2016 OZONE SEASON
Eight-Hour Ozone Exceedance Days Based on 70 ppb Standard

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)

* Data not certified by the TCEQ
*Not a full year of data, current as of 5/11/2016
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
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 less than or equal to 70 parts per billion (ppb).

1 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 less than or equal to 70 parts per billion (ppb).

* Data not certified by the Texas Commission on Environmental Quality

^ Not a full year of data, current as of 5/11/2016.

1997 Standard < 85 ppb (Revoked)

2008 Standard ≤ 75 ppb¹ (by 2017)

2015 Revised Standard ≤ 70 ppb (TBD; Moderate by 2024)
US 67/IH 35E HOV LANES OVERVIEW
HOV lanes operational in 2000
Quantifiable emissions benefits
Included as Transportation Control Measure (TCM):

1-Hour Ozone Attainment Demonstration State Implementation Plan Revision (EPA Approval 11/11/2005)

1997 8-Hour Ozone Attainment Demonstration State Implementation Plan Revision (EPA Conditional Approval 1/14/2009)

Mobility 2040 identifies replacement of the current HOV lanes with express lanes
Control measures specified in an implementation plan may be replaced

The substitute measures achieve equal or greater emissions reductions than the control measures to be replaced\(^1\).

Substitute measures are from traffic signal prioritization improvements

City of Allen (6), City of Fairview (2), and City of Dallas (27)

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Emissions Impact of Removing US67/IH35E HOV</th>
<th>Emissions Impact of Corridor Signalization Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oxides of Nitrogen</td>
<td>+0.04 tpd</td>
<td>-0.08 tpd</td>
</tr>
<tr>
<td>Volatile Organic Compounds</td>
<td>+0.02 tpd</td>
<td>-0.04 tpd</td>
</tr>
</tbody>
</table>

\(^1\)To complete this TCM substitution, the partner agencies (EPA, TCEQ, and NCTCOG) will have to follow guidance developed by EPA.
# US 67/IH 35E HOV Lanes Substitution Timeline

<table>
<thead>
<tr>
<th>Agency</th>
<th>Action</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Allen/City of Fairview</td>
<td>Implement traffic signalization coordination by March 2015</td>
<td>Complete</td>
</tr>
<tr>
<td>Substitution Working Group (SWG)</td>
<td>Present project(s) to be used as the substitute TCM(s) to the SWG</td>
<td>Complete</td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Calculate emissions reductions attributable to selected projects to be used for substitution</td>
<td>Complete</td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Request concurrence on Pre-Analysis Plan via email from EPA and TCEQ</td>
<td>Complete</td>
</tr>
<tr>
<td>NCTCOG</td>
<td>NCTCOG Public Meetings Begin 30-Day Public Notice and Comment Period</td>
<td>Week of April 11, 2016</td>
</tr>
<tr>
<td>STTC</td>
<td>Action</td>
<td>April 22, 2016</td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Comment period closes. Review and provide all comments and responses to the SWG</td>
<td>Early May 2016</td>
</tr>
<tr>
<td>SWG</td>
<td>Conference call for all SWG to concur on TCM Substitution</td>
<td>Early May 2016</td>
</tr>
<tr>
<td>RTC</td>
<td>Adopt a resolution approving TCM substitution</td>
<td>May 12, 2016</td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Distribute adopted resolution to the Substitution Working Group</td>
<td>May 13, 2016</td>
</tr>
<tr>
<td>TCEQ and EPA</td>
<td>Send concurrence letters to the Substitution Working Group</td>
<td>Late May 2016</td>
</tr>
<tr>
<td>TCEQ</td>
<td>Documentation of approved substitution provided to EPA regional office (must occur within 90 days)</td>
<td>By Late August 2016</td>
</tr>
<tr>
<td>EPA</td>
<td>Region 6 office to publish a final action notice in the Federal Register</td>
<td>September 2016</td>
</tr>
</tbody>
</table>
Request for Action

Adopt Resolution R16-03 indicating concurrence on the TCM substitution of the US 67/IH35E HOV lanes with traffic signal prioritization improvements.
Chris Klaus
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Public Transportation Service and Funding for Collin County

Regional Transportation Council

Sarah Chadderdon, AICP
May 12, 2016
Recent Updates: Timeline

December 2015: Texoma Area Paratransit System (TAPS) cancels all services in Collin County indefinitely; RTC approves up to $675k for interim (90-day) transit service for seniors and people with disabilities

February 2016: 90-day limited service begins in Allen, Fairview, and Wylie; limited service continues in Frisco

March 2016: RTC approves NCTCOG as an interim option to serve as the Direct Recipient for funding in the McKinney Urbanized Area to ensure funding isn’t lost from the region

April 2016: DART and Toyota announce a $1M charitable donation in support of public transportation to address gaps in service in Collin County; NCTCOG staff sends letter to McKinney to determine Direct Recipient preference
Collin County

North/Rural Collin County

McKinney Urban Area

South Collin County Area (Metro)

DART Service Area

Map showing regions within Collin County, including McKinney Urban Area, South Collin County Area (Metro), and DART Service Area.
## 90-Day Transit Service Status (through May 2016)

<table>
<thead>
<tr>
<th>Location</th>
<th>Entity Deciding on Service</th>
<th>Funding Entity</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Collin County Area (Metro)</td>
<td>Cities</td>
<td>RTC and cities</td>
<td>$415k spent of $500k approved by RTC; Limited service operated by DART and DCTA</td>
</tr>
<tr>
<td>McKinney Urban Area</td>
<td>McKinney and other cities</td>
<td>FTA/Direct Recipient and cities</td>
<td>$0 spent of $100k approved by RTC</td>
</tr>
<tr>
<td>North/Rural Collin County</td>
<td>Collin County Commissioners Court</td>
<td>TxDOT</td>
<td>$0 spent of $45k loan approved by RTC</td>
</tr>
</tbody>
</table>

* For Wise County, $0 spent of $30k loan approved by RTC
Next Steps

South Collin County Area

Keep transit service running

DART has requested additional federal funding from RTC to leverage Toyota’s donation through September 2017

Coordinate with cities and plan for longer-term service

McKinney Urban Area

Work with McKinney to finalize Direct Recipient status

Start service

Coordinate with cities and plan for longer-term service

North/Rural Collin County

Work with Collin County Commissioners Court to finalize Rural Transit District designation

Start service

Plan for longer-term service
## Requested Funding

<table>
<thead>
<tr>
<th>Expense Item</th>
<th>Federal Funding Requested by DART</th>
<th>Existing Federal Funding Available</th>
<th>Geography</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating (e.g. fuel and salaries)</td>
<td>$650k to $850k</td>
<td>$650k</td>
<td>South Collin County; McKinney Area; Rural Collin County</td>
<td>FTA New Freedom funding for people with disabilities and seniors</td>
</tr>
<tr>
<td>Capital (e.g. vehicles, maintenance, IT, planning)</td>
<td>$3.22M</td>
<td>$3.22M</td>
<td>South Collin County</td>
<td>CMAQ funding available to support service outside transit authority service areas</td>
</tr>
</tbody>
</table>

$3.87M
Leverage Maximum Funding

- $1M Local Funds DART/Toyota
- $0.5M to $1M Local Funds Cities/County
- + $3.87M Federal Funds RTC

$5M+ leveraged to provide service
Requested Action

Approve use of available funding to support transit service in Collin County to fully leverage local funds

Direct staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and other planning/administrative documents to reflect approved funding
Contact

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Jamie Patel
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PROPOSED $80 MILLION TEX Rail LOAN
REGIONAL TRANSPORTATION COUNCIL
May 12, 2016
BACKGROUND

In September 2015, the FWTA filed a Full Funding Grant Agreement (FFGA) request with the Federal Transit Administration (FTA).

The approval process was estimated to take 4-5 months.

FFGA approval is expected in the Fall of 2016.

In order to meet the construction schedule, FWTA must start construction in July 2016.
BACKGROUND cont’d.

FWTA has funds on hand to cash flow the project until January 2017, including:

- Sales tax receipts (traditional and Grapevine 3/8th cent)
- $20 million Tarrant County commitment
- Surface Transportation Program–Metropolitan Mobility
- Congestion Mitigation Air Quality Improvement Program
- Regional Toll Revenue

FWTA is seeking a loan from the RTC to cash flow construction expenses until April 2017, as FWTA anticipates having access to the funding from the FFGA by that time.
RTC has loaned or backstopped funding to multiple roadway projects, including:

- LBJ Express (repaid)
- SH 360 Backstop
- President George Bush Turnpike Eastern Extension

This loan is short-term, for cash flow purposes.

It is a low risk loan.
RTC would program $80M in RTR funds to the FWTA to be available as cash flow for the TEX Rail project.

Receipt of RTR funds would be contingent on FWTA and TxDOT executing a standard “off-system RTR” agreement.

FWTA would repay the RTC by April 15, 2017, or 60 days after execution of FFGA, whichever is sooner.

If no FFGA is executed, FWTA is still obligated to repay the loan.

FWTA must obtain confirmation from FTA to provide RTC assurances that FWTA could be reimbursed for expenses, prior to execution of FFGA.
FWTA agrees to brief RTC staff on a monthly basis as to the status of the FFGA and any changes to the cash flow situation.

If for any reason prior to the transfer of funds, FTA communicates its intent not to execute the FFGA, the RTC’s approval for the loan would be rescinded.

FWTA would pay interest of 1% + the current interest rate earned by funds in the RTR subaccount. Interest would accrue from actual receipt of funds to date of repayment.
This loan is subject to approval by the FWTA Board of Directors.

A Loan Agreement would need to be executed between FWTA and RTC/NCTCOG reflecting these terms.

Consistent with the RTC policy to minimize RTR financial risk at the State level, attempts will be made to return the repaid funds within the region.
<table>
<thead>
<tr>
<th>ACTION</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Request RTC approval</td>
<td>May 2016</td>
</tr>
<tr>
<td>Include loan funds in the 2017-2020 Transportation Improvement Program (TIP)</td>
<td>May 2016</td>
</tr>
<tr>
<td>Submit TIP to TxDOT</td>
<td>June 2016</td>
</tr>
<tr>
<td>Request Texas Transportation Commission approval of the RTR funds</td>
<td>September 2016</td>
</tr>
<tr>
<td>Anticipate approval of TIP by US Department of Transportation</td>
<td>October 2016</td>
</tr>
<tr>
<td>FWTA executes agreement with NCTCOG and TxDOT for receipt of RTR funds</td>
<td>November 2016</td>
</tr>
<tr>
<td>TxDOT sends RTR funds to the FWTA</td>
<td>Within 30 days of agreement execution</td>
</tr>
</tbody>
</table>
ACTION REQUESTED

Approve $80 million loan to FWTA to help cash flow TEX Rail construction in advance of final FTA approval of Full Funding Grant Agreement as noted in preceding slides.

Direct staff to administratively amend the 2017-2020 TIP and other planning/administrative documents to incorporate this loan.
Nondiscrimination Authorities

**Title VI:** Prohibits discrimination based on race, color, national origin, religion, sex, age, or disability (Civil Rights Act of 1964)

**Environmental Justice:** Ensures low-income and minority groups are considered in the planning process (Executive Order 12898, February 1994)
Ongoing Nondiscrimination Efforts

Metropolitan Transportation Plan Environmental Justice Analysis

Public Involvement

Call for Projects

Disadvantaged Business Enterprise Program

Title VI Coordinator/Staff Training

Compliance Reviews/Audits

Monitor Federal/State Legislation and Regulations
NCTCOG Title VI Program Elements

General Requirements
Title VI Notice to the Public
Title VI Complaint Procedures and Form
List of Title VI Investigations, Complaints, and Lawsuits
Public Participation Plan
Language Assistance Plan
Membership of Non-elected Committees and Councils
Monitoring Title VI Compliance of Subrecipients
Policy Board Resolution Approving Program
NCTCOG Title VI Program Elements

MPO Requirements

Demographic Profile

How Mobility Needs of Minority Populations are Considered in the Planning Process

Impacts of State and Federal Funds Spent on Public Transportation

Analysis of any Disparate Impacts of MPO Plans and Policies
FTA Title VI Program Requirements

Documents How an FTA Recipient is Complying with Title VI Requirements to Prohibit Discrimination Based on Race, Color, or National Origin

Required for Direct and Primary Recipients of FTA Funding

Updated Every Three Years
2016 Title VI Program Updates

Title VI Assurances
Public Participation Plan
Language Assistance Plan
RTC and Executive Board Bylaws
Subrecipient Information
Demographic Profile
Mobility Plan References
Schedule

**May 12:** Request for RTC Approval

**May 26:** Request for Executive Board Approval

**June 1:** Submission to FTA
Contacts

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www.nctcog.org/ej
WHAT IS THE TIP?

- Transportation Improvement Program (TIP)
- Federal and State mandated inventory of transportation projects
- Contains projects funded with local, State, and federal funding sources
- Covers four years of available funding
- Updated on a quarterly basis
- Redeveloped every two years
2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

A COLLABORATIVE EFFORT

Local Governments
- Cities
- Counties

Texas Department of Transportation
- Dallas
- Fort Worth
- Paris

Transit Agencies
- DART
- FWTA (The T)
- DCTA & Others

Transportation Agencies
- NTTA
- DFW Airport
- Others
DEVELOPMENT PROCESS

1. Review all existing projects and solicit additional locally funded projects

2. Make needed adjustments to existing projects (staging, funding, scope)

3. Develop revised project listings

4. Balance project listings to estimated revenue

5. Conduct Mobility Plan and Air Quality review

6. Solicit public review (process, draft listings, final listings)

7. Finalize project listings and submit to partners
Draft final 2017-2020 TIP roadway and transit project listings are available in Electronic Item 8.1

**Included attachments**

1. “Double-Entry Report” for the roadway section
2. Transit Report for the transit section

provided electronically due to the length of the file (471 pages)
2017-2020 TIP DEVELOPMENT

COMMENTS FROM STTC

Changes to Electronic Reference Item 8.1:

- Irving - TIP 11237.2/CSJ 0918-45-812 (p. 233)
  - Change limits on Conflans Road
    - Current: from West of SH 161 to Valley View Lane
    - Proposed: from SH 161 to Valley View Lane

- Mansfield - TIP 83263/CSJ 0172-09-033 (p. 276)
  - Change limits on US 287
    - Current: from Debbie Lane to Walnut Creek Drive
    - Proposed: from 1 mile South of Turner Warnell Road to Walnut Creek Drive
$5.71 Billion in 2017-2020 TIP (Roadway & Transit)
- $1.68B in Federal commitments
- $0.82B in State commitments
- $0.39B in Regional commitments
- $2.44B in Local commitments
- $0.38B in Transit commitments

Over 958 active projects (Roadway & Transit)
71 implementing agencies (Roadway & Transit)
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>May – Oct. 2015</td>
<td>Met with implementing agencies</td>
</tr>
<tr>
<td>Aug. – Jan. 2016</td>
<td>Data input, financial constraint, and analysis</td>
</tr>
<tr>
<td>Jan. 2016</td>
<td>Draft listings – STTC information</td>
</tr>
<tr>
<td>Feb. 2016</td>
<td>Draft listings – Regional Transportation Council (RTC) information</td>
</tr>
<tr>
<td>Mar. 2016</td>
<td>Draft listings – Public meetings, Final listings – STTC action</td>
</tr>
<tr>
<td>May 2016</td>
<td>Final listings – RTC action</td>
</tr>
<tr>
<td>June 24, 2016</td>
<td>Final document to Texas Department of Transportation (TxDOT) and eSTIP submittal</td>
</tr>
<tr>
<td>Aug. 2016</td>
<td>TxDOT Commission approval (for STIP)</td>
</tr>
<tr>
<td>Oct. 2016</td>
<td>Anticipate federal/State approval (STIP)</td>
</tr>
</tbody>
</table>
2017-2020 TIP DEVELOPMENT

NEXT STEPS

✧ Convert double-entry listings into the 2017-2020 Statewide Transportation Improvement Program (STIP) reports

✧ Convert FY 2021+ listings into Appendix D – the Environmental Clearance section of the TIP/STIP

✧ Finalize chapters in the TIP document

✧ Submit final document to the State for inclusion in the STIP on June 24, 2016
2017-2020 TIP DEVELOPMENT

ACTION REQUESTED

Approval of:

- The projects and project changes shown in the roadway (double-entry) and transit reports

   Note: Only projects shown in FYs 2017-2020 will appear in the 2017-2020 STIP listings

- To submit the final 2017-2020 TIP document to TxDOT for inclusion in the STIP

- The resolution adopting the 2017-2020 TIP which will be transmitted to federal, State, and local impacted agencies (Reference Item 8.2)

- Changes due to comments received from STTC as noted on slide 6
2017-2020 TIP DEVELOPMENT
QUESTIONS/COMMENTS

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http://www.nctcog.org/trans/tip/
Funding for Advanced Transportation and Congestion Management Technologies Deployment Initiative and Transit Oriented Development Planning Pilot Program

Regional Transportation Council
May 12, 2016
Overview

- Advanced Transportation and Congestion Management Technologies Deployment Initiative (ATCMTD)
  - Program Overview
  - Proposed Project

- Transit-Oriented Development Planning Pilot Program
  - Program Overview
  - Proposed Project
Overview of Funding Opportunity for ATCMTD

- **$60 Million Total;** 5 to 10 awards up to $12 million each
- **FY 2016 and 2020;** Applications will be solicited annually for competitively selecting grant recipients for that funding year
- **Transportation Technologies** to improve safety, efficiency, system performance, and infrastructure return on investment
- Applications due **June 3, 2016**
- Minimum **50% non-federal cost share**
ATCMTD Proposed Project

Integration of:

- Wrong-Way Driver Technology to detect vehicles traveling in the wrong direction and warn on-coming traffic

- Low Water Crossings Technology to detect water on roadway to redirect traffic

- Ramp meters and traffic signal coordination on frontage road to increase freeway reliability and safety due to freeway disruptions.

NCTCOG to request: Approximately $1.0 million, match: $ 1.0 million (local funds)
Transit Oriented Development (TOD) Planning Pilot Program

- **$20.4 million total**: Individual awards from $250,000 - $2 million

- Previous Call awarded **21 projects** from the FTA

- **Comprehensive planning for TOD** supporting economic development, ridership, multimodal connectivity and accessibility, increased pedestrian and bicycle access, and mixed-use development near transit stations

- Applications due **June 13, 2016**

- Minimum **20% local match** required
Transit Oriented Development (TOD) Planning Pilot Program

- Planning work must be associated with an **FTA Capital Investment Grant Program** project including New Starts, Core Capacity, or fixed-guideway Small Starts projects. Projects must be:
  - *Reasonably expected to enter the CIG Program*
  - *In the Project Development or engineering phase*
  - *Or have received a construction grant under the program since July 2012*

- NCTCOG to request: Approximately $1.4 million, match: $350,000 (local funds)

- Partnerships: DART and Cities of Dallas, Garland, Plano, and Richardson
TOD Planning Pilot Program Proposed Project

- **DART Red and Blue Lines – Core Capacity Project**, platform extensions at 28 stations
- Address key TOD issues and barriers in corridor and generate data that will benefit region
  - *Routes to Rails, bike & pedestrian connection prioritization and engineering*
  - *Parking data collection and management analysis*
  - *Survey of current TOD residents and employers location choice and travel trends*
- Comprehensive corridor plan and regional recommendations based on data collected
Action Requested

Approval of the projects proposed for submittal by the North Central Texas Council of Governments (NCTCOG)/RTC for ATCMTD and TOD Planning Pilot Program.

Direct staff to administratively amend the Transportation Improvement Program (TIP)/Statewide TIP and other planning/administrative documents to include ATCMTD and TOD Planning Pilot Program projects, if selected.
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