programmed through this effort and instead were used as a potential back-stop for the 10-year plan.
- Now that approval of the 10-year planning effort is complete for the first year, it is time to program the CMAQ and STBG funds.



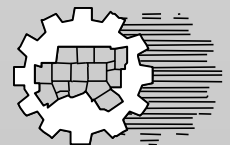
# ANTICIPATED AVAILABLE FUNDS

\$ In Millions

	FY 2017 <sub>1,2</sub>	FY 2018 <sub>2</sub>	FY 2019	FY 2020	Total
CMAQ	30-80	45	75	65	<b>215-265</b>
STBG	0	25	65	40	<b>130</b>
<b>Total</b>	<b>30-80</b>	<b>70</b>	<b>140</b>	<b>105</b>	<b>345-395</b>

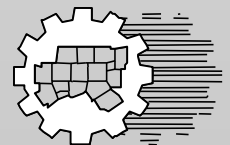
<sup>1</sup> Carryover amount from FY 2016 to FY 2017 to be finalized and will affect available funds.

<sup>2</sup> Funds for existing partnerships such as the DART/RTC TRIP Partnership & Hemphill/Lamar Partnership are included in these numbers.



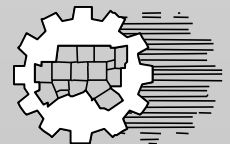
# PROPOSED PROJECT SELECTION PROCESS

- Staff is proposing a process to select projects via several funding programs.
- The projects will be categorized into approximately 11 programs based on similar goals.
- After coordination with partnering agencies, each program will go before the Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) for action.
- Project selection is proposed to occur in stages throughout 2017 and possibly into early 2018.



# PROJECT FUNDING PROGRAMS

- The Programs include:
  - Federal/Local Funding Exchanges
  - Automated Vehicle Program
  - Strategic Partnerships
  - Studies in Coordination with Unified Planning Work Program (UPWP)
  - 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

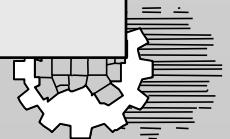




# FEDERAL/LOCAL FUNDING EXCHANGES

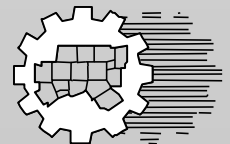
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<b>Description/ Purpose</b>	To increase regional revenues through the exchange of federal funds and local funding. This effort establishes phase 3 of the RTC/Local program.
<b>Current Requests</b>	<ul style="list-style-type: none"><li>• DART TRIP Program (Done)</li><li>• Glade Road/DFW Airport</li><li>• TRE Local Swap</li><li>• Kaufman County/City of Terrell</li></ul>
<b>Next Steps</b>	DART TRIP Partnership approval received by RTC in March 2017; Need to execute agreement between DART and NCTCOG/RTC. Finalize details on other partnerships & bring back to committees for action.



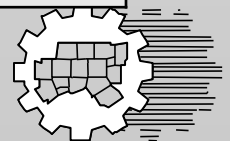
# AUTOMATED VEHICLE PROGRAM

<b>Description/ Purpose</b>	To advance automated vehicle testing, infrastructure, and deployment in the region.
<b>Current Requests</b>	<ul style="list-style-type: none"><li>• Texas Automated Vehicle Proving Ground (Arlington, IH 30 Corridor)</li><li>• Automated Vehicle Data Infrastructure<ul style="list-style-type: none"><li>• 511DFW Enhancement (Data Portal)</li><li>• Traffic Signal Data Sharing</li></ul></li><li>• Multi-purpose "Mover" Prototyping</li></ul>
<b>Next Steps</b>	STTC Action - March 2017 RTC Action - April 2017 Add to TIP/STIP - May 2017



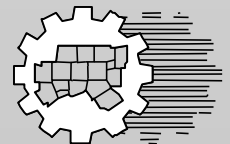
# STRATEGIC PARTNERSHIPS

<b>Description/ Purpose</b>	Coordinate and develop partnerships with local agencies to help fund high-priority projects, leverage non-RTC funds, and advance project development.
<b>Current Requests</b>	<ul style="list-style-type: none"><li>• Collin County LIP/LIRAP Partnership (\$3.6M)</li><li>• Southern Dallas County Partnership</li><li>• Hemphill/Lamar Funding Partnership</li></ul>
<b>Next Steps</b>	Anticipated action in Spring 2017. Action on Collin County LIP/LIRAP occurred October 2016.



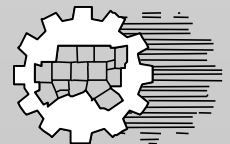
# STUDIES IN COORDINATION WITH UPWP

<b>Description/ Purpose</b>	Provide funding in feasibility studies to examine future project scenarios.
<b>Current Requests</b>	<ul style="list-style-type: none"><li>• Medical District/Harry Hines Study (Dallas)</li><li>• Conflans Road Study (Irving)</li><li>• M-Line Extension to Knox Street Study (Dallas)</li></ul>
<b>Next Steps</b>	Coordinate approval with the UPWP action in July 2017.



# 10 YEAR PLAN/PROPOSITION 1 ADJUSTMENTS

<b>Description/ Purpose</b>	Will be used to fund any overruns on Proposition 1 projects not already handled through the 10 Year Plan effort.
<b>Current Requests</b>	<ul style="list-style-type: none"><li>• To be determined.</li></ul>
<b>Next Steps</b>	Discuss/finalize details with the TxDOT Districts.



# SUSTAINABLE DEVELOPMENT DRAFT

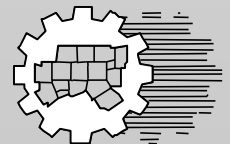
## PHASE 4: TURNBACK PROGRAM, CONTEXT SENSITIVE, TOD PROJECTS

<b>Description/ Purpose</b>	To support sustainable development initiatives by providing funds for Turn-back Partnerships, Context Sensitive Design, and TOD projects.
<b>Current Requests</b>	<ul style="list-style-type: none"><li>• Downtown Weatherford Turnback</li><li>• Harwood Road in Bedford</li><li>• Lewisville Turnback (Mill St/FM 1171)</li><li>• Main Street in Crowley</li><li>• SH 356 Couplet Turn-back in Irving</li><li>• Park Lane/Vickery Meadow in Dallas</li></ul>
<b>Next Steps</b>	Coordinate with partnering agencies and TxDOT. Anticipate action in Summer or Fall 2017.



# TRANSIT PROGRAM

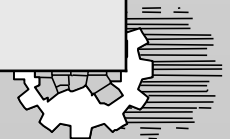
<b>Description/ Purpose</b>	To assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region.
<b>Current Requests</b>	<ul style="list-style-type: none"><li>• High-Intensity Bus Transit in the IH 30 Corridor</li><li>• Cotton Belt Corridor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



# ASSESSMENT POLICY PROGRAM(S)/PROJECT(S)

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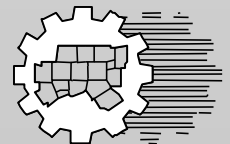
<b>Description/ Purpose</b>	Implementation of a policy to assess the increased value of transportation improvements to adjacent property, so as development occurs along the project area the RTC is repaid for improvements funded along the corridor.
<b>Current Requests</b>	<ul style="list-style-type: none"><li>• City of Haslet Assessment Policy (Avondale- Haslet)</li><li>• City of Anna (Ferguson Parkway)</li></ul>
<b>Next Steps</b>	Discuss/finalize details with Cities. Bring programs for STTC/RTC Action- (Anticipated Fall 2017)





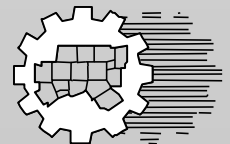
# LOCAL BOND PROGRAM PARTNERSHIPS

<b>Description/ Purpose</b>	To leverage bond funds for projects of strategic importance to local governments and the region.
<b>Current Requests</b>	<ul style="list-style-type: none"><li>• City of Dallas Bond Program (pending bond election decision by City Council)</li><li>• Parker County Bond Program</li><li>• Others?</li></ul>
<b>Next Steps</b>	Finalize projects with Parker County and City of Dallas. Possible Action in late 2017/early 2018.



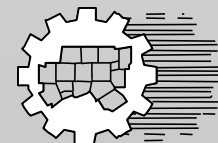
# SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

<b>Description/ Purpose</b>	To support operations, safety, innovative construction, and emergency improvements.
<b>Current Requests</b>	<ul style="list-style-type: none"><li>• Wycliffe Avenue Flooding Project</li><li>• Shady Shores Bridges</li></ul>
<b>Next Steps</b>	To be determined. Staff will continue coordination efforts with partnering agencies.



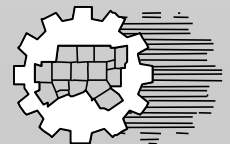
# M&O, NCTCOG-Implemented, and Regional/Air Quality Programs

<b>Description/ Purpose</b>	To consider extending existing and funding new regional air quality and management/operations programs.
<b>Current Requests</b>	<ul style="list-style-type: none"><li>• Congestion Management Operations</li><li>• SH 161 tow truck staging (May 2017 TIP Action pending)</li><li>• Regional Emissions Reduction Program</li></ul>
<b>Next Steps</b>	To be determined. Staff will continue coordination efforts with partnering agencies.



# FEEDBACK ON FUNDING PROGRAMS

- Through this effort, projects will be selected from the Metropolitan Transportation Plan and program-related emphasis areas.
- Selection will occur in stages via the individual programs.
- Staff is requesting Committee feedback on:
  - the funding programs, and
  - projects to be considered in individual programs.



# QUESTIONS?

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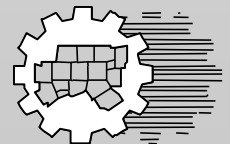
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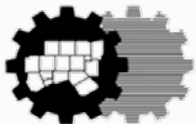
[abeckom@nctcog.org](mailto:abeckom@nctcog.org)



# **LEGISLATIVE UPDATE**

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



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

# Federal Update

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## **Administration's FY18 Proposed Budget**

### **Funding**

- \$16.2B for USDOT's discretionary budget, \$2.4B (13%) decrease from the 2017 Continuing Resolution level

### **Transit**

- Limits funding for FTA's Capital Investment Program (New Starts) to projects with existing full funding grant agreements

### **TIGER**

- Eliminates TIGER grant program, FASTLANE grant program is funded at an average \$900 million per year

# 85<sup>th</sup> Texas Legislature

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## Dates of Interest

- March 10 – Bill filing deadline
- May 8 – Last day for House Committees to report House bills
- May 20 – Last day for House Committees to report Senate bills
- May 29 – Last day of session



# RTC Legislative Program

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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

# 85<sup>th</sup> Texas Legislature

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## Transportation Funding

- **SB 1, HB 1** General Appropriations Bill
  - SB 1 Senate Finance Approved on 3/22/17
- **HCR 108** Directs Comptroller to reduce transfers to SHF
- **SJR 48** Expands revenue transferred to SHF to include public transportation, bike paths, sidewalks
- **HB 432** Incrementally transfers motor vehicle sales tax revenue to SHF
- **HB 2513, HB 3961** Increases diesel/gasoline fuel tax

# 85<sup>th</sup> Texas Legislature

---

## Air Quality - LIRAP/LIP, TERP

- **HB 2321, SB 2003** Modernizes, adds flexibility to LIRAP/LIP – House Environmental Regulation Committee on 3/28/17
- **HB 2568, HB 2569** Limits, ends motor vehicle emissions inspection/maintenance program
- **SB 26, HB 1979, HB 2682** Updates TERP, extends expiration date – SB 26 Senate Approved 3/14/17
- **HB 2628** Ends funding source for TERP program
- **TERP rider in SB 1** Reduces funding to \$71M/year

# 85<sup>th</sup> Texas Legislature

## CDA's

- **HB 2861**
  - IH 30 from IH 35W to east of Fielder Rd.
  - IH 635E from U.S. Highway 75 to IH 30
  - IH 35E from IH 635 to U.S. Highway 380
  - Plus others throughout the State
- **HB 2295**
  - IH 635E from U.S. Highway 75 to Royal Lane/Miller Road

# 85<sup>th</sup> Texas Legislature

---

## High-Speed Rail

- 20+ bills filed restricting eminent domain, funding or limiting HSR
- **Rider in SB 1** Prohibits TxDOT from using state funds for the purposes of subsidizing or assisting in the planning, construction or maintenance, or operation of high-speed rail operated by a private entity

# 85<sup>th</sup> Texas Legislature

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## Transit

- **SB 385** Requires voter approval of local acceptance and use of federal funds for commuter rail projects – Approved in Senate Transportation on 3/23/17

## Additional Topics

- **SB 312, HB 3207** TxDOT Sunset Bill – SB 312 Approved by Senate on 3/21/17
- **Safety** Ending safety inspection, red light cameras, wireless communication device

# Contact Information

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Program Manager

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[www.nctcog.org/trans/legislative](http://www.nctcog.org/trans/legislative)

# **TOLL MANAGED LANE DATA MONITORING**

**Surface Transportation Technical Committee**

**March 24, 2017**

**Berrien Barks**



*North Central Texas Council of Governments  
Transportation Department*



# Near Term Managed Lane System Openings

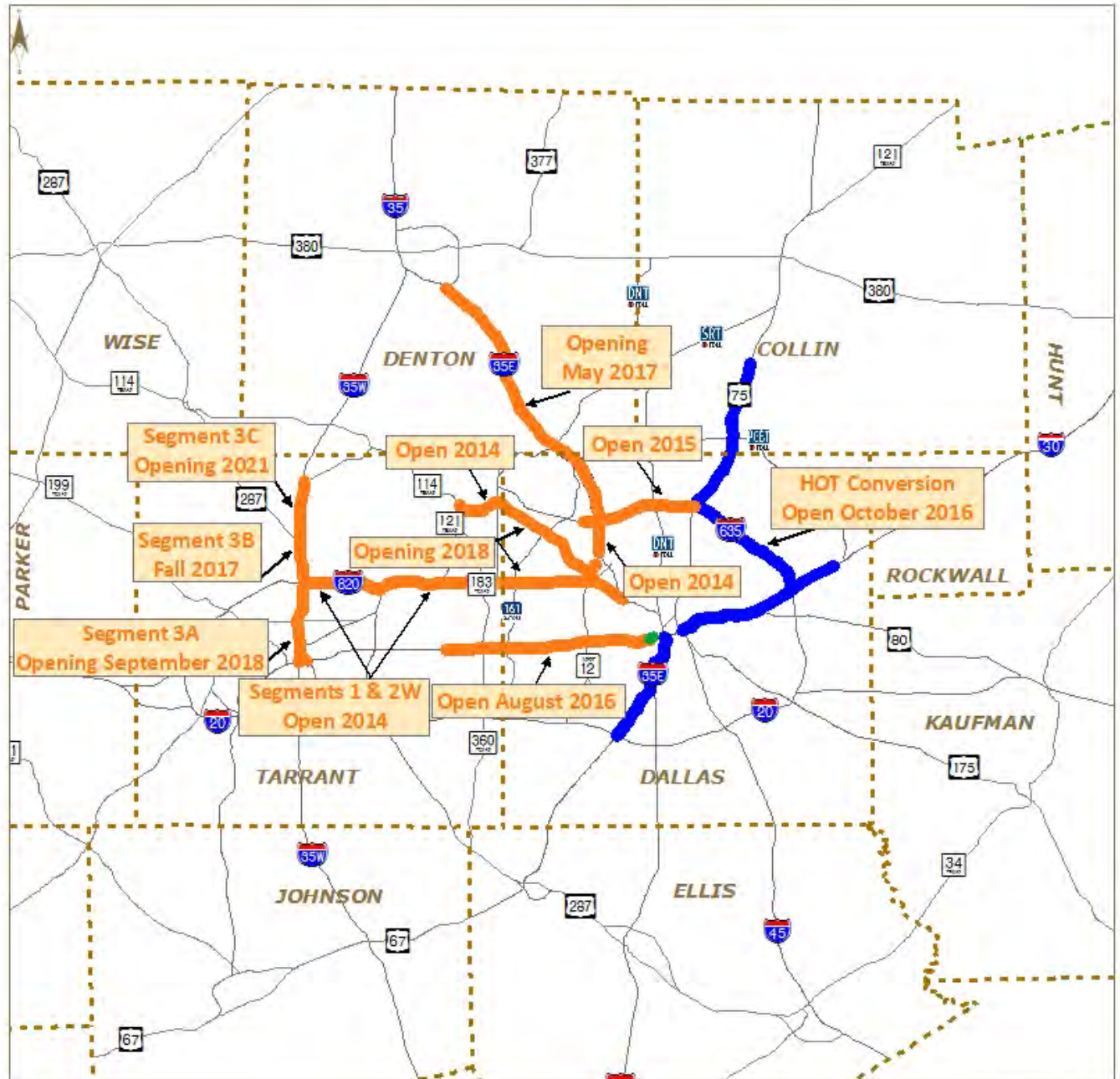
## Current Express/HOV + New Managed Lanes

-  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 – January 2017*

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

*\$1,114,673 as of January 2017*

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

*\$ 2,439 from October 2014 – January 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 – January 2017*

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
<b>North Tarrant Express</b> <i>SH 183/121 from IH 35W to SH 121</i>	\$531,782	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>• <i>IH 635 from Preston Road to Greenville Avenue</i></li> <li>• <i>IH 35E from Loop 12 to IH 635</i></li> </ul>	\$582,891	Negligible	0
<b>DFW Connector</b> <i>SH 114 from Kimball Avenue to Freeport Parkway</i>	N/A	Negligible	0
<b>IH 30 Managed Lanes</b> <i>IH 30 from SH 161 to Westmoreland Road</i>	N/A	Negligible	0

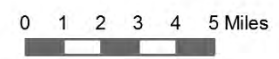
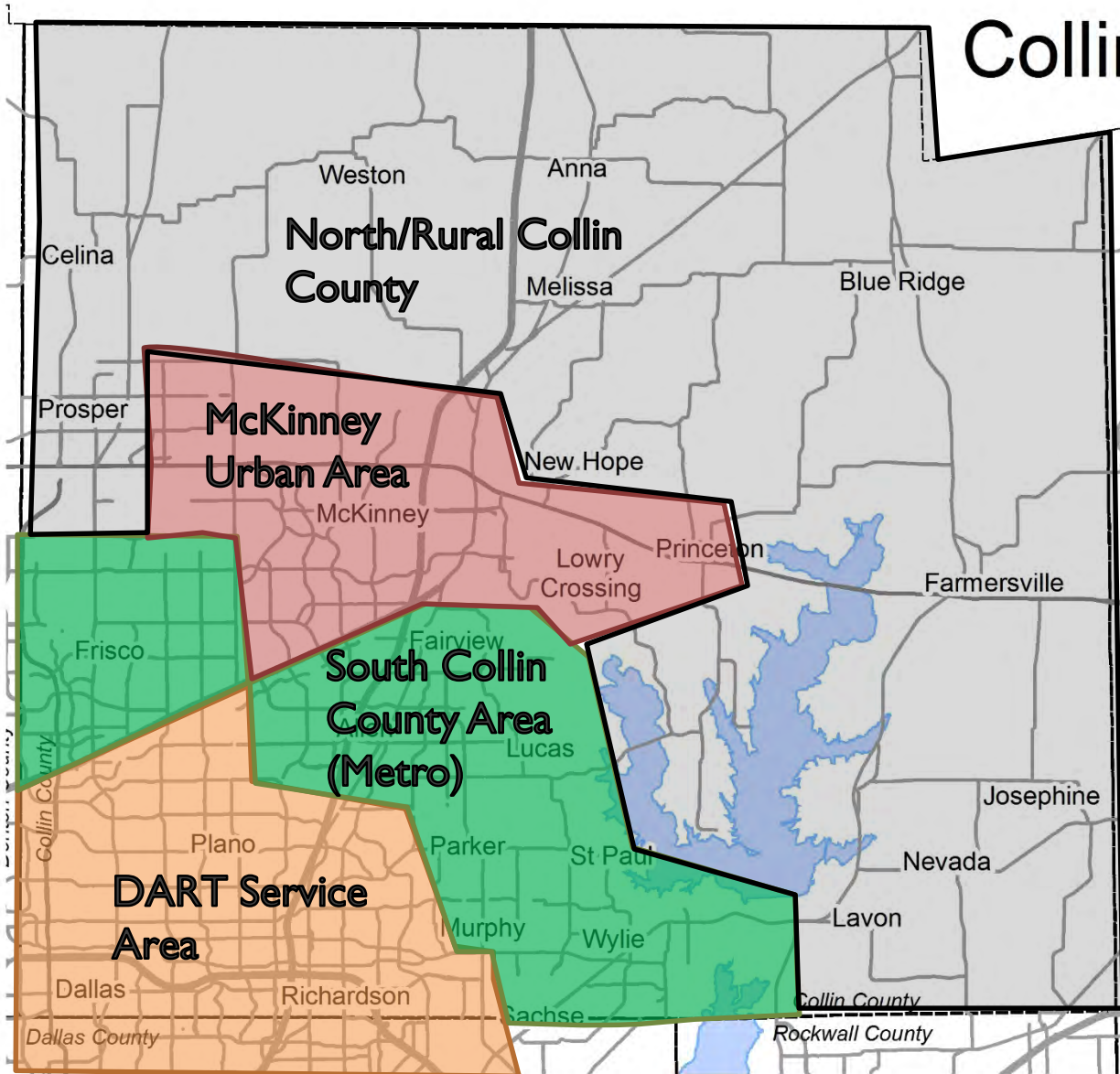
# TEXOMA AREA PARATRANSIT SYSTEM (TAPS) WRAP UP

Surface Transportation Technical Committee  
March 24, 2017



North Central Texas  
Council of Governments

# Collin County



# Background

Spring 2013: Collin County and the City of McKinney selected TAPS to begin service July 1, 2013.

June 2013: RTC approved TAPS to provide service in the South Collin County Area starting October 1, 2013.

Summer 2015: Federal Transit Administration (FTA) Financial Management and Oversight review identified substantial financial issues at TAPS.

Fall 2015: Significant service reductions began and RTC approved emergency assistance for TAPS.

December 2015: TAPS cancelled all services in Collin County indefinitely.

2016: Staff worked to close out TAPS agreements and redistribute vehicles.

# Current Status of TAPS

Resumed limited service in 6 counties, including Wise County in the NCTCOG region (no financial participation from RTC for rural service)

TAPS participates in region-wide transit planning efforts like Access North Texas



# RTC-Approved Funding for South Collin County Area

Funding	Purpose	Source	Status
\$250k	Financial backstop for a local TAPS loan	RTC Local	Not accessed by TAPS
\$100k	Financial consulting services provided to TAPS in 2015	RTC Local	Paid back to NCTCOG through reprogrammed funds
~\$6.5M	Support transit service (FY13-FY16)	FTA Urbanized Area Formula Program	~\$5M returned and reprogrammed to regional partners
~\$1.9M	Projects under three competitive funding programs	Other FTA programs	~\$700k returned to be reprogrammed

All requests for reimbursement have been paid or cancelled and all funding agreements have been terminated

No further financial liability to TAPS



# Status of Assets

Twenty-eight vehicles funded by the RTC were used by TAPS; per policy, NCTCOG held a lien on the titles

All vehicles have been sold or transferred from TAPS

- Eighteen vehicles transferred to other regional partners
- Six hybrids past their useful life sold and proceeds returned to NCTCOG
- One remaining hybrid pending disposal
- Three vehicles pending relocation (not ADA compliant)

Vehicle funding procedures have been updated to ensure that RTC-funded vehicles are ADA compliant and meet cosmetic standards (painted white, no agency-specific branding)

# Raising the Bar on Communication

Review of internal controls verified their suitability; added additional communication checkpoints in risk-assessment processes

Continue open communication internally and with external stakeholders, including STTC, RTC, TxDOT and FTA

Raise local government awareness of “too-good-to-be-true” cost estimates for transit service

Recognize successful partnerships among RTC and transit authorities, rural transit agencies and private companies

- DART, DCTA, STAR Transit, Yellow Cab

# Next Steps

Reprogram ~\$700k through open RTC Transit Call for Projects  
(funding to increase mobility options for seniors and  
individuals with disabilities)

Explore opportunities for legislative approach related to transit  
board oversight of financials at smaller transit agencies  
(similar to what exists for transit authorities)

Continue to support cities in Collin County as they plan for  
ongoing and future transit services

# Questions?

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# **START OF OZONE SEASON & OTHER AIR QUALITY UPDATES**

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

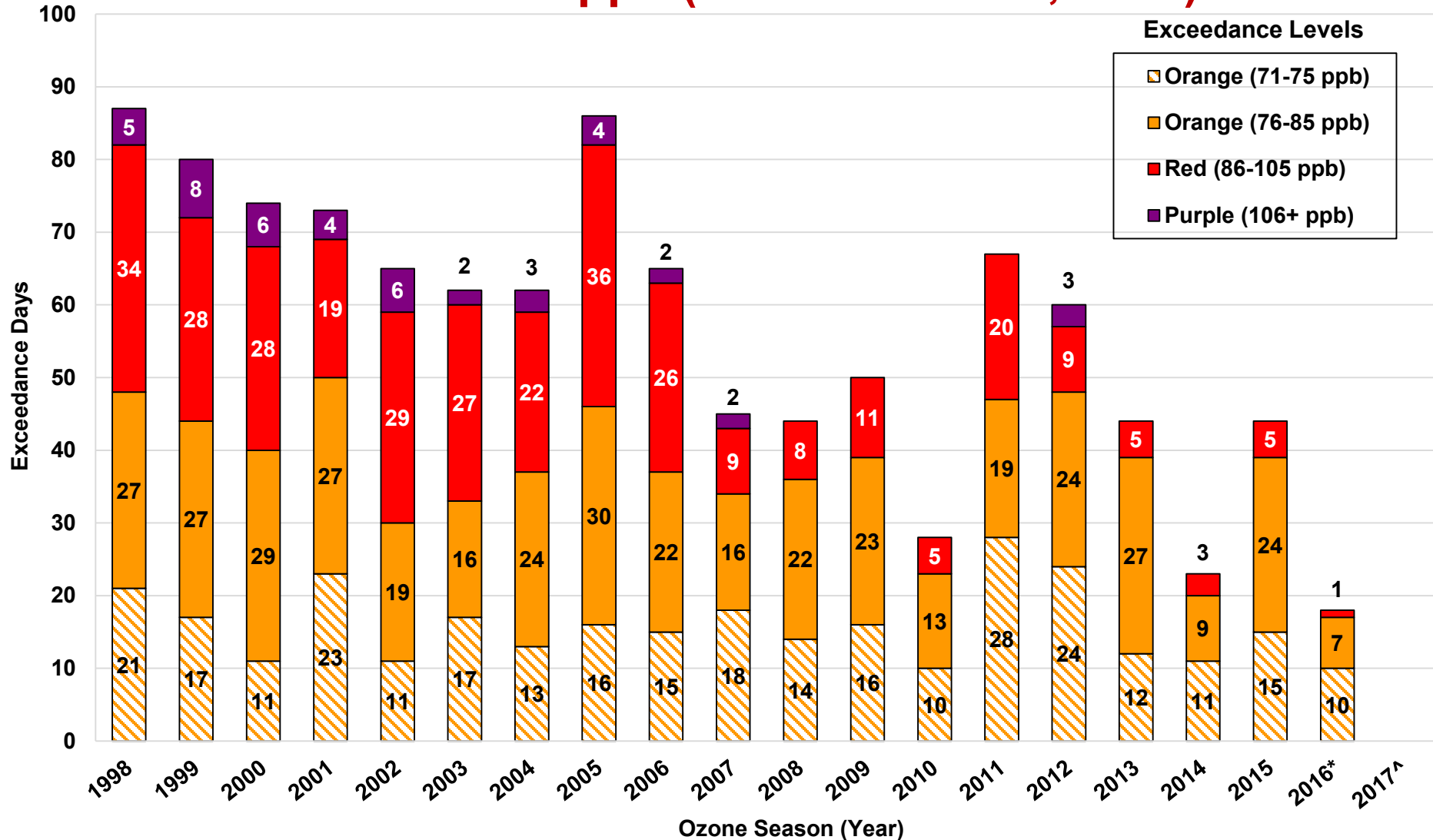
**Jenny Narvaez**



**North Central Texas  
Council of Governments**

# EIGHT-HOUR OZONE HISTORICAL TRENDS

Based on <70 ppb (As of March 23, 2017)



## Exceedance Levels

- Orange (71-75 ppb)
- Orange (76-85 ppb)
- Red (86-105 ppb)
- Purple (106+ ppb)

Ozone Season (Year)

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.

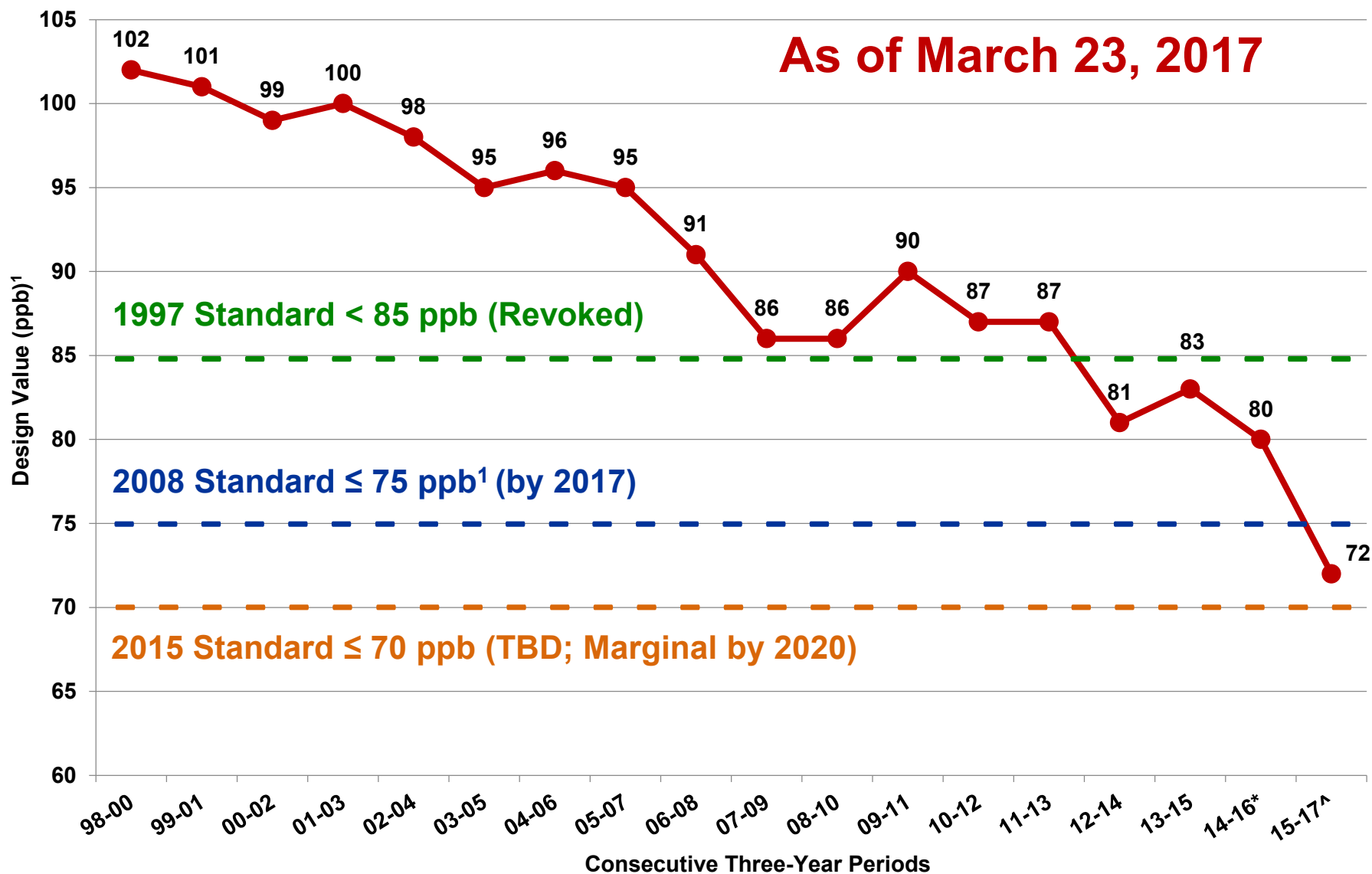
\*Data not certified by TCEQ.

^Not a full year of data.

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)  
ppb = parts per billion

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

# EIGHT-HOUR OZONE HISTORICAL TRENDS



<sup>1</sup>Attainment 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).

\*Data not certified by the Texas Commission on Environmental Quality.

^Not a full year of data.

# 2015 EIGHT-HOUR OZONE STANDARD ( $\leq 70$ )

## Anticipated Implementation Timeline

2015 Standard Final:	October 26, 2015 <sup>1</sup>
Effective Date:	December 28, 2015
State Nonattainment Designation Recommendations to EPA:	October 2016
<b>EPA Designations Final:</b>	<b>October 2017*</b>
<b>EPA Designations Effective:</b>	<b>December 2017*</b>
<b>Attainment Plans Due (moderate and above):</b>	<b>December 2020*</b>
<b>Attainment Dates (no later than)</b>	
<b>Marginal:</b>	<b>December 2020*</b>
<b>Moderate:</b>	<b>December 2023*</b>
<b>Serious:</b>	<b>December 2026*</b>
<b>Severe:</b>	<b>December 2032*</b>

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

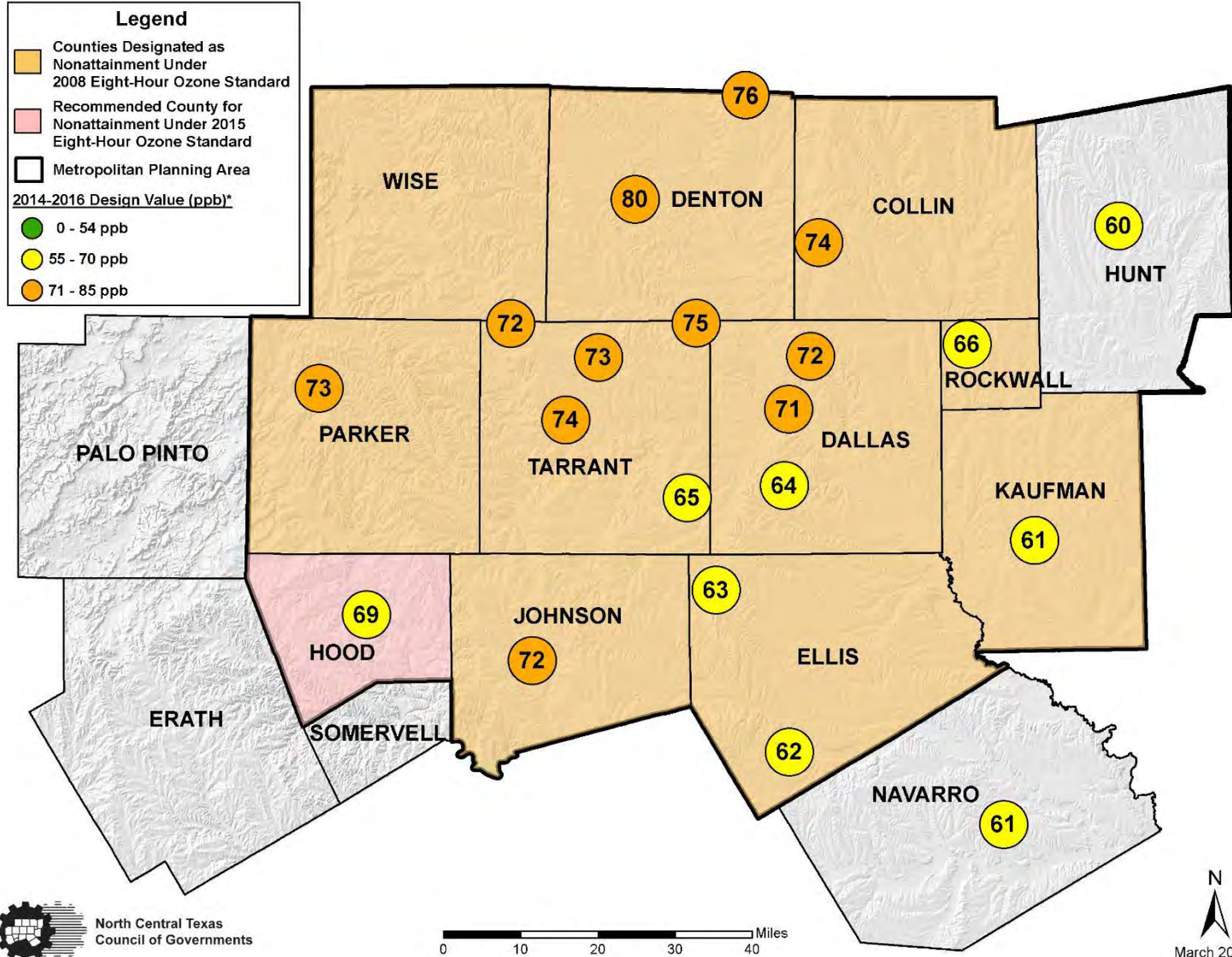
\*Dates are anticipated based on EPA's final designation date.

Source: Environmental Protection Agency (EPA)



# 2015 EIGHT-HOUR OZONE STANDARD

## State Designation Recommendations Based on 2014-2016 Ozone Data



# AIR QUALITY EDUCATION

## Air North Texas

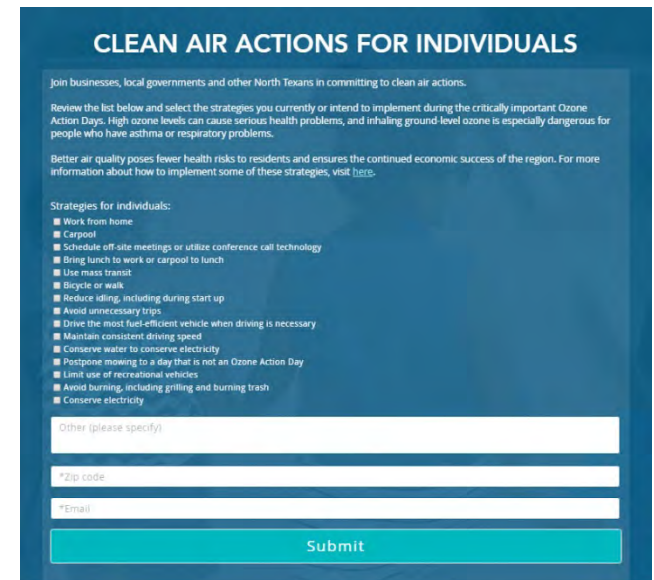
Updated website, [www.airnorthtexas.org](http://www.airnorthtexas.org)

Sign up for Air Pollution Alerts

Find air quality and ozone information

Commit to clean air actions for individuals, businesses, governments

Become a partner



# SAMPLE OF AIR QUALITY INITIATIVES



# HIGHLIGHT OF OUTREACH EVENTS

**April 1** Fort Worth Earth Party

**April 4** Earth Day Fest  
(Brookhaven College)

**April 7** UNT's University Day

**April 18-19** Earth Day Celebration  
(DFW Airport)

**April 20-23** Odyssey Day/  
Earth Day Texas (Dallas)

**June 23** Regional Clean Air Action Day  
(Everywhere)

For air quality information and more community events - [www.airnorthtexas.org](http://www.airnorthtexas.org)

For alternative fuel trainings and events - [www.dfwcleancities.org](http://www.dfwcleancities.org)



# UPCOMING EVENTS

## Earth Day Texas

**April 21-23**

**Held at Fair Park in Dallas**

**World's largest Earth Day event**

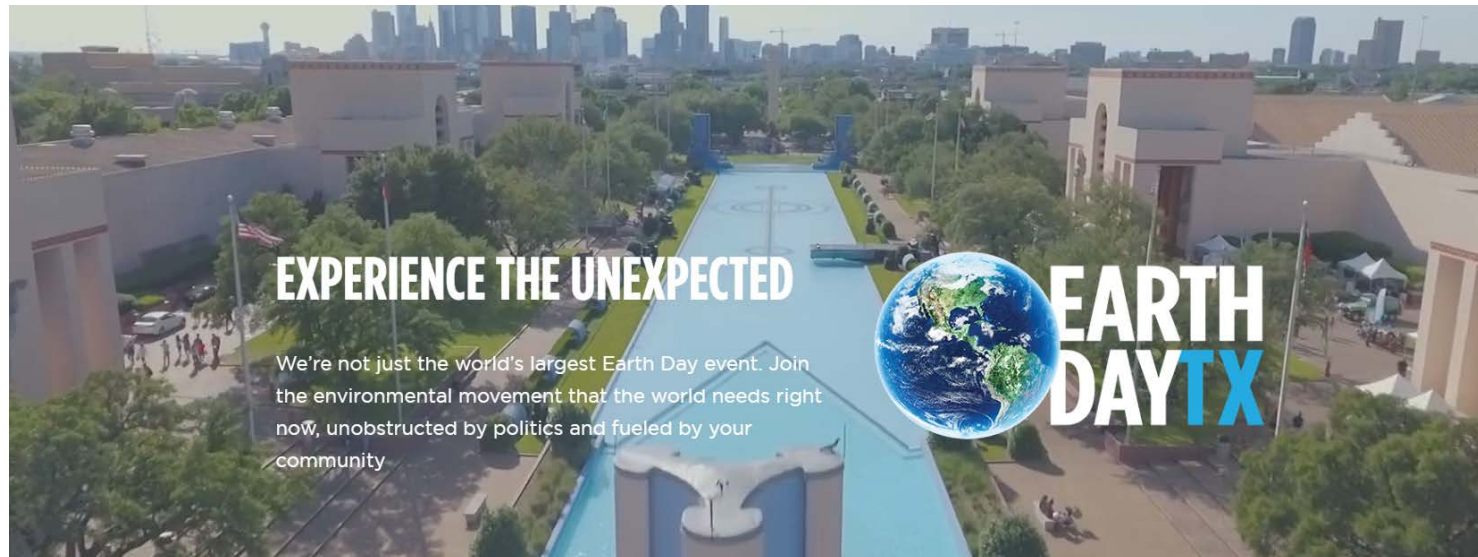
**Eco-friendly exhibits**

**Alternative fuel vehicle test drives**

**[www.earthdaytx.org](http://www.earthdaytx.org)**



**Dallas-Fort Worth  
CLEAN CITIES**



**EXPERIENCE THE UNEXPECTED**

We're not just the world's largest Earth Day event. Join the environmental movement that the world needs right now, unobstructed by politics and fueled by your community



**EARTH  
DAYTX**

# UPCOMING EVENTS

## Odyssey Day

April 20

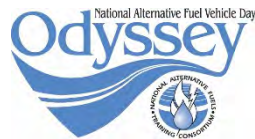
Starts Earth Day Texas  
Weekend at Fair Park

Largest nationwide event  
promoting AFVs

Panel sessions

Alternative fuel  
vehicle test drives

[www.afvdayodyssey.org](http://www.afvdayodyssey.org)



## Fleets for the Future

Panel session April 20

Discounts on alternative fuel  
vehicle purchases

propane pick-up trucks

fully electric vehicles  
(EVs)

plug-in hybrid vehicles  
(PHEVs)

All public fleets eligible

[www.nctcog.org/f4f](http://www.nctcog.org/f4f)



# FOR MORE INFORMATION

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**<http://www.airnorthtexas.org/>**

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

# **TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS POTENTIAL LAPSE**



Surface Transportation Technical Committee  
March 24, 2017



# TAP FUNDING AT RISK OF LAPSING

- Federal regulations state that apportioned funds are available for obligation for the year of apportionment plus three years<sup>1</sup>
- Any apportioned amounts that remain unobligated at the end of that period shall lapse
- TAP funds apportioned in Fiscal Year (FY) 2014 must be utilized by the end of federal FY 2017 (September 30, 2017)

<sup>1</sup>Date of apportionment is not the same as the project award date

# ALL PROJECTS ARE AT RISK



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

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

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

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

None of the FY 2013 allocated TAP funding lapsed

# RISK ASSESSMENT

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

## Risk Level Categories

**LOW RISK** - Project on schedule to let in FY 2017

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

**HIGH RISK** - Project not likely to meet FY 2017 deadline or no response from agency

# RISK THIS YEAR: FY 2014 OBLIGATIONS

- As of March 2017, \$300K of the FY 2014 TAP funds have obligated
- \$7.9M at risk of lapsing
- Six projects are on schedule to obligate prior to the end of FY 2017 with expected obligations of \$5.4M<sup>2</sup>

<sup>2</sup>Represents projects identified as “Low Risk” on Electronic Item 12

# RISK THIS YEAR: FY 2014 OBLIGATIONS

Allocation FY - DFW MPO TAP Funds	Federal Allocated Amount	Obligations	Funding at Risk of Lapsing
FY 2013	\$8.0M	\$8.0M	\$0
FY 2014 <sup>3</sup>	\$8.2M	\$0.3M	\$7.9M
<b>Sub Total</b>	<b>\$16.2M</b>	<b>\$8.3M</b>	<b>\$7.9M</b>
Anticipated FY 2017 Obligations <sup>4</sup>		\$5.4M	
<b>Total</b>	<b>\$16.2M</b>	<b>\$13.7M</b>	<b>\$2.5M</b>

<sup>3</sup>Funds in excess of the FY 2013 allocation obligated in FY 2016 were applied towards the FY 2014 allocation

<sup>4</sup>Represents projects identified as “Low Risk” on Electronic Item 12

# RISK ASSESSMENT SUMMARY FOR FY 2014 OBLIGATIONS

Risk Level Category	Amount
<b>LOW RISK</b> - Project on schedule to let in FY 2017	\$5.4M
<b>MODERATE RISK</b> - Project scheduled to let in FY 2017, but based on information received, there is a potential for delays	\$8.3M
<b>HIGH RISK</b> - Project not likely to meet FY 2017 deadline or no response from agency	\$3.5M

# NEXT STEPS AND ACTION NEEDED

- NCTCOG will continue to work with TxDOT and agency staff to monitor project progression
- STTC members should coordinate with agency staff to insure that projects remain on schedule to let or obligate in FY 2017
- Focus should be on projects that are currently identified as Moderate Risk as they are necessary to meet the obligation requirements



# NEXT STEPS AND ACTION NEEDED

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

# Questions?

# CONTACT INFORMATION

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# **Texas Entry In Hyperloop One Global Competition: RTA Resolution In Support**

**Surface Transportation Technical Committee**

**Thomas J. Bamonte  
Program Manager, Automated Vehicles**

**March 24, 2017**

# What is Hyperloop?

Passenger/cargo pods move through near-vacuum tube using electric propulsion

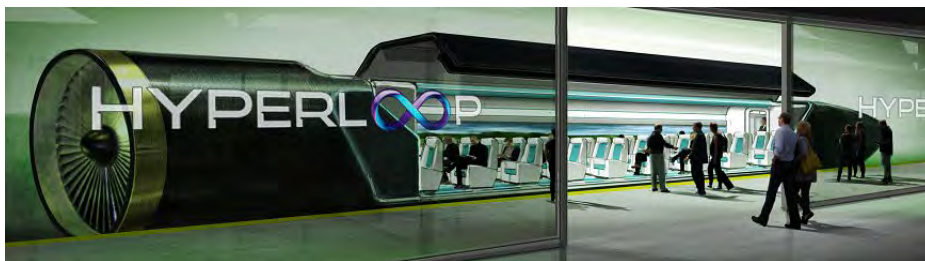
Autonomous pods levitate above track and glide at up to 700 mph

Elevated or buried tubes—no crossings

Zero net energy



Tubes



Passenger pod



Cargo pod



hyperloop | one

# Hyperloop One Global Competition



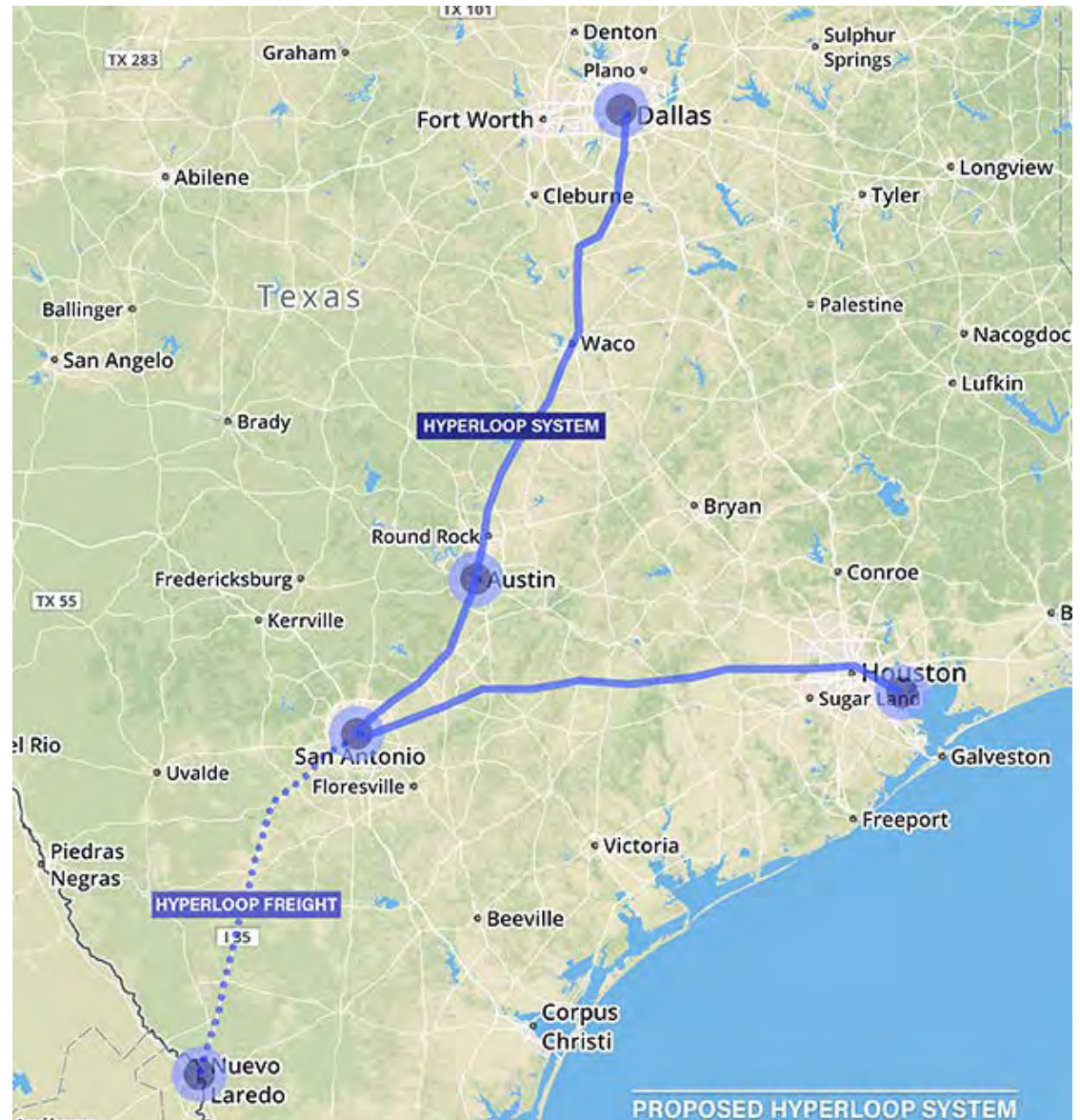
# Initial Texas Proposal

Parallels IH-35 corridor that connects Dallas, Austin, and San Antonio to Mexico through Laredo

Connects to Port of Houston through San Antonio

Port of Houston is 2nd largest port in US in overall tonnage

Port of Laredo is largest inland port in US with over \$183 B annually in imports and exports





## North America

CA Ontario (cargo)  
CA Toronto-Montreal  
CA Vancouver (cargo)  
US Boston-Somerset  
US Cheyenne-Houston  
US Gary-Louisville  
US LA-Ensenada, MX  
US Kansas City-St Louis  
US Miami-Orlando  
US Midwest  
US Nevada  
US Colorado (two proposals)  
US Seattle-Portland  
US Texas Triangle (Austin, Dallas, and Houston)  
MX Mexico City-Culiacan

## South America

AR Buenos Aires-Cordoba

## Europe

DE Autobahn  
EE Tallin-Helsinki  
ES Madrid-Tangiers  
FR Corsica-Sardinia  
NL Dutch Loop  
PL Warsaw-Wroclaw  
UK Glasgow-Cardiff  
UK London-Edinburgh

## Middle East

IL Eilat-Tel Aviv

## Asia

CH Shanghai-Hangzhou  
IN Bangalore- Thiruvananthapuram  
IN Chennai-Bangalore (two proposals)  
IN Port connector  
IN Mumbai-Chennai  
IN Mumbai-Delhi  
KS Seoul-Busan

## Africa

SA Durban- Johannesburg

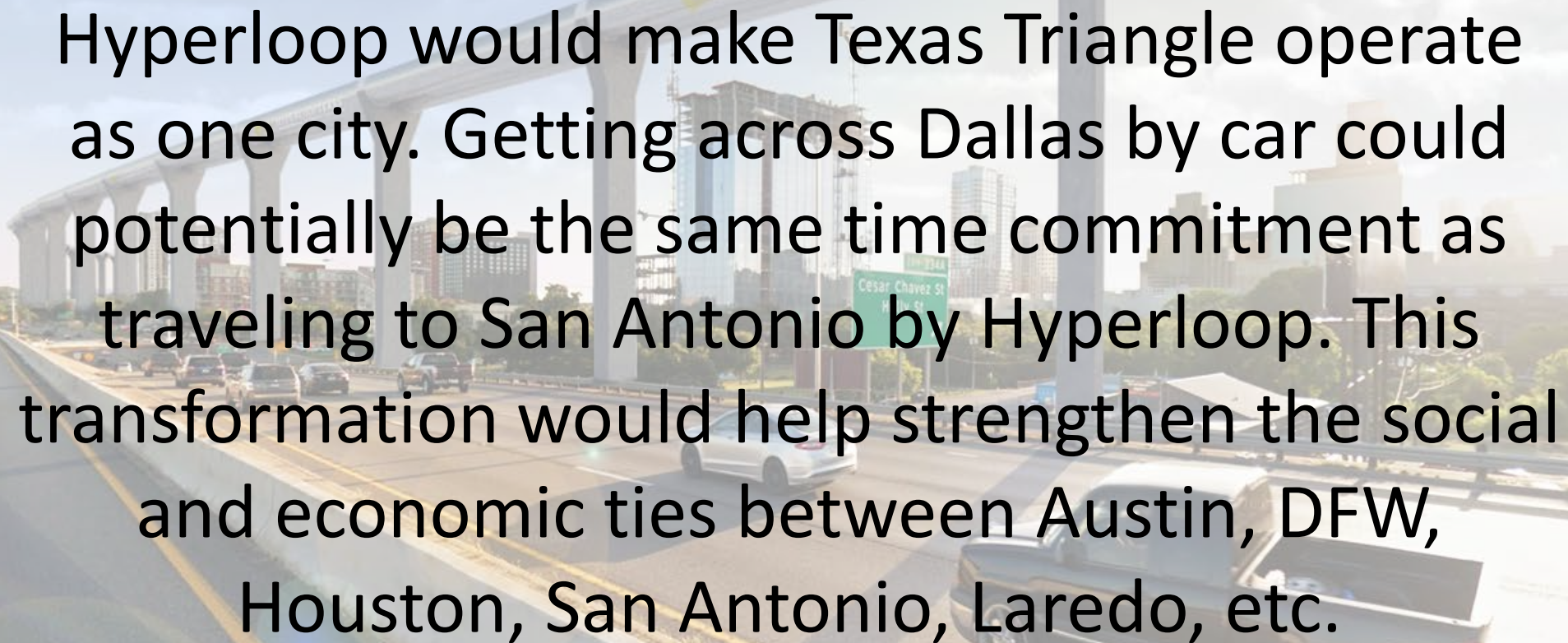
## Australia

AU Sydney-Melbourne

# HYPERLOOP

US TRANSPORTATION SYSTEM





Hyperloop would make Texas Triangle operate as one city. Getting across Dallas by car could potentially be the same time commitment as traveling to San Antonio by Hyperloop. This transformation would help strengthen the social and economic ties between Austin, DFW, Houston, San Antonio, Laredo, etc.

# RTC Resolution

Recites background of the Hyperloop One competition

Expresses support for Texas' entry in the competition

No financial commitment

No endorsement of routes

No mode choice

No selection of vendor

# Contact

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# Sustainable Development New Data Products

## TOD Fact sheets

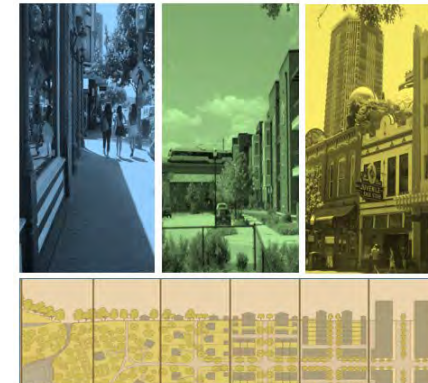
**Rail Station Fact Sheet - Arapaho Center Station**  
Station Overview  
Arapaho Center Station is located on Greenville Avenue near Arapaho Road in Richardson. The station opened in 2002 and is served by the DART Rail Red Line and selected weekday rush hour Orange Line service.

**Bicycle Routes to Rail - Arapaho Center Station**  
Legend  
Rail Stations  
Rail Lines  
On-Street Bikeway Existing  
On-Street Bikeway Planned  
2040 Vessels  
On-Street Path Existing  
On-Street Path Planned

**Project Overview**  
The Bicycle Routes to Rail study identifies all existing and planned bikeways in proximity to existing and planned rail stations to currently, to existing and under construction light rail and commuter rail stations in the Dallas-Fort Worth region based on 2040 data. The study also identifies new paths (on-street and streets redesigned to have shared travel lanes for dedicated bikeway) to be located within 0.25 miles of existing and planned rail stations to accommodate the Texas Transportation Corridor. Stations have a right to the road, so such the map does not reflect other roadways around the station that may have signed bike routes or bike lanes but may be used to improve. More information about the Routes to Rail study and methodology is available at [nctcog.org/bikeandrail](http://nctcog.org/bikeandrail).

[nctcog.org/toddata](http://nctcog.org/toddata)

## Sustainable Zoning Guidebook



**NORTH TEXAS SUSTAINABLE  
ZONING GUIDEBOOK**



[nctcog.org/zoning](http://nctcog.org/zoning)