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.

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

Exceedance Days

Ozone Season (Year) | Orange (71-75 ppb) | Orange (76-85 ppb) | Red (86-105 ppb) | Purple (106+ ppb)
--- | --- | --- | --- | ---
1998 | 34 | 27 | 5 | 0
1999 | 28 | 27 | 8 | 0
2000 | 28 | 19 | 6 | 0
2001 | 19 | 11 | 4 | 0
2002 | 23 | 16 | 6 | 0
2003 | 17 | 13 | 3 | 0
2004 | 16 | 22 | 4 | 0
2005 | 30 | 26 | 3 | 0
2006 | 22 | 18 | 2 | 0
2007 | 19 | 15 | 2 | 0
2008 | 14 | 16 | 2 | 0
2009 | 16 | 23 | 2 | 0
2010 | 23 | 13 | 5 | 0
2011 | 19 | 24 | 20 | 1
2012 | 24 | 27 | 3 | 0
2013 | 12 | 19 | 5 | 0
2014 | 11 | 27 | 3 | 0
2015 | 15 | 24 | 5 | 0
2016 | 10 | 7 | 1 | 0

= 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)

*Not a full year of data, current as of 10/12/2016
Source: TCEQ, 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

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 10/12/2016.

1997 Standard < 85 ppb (Revoked)

2008 Standard ≤ 75 ppb¹ (by 2017)

2015 Revised Standard ≤ 70 ppb (TBD; Moderate by 2023)

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).

²Not a full year of data, current as of 10/12/2016.
Agenda

Automated Vehicle Deployment Opportunities Using Traffic Signal Data

Current Status

Recommendation

Next Steps
Automated Vehicle Technology

Vehicle-to-Vehicle
Vehicle-to-Infrastructure
Automated Vehicle Technology

Autonomous Vehicle
Connected Vehicle
Vehicle-to-Vehicle
Vehicle-to-Infrastructure
Traffic Signal to Vehicle Communication
Traffic Signal to Vehicle Communication

Traffic Signal Data Expert

OEMs
Traffic Signal to Vehicle Communication
ATMS.now provides the City the ability to enable/disable a Connected Vehicle Subscriber and change their password.

The Connected Vehicle Publisher Service does not contain any method to control the City’s signals – it pushes data from the ATMS.now Server to the Trusted Connected Vehicle Subscriber.

The firewall restricts traffic to the City’s internal network. The firewall must be configured to allow the Trusted Connected Vehicle Subscriber to connect to the Connected Vehicle Publisher Server.

Authentication is required for each Trusted Connected Vehicle Subscriber – UserID, Password, and a unique ID are required.

Depending on IT requirements, ports can be locked down between the ATMS.now Server and the Connected Vehicle Publisher. ATMS allows the ports to be configured.
Current Status

Partner Agency Interest in V2I Traffic Signal Projects

OEM Interest in North Texas V2I Traffic Signal Services

Sample Agreement between Partner Agency and Traffic Data Expert

Draft Agreement between NCTCOG and Traffic Data Expert

Draft RFP to Identify Other Interested Parties in V2I Traffic Signal Projects
Recommendation

Approve pursuit of traffic signal data-sharing agreements in cooperation with regional partners to support automated vehicle applications in the region.
## Next Steps

<table>
<thead>
<tr>
<th>Task</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issue RFP</td>
<td>October</td>
</tr>
<tr>
<td>Brief ITS Stakeholders Task Force</td>
<td>November</td>
</tr>
<tr>
<td>First traffic signal V2I pilot</td>
<td>November</td>
</tr>
<tr>
<td>Briefing for traffic engineers</td>
<td>November</td>
</tr>
<tr>
<td>RFP responses due</td>
<td>December</td>
</tr>
<tr>
<td>Brief STTC/RTC</td>
<td>Early 2017</td>
</tr>
</tbody>
</table>
Contact Information

Thomas J. Bamonte, Program Manager
tbamonte@nctcog.org
817-704-5604
Twitter: @TomBamonte
Roadway Action Plan for Collin County

Corridor 1 (Near Term):
US 75
- Widening in Allen
- PGBT Interchange
- Ramp Improvement
- Widen Plano Parkway and DART rail bridges
- Technology Lane

Corridor 2 (Near Term):
Collin County Outer Loop
- Staged construction of frontage roads

Corridor 3 (Near Term):
US 380
- Countywide Study
- McKinney Bypass

Corridor 4 (Longer Term):
Collin County Strategic Transportation Initiative
- Study of non-tolled north/south roadway needs and opportunities
<table>
<thead>
<tr>
<th>Corridor</th>
<th>Project</th>
<th>Description</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) US 75 (Near Term)</td>
<td>Widening in Allen</td>
<td>Widen freeway to a continuous 8-lane section through Allen</td>
<td>TxDOT: Kelly Selman</td>
</tr>
<tr>
<td></td>
<td>PGBT Interchange Ramp Improvement</td>
<td>Widen ramps from PGBT to northbound US 75 and US 75 southbound to PGBT</td>
<td>NTTA: TxDOT: Kelly Selman</td>
</tr>
<tr>
<td></td>
<td>Widen Plano Parkway and DART rail bridges</td>
<td>Widen narrow section on US 75 by expanding Plano Parkway and DART rail bridges</td>
<td>TxDOT: Kelly Selman</td>
</tr>
<tr>
<td></td>
<td>Technology Lane</td>
<td>Remove HOV lane and pylons and allow usage of the lane during peak-hours and for incident management</td>
<td>NCTCOG: Natalie Bettger TxDOT: Kelly Selman</td>
</tr>
<tr>
<td>2) Collin County Outer Loop (Near Term)</td>
<td>Staged construction of frontage roads</td>
<td>Construct one side of frontage road between DNT and SH 121</td>
<td>NCTCOG: Sandy Wesch Collin County: Clarence Daugherty</td>
</tr>
<tr>
<td>3) US 380 (Near Term)</td>
<td>Countywide Study</td>
<td>Study needs on US 380 from Denton County line to Hunt County line</td>
<td>TxDOT: Kelly Selman</td>
</tr>
<tr>
<td></td>
<td>McKinney Bypass</td>
<td>Study potential of a bypass around northern McKinney for US 380</td>
<td>TxDOT: Kelly Selman</td>
</tr>
<tr>
<td>4) Collin County Strategic Transportation Initiative (Longer Term)</td>
<td>Study of non-tolled north/south roadway needs and opportunities</td>
<td>Study north/south transportation needs in the southeastern part of Collin County to enhance the non-tolled roadway grid around Lavon Lake and connections southward to PGBT.</td>
<td>NCTCOG: Dan Lamers</td>
</tr>
</tbody>
</table>
REGIONAL 10-YEAR PLAN/PRIORITIES

Regional Transportation Council
October 13, 2016
REGIONAL FUNDING ALLOCATION FROM FY 2017 to FY 2026

• In August 2016, the Texas Transportation Commission (TTC) approved that new Categories 2, 4, and 12 allocations for FY 2017 to FY 2026.

• HB 20, passed by the 84th Texas Legislature, required the Texas Department of Transportation (TxDOT) and Metropolitan Planning Organizations (MPOs) to:
  • Develop a 10-year plan for the use of allocated funds
  • Use performance based planning and project selection
REGIONAL FUNDING ALLOCATION FROM FY 2017 to FY 2026

• TIP funding categories for project selection
  • Category 2 – Urban Mobility Corridors
  • Category 4 – Statewide Connectivity
  • Category 12 – Commission Strategic Priority

• Projects being evaluated in “three paths”
  A) Previously unfunded commitments or existing facilities under construction needing next phase funding
  B) New freeway projects
  C) New on-system arterial projects
PROJECT PRIORITIZATION:
PROCESS OF FILLING FUNDING BUCKETS

A). Existing Facilities Under Construction Needing Next Phase Funding

Needs Assessment Staged Construction Metric

B). New Freeway Project

HB 20 Freeway Performance Filter

Tolled?, CAPMAIN?

No
Connectivity? District Interest?

No
Commission Interest?

No
Need for Additional Funding

Yes
Category 2

Yes
Category 4

Yes
Category 12

C). New On-System Arterial Project

HB 20 Arterial Performance Filter

Yes
Category 2
# REGIONAL FUNDING ALLOCATION
FROM FY 2017 to FY 2026

<table>
<thead>
<tr>
<th>FUNDING CATEGORY</th>
<th>WEST ($ IN BILLIONS)</th>
<th>EAST ($ IN BILLIONS)</th>
<th>TOTAL ($ IN BILLIONS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAT 2 : Metropolitan Corridor</td>
<td>$1.02</td>
<td>$2.18</td>
<td>$3.20</td>
</tr>
<tr>
<td>CAT 4: Connectivity Corridor</td>
<td>$0.49</td>
<td>$1.04</td>
<td>$1.53</td>
</tr>
<tr>
<td>CAT 12: Strategic Priority “Clear Line”</td>
<td>$0.68</td>
<td>$1.45</td>
<td>$2.13</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$2.19</td>
<td>$4.67</td>
<td>$6.86</td>
</tr>
</tbody>
</table>

1. Categories 2, 4, and 12 funds are distributed 32 percent in the West and 68 percent in the East. Formulas are being updated.
### INITIAL NINE FUNDING “BUCKETS”

<table>
<thead>
<tr>
<th>CAT 2</th>
<th>FW: FWY/ART&lt;sup&gt;1&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAT 2</td>
<td>DAL: FWY/ART&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>CAT 2</td>
<td>HUNT: FWY/ART&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>CAT 4</td>
<td>FW</td>
</tr>
<tr>
<td>CAT 4</td>
<td>DAL</td>
</tr>
<tr>
<td>CAT 4</td>
<td>HUNT</td>
</tr>
<tr>
<td>CAT 12</td>
<td>FW</td>
</tr>
<tr>
<td>CAT 12</td>
<td>DAL</td>
</tr>
<tr>
<td>CAT 12</td>
<td>HUNT</td>
</tr>
</tbody>
</table>

<sup>1</sup> Sensitivity to Proposition 1 is Critical
There have been no changes to the funding shares between the Eastern and Western Subregions since the last report in June 2016.

Staff proposes to move the East-West equity balance closer to the preferred distribution through this effort.

### East- West Equity Share (SAFETEA-LU and MAP-21)

<table>
<thead>
<tr>
<th></th>
<th>Cumulative Total ($ in Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>WEST</td>
</tr>
<tr>
<td>SAFETEA-LU East-West Equity Total</td>
<td>$649.76</td>
</tr>
<tr>
<td>MAP-21 East West Equity Total</td>
<td>$320.98</td>
</tr>
<tr>
<td>Cumulative Total</td>
<td>$970.74</td>
</tr>
<tr>
<td>Percentage Shares</td>
<td>28.75%</td>
</tr>
</tbody>
</table>
NEXT STEPS

• Finalize project performance measures
• Finalize draft project listing and map
• Balance project needs with available resources
• Submit to TxDOT headquarters to fulfill the HB 20 requirements
<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 2016</td>
<td>TTC announced new Category 2 Funds</td>
</tr>
<tr>
<td>July 2016</td>
<td>Introduced 10-year plan process to STTC for information</td>
</tr>
<tr>
<td>August 2016</td>
<td>Introduced 10-year plan process to RTC for information</td>
</tr>
<tr>
<td>September 2016</td>
<td>NCTCOG Public Meetings: 10-Year Plan Process (September 12, 14, &amp; 20)</td>
</tr>
<tr>
<td>October 2016</td>
<td>STTC for information item</td>
</tr>
<tr>
<td></td>
<td>RTC for information item</td>
</tr>
<tr>
<td></td>
<td>NCTCOG/TXDOT consensus on preliminary project list</td>
</tr>
<tr>
<td>November 2016</td>
<td>RTC first reading</td>
</tr>
<tr>
<td></td>
<td>NCTCOG Public Meetings: Project List</td>
</tr>
<tr>
<td>December 2016</td>
<td>STTC action</td>
</tr>
<tr>
<td></td>
<td>RTC final action</td>
</tr>
<tr>
<td>December 15th 2016</td>
<td>TTC briefing</td>
</tr>
</tbody>
</table>
CONTACT/QUESTIONS?

MTP Coordination:

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Draft Legislative Program

Regional Transportation Council
October 13, 2016

Amanda Wilson, AICP
North Central Texas Council of Governments
## Federal Legislative Update

### FY 2017 Appropriations
- Continuing Resolution (CR) extended through December 9, 2016
- Funding at the current 2016 rate

### Budget Outlook
- Congress returns after November elections
- Pass omnibus appropriations bill, a series of smaller bills or another CR
Continue Progress Made Toward Improving Transportation and Air Quality

- Support full appropriation of Proposition 1 and 7 revenues
- Protect the ending of diversions
- Retain ability to utilize tools
- Continue to appropriate LIRAP/LIP
- Retain eminent domain authority for transportation
- Support performance-based planning
Draft RTC Legislative Program

Invest in Further Progress Toward Meeting Transportation and Air Quality Needs

- 635 East Project CDA
- Identify additional transportation revenue
- Appropriate LIRAP’s balance of previously collected funds; modernize and increase flexibility in LIRAP/LIP
- Protect TERP revenue, ensure funds are utilized on projects that meet the intent of the program, including roadway/goods movement transportation projects
Draft RTC Legislative Program

Provide Support for Other Topics to be Addressed in Legislation

- Improve air quality
- Increase safety
- Plan/implement all modes of transportation
- Relieve congestion
- Maintain local and regional decision-making
- Utilize innovative technology
Draft RTC Legislative Program

Provide Support for Other Topics to be Addressed in Legislation (Continued)

- Support land use/transportation connections
- Maintain active operations and management of the system
- Enable transportation data sharing with privacy protection
- Plan for shared mobility solutions
Summary of Communications

Legislative Updates

• Contains legislative actions, highlighted bills, committee hearings, bill tracking
• Emails sent weekly during legislative session & posted online
Summary of Communications

Committee Hearing Updates

• Highlights major bills scheduled to be heard in committee the following week
• May request needed RTC actions
• Emails sent on Fridays as committees hear key legislation
Contact Information

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Communications Coordinator
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(817) 704-2545

www.nctcog.org/trans/legislative
MOBILITY 2040
Policy Bundle Review
Local Governments Approve Policy Bundle

RTC Assigns 100M “TDCs” to Local Governments

Local Governments Submit Credits to Offset Local Funds on Federal Projects

TDCs – Transportation Development Credits
Government Entities’ Decision

• Voluntary
• Decide Preference
• 50 Percent Target

Total Policies and Requirements by Agency Type

• Cities – Total 20 / Require 10
• Counties – Total 17 / Require 8
• TxDOT – Total 12 / Require 6
• NTTA – Total 7 / Require 3
• Transit Agencies – Total 10 / Require 5
• ISDs – Total 7 / Require 3
Eligibility for Policy Bundle TDCs

Complete eligibility survey annually until TDCs are diminished

Meet 50 percent threshold of eligible policies

Have projects potentially eligible to receive TDCs

TDCs may be applied to:

1. Existing projects/programs

2. New or future projects which follow existing TIP process (no specific call for projects for this effort)

Note: Additional funding for current project to offset match is not available
RTC Workshop

Save the Date!

November 10th
11-12pm
Transportation Council Room
Lunch will be provided for RTC members that RSVP

• Review of Policy Bundle Criteria.

• Special focus on policies and coordination with School Districts.

• Superintendents and School Board Presidents will be invited from all area ISD’s. Please reach out and encourage them to attend with you!
## DRAFT Schedule for Implementation

<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 23, 2016</td>
<td>MTP Policy Bundle Workshop</td>
</tr>
<tr>
<td>October 3, 2016</td>
<td>MTP Policy Bundle Survey went live</td>
</tr>
<tr>
<td>November</td>
<td>Workshop</td>
</tr>
<tr>
<td>February 3, 2017</td>
<td>Early submittal for staff review</td>
</tr>
<tr>
<td>March 3, 2017</td>
<td>Deadline for agencies to complete survey (with all required documents)</td>
</tr>
<tr>
<td>April 28, 2017</td>
<td>TIP Modifications due</td>
</tr>
<tr>
<td>June 23, 2017</td>
<td>TIP Modifications: STTC action</td>
</tr>
<tr>
<td>July 13, 2017</td>
<td>TIP Modifications: RTC action</td>
</tr>
<tr>
<td>Late August-September 2017</td>
<td>Anticipated final federal approval</td>
</tr>
</tbody>
</table>
Website Information

www.nctcog.org/policybundle

Hosted on the Mobility 2040 webpage

Includes:

- Slides, handouts, and FAQ from STTC workshop
- Staff contacts
- Sample surveys
- Link to complete the survey