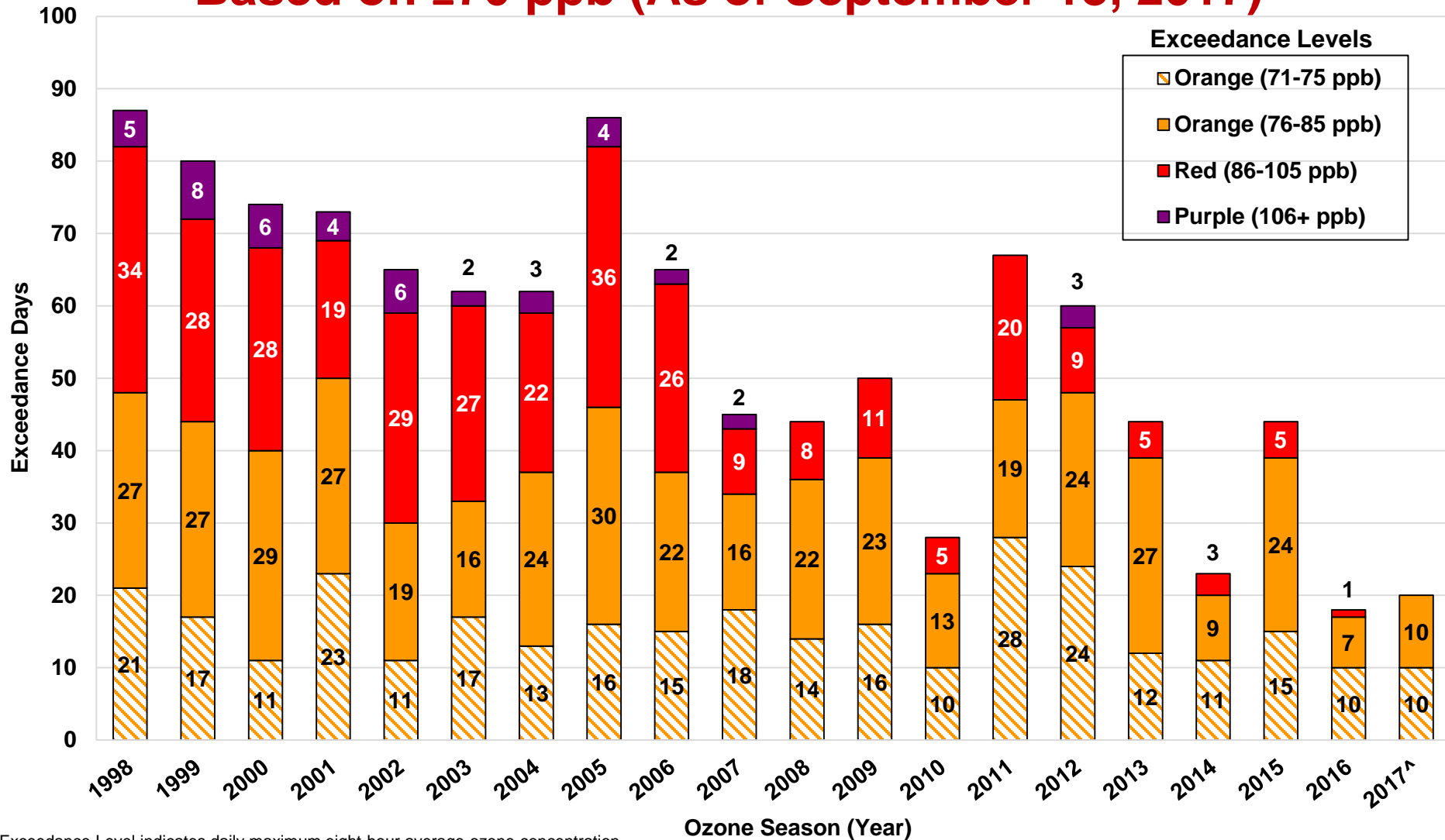



EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of September 13, 2017)



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

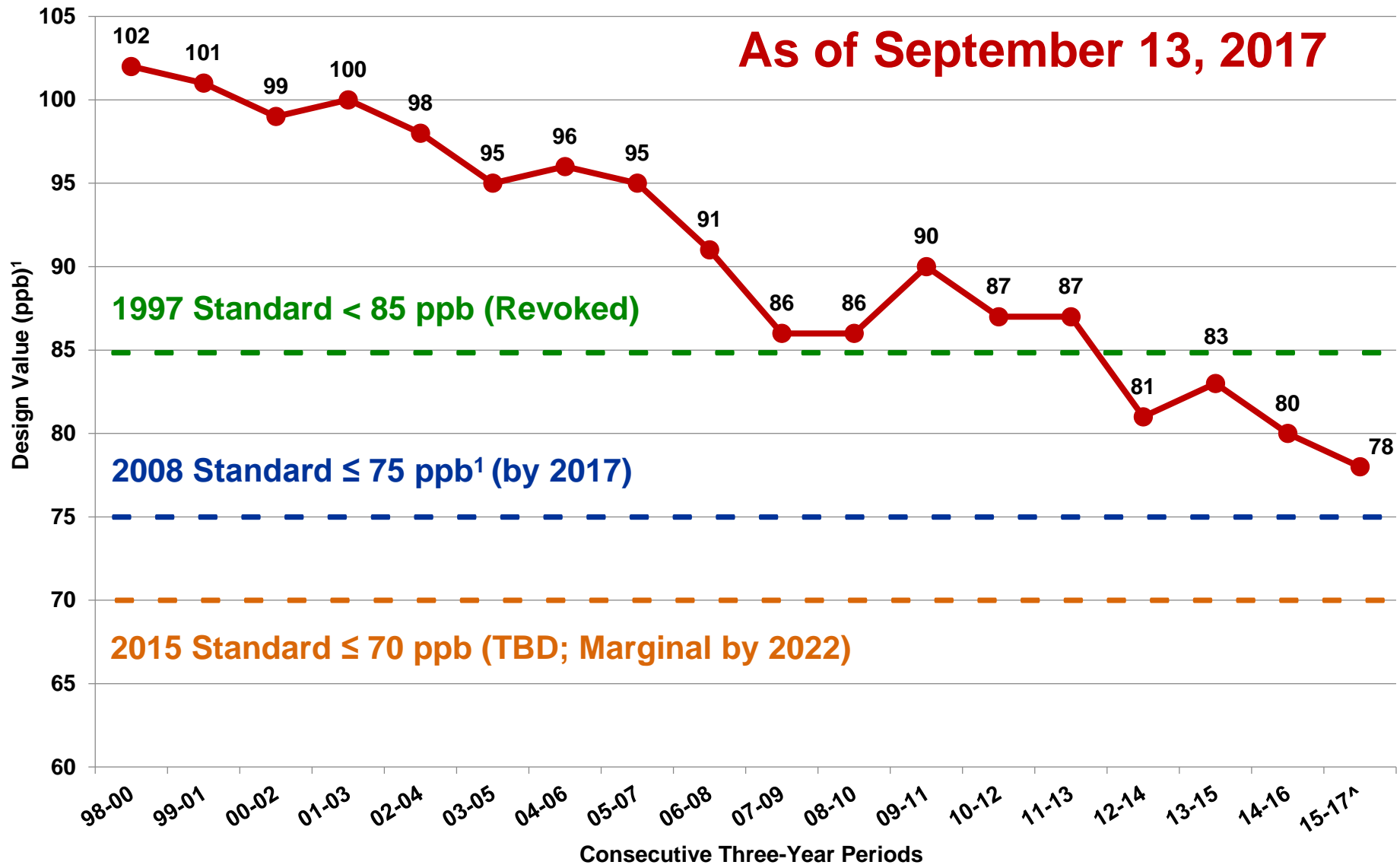
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

^ANot a full year of data.

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

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

As of September 13, 2017



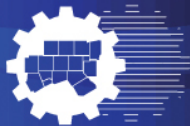
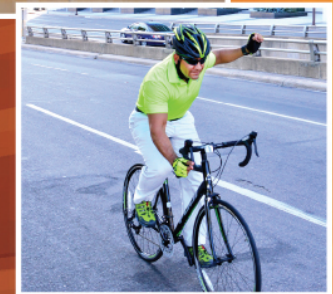
¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

[^]Not a full year of data.

USA Today Special Edition: 50th Anniversary of USDOT

The 7.2 million residents of the Dallas-Fort Worth region congratulate USDOT on 50 YEARS of partnership.

Our success as a region has been made possible by the leadership of a congressional delegation, USDOT, TxDOT and the NCTCOG RTC willing to embrace innovative solutions to enhance mobility for decades to come. We value our partnership with USDOT today and the legacy of excellence it creates for the generations that follow. Thank you for paving the way to progress.



North Central Texas
Council of Governments



Regional Transportation
Council

BIG PROJECTS IN TEXAS AND THE DALLAS-FORT WORTH REGION:

SUPPORT FOR THE TEXAS TRANSPORTATION COMMISSION

REGIONAL TRANSPORTATION COUNCIL

SEPTEMBER 14, 2017

Michael Morris, P.E., Director of Transportation



North Central Texas
Council of Governments

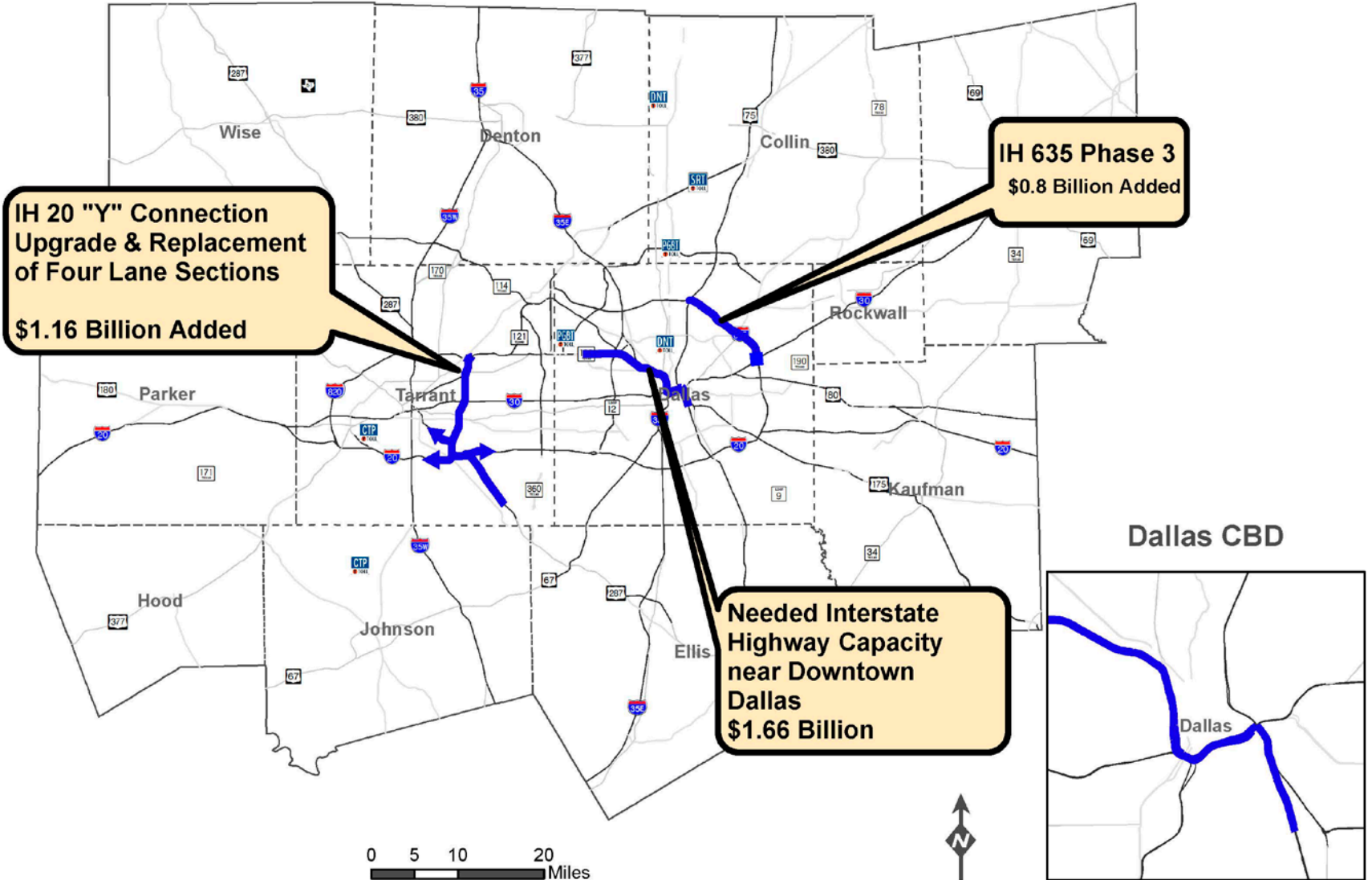
TXDOT/RTC PARTNERSHIP ON DELIVERING BIG PROJECTS

Time is Now – Need for Momentum

Required RTC Action Steps will be Scheduled
Beginning in October 2017

Transmitted to RTC Members Later Today

Next Big Projects in the Dallas-Fort Worth Region: Additional Texas Transportation Commission Incremental Funding



IMPLICATIONS FOR CURRENT PROJECTS

No Change: On their Own Schedule

No Loss of Revenue for Current Projects

All RTC Contingencies Remain As Is

“Y” CONNECTION AND ELIMINATION OF FOUR LANE SECTIONS

TxDOT Leads with RTC Assistance

NCTCOG Focuses on Travel Forecast, Lane Balance,
and Public Outreach

Northeast Mall to Downtown Mansfield

Next Big Project in the West

IH 635 EAST: PHASE 3

Whole Project Advances with Skillman/Audelia

Tolled Managed Lane Entire Way: Includes Interchange

TxDOT Initiates Traffic and Revenue

NCTCOG Focuses on Traffic Forecast and Public Outreach

NCTCOG Expedites Air Quality Conformity

Federal Highway Administration Responsive to Schedule

Next Big Project in the East

DALLAS CBD INTERSTATE HIGHWAYS

NTTA Waives Primacy

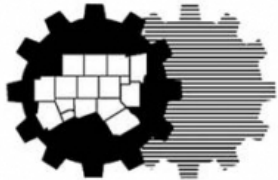
TxDOT/City of Dallas Initiates Consensus Building

NCTCOG Prepares for Detailed Simulation and Lane
Balance

SH 183 and US 175 Tails Continue



INFRASTRUCTURE FOR REBUILDING AMERICA (INFRA) GRANTS NOTICE OF FUNDING AVAILABILITY



**North Central Texas
Council of Governments**

**Regional Transportation Council
September 14, 2017**

AVAILABLE FUNDING AND PROJECT SIZE

- Approximately \$1.75 billion discretionary grant program available in Fiscal Years (FY) 2017 and 2018
 - \$.44 billion available to rural areas
 - \$ 1.32 billion available to urban areas
 - \$.17 billion set aside for small projects (in rural or urban areas)
- Large Projects (\$100 million or more)
 - Must be \$100 million or more in cost
 - INFRA request must be \$25 million or more
 - No maximum identified, but largest award amount given is \$165 million in prior discretionary programs
 - Target amount to submit is \$165-200 million
- Small Projects (Less than \$100 million)
 - Less than \$100 million in cost
 - INFRA request must be \$5 million or more

FUNDING SHARES

- Up to a 60 percent INFRA cost share
- 80 percent federal share total (if other federal funds are involved)
- Non-federal share can include State, local, private or other non-federal funds
 - Previously incurred costs cannot count towards non-federal share
 - TIFIA¹ and RRIF² loans are considered federal funds

1 TIFIA: Transportation Infrastructure Finance and Innovation Act

2 RRIF: Railroad Rehabilitation and Improvement Financing

FUNDING TIMEFRAME

- Projects must begin construction within 18 months after the obligation of funds
- FY 2017 funds must be obligated by September 30, 2020 and FY 2018 funds must be obligated by September 30, 2021

ELIGIBLE PROJECTS

- Highway freight projects on the National Highway Freight Network
- Highway or bridge projects on the National Highway System
- Highway/Rail grade crossing or grade separation projects
- Other freight projects that are:
 - Intermodal/rail freight projects
 - Within public or private freight rail, maritime, or intermodal facilities

ELIGIBLE AGENCIES

- States
- MPOs with an urbanized area population of more than 200,000 individuals
- Local governments
- Subdivision of State or local government
- Special purpose district or public authority with a transportation function
- Each eligible applicant can submit no more than three applications

KEY OBJECTIVE AREAS

- Supporting Economic Vitality
- Leveraging Partnerships and Non-Federal Funding
- Innovation in Safety Improvements
 - e.g., Applications to automatically capture and report safety-related issues
- Project Delivery Methods
 - New approaches to environmental review and permitting
 - Special experimental project delivery authorities
- Performance and Accountability
- Additional Considerations
 - Geographic Considerations
 - Project Readiness

POTENTIAL TXDOT INFRA GRANT SUBMITTAL

- Texas Department of Transportation (TxDOT) Austin is running cost-benefit analyses (CBA) on six projects statewide to determine which three the State will submit for the INFRA grant.
- TxDOT Dallas District has submitted the LBJ East project - \$100M
- TxDOT Fort Worth District has submitted the IH 35W “3C” project - \$83M
- Both projects have been short-listed and are awaiting a final determination

LETTERS OF SUPPORT

- Staff is seeking Regional Transportation Council (RTC) direction on whether letters of support should be provided to non-RTC and non-TxDOT projects
- Should staff focus on RTC submittals only?

NCTCOG AND TXDOT COORDINATION

DRAFT

- North Central Texas Council of Governments (NCTCOG) has selected the following projects for submittal, pending the results of the TxDOT CBA:

Project	Proposed INFRA Request Amount
IH 635 LBJ East	\$100-\$165 Million
DFW Connector	\$65 Million
IH 20 Y-Connection	\$100 Million
IH 35 West “3C”	\$83 Million

SELECTION METHODOLOGY

- Select projects in both the East and West
- Put all our “eggs” in one basket to focus on large scale, mega-projects
- Opportunity for “Mega-Leveraging?”
- Is the project large enough?
- Partnership opportunity with TxDOT (we submit what they don’t take)

TIMELINE

- | | |
|--------------|---|
| July 5 | INFRA Grant Notice of Opportunity Announced |
| August 25 | STTC Information |
| September 14 | RTC Information on projects; Action on Letters of Support and partnership with TxDOT/RTC |
| September 22 | STTC Action |
| October 12 | RTC Action |
| November 2 | Applications must be submitted by 7:00pm CST through www.grants.gov |

ACTION REQUESTED

- Preliminary support for TxDOT/RTC partnership on projects proposed for submittal by NCTCOG/RTC for INFRA Funding
- Direct staff to administratively amend the Transportation Improvement Program (TIP) and Statewide TIP and other planning/administrative documents to include INFRA projects if selected
- Provide direction to staff regarding letters of support to these agencies

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Mobility Plan Status Report and Survey

Regional Transportation Council

September 14, 2017



Schedule

Milestone	Date
Continuous Public Involvement	Through March 2018
Mobility 2045 Draft (RTC Action)	April 12, 2018
Official Public Meetings	April 9, 2018
Mobility 2045 and AQ Conformity (RTC Action)	June 14, 2018
Air Quality Conformity DOT Determination Deadline	November 23, 2018

Mobility 2045 Progress

Reviewed Mobility 2040 Projects

Calculating 2045 Revenue Forecast

Coordinating with Partners

Held Initial Public Meetings

Conducting Online Survey

On Schedule!!

**WORK IN
PROGRESS**
CHECK BACK SOON

Upcoming Initiatives

Continue Partner Meetings

Review Performance Measures
and Propose Targets

Prepare for October Public Meetings

Prepare for RTC Workshop – October 12

Top Ten Things to Consider



Top 10 Things to Consider

1. Trinity Parkway Response

IH 35E (Stemmons), IH 30 (Canyon), SH 183

2. Southeast Connection – The “Y”

Lane Balance (IH 20, IH 820, US 287)

3. CityMAP Recommendations

IH 30, IH 345

Top 10 Things to Consider

4. Collin County Mobility

US 75, Collin County Strategic Plan

5. Tunnel Connecting I-35E to US 75

Crosstown Connector

6. Toll Island Policy

Where to Recommend Toll Roads & Managed Lanes

7. Revenue Assumptions

TxDOT UTP, Federal/State Inconsistency

Top 10 Things to Consider

8. Public Transportation

HSR, MagLev, Regional Funding, High Intensity Bus (HIB) in Managed Lanes

9. Performance Measures and Targets

HB 20 and Federal Requirements

10. Solve Tomorrow's Problems Today

Next Round of Mega-Projects

Mobility 2045 Survey

- 2,576 Survey Responses
- Q4 – Important Improvement Strategies?
(Very/Somewhat)

➔ 95% – Maintain and Operate Roads

57% – Reduce SOV Trips

➔ 83% – Develop More Transit

➔ 67% – Increase Road Capacity

67% – Increase Bike and Ped Facilities

Questions

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REGIONAL TRANSPORTATION COUNCIL TRANSIT CALL FOR PROJECTS

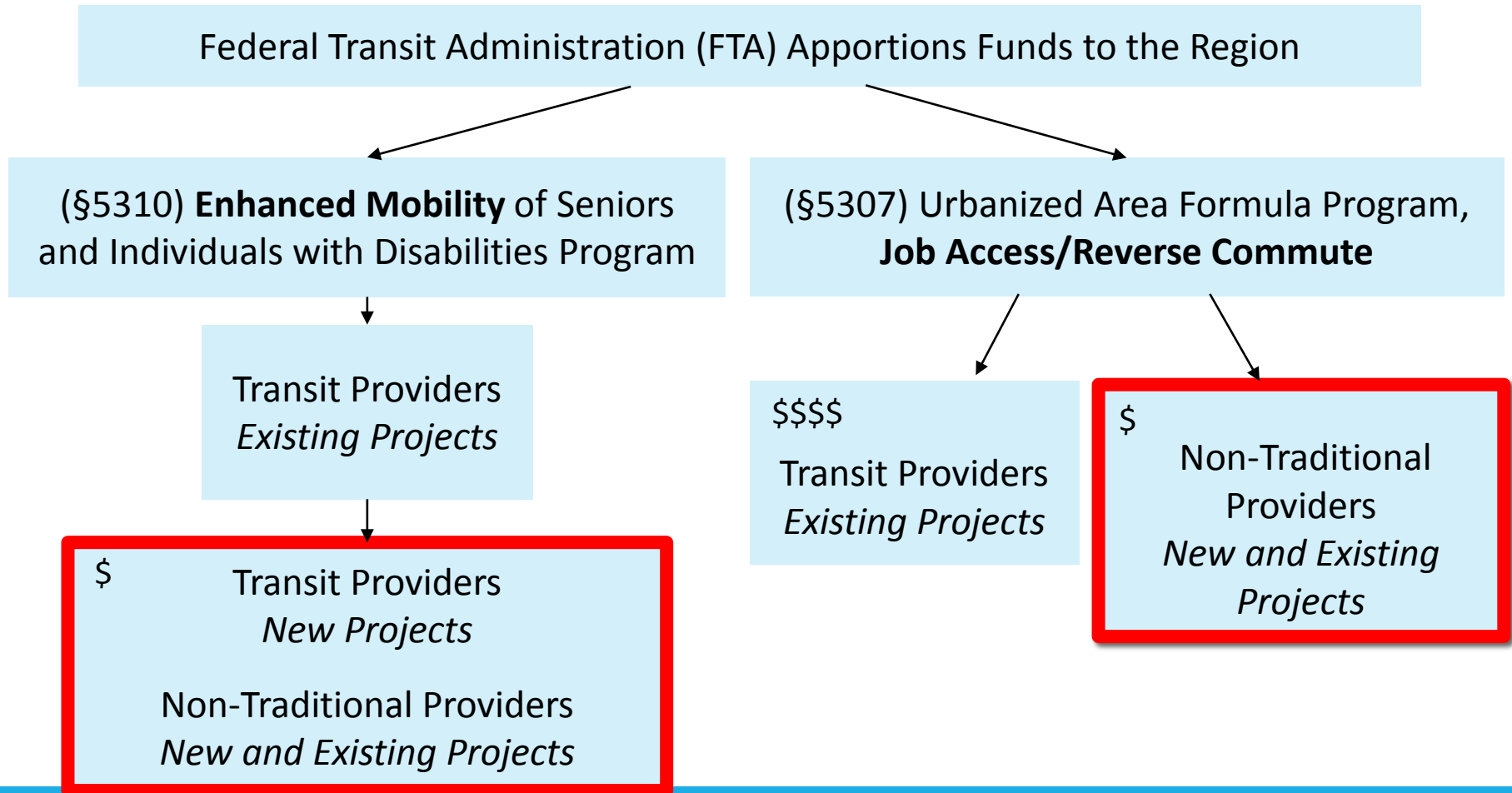
DRAFT PROJECT RECOMMENDATIONS

**Regional Transportation Council
September 14, 2017**

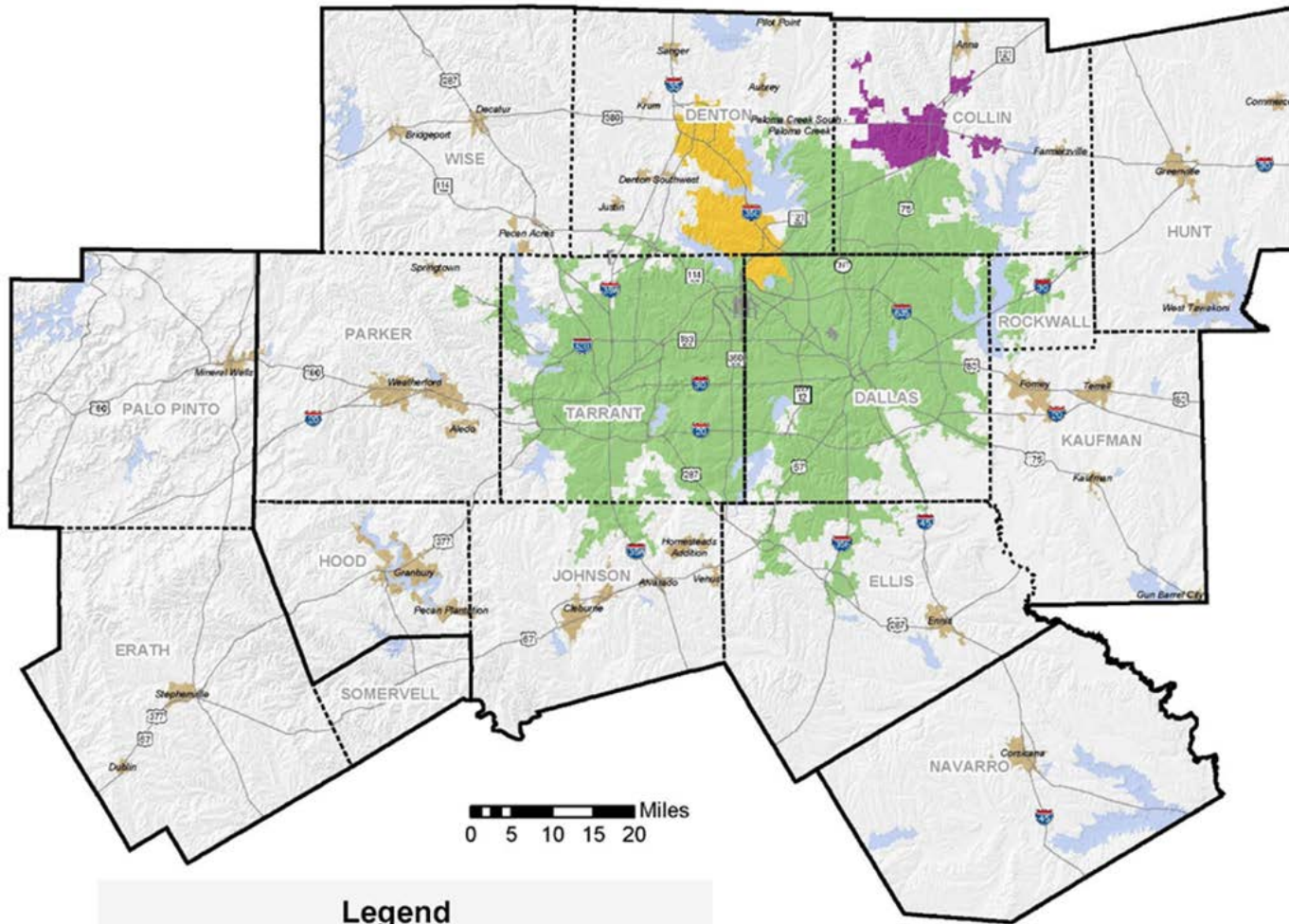
**Sarah Chadderdon
North Central Texas Council of Governments**



RTC Funding Process



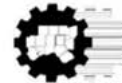
U.S. Census Bureau Urbanized Areas and Urban Clusters (2010)



0 5 10 15 20 Miles

Legend

- | | | | |
|---|--|---|-------------------------|
|  | Dallas-Fort Worth-Arlington Urbanized Area |  | McKinney Urbanized Area |
|  | Denton-Lewisville Urbanized Area |  | Urban Clusters |



North Central Texas
Council of Governments
Transportation
March 2012

Projects must be focused on:

Dallas-Fort Worth-Arlington Urbanized Area



Denton-Lewisville (DL) Urbanized Area





Draft Project Recommendations

Dallas-Fort Worth-Arlington Urbanized Area

Enhanced Mobility Projects: \$1.2 M

Dallas Area Rapid Transit (DART)

City of Dallas

Dallas County Health and Human Services Older Adult Services Program

City of DeSoto

Fort Worth Transportation Authority (FWTA)

City of Lancaster

Job Access/Reverse Commute Projects: \$0.4 M

Workforce Solutions of Greater Dallas (Planning)

Workforce Solutions of Greater Dallas (Vanpool)

See Electronic Reference Item [9.1](#) for more information, including a summary of the evaluation criteria



Draft Project Recommendations

Denton-Lewisville Urbanized Area

Enhanced Mobility Projects: \$0.3 M

Span, Inc. (Flower Mound)

Span, Inc. (Lake Cities)

Job Access/Reverse Commute Projects: \$0

No Proposals Received

See Electronic Reference Item [9.1](#) for more information, including a summary of the evaluation criteria

Schedule

February 27, 2017	Call for Projects Opened
April 7, 2017	Call for Projects Closed
August 25, 2017	STTC: Information Item
Week of September 11, 2017	Public Meetings
September 14, 2017	RTC: Information Item
September 22, 2017	STTC: Action Item
October 12, 2017	RTC: Action Item
October 26, 2017	Executive Board: Agreements
Fall 2017	Submit FTA Grant Applications
Winter 2018	Enter into Agreements

Questions

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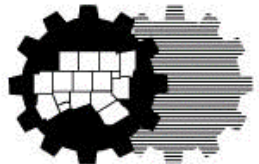
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Aviation Update

Regional Transportation Council

Natalie Bettger
September 14, 2017



**North Central Texas
Council of Governments**

Aviation Initiatives

Airport Funding

Unmanned Aircraft Systems (UAS) Ordinance

North Texas Aviation Education

Funding Sources for GA Airports

Federal – Airport Improvement Program (AIP)

- State Apportionment - population and land area formula
- Non-Primary Entitlement - up to \$150,000 per eligible airport
- Discretionary - typically used for high-priority projects; competitive

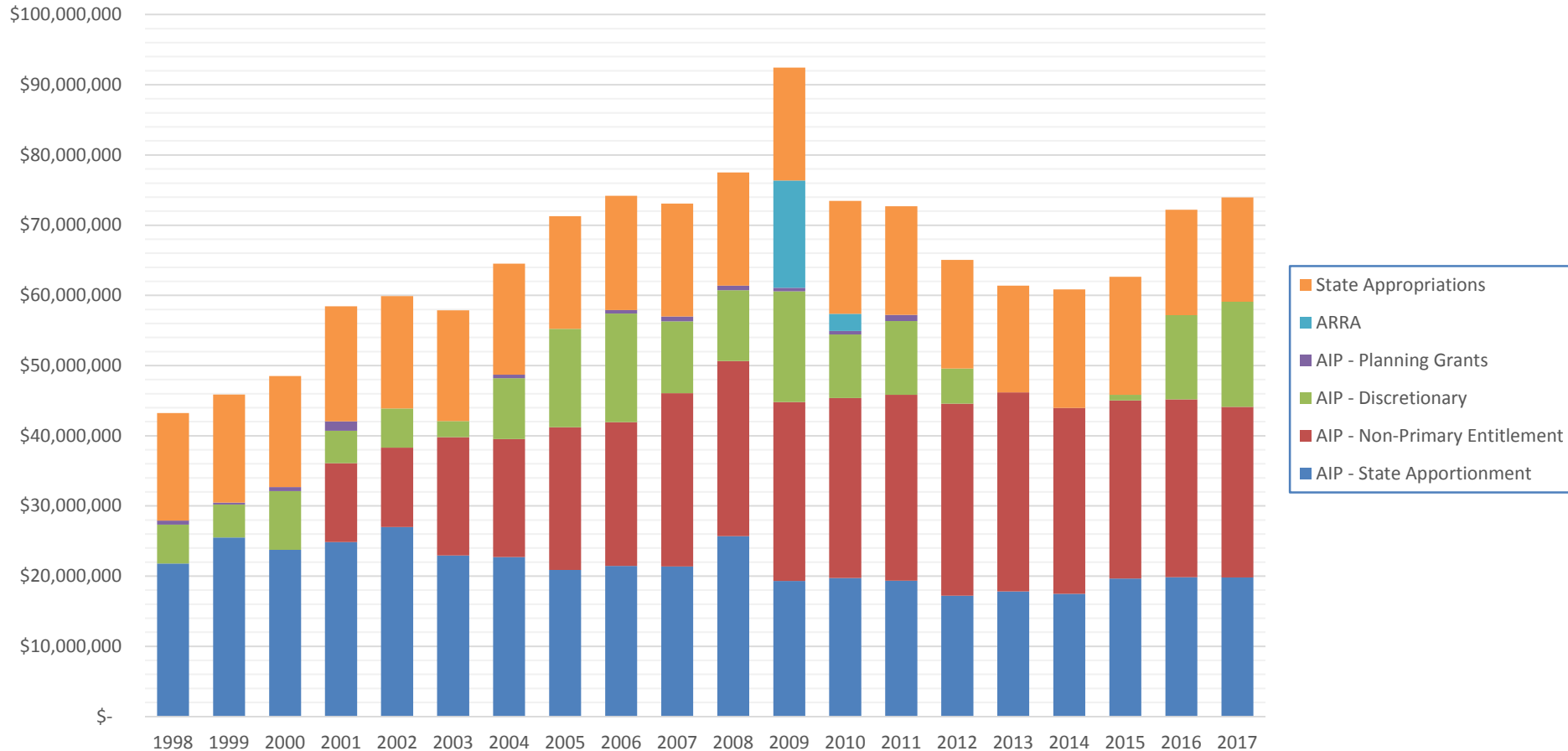
State

- State appropriations for TxDOT Aviation - about \$15 Million annually
- RAMP Grants - 50% match/reimbursement, about 20% of total available
- Only source for non-NPIAS and unclassified airports

Local

Historical Funding Levels – Texas GA Airports

Federal and State Grant Funding for Texas GA Airports, 1998-2017



Airport Funding

Improvements

- Increased Texas Aviation Advisory Committee membership from 6 to 10
- More transparency with more detailed funding disclosures in the funding announcements
- Discretionary spending has returned to Texas!

Additional Needs

- Transparency with the project selection process
- More federal funding to the State
- More State funding allocated to airports

UAS Regulations

DFW Regional Ordinance on Hold

House Bill 1643

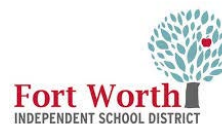
Drone Federalism Act of 2017

Next Steps

- Letters of support for Drone Federalism Act of 2017
- Gain confirmation of statewide ordinance



North Texas Aviation Education Initiative



Program Cuts

Letourneau University

Eliminating Air Traffic Control programs due to low enrollment caused by change in hiring practices with FAA



North Texas Aviation Education Initiative

Opportunities for Growth

University of North Texas

Plans to create an Aeronautical Engineering
Technology track



Aviation Institute of Maintenance

Exploring options to enhance the Avionics Program



Fort Worth Independent School District

Plans to add flight and logistics in the future



Collin College

Considering programs in aviation/aerospace



Questions?

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QUARTERLY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) UPDATES

Regional Transportation Council
September 14, 2017

BACKGROUND—EAST/WEST EQUITY

- In February 2010, the Regional Transportation Council (RTC) passed a policy to track Texas Department of Transportation (TxDOT) funding approvals that do not follow current formula allocations (Policy 10-03).
- To this end, staff has inventoried TxDOT project commitments, starting January 1, 2010, that are not formula allocated.
- The intention is to track east/west equity over time, allowing the RTC to take corrective actions if necessary.

OVERVIEW OF RECENT ACTIONS AFFECTING EAST/WEST EQUITY

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Updated Equity Percentage Share as of September 2017				31.71%	68.29%

OVERVIEW OF RECENT ACTIONS AFFECTING EAST/WEST EQUITY

(\$ in Millions)

Projects/Programs	Cumulative Total	
	West	East
Cumulative Total	\$1,070.74	\$2,306.10
Cumulative Percentage Shares	31.71%	68.29%
RTC Approved Target Shares	32.00%	68.00%

FUTURE EAST-WEST EQUITY TRACKING



- Staff proposes to consolidate the tracking effort into one report.
- Previous surface transportation bills will become line items once they are replaced with a new funding bill
- Quarterly updates on the East-West equity balance will continue

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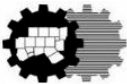
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2017-2018 CMAQ/STBG* FUNDING: LOCAL BOND PROGRAM PARTNERSHIPS

Regional Transportation Council
September 14, 2017

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



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- | | |
|-------------------------------------|---|
| <input type="checkbox"/> | Federal/Local Funding Exchanges |
| <input checked="" type="checkbox"/> | Automated Vehicle Program |
| <input checked="" type="checkbox"/> | Strategic Partnerships |
| <input checked="" type="checkbox"/> | Planning and Other Studies |
| <input type="checkbox"/> | 10-Year Plan/Proposition 1 Adjustments |
| <input type="checkbox"/> | Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects |
| <input checked="" type="checkbox"/> | Transit Program |
| <input type="checkbox"/> | Assessment Policy Programs/Projects |
| <input type="checkbox"/> | Local Bond Program Partnerships |
| <input type="checkbox"/> | Safety, Innovative Construction, and Emergency Projects |
| <input type="checkbox"/> | Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs |

- = Project Selection Completed
 = Pending STTC/RTC Approval
 = Program Partially Completed

CMAQ/STBG FUNDING PROGRAM: LOCAL BOND PROGRAM

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

PROPOSED FUNDING BY AGENCY

DRAFT

AGENCY	PROPOSED FEDERAL FUNDING^{1,2}
City of Dallas	\$46,641,995 ³
Hunt County	\$20,000,000
Parker County	\$13,656,000
City of Grapevine	\$5,000,000
City of Cedar Hill	\$280,000
Total	\$85,577,995

1: All RTC funds would be contingent upon bond program/private sector contributions materializing. Individual projects will not be added to the Transportation Improvement Program (TIP) until the overall agreement about each partnership is executed if needed.

2: Additional details on the individual projects, funding amounts, and timing will be presented next month when this item is brought back for action.

3: In addition to this funding, up to \$40 million has been approved for the Southern Gateway Pedestrian Plaza through a previous RTC action.

TIMELINE

MEETING/TASK	DATE
STTC Information	August 25, 2017
RTC Information	September 14, 2017
Public Meetings	September 11, 13, and 18, 2017
STTC Action	September 22, 2017
RTC Action	October 12, 2017

QUESTIONS?

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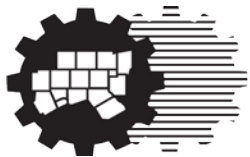
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HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT: PHASE 2

Regional Transportation Council

September 14, 2017



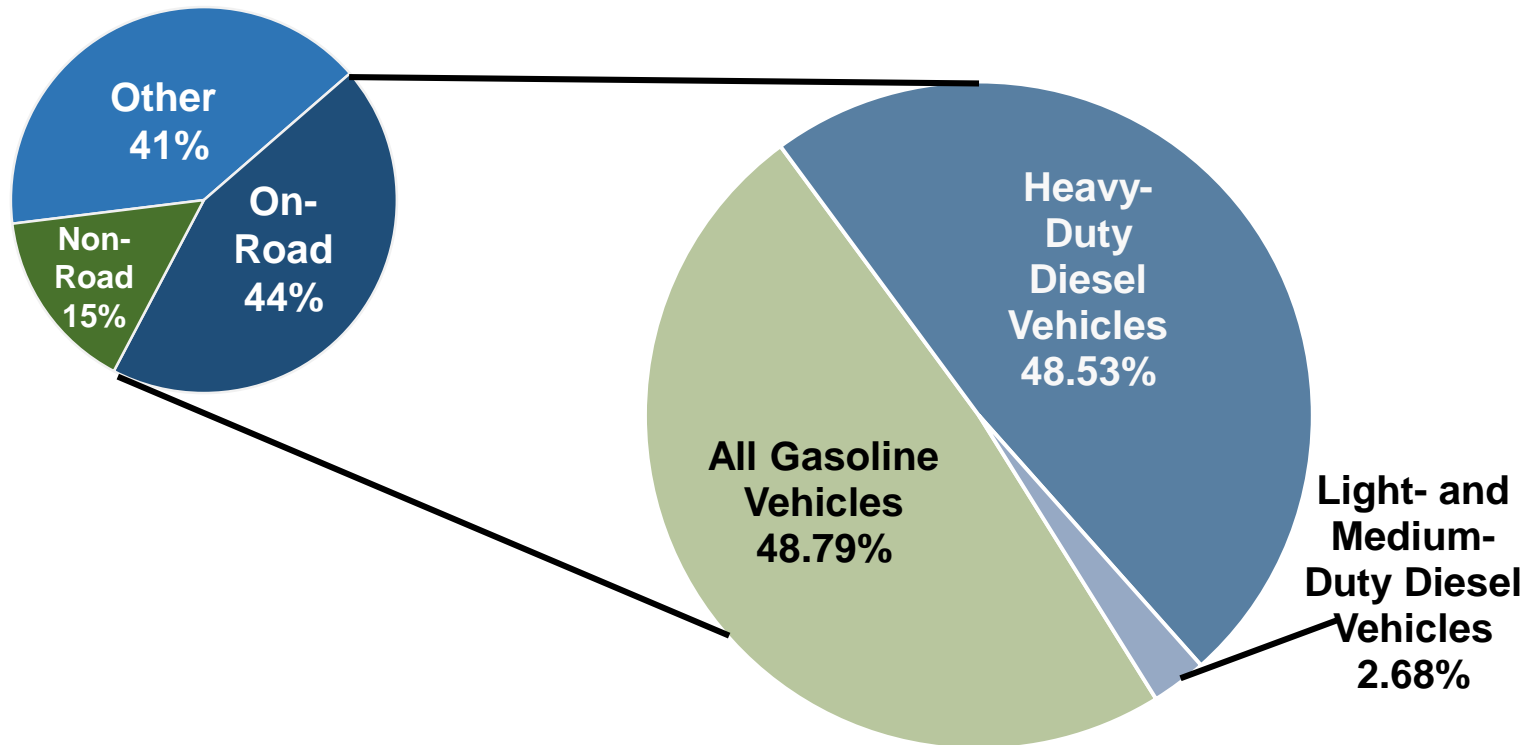
North Central Texas
Council of Governments

Chris Klaus
Senior Program Manager

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT: PHASE 2

Project Purpose

Currently No Emissions Testing for Diesel Vehicles in Texas



Light-Duty Vehicles \leq 8,500 lbs gross vehicle weight rating (GVWR)
Medium-Duty Vehicles = 8,501 – 14,000 lbs GVWR
Heavy-Duty Vehicles \geq 14,001 lbs GVWR

2017 On-Road NO_x Emissions Inventory
On-Road Emissions = 130.77 tons per day (tpd) NO_x
Source: Texas Commission on Environmental Quality (TCEQ)

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT: PHASE 2

Three Major Components:
Exhaust Collection
Vehicle Monitoring
Emissions Analysis

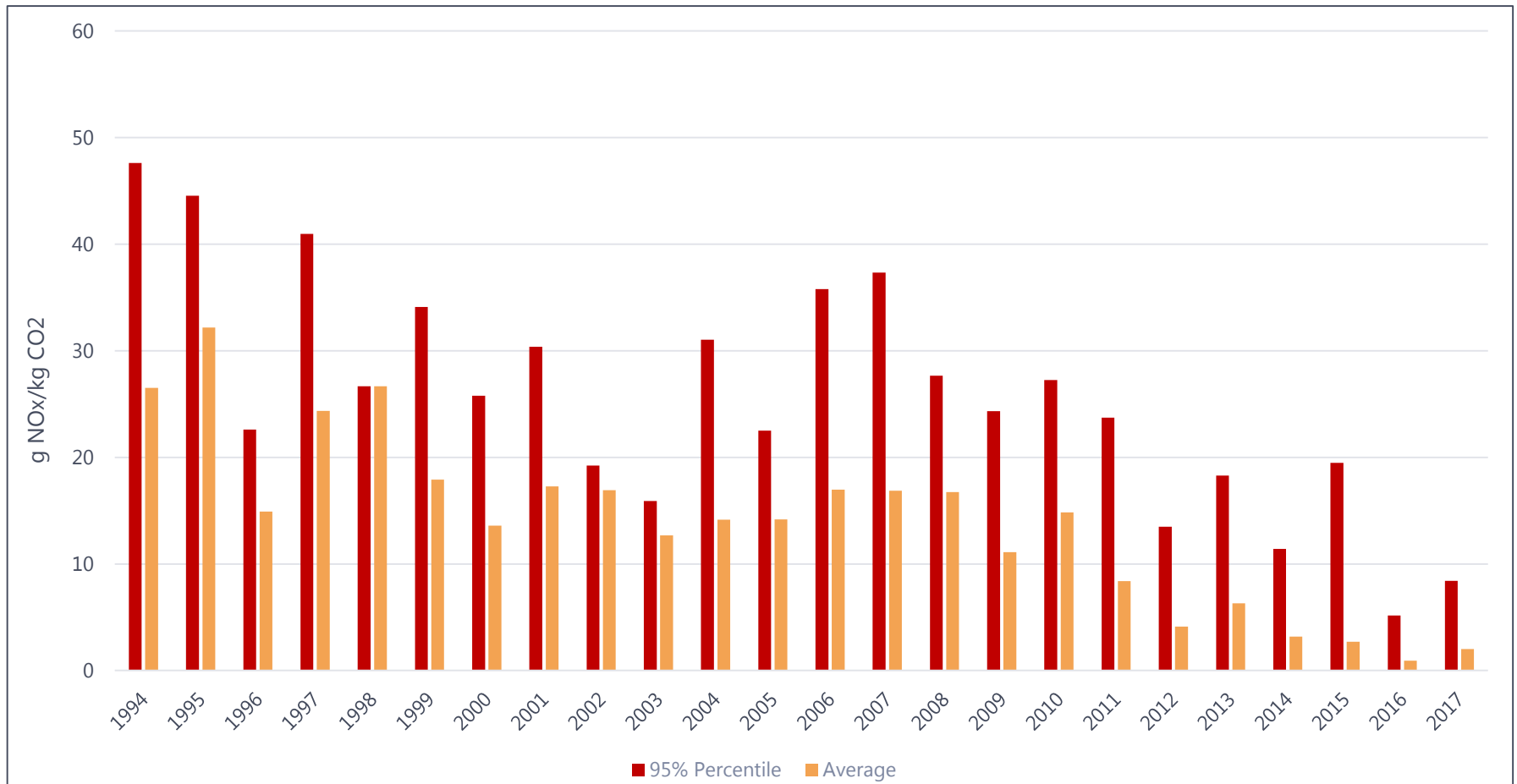


Photo Source: TTI

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT: PHASE 2

Field Study Results

Nitrogen Oxide (NOx) Emissions by Truck Model Year



HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT: PHASE 2

Potential Emissions Reductions in DFW Area

Classifying High-Emitter (HE) as any Truck Higher than the 95th Percentile within a Model Year (MY)

7.3% of Vehicles Accounted for 21% of Total NO_x Emissions

Potential Reduction of 5.15 tons/day NO_x if HE Replaced with “Average” Vehicle from Same MY

Classifying HE as any Truck Higher than the 95th Percentile of Entire Fleet

Potential Reduction of up to 6.98 tons/day NO_x

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT: PHASE 2

Considerations and Next Steps

**Visual Inspection with Existing Commercial Vehicle
Enforcement**

Low Exhaust Stack Configurations

Light-Duty Vehicles

Truck Load Weights and Speeds

Implementation Considerations

Legislative Process

Funding

Deployment Locations and Enforcement

Further Discussion: Stakeholder Conference/Workshop

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