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 for the revised ozone standard of 70 ppb.

Exceedance Level: 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)

Orange (71-75 ppb) | 21 | 17 | 11 | 11 | 17 | 13 | 16 | 16 | 15 | 18 | 14 | 16 | 13 | 28 | 24 | 27 | 12 | 24 | 10 | 2
Orange (76-85 ppb) | 27 | 27 | 29 | 22 | 27 | 22 | 24 | 26 | 26 | 22 | 22 | 23 | 23 | 19 | 24 | 27 | 24 | 24 | 28 | 1
Red (86-105 ppb) | 34 | 30 | 4 | 6 | 4 | 2 | 36 | 3 | 2 | 11 | 5 | 19 | 5 | 3 | 9 | 19 | 3 | 9 | 3
Purple (106+ ppb) | 8 | 6 | 19 | 15 | 22 | 17 | 13 | 16 | 2 | 2 | 12 | 5 | 5 | 5 | 3 | 9 | 11 | 15 | 7 | 2

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
As of May 9, 2017

1997 Standard < 85 ppb (Revoked)

2008 Standard ≤ 70 ppb¹ (by 2017)

2015 Standard ≤ 70 ppb (TBD; Marginal by 2020)

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).

¹Not a full year of data.

Source: NCTCOG TR Dept
Automated Vehicle Program: Data Sharing Projects Evaluation Criteria

Regional Transportation Council

Thomas J. Bamonte
North Central Texas Council of Governments
May 11, 2017
Automated Vehicle Program
Funding Summary

Texas AV Proving Ground Network
• UTA campus/streets - $350,000
• Second AV shuttle deployment - $250,000
• I-30 test corridor (Managed Lanes 3.0) - $1M

Transportation data infrastructure
• Traffic signal data sharing - $250,000
• Transportation data sharing (Waze/511DFW) - $250,000

“Mover” prototype - $575,000
Traffic Signal Data Project
“Texas city takes big step toward self-driving cars with vehicle-to-infrastructure communication”
Evaluation Criteria

Eligibility Requirements

1. Public entity with jurisdiction over traffic signals
2. Public entity is willing to make its traffic signal data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices
Evaluation Criteria

Amount requested [10%]
Quality of proposed technical solution [60%]
  • Number of traffic signals made accessible
  • Number on Routes of Significance
  • Traffic volumes served by traffic signals
  • Connectivity w/other data-sharing jurisdictions
  • Ability to share data w/multiple parties
Can implement solution in timely fashion [30%]
Waze/511DFW Data Sharing Project
Data Infrastructure: Regional Approach
1. What Information to Share

Planned road closures
Special events likely to impact traffic
Road closures due to weather or other incidents
2. With Whom to Share Information

Waze/Google Maps: Closures@Google.com
Inrix: Support@Inrix.com
HERE: HERE_Traffic_Alerts@here.com
3. How to Share

**Event Road Closure Form**

<table>
<thead>
<tr>
<th>Event ID</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Event Name</td>
<td>Flower Mound Police Department Special 5K Run</td>
</tr>
<tr>
<td>Reporting Organization</td>
<td>Town of Flower Mound</td>
</tr>
<tr>
<td>Event City</td>
<td>Flower Mound</td>
</tr>
<tr>
<td>Event Recurrence</td>
<td>One Time Only</td>
</tr>
<tr>
<td>Event Website</td>
<td><a href="http://www.PDSSKRun.com">www.PDSSKRun.com</a></td>
</tr>
<tr>
<td>Event Start Date</td>
<td>4/1/2017</td>
</tr>
<tr>
<td>Event End Date</td>
<td>4/1/2017</td>
</tr>
<tr>
<td>Event Start Time (24hr)</td>
<td>9:00</td>
</tr>
<tr>
<td>Event End Time (24hr)</td>
<td>15:00</td>
</tr>
</tbody>
</table>

**Street Event Info subform**

<table>
<thead>
<tr>
<th>*Street Being Closed</th>
<th>SPINKS RD</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Closure Direction</td>
<td>Both Directions</td>
</tr>
<tr>
<td>Closed From</td>
<td>DUNCAN LN</td>
</tr>
<tr>
<td>Google Map Link</td>
<td><a href="https://www.google.com/maps/@33.0031227,-97.0347085,16.5z?hl=en">https://www.google.com/maps/@33.0031227,-97.0347085,16.5z?hl=en</a></td>
</tr>
<tr>
<td>*To:</td>
<td>GARDEN RIDGE BLVD</td>
</tr>
</tbody>
</table>

Record: 1 of 2 | Event Sent to Providers: Y | Event Sent Date: [ ]
Evaluation Criteria

Eligibility Requirements

1. Public entity with jurisdiction over highways/streets or transit system

2. Public entity is willing to make its highway and traffic or transit conditions data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices
Evaluation Criteria

Amount requested [10%]
Quality of proposed technical solution [60%]
  • Routes of Significance in community
  • Traffic volumes
  • Population
  • Connectivity
  • Ability to share data with multiple parties
Ability to implement proposed solution in a timely fashion [30%]
Positive Proposal Elements

1. Join the Waze Connected Citizens Program: [https://www.waze.com/ccp](https://www.waze.com/ccp)
2. Coordinate transportation data sharing with 911 Operations
3. Utilize .xml data feeds
4. Team with neighboring communities
Recommendation

Approve the evaluation criteria for the traffic signal data sharing and Waze/511DFW projects
Contact Information

Thomas J. Bamonte, Program Manager

tbamonte@nctcog.org
469-600-0524
@TomBamonte
**SOUTHERN DALLAS COUNTY INFRASTRUCTURE STUDY (2010-2012)**

- **Goal:** Support growth of a high-quality, well-integrated Inland Port in southern Dallas County

- **Project Partners:** Cities of Dallas, Ferris, Hutchins, Lancaster, and Wilmer, Dallas County, and North Central Texas Council of Governments (NCTCOG)
CREATION OF AN INFRASTRUCTURE ANALYSIS REPORT

- Development framework and implementation program
- Regionally-coordinated infrastructure planning
- Review of Transportation, Water supply, Sanitary Sewer, Storm Water/Drainage, Private/Franchise utilities

![Maps of Dallas County and surrounding areas showing infrastructure analysis for Water, Transportation, and Private/Franchise Utilities.]
PROPOSED SOUTHERN DALLAS COUNTY ROADWAY PROJECTS

As a result of the Southern Dallas County Infrastructure study, a partnership is proposed between Dallas County, the City of Lancaster, the City of Hutchins, and the Regional Transportation Council (RTC) to assist in funding two projects in southern Dallas County:

- Jefferson Street/Pleasant Run Road
- Wintergreen Road

These projects have important regional benefits:

- Provide connections to intermodal facilities
- Provide connection to IH 45
- Future connection to Loop 9
- Provides backbone for future freight rail improvements and investments in the area
# PROPOSED FUNDING PARTNERSHIP

($ in Millions)

<table>
<thead>
<tr>
<th>Location</th>
<th>Fiscal Year</th>
<th>Description</th>
<th>RTC</th>
<th>City of Lancaster</th>
<th>City of Hutchins</th>
<th>Dallas County</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jefferson Street/ Pleasant Run Road</td>
<td>2019</td>
<td>Widen 2 to 4 Lanes</td>
<td>$8.42</td>
<td>$1.04</td>
<td>$0.00</td>
<td>$1.04</td>
<td>$10.50</td>
</tr>
<tr>
<td>Wintergreen Road</td>
<td>2019</td>
<td>Widen 2 to 4 Lanes</td>
<td>$9.58</td>
<td>$1.96</td>
<td>$2.00</td>
<td>$3.96</td>
<td>$17.50</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$18.00</strong></td>
<td><strong>$3.00</strong></td>
<td><strong>$2.00</strong></td>
<td><strong>$5.00</strong></td>
<td><strong>$28.00</strong></td>
</tr>
</tbody>
</table>
BENEFITS OF PARTNERSHIP

• Strategic partnership with regional partners
• Leverages local and federal funding
• Improves access to intermodal facilities
• Improves access for Environmental Justice communities
ACTION REQUESTED

• Approval of:
  • The proposed funding partnership with Dallas County, City of Lancaster, and City of Hutchins for roadway projects in southern Dallas County.
  • Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>November 2016 - March 2017</td>
<td>Coordination with County and Cities</td>
</tr>
<tr>
<td>April 2017</td>
<td>Public Meetings</td>
</tr>
<tr>
<td>May 2017</td>
<td>STTC Action</td>
</tr>
<tr>
<td>August 2017</td>
<td>RTC Action</td>
</tr>
<tr>
<td>August 2017</td>
<td>Inclusion in the 2017-2020 TIP/STIP</td>
</tr>
</tbody>
</table>
CONTACT

Adam Beckom, AICP
Principal Transportation Planner
(817) 608-2344
abeckom@nctcog.org

Karla Weaver, AICP
Senior Program Manager
(817) 608-2376
kweaver@nctcog.org

Christie Gotti
Senior Program Manager
(817) 608-2338
cgotti@nctcog.org

Amanda Long-Rodriguez
Transportation Planner
(817) 608-2367
along@nctcog.org
LEGISLATIVE UPDATE

Regional Transportation Council
May 11, 2017

Amanda Wilson, AICP
North Central Texas Council of Governments
State Budget

**SB 1** General Appropriations Bill, Passed Both Chambers, Conference Committee Announced

<table>
<thead>
<tr>
<th>Senate Finance Chair</th>
<th>House Appropriations Chair</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nelson</td>
<td>Zerwas</td>
</tr>
<tr>
<td>Senator Hinojosa</td>
<td>Representative Ashby</td>
</tr>
<tr>
<td>Senator Huffman</td>
<td>Representative S. Davis</td>
</tr>
<tr>
<td>Senator Kolkhorst</td>
<td>Representative Gonzales</td>
</tr>
<tr>
<td>Senator Schwertner</td>
<td>Representative Longoria</td>
</tr>
</tbody>
</table>
Air Quality

LIRAP/LIP

- **HB 2321** Modernizes, Adds Flexibility to LIRAP/LIP; House Approved 4/27/17 (SB 2003 Pending in Senate Committee)
- **HB 402** Expands LIP projects for Certain Counties; 90% of Funds Generated Returned to Harris County – Passed House 4/6/17

Emissions

- **HB 2568** Reviews Motor Vehicle Emissions Inspection; Sent to House Calendars 5/2/17 (No more action unless as amendment)

TERP

- **SB 26** Updates, Extends TERP, Adjusts Revenue Dedications; Senate Approved 3/14/17, House Committee Approved 5/4/17
## High-Speed Rail

<table>
<thead>
<tr>
<th>Bill Number</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB 977</td>
<td>Prohibits State Money for Private HSR; Senate Approved, Sent to House Transportation 5/9/17</td>
<td></td>
</tr>
<tr>
<td>SB 979</td>
<td>Property Owner Repurchase Property if Not Used for HSR; Senate Approved, Sent to House Land &amp; Resource Management 5/1/17</td>
<td></td>
</tr>
<tr>
<td>SB 981</td>
<td>Compatibility of HSR Train Technology; Placed on Senate Calendar 4/19/17</td>
<td></td>
</tr>
<tr>
<td>SB 975</td>
<td>Security Requirements for HSR; Senate Approved, Sent to House Transportation 5/9/17</td>
<td></td>
</tr>
<tr>
<td>SB 980</td>
<td>Prohibits State Funds for HSR Unless Lien Secures Repayment; Senate Committee Approved 4/10/17</td>
<td></td>
</tr>
</tbody>
</table>
CDAs and Tolls

**HB 2861** Statewide Comprehensive Development Agreement Bill

- 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

House Did Not Pass 5/5/17; No Senate Companion

**SB 1143** Prohibits converting a HOV Lane to Tolled Lane; Passed Senate 5/9/17, Received in House
Additional Topics of Interest

Transit
- **SB 385** Voter Approval for Acceptance and Use of Federal Funds for Commuter Rail Projects; Passed Senate Committee, Placed on Senate Calendar 3/28/17

Safety
- **SB 1588** Ending Safety Inspection; Passed Senate 5/4/17, Referred to House Transportation 5/9/17

Automated Vehicles
- **SB 2205** Automated Vehicle Driving Regulations; Passed Senate 4/27/17, Referred to House Transportation 5/2/17

TxDOT Sunset Bill
- **SB 312** Passed Senate, Passed House Committee 5/2/17
Additional Topics of Interest

Aviation/Unmanned Aircrafts

- **HB 1643** Operation of Unmanned Aircraft over Certain Facilities, Amended to include HB 3238 Language; Passed House 5/10/17
- **HB 3238** Requires FAA Approval for Political Subdivisions to Regulate Unmanned Aircrafts; On House Calendar 5/10/17
- **HB 106** Amends Lawful Uses of Images Captured; Passed House 4/28/17, Received in Senate 5/1/17
- **HB 1424** Prohibits Operation of Unmanned Aircraft over Prisons & Sports Venues; Passed House 4/28/17, Referred to Senate Criminal Justice Committee 5/4/17
RTC Action Requested

Approve a Letter to the North Central Texas Legislative Delegation:

Requesting that the Texas Legislature Amend Senate Bill 312 (TxDOT Sunset Bill) by Adding a Contingency Provision Allowing TxDOT the Ability to Participate in Federal Initiatives that Occur in the Interim Session of the 85th Texas Legislature
Contact Information

Amanda Wilson, AICP
Program Manager
Community Outreach
awilson@nctcog.org
(817) 695-9284

Rebekah Hernandez
Communications Coordinator
rhernandez@nctcog.org
(817) 704-2545

www.nctcog.org/trans/legislative
OVERVIEW OF MANAGED LANES

Success of Public/Private Partnerships
IH 635/IH 35E “Y” Connection Opens in May 2017
Revenue Sharing from “Y” Connection
IH 635 East Environmental Approval
Path Forward
  - TxDOT Commission
  - Texas Legislature
  - Congress (Welfare)
  - RTC $ 300 Million Contingency/TxDOT District
NTE & LBJ
KEY OPERATION FACTS & BENEFITS

May 2017
NTETEXPRESS
183/121 – 820 – 35W

13.3 miles
$2.1 billion investment
20% equity
52% debt
28% state participation
Opened October 2014

LBJTEXPRESS

13.3 miles
$2.6 billion investment
26% equity
56% debt
18% state participation
Opened September 2015
CONGESTION RELIEF FOR ALL

Non-Tolled Lanes Benefit

1. No additional lanes; improved shoulders, road design helped non-tolled lanes flow better

2. Non-Tolled Lanes (General Purpose or GP) traffic 9% higher than before construction

3. General Purpose congestion down from 29% to 9% (time spent traveling at speeds below 50 mph)

4. 72% reduction in overall congestion
Traffic on the NTE Managed Lanes is high during the rush hours, even when speeds on the general purpose lanes are fairly fast. Drivers say they value the comfort of traveling on a less-crowded facility and feel safer.

About 1/3 of revenues are generated outside of the rush hours.
Increased Rush Hour Mobility

Growing Corridor

The NTE Corridor has added considerably more traffic, mostly due to the capacity added by the managed lanes.

As more cars return to the corridor, the NTE express lanes are capturing about 1 in 3 new vehicles.
The way connections are designed and the order in which they’re presented to drivers greatly influences express lane choice. An well-built connection can have double the capture rate of a less conveniently-designed connection.
LBJ + NTE TEXPRESS LANE ARE FOR EVERYONE

4+ million vehicles have used the LBJ & NTE to date.

7 million people live in Dallas-Fort Worth.

5 in 14 users are new to the TEXPRESS Lanes each month.

Only 15% of cars are Luxury Brands. The most common are Toyota, Ford, Honda.

10 in 14 users view the TEXPRESS Lanes favorably.

Key Operation Facts & Benefits
## TEXPRESS USAGE FACTS

<table>
<thead>
<tr>
<th>Mobility for Millions</th>
<th>TEXpress is There When You Need It</th>
<th>Affordable Option for DFW Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>500K</strong> trips/day on corridor</td>
<td><strong>98%</strong> Use TEXpress as-needed</td>
<td><strong>$5-15</strong> Bill/month</td>
</tr>
</tbody>
</table>

The combination of general purpose lanes and managed lanes accommodates over 500,000 trips every day on each facility.

The average TollTag user chooses the TEXpress lanes occasionally. Less than 5% of commuters choose the TEXpress lanes for 90% of their trips each month.

Most drivers who choose the TEXpress lanes have a bill between $5-$15/month. Commuters—drivers who are on the highway 40+ times a week, choose the TEXpress for some of those trips. Their average bill is $35/month.

---

Key Operation Facts & Benefits
DEVELOPMENT OF THE 2019-2022 TIP

Information and Upcoming Schedule

Regional Transportation Council
May 11, 2017
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
• Re-developed every two years
• The TIP must be consistent with the Metropolitan Transportation Plan
• The TIP funds the first 4 years of the 20 year Plan
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
FOCUS AREAS

Critical review of projects:

• On the 10 Year Milestone Policy List
• On the Federal Highway Administration (FHWA) Inactive List
• On the FHWA Preliminary Engineering (PE) Audit List
• Funded with Transportation Alternative Program (TAP) dollars
• Requesting to be placed in the first year of the new TIP (FY 2019)
# 2019-2022 Transportation Improvement Program

## Timeline/Action Table

<table>
<thead>
<tr>
<th>Date Range</th>
<th>Action Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>May-Aug 2017</td>
<td>Meeting with implementing agencies</td>
</tr>
<tr>
<td>Jun 2017-Jan 2018</td>
<td>Data input, financial constraint, and analysis</td>
</tr>
<tr>
<td>Feb 2018</td>
<td>Draft listings- STTC information</td>
</tr>
<tr>
<td>Mar 2018</td>
<td>Draft listings- RTC information</td>
</tr>
<tr>
<td></td>
<td>Public meetings- draft listings</td>
</tr>
<tr>
<td>Apr 2018</td>
<td>Final listings- STTC action</td>
</tr>
<tr>
<td>May 2018</td>
<td>Final listings- RTC action</td>
</tr>
<tr>
<td>Summer 2018</td>
<td>Final document to TxDOT</td>
</tr>
<tr>
<td>Aug 2018</td>
<td>Anticipate TxDOT Commission approval for the Statewide TIP (STIP)</td>
</tr>
<tr>
<td>Oct 2018</td>
<td>Anticipate federal/State approval (STIP)</td>
</tr>
</tbody>
</table>
Your Help Is Needed

• Please help us help you.
• We have over 800 active projects.
• Please reinforce to staff attending TIP development meetings to be prepared.
• We need:
  • Scheduling information by phase
  • Status updates by phase
  • Cost information
  • Status of agreements
• Lack of preparation, creates significant follow up efforts.
Questions/Comments?

Adam Beckom, AICP
Principal Transportation Planner
Ph: (817) 608-2344
abeckom@nctcog.org

Christie Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org
Mobility 2045 Plan

Need new Air Quality (AQ) Conformity determination analysis by 11/23/18.

Incorporate new Transportation Improvement Program (TIP) information.

Incorporate new federal/State planning requirements.

Incorporate updated project development efforts.

Incorporate new planning initiatives.

Incorporate new demographics for 2045.
# Methodology

<table>
<thead>
<tr>
<th>DATA</th>
<th>SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total new construction, demolitions, annexations</td>
<td>Cities</td>
</tr>
<tr>
<td>Group Quarters</td>
<td>Cities</td>
</tr>
<tr>
<td>Average persons per household</td>
<td>Decennial Census (2010) and American Community Survey (2011-2015)</td>
</tr>
<tr>
<td>Number of occupied single family by city</td>
<td>Decennial Census (2010) and American Community Survey (2011-2015)</td>
</tr>
<tr>
<td>Number of occupied multi-family by city</td>
<td>Independent research firms M/PF and ALN as well as ACS</td>
</tr>
</tbody>
</table>
Regional Population Change

Thousands

# Top 10 Cities Population Growth
2016-2017 Absolute Change

<table>
<thead>
<tr>
<th>Rank</th>
<th>City</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dallas</td>
<td>12,440</td>
</tr>
<tr>
<td>2</td>
<td>Fort Worth</td>
<td>9,050</td>
</tr>
<tr>
<td>3</td>
<td>McKinney</td>
<td>8,240</td>
</tr>
<tr>
<td>4</td>
<td>Frisco</td>
<td>7,880</td>
</tr>
<tr>
<td>5</td>
<td>Irving</td>
<td>3,670</td>
</tr>
<tr>
<td>6</td>
<td>Lewisville</td>
<td>3,240</td>
</tr>
<tr>
<td>7</td>
<td>Little Elm</td>
<td>3,200</td>
</tr>
<tr>
<td>8</td>
<td>Richardson</td>
<td>3,100</td>
</tr>
<tr>
<td>9</td>
<td>Carrollton</td>
<td>2,840</td>
</tr>
<tr>
<td>10</td>
<td>Flower Mound</td>
<td>2,780</td>
</tr>
</tbody>
</table>
Top 10 Cities Population Growth
2016-2017
# Top 10 Cities Population Growth 2010-2017 Absolute Change

<table>
<thead>
<tr>
<th>Rank</th>
<th>City</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Fort Worth</td>
<td>74,224</td>
</tr>
<tr>
<td>2</td>
<td>Dallas</td>
<td>72,354</td>
</tr>
<tr>
<td>3</td>
<td>Frisco</td>
<td>44,411</td>
</tr>
<tr>
<td>4</td>
<td>McKinney</td>
<td>38,593</td>
</tr>
<tr>
<td>5</td>
<td>Irving</td>
<td>18,420</td>
</tr>
<tr>
<td>6</td>
<td>Plano</td>
<td>17,879</td>
</tr>
<tr>
<td>7</td>
<td>Arlington</td>
<td>16,792</td>
</tr>
<tr>
<td>8</td>
<td>Denton</td>
<td>14,777</td>
</tr>
<tr>
<td>9</td>
<td>Little Elm</td>
<td>12,352</td>
</tr>
<tr>
<td>10</td>
<td>Carrollton</td>
<td>11,723</td>
</tr>
</tbody>
</table>
Regional Population Center
Regional Population

January 1, 2017
7,246,350

January 1, 2016
7,123,170

2016 Regional Growth
123,180
2045 Demographic Update
Background

The demographic forecasts provide a common base for regional planning and resource allocations. The forecasts are widely used by cities, counties, and partner agencies.

Demographic forecasting process at NCTCOG is a data-driven analytical approach with input/feedback from stakeholders.

Forecasts are provided at both the aggregate (region/county) and disaggregate (traffic survey zone) levels.

Current demographic forecast is through the year 2040 and was adopted by the NCTCOG Executive Board in May 2015.
2045 Forecast Methodology

Build From Adopted 2040 Forecast

Determine 2045 Control Totals

Growth in Each County Based on Extrapolation of Year 2005 Through Year 2040 Trend

Build and Execute Urbanization Model to 2045

- Utilize Observed Landsat Imagery Tracking Development Patterns and Vacant Land
- Utilize Same Future Land-use Plans as 2040 Forecast
- Use The Current 2040 Forecast Footprint To Predict 2040 To 2045 Change

Local Government/Agency Review

Executive Board Adopts 5-year Extension Only
Regional Control Total

Population (millions) vs. Year


Population (millions): 0, 2, 4, 6, 8, 10, 12, 14, 16

Legend:
- SDC 1.0
- W&P
- Perryman
- COG
- TWDB
- SDC 0.5
- SDC 0.0
Core County Population Growth

- Dallas
- Collin
- Tarrant
- Denton


MILLIONS: 0, 1, 2, 3, 4
## 2045 County Population Forecast

<table>
<thead>
<tr>
<th>County</th>
<th>2005</th>
<th>2040</th>
<th>2045</th>
<th>2040 - 2045 Change</th>
<th>2040 – 2045 % Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>647,831</td>
<td>1,560,421</td>
<td>1,689,170</td>
<td>128,749</td>
<td>8.3%</td>
</tr>
<tr>
<td>Dallas</td>
<td>2,224,183</td>
<td>3,357,469</td>
<td>3,445,189</td>
<td>87,720</td>
<td>2.6%</td>
</tr>
<tr>
<td>Denton</td>
<td>541,622</td>
<td>1,241,681</td>
<td>1,346,314</td>
<td>104,633</td>
<td>8.4%</td>
</tr>
<tr>
<td>Ellis</td>
<td>128,123</td>
<td>283,898</td>
<td>300,955</td>
<td>17,057</td>
<td>6.0%</td>
</tr>
<tr>
<td>Hood</td>
<td>45,934</td>
<td>81,578</td>
<td>85,739</td>
<td>4,161</td>
<td>5.1%</td>
</tr>
<tr>
<td>Hunt</td>
<td>80,978</td>
<td>131,022</td>
<td>134,291</td>
<td>3,269</td>
<td>2.5%</td>
</tr>
<tr>
<td>Johnson</td>
<td>138,231</td>
<td>252,521</td>
<td>262,868</td>
<td>10,347</td>
<td>4.1%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>86,119</td>
<td>210,097</td>
<td>224,205</td>
<td>14,108</td>
<td>6.7%</td>
</tr>
<tr>
<td>Parker</td>
<td>98,950</td>
<td>195,286</td>
<td>206,811</td>
<td>11,525</td>
<td>5.9%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>59,578</td>
<td>166,357</td>
<td>181,561</td>
<td>15,204</td>
<td>9.1%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>1,587,173</td>
<td>3,094,649</td>
<td>3,263,616</td>
<td>168,967</td>
<td>5.5%</td>
</tr>
<tr>
<td>Wise</td>
<td>54,568</td>
<td>101,865</td>
<td>105,796</td>
<td>3,931</td>
<td>3.9%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>5,695,295</td>
<td>10,676,844</td>
<td>11,246,516</td>
<td>569,672</td>
<td>5.3%</td>
</tr>
</tbody>
</table>
## County Population Growth Shares

<table>
<thead>
<tr>
<th>County</th>
<th>2040</th>
<th>2045</th>
<th>2040 - 2045 Growth</th>
<th>Share of 2040 - 2045 Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
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<td>3,931</td>
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<tr>
<td><strong>MPA</strong></td>
<td><strong>10,676,844</strong></td>
<td><strong>11,246,516</strong></td>
<td><strong>569,672</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>
# 2045 County Employment Forecast

<table>
<thead>
<tr>
<th>County</th>
<th>2005</th>
<th>2040</th>
<th>2045</th>
<th>2040 - 2045 Change</th>
<th>2040 - 2045 % Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>359,914</td>
<td>762,920</td>
<td>835,342</td>
<td>72,422</td>
<td>9.5%</td>
</tr>
<tr>
<td>Dallas</td>
<td>1,809,315</td>
<td>3,197,475</td>
<td>3,298,213</td>
<td>100,738</td>
<td>3.2%</td>
</tr>
<tr>
<td>Denton</td>
<td>205,991</td>
<td>445,070</td>
<td>479,620</td>
<td>34,550</td>
<td>7.8%</td>
</tr>
<tr>
<td>Ellis</td>
<td>53,591</td>
<td>96,872</td>
<td>102,696</td>
<td>5,824</td>
<td>6.0%</td>
</tr>
<tr>
<td>Hood</td>
<td>15,011</td>
<td>29,448</td>
<td>31,727</td>
<td>2,279</td>
<td>7.7%</td>
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<tr>
<td>Hunt</td>
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<td>Johnson</td>
<td>59,327</td>
<td>105,198</td>
<td>111,281</td>
<td>6,083</td>
<td>5.8%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>35,352</td>
<td>64,040</td>
<td>68,290</td>
<td>4,250</td>
<td>6.6%</td>
</tr>
<tr>
<td>Parker</td>
<td>44,544</td>
<td>80,404</td>
<td>86,883</td>
<td>6,479</td>
<td>8.1%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>24,025</td>
<td>53,372</td>
<td>58,611</td>
<td>5,239</td>
<td>9.8%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>947,961</td>
<td>1,739,327</td>
<td>1,827,385</td>
<td>88,058</td>
<td>5.1%</td>
</tr>
<tr>
<td>Wise</td>
<td>23,710</td>
<td>47,224</td>
<td>51,510</td>
<td>4,286</td>
<td>9.1%</td>
</tr>
<tr>
<td>MPA</td>
<td>3,617,805</td>
<td>6,691,449</td>
<td>7,024,214</td>
<td>332,765</td>
<td>5.0%</td>
</tr>
</tbody>
</table>
## County Employment Growth Shares

<table>
<thead>
<tr>
<th>County</th>
<th>2040</th>
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<td><strong>332,765</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>
Forecast Timetable

January-February 2017
• Select Control Totals
• Finalize 2040 to 2045 Urbanization Model

March-April 2017
• Develop 2045 Forecast
• Conduct internal review

May-June 2017
• Local Review

July 2017
• Incorporate Local Review feedback

August 2017
• Executive Board Approval
Mobility 2045
## Mobility Plan Adoption Context

<table>
<thead>
<tr>
<th>Action</th>
<th>Current Mobility 2040</th>
<th>Mobility 2045</th>
<th>Potential Mobility 2045 Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTC Adoption</td>
<td>March 9, 2016</td>
<td>June 14, 2018</td>
<td>~ June 2020</td>
</tr>
<tr>
<td>Air Quality Conformity</td>
<td>November 23, 2016</td>
<td>*November 23, 2018</td>
<td>~ Nov. 2020</td>
</tr>
<tr>
<td>Determination</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments</td>
<td></td>
<td>Take advantage of required conformity</td>
<td>TBD</td>
</tr>
<tr>
<td></td>
<td></td>
<td>New TIP</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Incorporate new planning</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>requirements</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Incorporate project</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>development efforts</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Incorporate new planning</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>initiatives</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Incorporate 2045 demographics</td>
<td></td>
</tr>
<tr>
<td>Additional funding</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Policy bundle emphasis</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Expected date based on previous determination
Mobility 2045 Ingredients

Incorporate Federal FAST Act Requirements
  • Performance Measures and Targets
  • Dedicated Freight Funding

Incorporate New State Requirements
  • 85th Texas Legislative Session Outcomes
  • Consistency with HB 20 (10-year Plan)
  • Statewide Freight Plan
Mobility 2045 Ingredients

Incorporate Latest Project Development and Planning Initiatives

• Consistency with Federal Environmental Documents
• High-Speed Rail
• Modern “People Movers”
• Emerging Technologies
Mobility 2045 Foundation

New Base Year – 2018
New Horizon Year – 2045
2045 Demographics
2045 Revenue Forecast
Restart 4-Year Mobility Plan Clock
Reflect Successes in Projects Completed
Partner Coordination

TxDOT
  • Dallas, Fort Worth, Paris Districts
  • Transportation Planning and Programming, Austin

Transportation Authorities
  • NTTA
  • FWTA, DCTA, DART
  • Small Transit Providers

Local Governments

Public
## Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continuous Public Involvement</td>
<td>Through March 2018</td>
</tr>
<tr>
<td>Mobility 2045 Draft</td>
<td>April 1, 2018</td>
</tr>
<tr>
<td>Public Meetings</td>
<td>April 9, 2018</td>
</tr>
<tr>
<td>2019-2022 TIP (STTC Action)</td>
<td>April 27, 2018</td>
</tr>
<tr>
<td>2019-2022 TIP (RTC Action)</td>
<td>May 10, 2018</td>
</tr>
<tr>
<td>Mobility 2045 and AQ Conformity (STTC Action)</td>
<td>May 25, 2018</td>
</tr>
<tr>
<td>Mobility 2045 and AQ Conformity (RTC Action)</td>
<td>June 14, 2018</td>
</tr>
<tr>
<td>Air Quality Conformity DOT Determination Deadline</td>
<td>November 23, 2018</td>
</tr>
</tbody>
</table>
Questions?

Dan Lamers  
Senior Program Manager  
dlamers@nctcog.org  
(817) 695-9263

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

Mitzi Ward  
Principal Planner  
mward@nctcog.org  
(817) 695-9272

mobilityplan@nctcog.org
TRANSPORTATION
ALTERNATIVES PROGRAM (TAP)
FUNDS POTENTIAL LAPSE
TAP FUNDING AT RISK OF LAPSING

• Federal regulations state that apportioned funds are available for obligation for the year of apportionment plus three years¹

• Any apportioned amounts that remain unobligated at the end of that period shall lapse

• TAP funds apportioned in Fiscal Year (FY) 2014 must be utilized by the end of federal FY 2017 (September 30, 2017)

¹Date of apportionment is not the same as the project award date
ALL PROJECTS ARE AT RISK

- Federal funding is allocated over multiple fiscal years
- Funding is not project specific, but is a “bucket” of funds
- Multiple projects are funded from the single bucket
- Any funds that lapse will reduce the total funding available
- Funds are obligated as soon as projects are ready
UPDATE FROM LAST YEAR: FY 2013 OBLIGATIONS AS OF JULY 2016

<table>
<thead>
<tr>
<th>FY 2013 DFW MPO TAP Funds</th>
<th>Federal Allocated Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2013 Allocation</td>
<td>$8.0M</td>
</tr>
<tr>
<td>Obligated Funding as of July 2016</td>
<td>$5.1M</td>
</tr>
<tr>
<td>Anticipated to Obligate by End of FY 2016</td>
<td>$800K</td>
</tr>
<tr>
<td>Funds At Risk of Expiration</td>
<td>$2.1M</td>
</tr>
</tbody>
</table>

Six projects were able to obligate between July and September 2016 for a total of $3.3M

None of the FY 2013 allocated TAP funding lapsed
RISK ASSESSMENT

• Through coordination with implementing agencies and the Texas Department of Transportation (TxDOT), we determined the current status and expected let date for each project
• North Central Texas Council of Governments (NCTCOG) and TxDOT then verified if the timelines were realistic and which projects might obligate in FY 2017
• Though this collaborative effort the following risk levels were assigned:

<table>
<thead>
<tr>
<th>Risk Level Categories</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOW RISK - Project on schedule to let in FY 2017</td>
</tr>
<tr>
<td>MODERATE RISK - Project scheduled to let in FY 2017, but based on information received, there is a potential for delays</td>
</tr>
<tr>
<td>HIGH RISK - Project not likely to meet FY 2017</td>
</tr>
</tbody>
</table>
RISK THIS YEAR: FY 2014 OBLIGATIONS

• As of April 2017, $600K of the FY 2014 TAP funds have obligated
• $7.6M is at risk of lapsing
• Eight projects are on schedule to obligate prior to the end of FY 2017 with expected obligations of $8.2M

²Represents projects identified as “Low Risk” on Electronic Item provided
### RISK THIS YEAR: FY 2014 OBLIGATIONS

<table>
<thead>
<tr>
<th>Allocation FY - DFW MPO TAP Funds</th>
<th>Federal Allocated Amount</th>
<th>Obligations</th>
<th>Funding at Risk of Lapsing</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2013</td>
<td>$8.0M</td>
<td>$8.0M</td>
<td>$0</td>
</tr>
<tr>
<td>FY 2014&lt;sup&gt;3&lt;/sup&gt;</td>
<td>$8.2M</td>
<td>$0.6M</td>
<td>$7.6M</td>
</tr>
<tr>
<td>Sub Total</td>
<td>$16.2M</td>
<td>$8.6M</td>
<td>$7.6M</td>
</tr>
<tr>
<td>Anticipated FY 2017 Obligations&lt;sup&gt;4&lt;/sup&gt;</td>
<td>$8.2M</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$16.2M</td>
<td>$16.8M</td>
<td>$-0.6M&lt;sup&gt;5&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

<sup>3</sup>Funds in excess of the FY 2013 allocation obligated in FY 2016 were applied towards the FY 2014 allocation

<sup>4</sup>Represents projects identified as “Low Risk” on Electronic Item provided

<sup>5</sup>Obligated funds in excess of FY 2014 allocated amount would apply towards FY 2015 allocation.
# RISK ASSESSMENT SUMMARY FOR FY 2014 OBLIGATIONS

<table>
<thead>
<tr>
<th>Risk Level Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LOW RISK</strong> - Project on schedule to let in FY 2017</td>
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</tr>
<tr>
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<td>$9.4M</td>
</tr>
</tbody>
</table>

Since the March 24, 2017 STTC meeting, several projects risk levels were revised based on additional information received from TxDOT and the agencies.
NEXT STEPS AND ACTION NEEDED

• NCTCOG will continue to work with TxDOT and agency staff to monitor project progression.

• STTC members were asked to coordinate internally with agency staff to insure that projects remain on schedule to let or obligate in FY 2017.

• Given the importance of this issue, RTC members are asked to engage their staffs to ensure that these funds are not lost to the region.

• Focus should be on projects that are currently identified as Moderate Risk as they are necessary to meet the obligation requirements.
NEXT STEPS AND ACTION NEEDED

• The amount of time it takes TxDOT for review, approval, drafting an agreement, etc. varies for each project.

• Cities need to coordinate with TxDOT to develop a realistic schedule and expectations.

• Coordination with TxDOT needs to occur early in project development instead of waiting until the last minute.
Questions?

Ken Bunkley  
Principal Transportation Planner  
Ph: (817) 695-9288  
kbunkley@nctcog.org

Mark Kinnaman  
Transportation Planner I  
Ph: (817) 695-9294  
mkinnaman@nctcog.org

Christie J. Gotti  
Senior Program Manager  
Ph: (817) 608-2338  
cgotti@nctcog.org
FLEETS FOR THE FUTURE UPDATE AND BOOTCAMP INVITATION

Regional Transportation Council
May 11, 2017

Lori Clark, Air Quality Management & Operations
Focuses on Reducing the Incremental Costs of Alternative Fuel Vehicles (AFVs) and Supporting Infrastructure

National Partnership Includes 4 Regional Procurements and 1 National Effort
Regional Cooperative Procurement

**Focusing** on Local Public Fleets

**Organizing** the Cooperative Procurement to Obtain Volume Discounts

**Releasing** a Request for Proposals (RFP) with Specified Minimum Volumes

**Executing** Summer-Fall 2017
Fleet Considerations

Advantages
- Total Cost of Ownership
- Sustainability Initiatives
- High Utilization Rates

Feasibility
- Maintenance Costs
- Return on Investment
- Lower Fuel Prices
- Route Predictability
- Use of Central Parking Facilities
Fleet Considerations
Total Cost of Ownership

License/Registration
Insurance
Maintenance/Repair
Fuel
Depreciation

Source: Argonne National Laboratory Alternative Fuel Life-Cycle Environmental and Economic Transportation Tool
Regional Cooperative Procurement
Anticipated Vehicles

- Propane Vehicles
- Electric Vehicles (EV)
- Plug-In Hybrid Electric Vehicles (PHEV)
- Natural Gas Vehicles

Both Light-Duty and Heavy-Duty Options Available
Fleet Signs “Soft Commitment” with NCTCOG

NCTCOG Pools Soft Commitments to Select Vehicles for Procurement

NCTCOG Administers RFP and Coordinates Vendor Selection

Participating Fleets Coordinate Purchases Directly with Awarded Vendor(s)
Regional Cooperative Procurement
How to Get Involved

Attend Fleets for the Future Bootcamp
When: May 24, 2017 from 10 am - 2 pm
Who: Fleet and Purchasing Staff
Where: North Central Texas Council of Governments Offices

Lunch will be provided!

RSVP to bmuller@nctcog.org or (817) 695-9299 by May 17
Acknowledgment: This material is based upon work supported by the Department of Energy, Office of Energy Efficiency and Renewable Energy (EERE), under Award Number DE-0007462.
CLEAN AIR ACTION DAY
JUNE 23, 2017

Regional Transportation Council Meeting

Mindy Mize, Program Manager

May 11, 2017
What is Air North Texas?

A public awareness campaign that encourages residents of North Texas to make clean air choices.

Composed of a coalition of regional organizations committed to improving the air in North Texas.

Aims to generate a consistent region-wide brand that promotes behavioral and lifestyle changes that impacts our health and the environment.
Challenge Actions

Do at least one thing to help improve air quality on Friday, June 23, 2017

Example actions are:

- Carpool
- Take lunch to work
- Use mass transit
- Bike or walk
- Combine errands
- Telecommute
- Avoid idling
- Maintain vehicle

More at [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday)
How RTC Members Can Support Clean Air Action Day

Make commitments online
www.airnorthtexas.org/cleanairactionday

Share Clean Air Action Day information on social media #CAAD2017

Become an Air North Texas partner

Have your STTC representative bring the signed partner agreement to June 23 STTC meeting or submit to airnorthtexas@nctcog.org

Support a Clean Air Action Day Challenge at your organization
Challenge Overview

Each organization challenges their departments to participate in Clean Air Action Day

The department with the highest percentage of participation will be recognized

Organization with the highest participation will receive recognition
Air North Texas Partners

American Lung Association
  – DFW Region
Brookhaven College
City of Anna
City of Arlington
City of Bedford
City of Cedar Hill
City of Dallas
City of Denton
City of Fort Worth
City of Grand Prairie
City of Grapevine
City of Kennedale
City of Mesquite
City of North Richland Hills
City of Plano
City of Richardson
Cedar Valley College
DART
DCTA
DFW Airport
Health and Wellness Alliance for Children
Hood County
Insta-brite Technologies

NCTCOG
The North Texas Commission
Dallas County
Parker County
Tarrant County
TxDOT – Dallas District
TxDOT – Fort Worth District
U.S. Green Building Council
  – North Texas Chapter
University of North Texas Health Science Center
University of Texas at Arlington
UT Southwestern
The-T
Contacts

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

Mindy Mize
Program Manager
817-608-2346
mmize@nctcog.org

airnorthtexas@nctcog.org

www.airnorthtexas.org