Regional Transportation Council

Whitney Vandiver

September 8, 2016
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.

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

Exceedance Levels

<table>
<thead>
<tr>
<th>Year</th>
<th>Orange (71-75 ppb)</th>
<th>Orange (76-85 ppb)</th>
<th>Red (86-105 ppb)</th>
<th>Purple (106+ ppb)</th>
</tr>
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<tbody>
<tr>
<td>1998</td>
<td>21</td>
<td>27</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>1999</td>
<td>17</td>
<td>27</td>
<td>6</td>
<td>0</td>
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<tr>
<td>2000</td>
<td>11</td>
<td>29</td>
<td>19</td>
<td>0</td>
</tr>
<tr>
<td>2001</td>
<td>11</td>
<td>27</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>2002</td>
<td>17</td>
<td>27</td>
<td>2</td>
<td>0</td>
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<tr>
<td>2003</td>
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<td>2004</td>
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<td>2005</td>
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<td>2006</td>
<td>15</td>
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<td>2007</td>
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<td>2008</td>
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<tr>
<td>2009</td>
<td>16</td>
<td>19</td>
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<td>0</td>
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<tr>
<td>2010</td>
<td>16</td>
<td>20</td>
<td>5</td>
<td>0</td>
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<tr>
<td>2011</td>
<td>10</td>
<td>28</td>
<td>13</td>
<td>0</td>
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<tr>
<td>2012</td>
<td>24</td>
<td>20</td>
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<td>2013</td>
<td>24</td>
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<tr>
<td>2014</td>
<td>27</td>
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<tr>
<td>2015</td>
<td>12</td>
<td>15</td>
<td>0</td>
<td>0</td>
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<tr>
<td>2016</td>
<td>6</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

*Not a full year of data, current as of 9/07/2016*

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
Consecutive Three-Year Periods

Source: NCTCOG TR Dept

Design Value (ppb)

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).

Not a full year of data, current as of 9/07/2016.

2015 Revised Standard ≤ 70 ppb (TBD; Moderate by 2024)

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

Not a full year of data, current as of 9/07/2016.

Source: NCTCOG TR Dept
Clean Air Action Day 2016

www.airnorthtexas.org

Transportation & Air Quality Workshop

Save the Date for 6.23.17
CONTACTS

Whitney Vandiver
Communications Coordinator
817-704-5639
wvandiver@nctcog.org

Jody Loza
Senior Air Quality Planner
817-704-5609
jloza@nctcog.org

www.airnorthtexas.org
HEMPHILL/LAMAR CONNECTOR

Pictures of Project Area – August 31st/September 1st, 2016
Hemphill @ Vickery (looking north)
IH 30 Bridge Deck (looking north)
Lamar @ Lancaster (looking south)
Section 214/USACE Update
Expediting Regional Transportation Projects

Regional Transportation Council
September 8, 2016

Sandy Wesch, P.E., AICP
Project Engineer

North Central Texas Council of Governments
Definitions

• **Section 214** of the Water Resources Development Act (WRDA) of 2000 allows the USACE to accept funds from non-Federal public entities to give priority to the evaluation of the USACE permit applications.

• **Section 404** of the Clean Water Act regulates the discharge of dredged or fill material into waters of the US, including wetlands. The time needed to receive the permit varies by the permit type, magnitude of project impacts, and complexity of the project.

• **Section 408**¹ application is required for all projects that could alter or modify the existing flood control structures (e.g., levees, floodwalls, dams).

¹ Section 14 of the Rivers and Harbors Act of 1899 and codified in 33 US Code 408
Program Background

**Funding**
- Original Memorandum of Agreement (MOA) signed in October 2008; $500,000 RTC local funds
- Current MOA signed October 2011; will expire December 2016
- $1.2M RTR funds approved in July 2011
- RTC approved $500,000 in August 2015
- Funds used for one USACE staff person dedicated to program

**Projects Considered for Inclusion**
- Projects requested by NCTCOG partners

**Program Participants**

- TxDOT
- City of Dallas
- NTTA
- City of Irving
- DART
- Union Pacific
- FWTA
- BNSF
- USACE
Snapshot of Success

<table>
<thead>
<tr>
<th>Completion Timeframes</th>
<th>Processing Time for Branch</th>
<th>Processing Time for MOA Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Processing Time (in days)</td>
<td>36.8</td>
<td>2.3</td>
</tr>
</tbody>
</table>

Number of USACE Actions

- Finalized Action
- Coordination with External Agency(ies)
- Site Visit
Regional Significance of Program

Major Projects Benefitting from Expedited Permits (as of October 2015)

Roadway Projects
- Permit Action or Withdrawn*
- Permits Pending Finalized Action

Rail Projects
- Permit Action or Withdrawn*
- Permits Pending Finalized Action

*A single corridor may require multiple permit actions.
### Program Success

<table>
<thead>
<tr>
<th>Coordination</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Partner agencies have expressed a high level of satisfaction with the program</td>
</tr>
<tr>
<td>• All performance measures under MOA have “exceeded expectations”</td>
</tr>
<tr>
<td>• Total number of actions taken by USACE has increased</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Permitting</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Withdrawal of unnecessary permits</td>
</tr>
<tr>
<td>• Reduction in permit type (Individual -&gt; Nationwide)</td>
</tr>
<tr>
<td>• Reduction of time for permit decisions</td>
</tr>
<tr>
<td>• Developed Regional General Permit (RGP) to expedite Section 404 permits during the Section 408 permit process</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Reduction in mitigation requirements</td>
</tr>
<tr>
<td>• Cost Savings</td>
</tr>
<tr>
<td>• Reduction of impact to aquatic environment</td>
</tr>
</tbody>
</table>
Future of the Program

• Staff is moving forward with extending the program agreement with the USACE to FY2018.

• Remaining funds from current agreement plus RTC approved funds in FY2015 will cover the program until FY2018.

• Include an option to extend until FY2021, if funds become available.
Contact Information

USACE Websites:

http://www.swf.usace.army.mil/Missions/Regulatory/North-Central-Texas-Council-of-Governments-NCTCOG/

Sandy Wesch, P.E., AICP
Project Engineer
(817) 704-7632
swesch@nctcog.org

Nathan Drozd
Senior Transportation Planner
(817) 704-7635
ndrozd@nctcog.org
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

North Central Texas Council of Governments

September 7, 2016
TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – June 2016

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

$703,775 as of June 2016

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

$ 1,600 from October 2014 – June 2016

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 – June 2016

<table>
<thead>
<tr>
<th>LBJ EXPRESS</th>
<th>HOV 2+ Subsidy Costs</th>
<th>NTTA Customer Service (Additional Needs)</th>
<th>Project Performance Events (Speeds &lt; 35 mph)</th>
</tr>
</thead>
</table>
| **North Tarrant Express**  
*SH 183/121 from IH 35W to SH 121* | $391,169 | Negligible | 0 |
| **LBJ Express**  
• *IH 635 from Preston Road to Greenville Avenue*  
• *IH 35E from Loop 12 to IH 635* | $312,606 | Negligible | 0 |
| **DFW Connector**  
*SH 114 from Kimball Avenue to Freeport Parkway* | N/A | Negligible | 0 |
Proposed Additional Funding Allocation

<table>
<thead>
<tr>
<th>Program Areas and Objectives</th>
<th>10 Year Additional Funding ($ Billion)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety / Preserve Existing Assets</td>
<td>$ 6.9</td>
</tr>
<tr>
<td>- Safety</td>
<td>1.3</td>
</tr>
<tr>
<td>- Maintenance</td>
<td>2.6</td>
</tr>
<tr>
<td>- Bridges</td>
<td>0.5</td>
</tr>
<tr>
<td>- Energy Sector</td>
<td>2.1</td>
</tr>
<tr>
<td>- District Discretionary</td>
<td>0.4</td>
</tr>
<tr>
<td>Congestion / Urban Mobility</td>
<td>$ 21.2 (Minimum ?)</td>
</tr>
<tr>
<td>- MPO Partnerships</td>
<td>11.2 [✓ Formula]</td>
</tr>
<tr>
<td>- Connectivity Corridor Congestion (TxDOT District Selection)</td>
<td>5.0 [✓ Formula]</td>
</tr>
<tr>
<td>- Strategic Congestion Initiative</td>
<td>5.0</td>
</tr>
<tr>
<td>Regional Connectivity Corridors</td>
<td>$ 6.2</td>
</tr>
<tr>
<td>Interstates (Existing and Future), Trunk System, Border, Super 2-Lane</td>
<td></td>
</tr>
<tr>
<td>Additional Strategic Priorities</td>
<td>$ 4.0</td>
</tr>
<tr>
<td>Total</td>
<td>$ 38.3</td>
</tr>
</tbody>
</table>

Source: Texas Department of Transportation, June 29, 2016
## STRUCTURE OF FUTURE PROJECT SELECTION

<table>
<thead>
<tr>
<th>Category</th>
<th>TOLLED</th>
<th>NON-TOLLED</th>
<th>TOLLED</th>
<th>NON-TOLLED</th>
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<tr>
<td>CATEGORY 2 MPO</td>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
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<tr>
<td>CATEGORY 4 TxDOT</td>
<td>❓</td>
<td>✓</td>
<td>❌</td>
<td>❌</td>
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<tr>
<td>CATEGORY 12 COMMISSION</td>
<td>❓</td>
<td>❓</td>
<td>❓</td>
<td>✓</td>
</tr>
</tbody>
</table>
Current Status as of August 2016

Legend
- Freeways
- Other Highways / Roadways
- County Boundary
- Metropolitan Planning Area Boundary

Fort Worth CBD

Dallas CBD

* If on the same roadway as a completed or under construction project, the completed/under construction portion refers to the interim stages and the future need portion refers to the ultimate project.
DFW Region
High-Speed Rail Update

Regional Transportation Council
September 8, 2016

Kevin Feldt, AICP
Irons In The Fire

Coordinating With Local Governments
  Governance Entity
  Project Planning Efforts

Coordinating With TxDOT
  TOPRS and Core Express Service Project
  Funding Agreement To Continue Environmental Report

Coordinating With Texas Central Partners

Working With Consultants to Refine Ridership

Developing Request for Information

Developing 3 Requests for Proposals

Meeting Prospective Implementers
DFW Core Express Service

Current Efforts

Revising Alternatives Analysis Report
Completing Ridership Estimates
Developing Cost Estimates

Targeted Milestones

Draft EIS with Preferred Alternative – Late 2016
Public Hearing – Late Fall 2016
Record of Decision – Late 2017
NCTCOG Request For Proposals For Preliminary Engineering

Three Distinct Projects, One Each Segment

Multidisciplinary Teams

- Planning
- Architecture
- Engineering

Project Components

- Alignment Refinement
- Station Design
- Station Area Planning
Station Area Plans Geography

Fort Worth Segment

Arlington Segment

Dallas Segment
Questions?

Kevin Feldt, AICP
Program Manager
kfeldt@nctcog.org
(817) 704-2529