

VOLKSWAGEN MITIGATION UPDATE AND CORRESPONDENCE TO THE STATE OF TEXAS

Regional Transportation Council

Chris Klaus

March 9, 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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Texas Entry In Hyperloop One Global Competition: Resolution In Support

Regional Transportation Council

Thomas J. Bamonte

Program Manager, Automated Vehicles

March 9, 2017

What is Hyperloop?

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

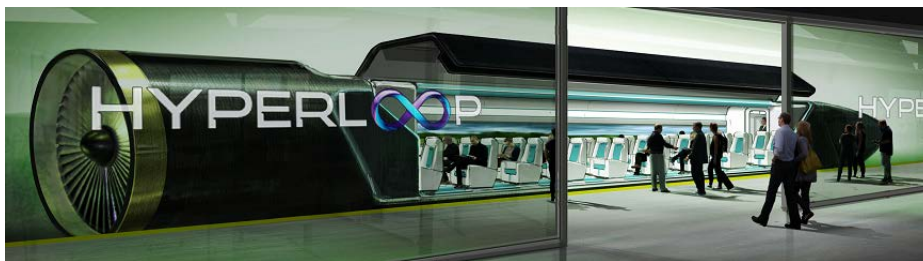
Autonomous pods levitate above track and glide at up to 700 mph

Elevated or buried tubes—no crossings

Zero net energy



Tubes

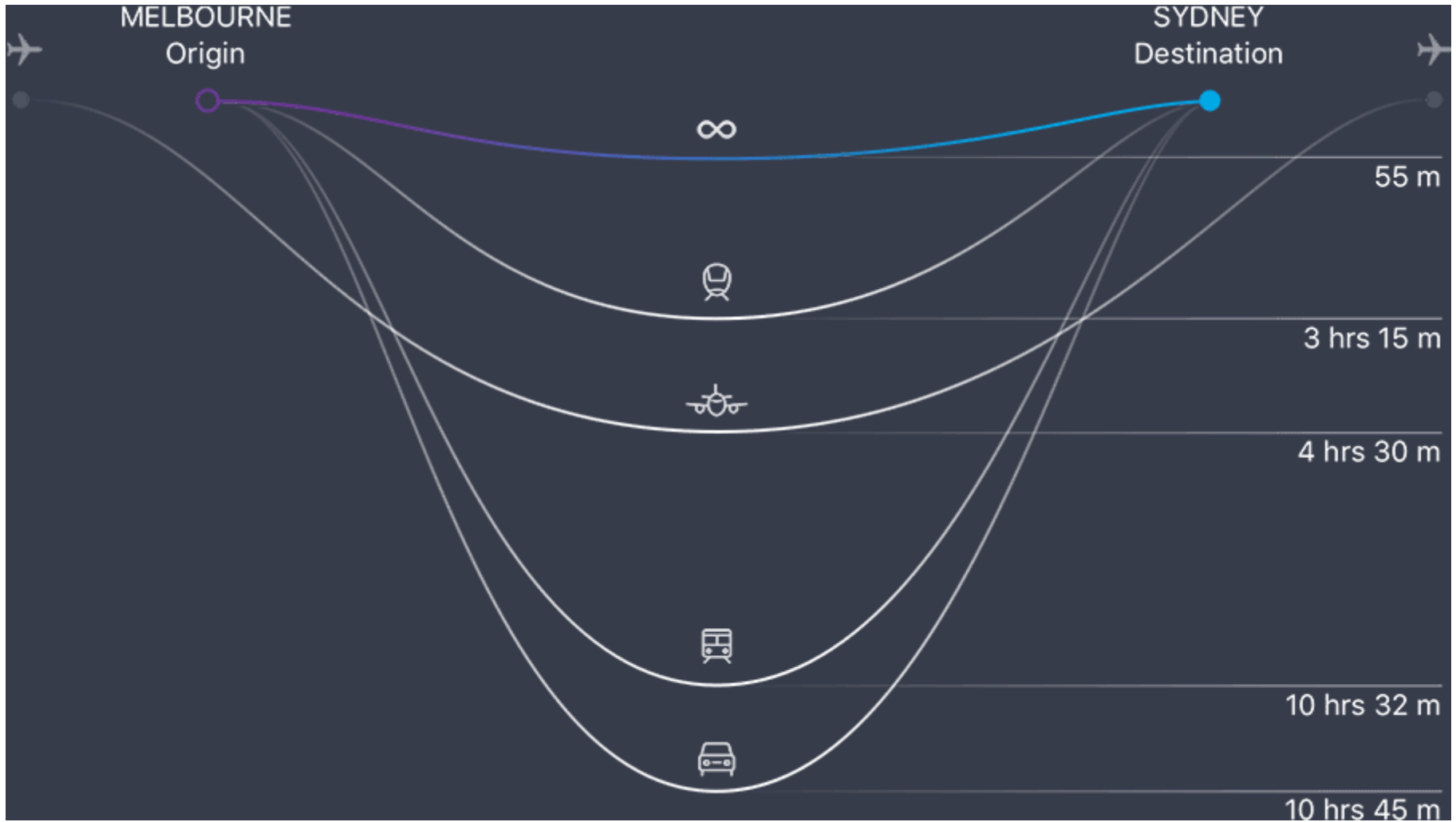


Passenger pod



Cargo pod

Speed



Hyperloop One Global Competition



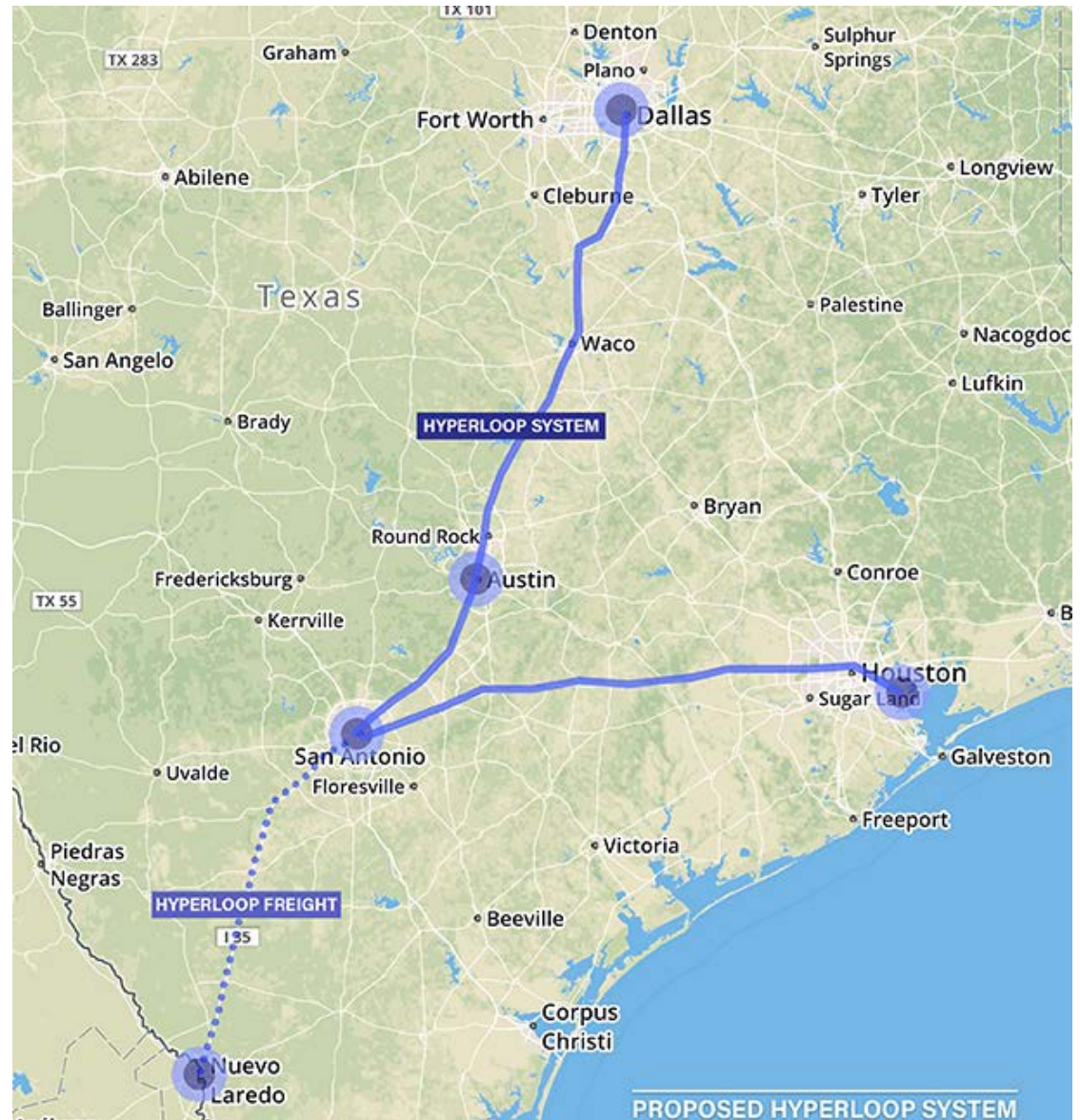
Initial Texas Proposal

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

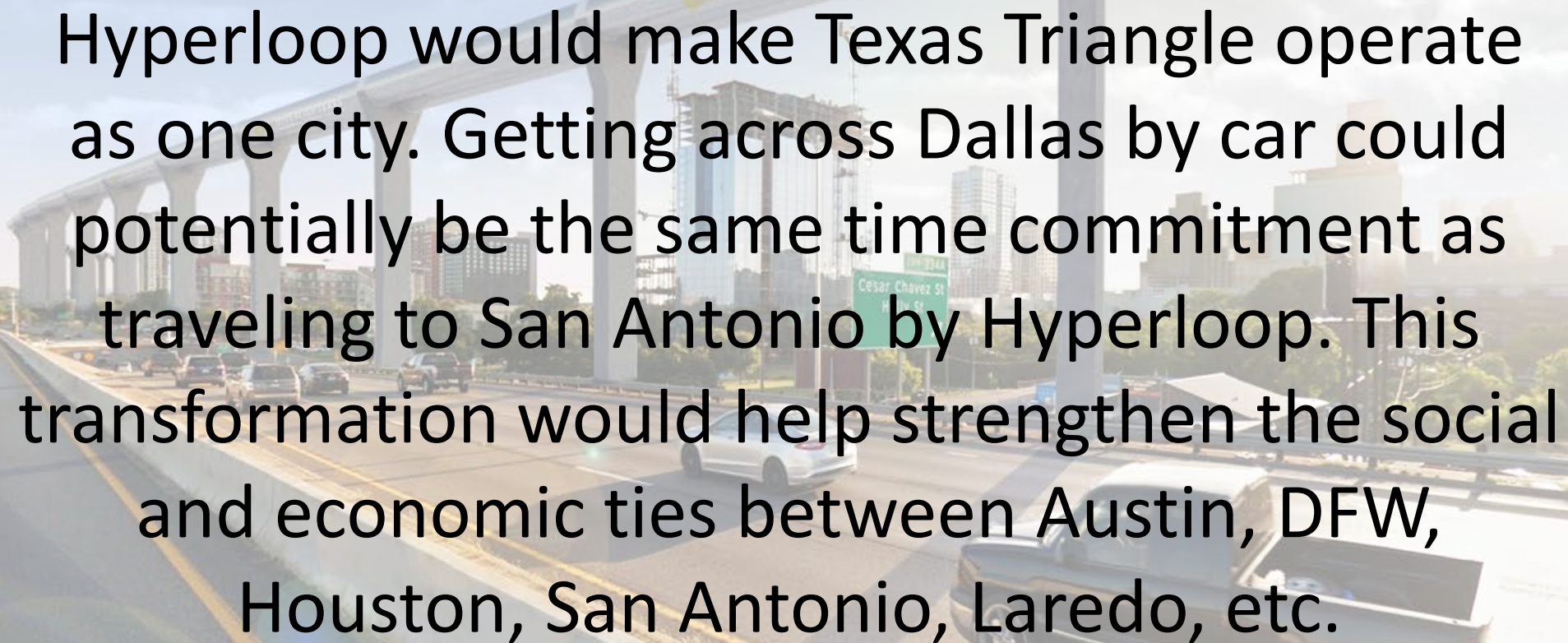
Australia

AU Sydney-Melbourne

HYPERLOOP

US TRANSPORTATION SYSTEM



A photograph of a multi-lane highway with a concrete and steel Hyperloop structure arching over it. The structure has the text 'HYPERLOOP TEXAS' and 'Everything is faster in Texas' on its side. A green highway sign for 'Cesar Chavez St' is visible. A black pickup truck is in the foreground on the right, and other cars are on the road. The background shows a city skyline under a cloudy sky.

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.



hyperloop | one

Proposed Resolution

Recites background on the Hyperloop One competition

Notes possibility of mobility and air quality benefits

Expresses support for Texas' entry in the competition

No financial commitment

No endorsement of routes

No mode choice

No selection of vendor

Recommendation

Adopt resolution in support of Texas' entry in Hyperloop One Global Competition.

Contact

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

REGIONAL TRANSPORTATION COUNCIL

MARCH 9, 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.
- ❖ RTC/Local funds will be used for air quality projects, innovative finance, leveraging, cash flow, and other regional transportation projects.
- ❖ As the existing RTC/Local balance is spent down, NCTCOG staff has been seeking opportunities and potential partnerships to “re-populate” the account.
 - ❖ e.g., DFW Airport (Glade Road), Others?

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:

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

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

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.

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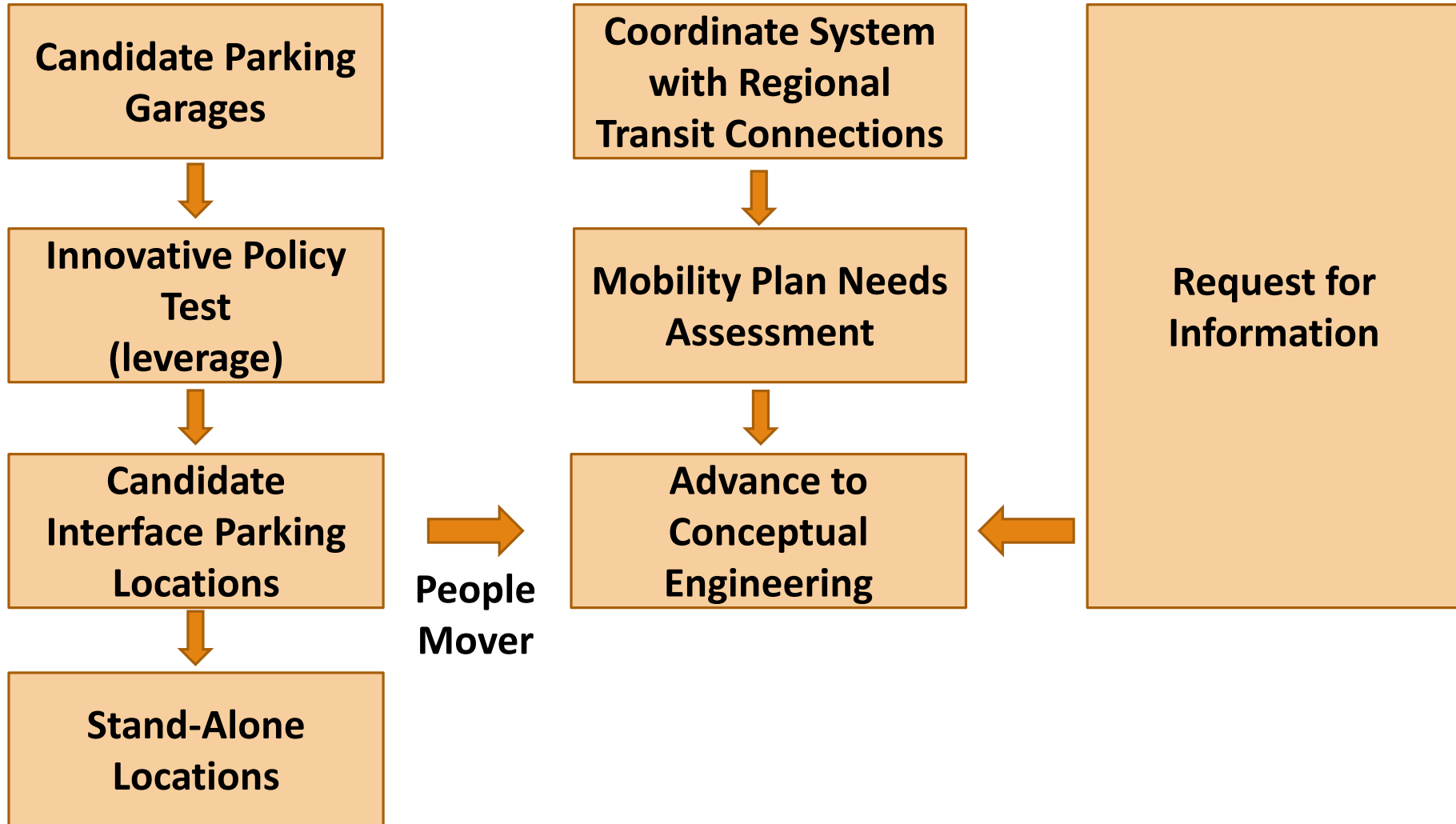
MODERN DAY “PEOPLE-MOVER” TECHNOLOGY UPDATE AND REQUEST FOR INFORMATION

Regional Transportation Council
March 9, 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

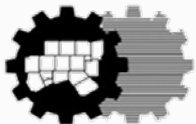
Revenue from Freight

Innovative Funding

Integrate with Parking Garages

LEGISLATIVE UPDATE

**Regional Transportation Council
March 9, 2017**



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

85th Texas Legislature

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

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

Transportation Funding

- **SB 1, HB 1** General Appropriations Bill
- **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** Increases diesel fuel tax

85th Texas Legislature

Air Quality - LIRAP/LIP, TERP

- **HB 2321** Modernizes, adds flexibility to LIRAP/LIP
- **HB 2568, HB 2569** Limits, ends motor vehicle emissions inspection/maintenance program
- **HB 2954** Allows counties to opt out of LIRAP
- **SB 26, HB 1979, HB 2682** Extends TERP expiration date, updates the program
- **HB 2628** Ends funding source for TERP program

85th Texas Legislature

CDAs

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

85th Texas Legislature

High-Speed Rail

20+ bills filed:

- Restricts eminent domain
- Prevents funding, financing for HSR
- Prohibits land surveys
- Amends condemnation damages
- Adds additional regulations or limit HSR

85th Texas Legislature

Transit

- **SB 385** Requires voter approval of local acceptance and use of federal funds for passenger rail projects
- **SB 386** Prohibits political subdivisions from using federal funds to make debt payments

Additional Topics

- **SB 312, HB 3207** TxDOT Sunset Bill
- 20+ bills limiting, prohibiting toll projects

Contact Information

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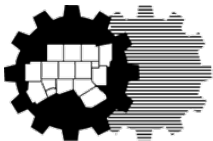
(817) 704-2545

www.nctcog.org/trans/legislative

CRITICAL FREIGHT CORRIDORS

Regional Transportation Council
March 9, 2017

Dan Lamers, Senior Program Manager



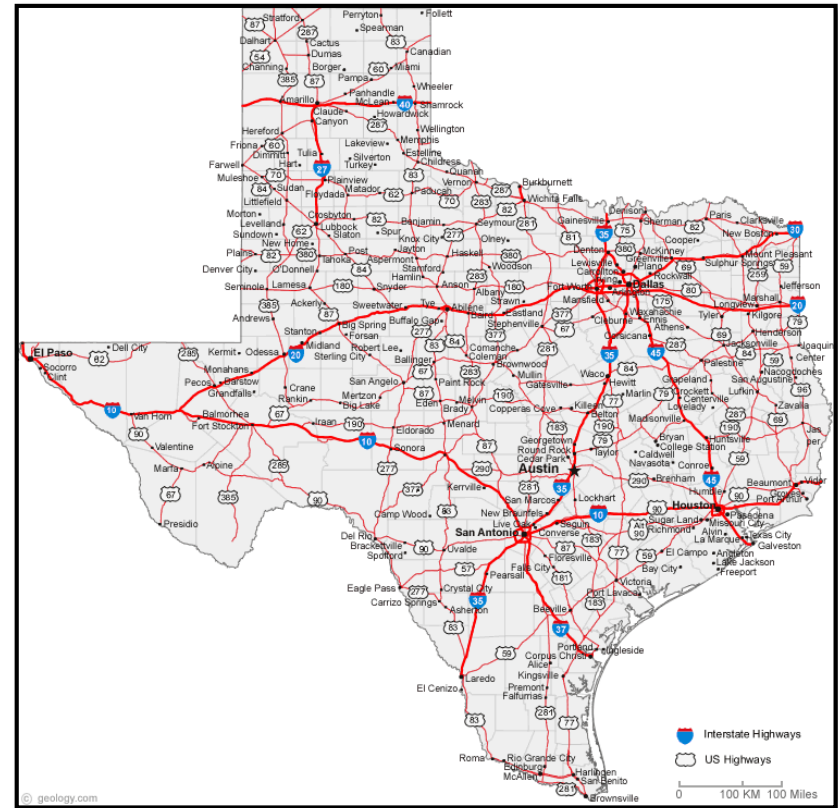
OVERVIEW

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 - Federal

- Network of highways identified as the most critical sections of the U.S. freight transportation system
- Consists of 37,436 centerline miles of interstate and 4,082 centerline miles of non-interstate roads - 41,518 total miles

Texas Freight Network - State

- Primary Freight Network includes almost 6,400 highway miles projected to carry more than 10 million tons of cargo by 2040
- Secondary Freight Network includes almost 13,400 highway miles and is projected to carry more than 10 million tons of cargo or more, by 2040

Critical Freight Corridors - Regional

- 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

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

- Connects an intermodal facility to:
 - The federal 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

All regional freight-related urban corridors are being evaluated to identify potential critical urban freight corridors, using a qualitative and quantitative approach.

Utilizing performance-based planning to develop performance measures that consider:

- Truck travel data
- Intermodal facility locations
- Connections to freight-oriented developments, the Primary Highway Freight System, and the Texas Freight System

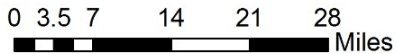
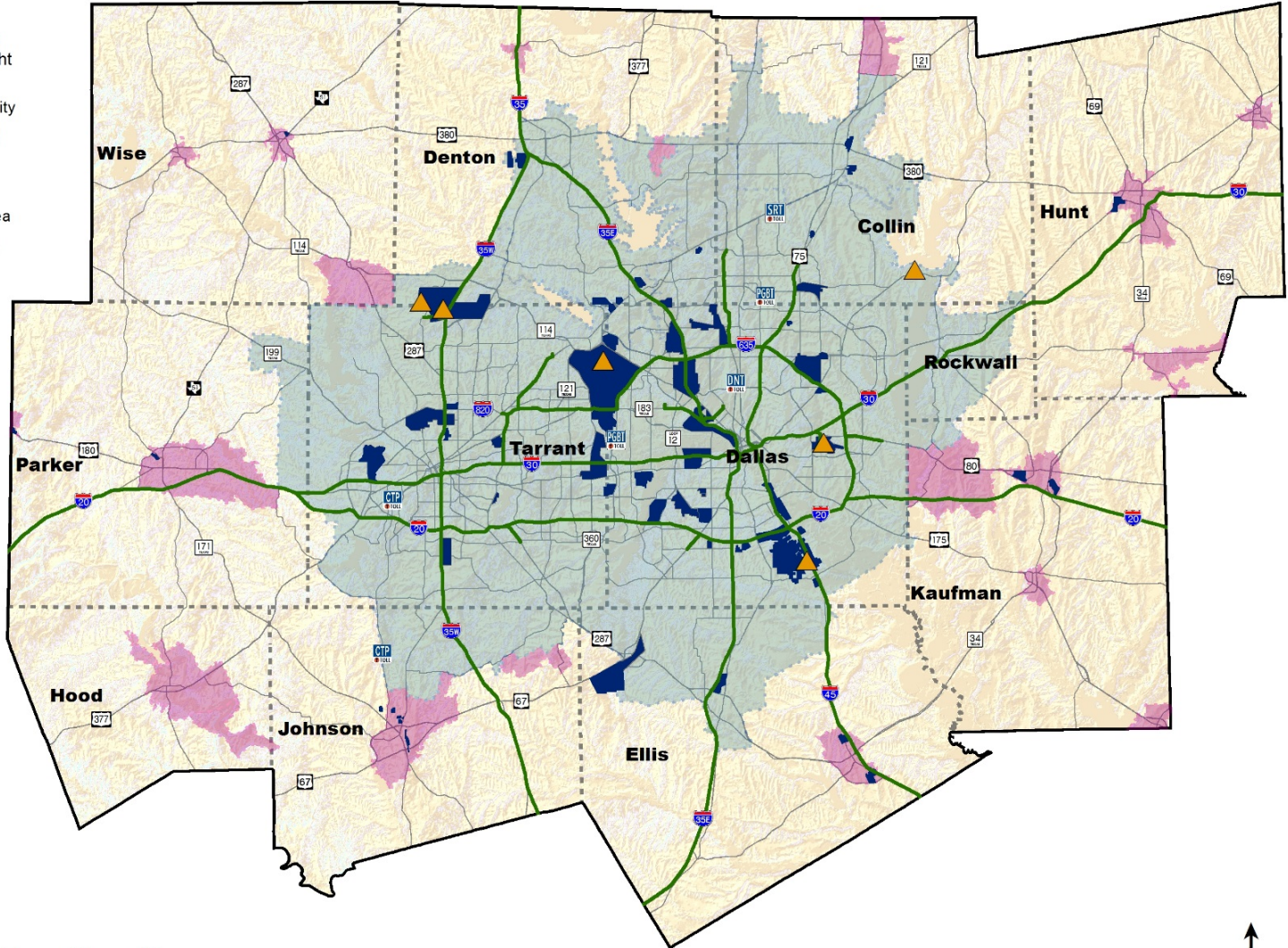
Developing a Regional Critical Freight Corridor System to align goals with:

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

FHWA Primary Highway Freight System

Legend

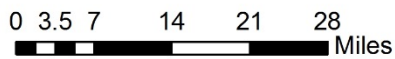
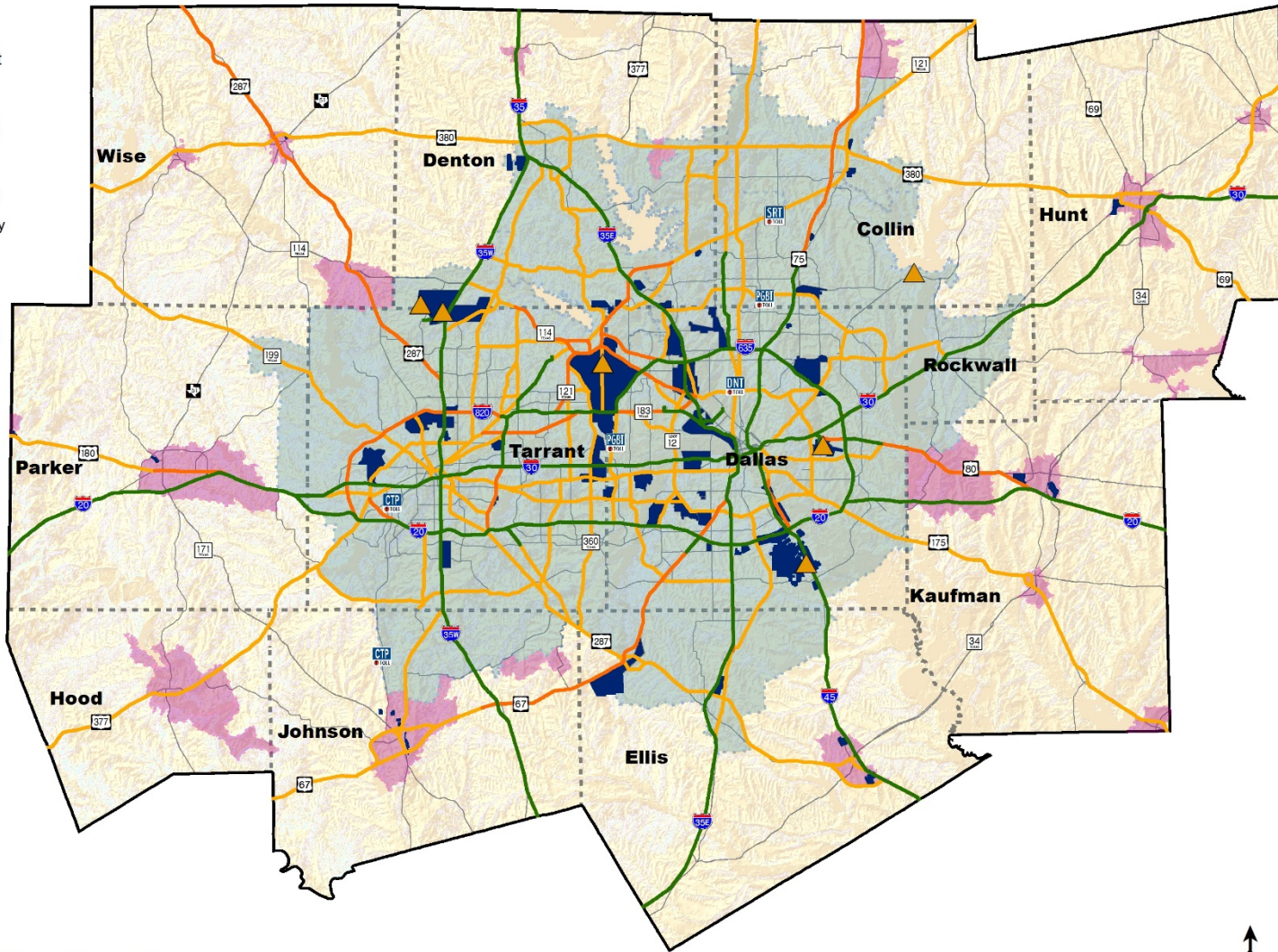
- FHWA Primary Highway Freight System
- Intermodal Facility
- Freight Oriented Developments
- Urbanized Area
 - Small Urban Area
 - Urbanized Area
- Highways
- Counties



FHWA Primary Highway Freight System and TxDOT Freight Networks

Legend

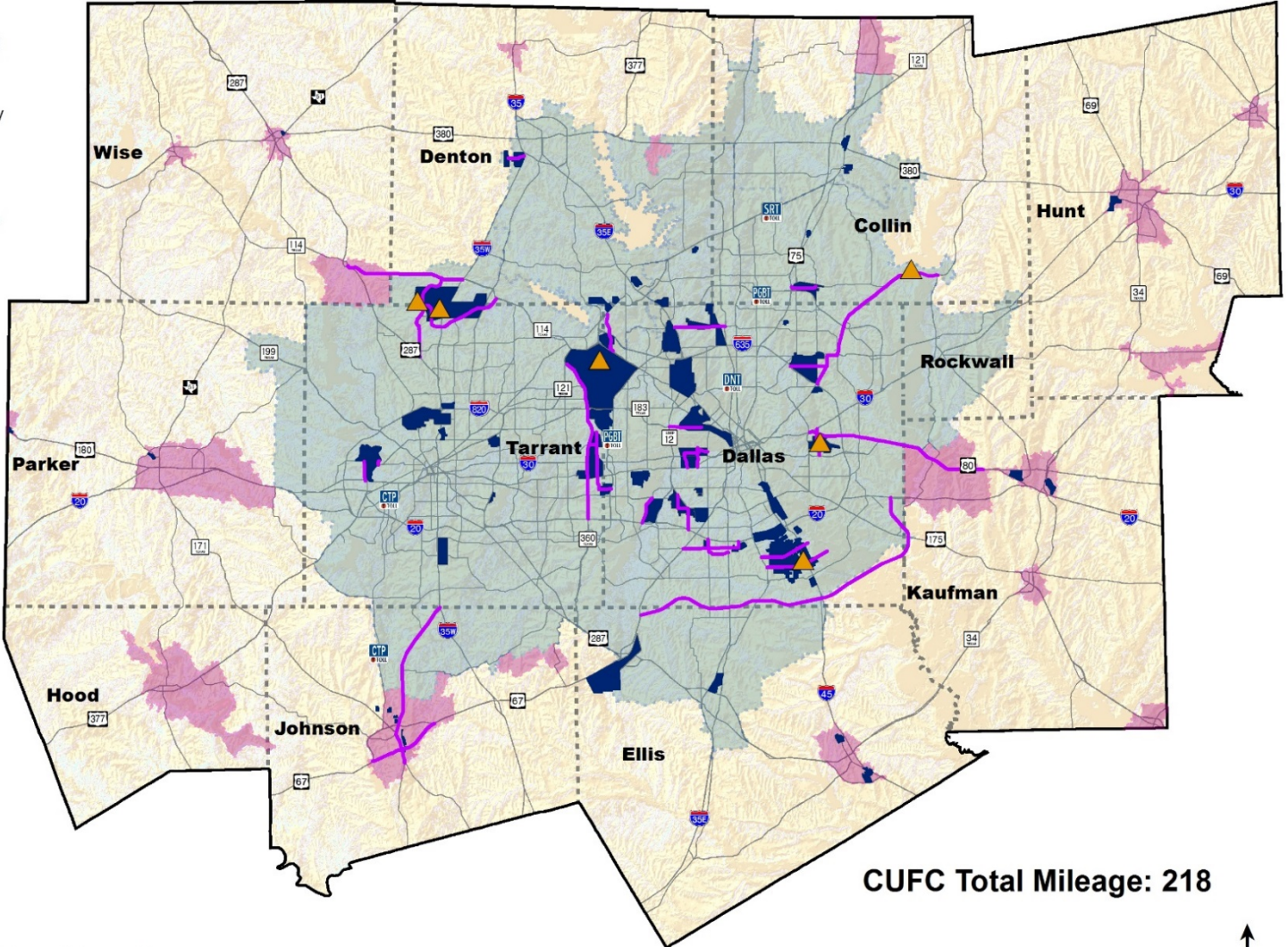
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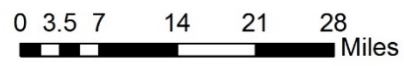
Potential Critical Urban Freight Corridors DRAFT

Legend

- Potential Critical Urban Freight Corridors
- Intermodal Facility
- Freight Oriented Developments
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 - Small Urban Area
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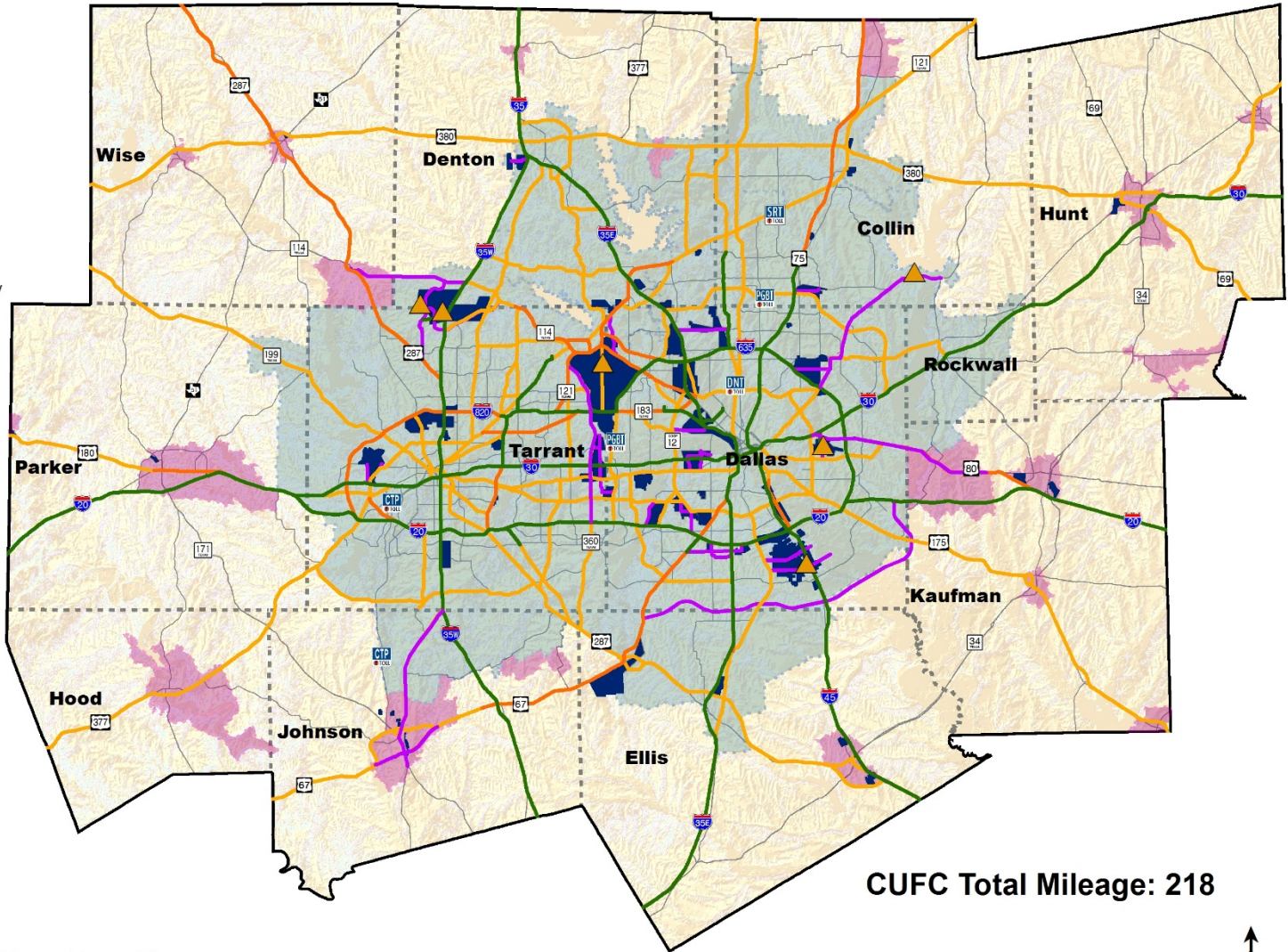
CUFC Total Mileage: 218



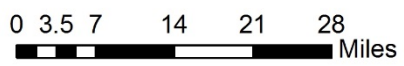
Potential Critical Urban Freight Corridors DRAFT

Legend

- FHWA Primary Highway Freight System
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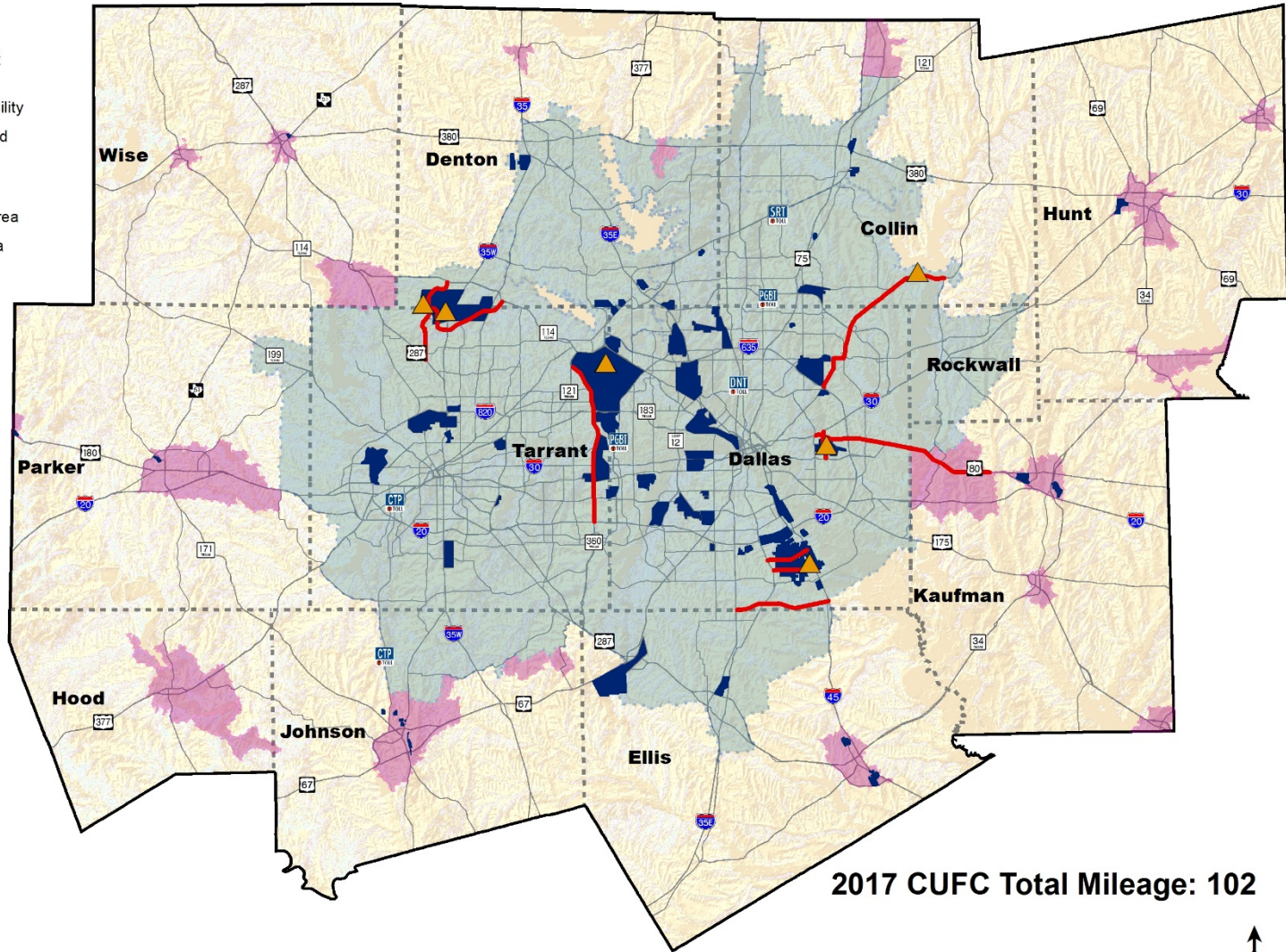
CUFC Total Mileage: 218



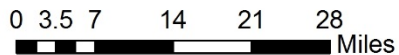
Draft 2017 Critical Urban Freight Corridors

Legend

- 2017 Critical Urban Freight Corridors
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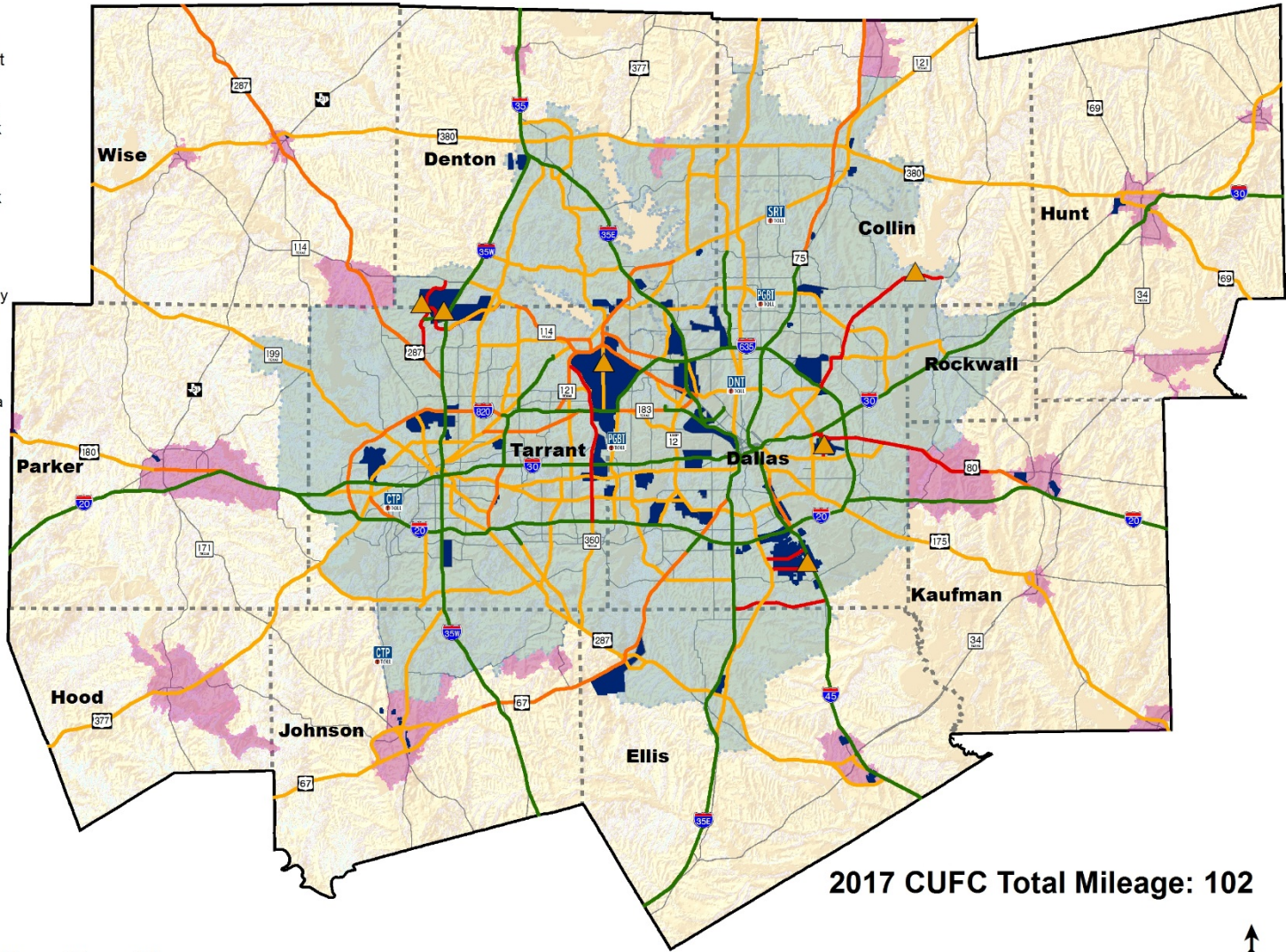
2017 CUFC Total Mileage: 102



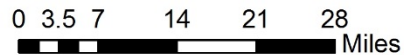
Draft 2017 Critical Urban Freight Corridors

Legend

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- 2017 Critical Urban Freight Corridors
- ▲ Intermodal Facility
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2017 CUFC Total Mileage: 102



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NCTCOG.ORG/CFC


NCTCOG
 North Central Texas Council of Governments

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transportation

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

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

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- [Michael Johnson, Transportation Planner](#)
- [Lisa Key, Sr. Administrative Assistant](#)
- [Dan Lamers, Sr. Program Manager](#)

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QUESTIONS

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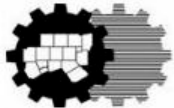
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UPDATES TO REGIONAL TRANSPORTATION DEVELOPMENT CREDIT PROGRAM

REGIONAL TRANSPORTATION
COUNCIL

MARCH 9, 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

<p>Goal</p>	<ul style="list-style-type: none"> • Support regional programs that improve air quality, congestion, reliability
<p>Proposed Action</p>	<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

Regional Transportation Council

Chris Klaus

March 9, 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

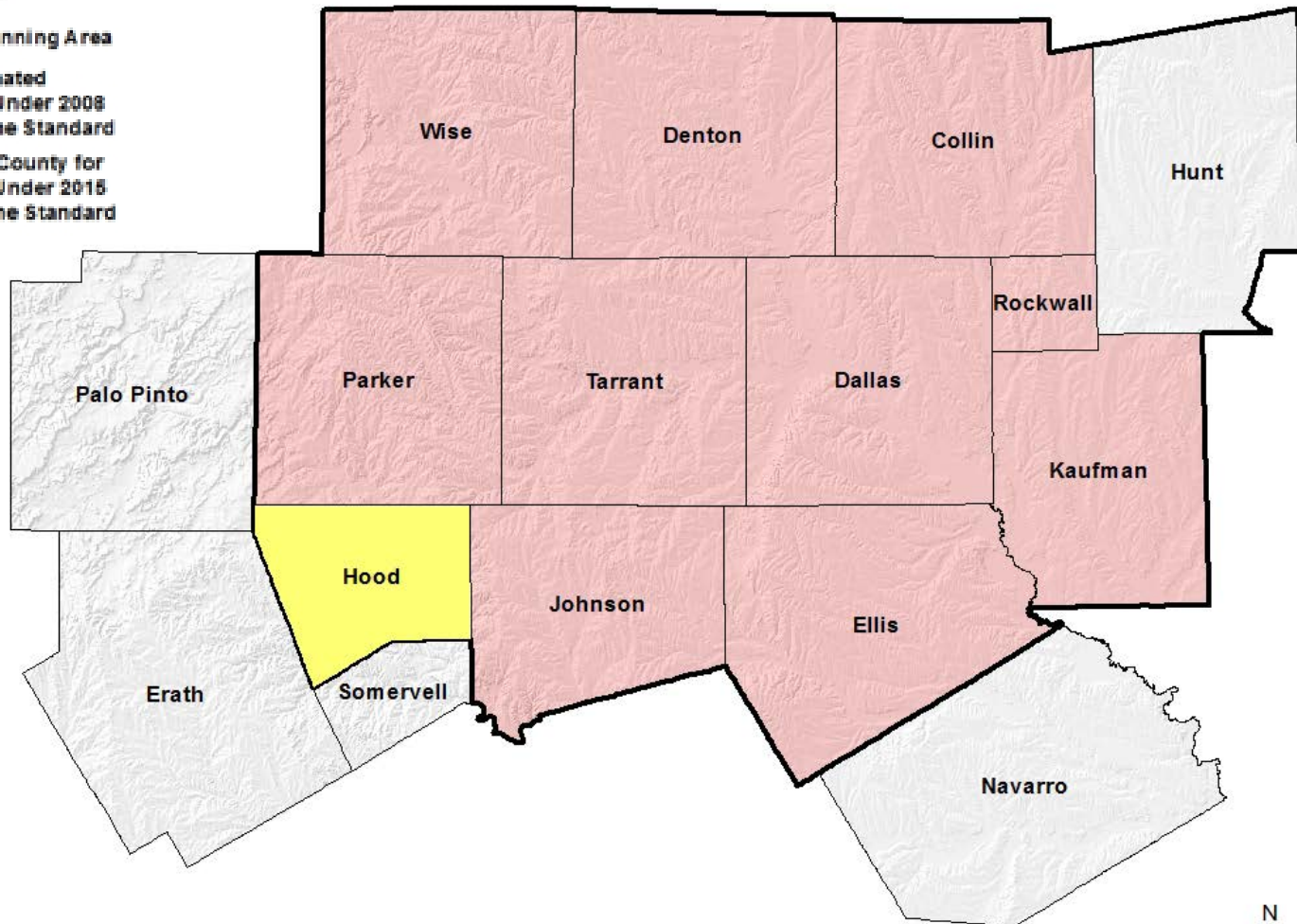
TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

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

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