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.

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

Not a full year of data.
Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl

ppb = parts per billion
Design Value (ppb) \(^1\)

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).

**2015 Standard** ≤ 70 ppb \(^1\) (TBD; Marginal by 2020)

**1997 Standard** < 85 ppb (Revoked)

**2008 Standard** ≤ 75 ppb \(^1\) (by 2017)

\(^1\)Attainment Goal - Not a full year of data.

Source: NCTCOG TR Dept
What is the Transportation Alternatives Set-Aside Program?

FAST Act: Fixing America’s Surface Transportation
(Current federal transportation funding bill)

- Similar to the previous Transportation Alternatives Program (TAP) and Transportation Enhancements (TE)
- Requires states to sub-allocate to areas based on population
- MPOs serving urbanized areas with populations over 200,000 are responsible for selecting projects through a competitive process
Eligible Project Area
Eligible Project Activities

2017 Call for Projects (North Central Texas)

Active Transportation
- Shared-Use Paths
- On-Street Bikeways
- Bicycle/Pedestrian Signalization
- Sidewalks, Crosswalks, Curb Ramps
- Traffic Controls and Calming Measures
- Signage
- Road Diets

Safe Routes to School
- Shared-Use Paths
- On-Street Bikeways
- Bicycle/Pedestrian Signalization
- Sidewalks, Crosswalks, Curb Ramps
- Traffic Controls and Calming Measures
- Signage
## Federal Funding Allocation for Fiscal Years 16, 17, 18, and 19

<table>
<thead>
<tr>
<th>Funding Categories</th>
<th>Western Region (Fort Worth District) (34%)</th>
<th>Eastern Region (Dallas District) (66%)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016 TAP Funds Carryover (FY 16)</td>
<td>$ 1,444,697</td>
<td>$ 2,804,412</td>
<td>$ 4,249,109</td>
</tr>
<tr>
<td>2017 TA Set-Aside Funds Available (FY 17, 18, 19)</td>
<td>$ 7,890,720</td>
<td>$ 15,317,280</td>
<td>$ 23,208,000</td>
</tr>
<tr>
<td>Total TA Funds Available</td>
<td>$ 9,335,417</td>
<td>$ 18,121,692</td>
<td>$ 27,457,109</td>
</tr>
</tbody>
</table>

= additional funds were identified after the program launch in Dec. 2016
# Federal Funding Award Per Project

<table>
<thead>
<tr>
<th><strong>Maximum</strong> Federal Funding Award per Project</th>
<th><strong>Minimum</strong> Federal Funding Award per Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5,000,000</td>
<td>$150,000</td>
</tr>
</tbody>
</table>
Evaluation and Scoring
# Evaluation and Scoring Criteria for Active Transportation Projects

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring (pts)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Network Connectivity</td>
<td>25</td>
<td>Improves connectivity of Mobility 2040 regional paths and bikeways between cities and counties.</td>
</tr>
<tr>
<td>Mobility</td>
<td>20</td>
<td>Improves connections and access to transit.</td>
</tr>
<tr>
<td>Safety</td>
<td>15</td>
<td>Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities.</td>
</tr>
<tr>
<td>Reducing Barriers</td>
<td>10</td>
<td>Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.</td>
</tr>
<tr>
<td>Congestion Reduction</td>
<td>10</td>
<td>Provide alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling.</td>
</tr>
<tr>
<td>Destination Density</td>
<td>5</td>
<td>Provides access to areas with a high density of major employers and destinations.</td>
</tr>
<tr>
<td>Air Quality Benefits</td>
<td>5</td>
<td>Improves air quality by supporting non-motorized facility usage.</td>
</tr>
<tr>
<td>Equity</td>
<td>5</td>
<td>Improves access to disadvantaged populations and underserved communities.</td>
</tr>
<tr>
<td>Local Network Connectivity</td>
<td>5</td>
<td>Implements locally planned priorities.</td>
</tr>
</tbody>
</table>
Evaluation and Scoring Criteria for Safe Routes to School Projects

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring (pts)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implements a Local Plan</td>
<td>20</td>
<td>Implements a project identified as a priority in a local Safe Routes to School plan.</td>
</tr>
<tr>
<td>Safety</td>
<td>20</td>
<td>Improves the safety of students walking and bicycling to school.</td>
</tr>
<tr>
<td>Congestion Reduction</td>
<td>20</td>
<td>Strong potential for the project to increase walking and bicycling by students in lieu of motor vehicle trips to and from school.</td>
</tr>
<tr>
<td>Equity</td>
<td>20</td>
<td>Improves school access for disadvantaged populations and underserved communities.</td>
</tr>
<tr>
<td>Community Support and Stakeholder Involvement</td>
<td>15</td>
<td>Builds upon demonstrated community support for walking and bicycling to school.</td>
</tr>
<tr>
<td>Air Quality Benefits</td>
<td>5</td>
<td>Improves air quality by supporting non-motorized facility usage.</td>
</tr>
</tbody>
</table>
## Additional Considerations

### Active Transportation Applications and Safe Routes to School Applications

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring (pts)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Readiness and Other Factors</strong></td>
<td>20</td>
<td>Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community.</td>
</tr>
<tr>
<td><strong>Project Innovation</strong></td>
<td>5</td>
<td>Project implements innovative or new treatments and technology that can serve as a model for the region.</td>
</tr>
</tbody>
</table>
# 2017 TA Set-Aside Applications Received and Requested Federal Funding

<table>
<thead>
<tr>
<th>Funding Categories</th>
<th>Western Region (Fort Worth District)</th>
<th>Eastern Region (Dallas District)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Active Transportation</strong></td>
<td>$10,956,589</td>
<td>$23,581,601</td>
<td>$34,538,190</td>
</tr>
<tr>
<td><strong>Safe Routes to School</strong></td>
<td>$12,264,968</td>
<td>$9,520,911</td>
<td>$21,787,879</td>
</tr>
<tr>
<td><strong>Total Requested Federal Funding</strong></td>
<td>$23,221,557</td>
<td>$33,102,512</td>
<td>$56,324,069</td>
</tr>
<tr>
<td><strong>Total Number of Applications</strong></td>
<td>31</td>
<td>30</td>
<td>61</td>
</tr>
</tbody>
</table>
Recommended Projects
- Tables are provided with detailed scoring information.

- Please note: shaded projects are recommended to have reduced funding based on ineligible expenses or various cost factors.

- Reduced amounts were confirmed with the recommended agency.
# 2017 TA Set-Aside Funding Recommendations

**Fort Worth District: Active Transportation**

<table>
<thead>
<tr>
<th>Nominating Entity</th>
<th>Project Name</th>
<th>Recommended Federal Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 City of Grapevine</td>
<td>Dallas Road TOD Corridor / Cotton Belt Trail Extension</td>
<td>$ 5,000,000</td>
</tr>
<tr>
<td>2 City of North Richland Hills</td>
<td>NRH Active Transportation Project for Trail / On-Road</td>
<td>$ 617,294</td>
</tr>
<tr>
<td>3 City of Richland Hills</td>
<td>Richland Hills TRE Connection</td>
<td>$ 1,677,121</td>
</tr>
<tr>
<td>4 City of Arlington</td>
<td>Julia Burgen Linear Park Trail System</td>
<td>$ 542,568</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$ 7,836,983</strong></td>
</tr>
</tbody>
</table>

$ = highlighted projects indicate reduced funding based on reductions in project scope, design costs, or other project elements.
# 2017 TA Set-Aside Funding Recommendations

**Fort Worth District: Safe Routes to School**

<table>
<thead>
<tr>
<th>Nominating Entity</th>
<th>Project Name</th>
<th>Recommended Federal Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 City of Fort Worth*</td>
<td>CC Moss Elementary School SRTS</td>
<td><strong>$ 310,736</strong></td>
</tr>
<tr>
<td>2 City of Fort Worth*</td>
<td>Diamond Hill Elementary School SRTS</td>
<td><strong>$ 676,906</strong></td>
</tr>
<tr>
<td>3 City of Fort Worth*</td>
<td>WJ Turner Elementary School SRTS</td>
<td><strong>$ 541,572</strong></td>
</tr>
<tr>
<td>4 City of Fort Worth*</td>
<td>ML Phillips Elementary School SRTS</td>
<td><strong>$ 551,405</strong></td>
</tr>
<tr>
<td>5 City of Fort Worth*</td>
<td>D. McRae Elementary School SRTS</td>
<td><strong>$ 383,734</strong></td>
</tr>
<tr>
<td>6 City of Burleson</td>
<td>Irene Street &amp; Gardens to Johnson Safe Routes Project</td>
<td><strong>$ 1,721,019</strong></td>
</tr>
<tr>
<td>7 City of Fort Worth*</td>
<td>Bonnie Brae Elementary School SRTS</td>
<td><strong>$ 310,677</strong></td>
</tr>
<tr>
<td>8 City of Fort Worth*</td>
<td>Daggett Elementary/ Montessori School SRTS</td>
<td><strong>$ 428,775</strong></td>
</tr>
<tr>
<td>9 City of Keller</td>
<td>Whitley Road Safe Routes to School</td>
<td><strong>$ 775,039</strong></td>
</tr>
<tr>
<td>10 City of North Richland Hills</td>
<td>Smithfield Middle School</td>
<td><strong>$ 211,137</strong></td>
</tr>
<tr>
<td>11 City of Aledo</td>
<td>Old Annetta Road - Safe Routes to School</td>
<td><strong>$ 833,880</strong></td>
</tr>
<tr>
<td>12 Azle ISD</td>
<td>Walnut Creek Elementary Pedestrian Walkway</td>
<td><strong>$ 301,116</strong></td>
</tr>
</tbody>
</table>

* = projects to be consolidated for funding agreement

**Total**: **$ 7,045,996**
## 2017 TA Set-Aside Funding Recommendations

**Dallas District: Active Transportation**

<table>
<thead>
<tr>
<th>Nominating Entity</th>
<th>Project Name</th>
<th>Recommended Federal Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 City of Dallas</td>
<td>Trinity Strand Trail Phase 2</td>
<td>$ 5,000,000</td>
</tr>
<tr>
<td>2 City of Denton</td>
<td>Sycamore - Welch Active Transportation Connection</td>
<td>$ 762,508</td>
</tr>
<tr>
<td>3 City of Dallas</td>
<td>Lake Highlands Trail Phase 2A, 2B</td>
<td>$ 4,079,294</td>
</tr>
<tr>
<td>4 City of Dallas</td>
<td>Union Bikeway Connector</td>
<td>$ 610,150</td>
</tr>
<tr>
<td>5 City of Dallas</td>
<td>Ridgewood Trail Lighting</td>
<td>$ 687,280</td>
</tr>
<tr>
<td>6 City of Plano</td>
<td>Legacy Drive / Dallas Parkway Pedestrian / Bicycle Crossing</td>
<td>$ 355,784</td>
</tr>
<tr>
<td>7 City of Cedar Hill</td>
<td>South Clark Rd. Trail Veloweb Connection</td>
<td>$ 1,053,151</td>
</tr>
<tr>
<td>8 Dallas County</td>
<td>FM 1382 Sidepath</td>
<td>$ 1,628,951</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>$ 14,177,118</strong></td>
</tr>
</tbody>
</table>
# 2017 TA Set-Aside Funding Recommendations

**Dallas District: Safe Routes to School**

<table>
<thead>
<tr>
<th>Nominating Entity</th>
<th>Project Name</th>
<th>Recommended Federal Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 City of Denton*</td>
<td>Ginnings Elementary School Sidewalk Project</td>
<td>$ 525,142</td>
</tr>
<tr>
<td>2 City of Denton*</td>
<td>Lee Elementary School Sidewalk Project</td>
<td>$ 237,169</td>
</tr>
<tr>
<td>3 City of Terrell</td>
<td>Dr. Bruce Wood ES Connection Extensions</td>
<td>$ 534,380</td>
</tr>
<tr>
<td>4 City of Heath</td>
<td>SRTS Trail Project - Smirl &amp; Hubbard</td>
<td>$ 380,228</td>
</tr>
<tr>
<td>5 City of Cedar Hill*</td>
<td>Group 4 - Sidewalk and Crosswalk Improvements</td>
<td>$ 129,981</td>
</tr>
<tr>
<td>6 City of Cedar Hill*</td>
<td>Group 1 - Sidewalk and Crosswalk Improvements</td>
<td>$ 757,518</td>
</tr>
<tr>
<td>7 City of Cedar Hill*</td>
<td>Group 2 - Sidewalk and Crosswalk Improvements</td>
<td>$ 594,745</td>
</tr>
<tr>
<td>8 City of Dallas</td>
<td>Lake Highlands Trail Northern Extension</td>
<td>$ 1,597,200</td>
</tr>
<tr>
<td>9 City of Rowlett</td>
<td>Miller Rd. and Chiesa Rd. Sidewalk</td>
<td>$ 349,348</td>
</tr>
<tr>
<td>10 City of Cedar Hill*</td>
<td>Group 3 - Sidewalk and Crosswalk Improvements</td>
<td>$ 77,616</td>
</tr>
</tbody>
</table>

* = projects to be consolidated for funding agreement

**Total** $ 5,183,327
# Recommended Federal Funding

<table>
<thead>
<tr>
<th>Funding Categories</th>
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<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Active Transportation</td>
<td>$7,836,983</td>
<td>$14,177,118</td>
<td>$22,014,101</td>
</tr>
<tr>
<td>(12 Projects)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safe Routes to School</td>
<td>$7,045,996</td>
<td>$5,183,327</td>
<td>$12,229,323</td>
</tr>
<tr>
<td>(22 Projects)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Recommended Federal Funding</strong></td>
<td><strong>$14,882,979</strong></td>
<td><strong>$19,360,445</strong></td>
<td><strong>$34,243,424</strong></td>
</tr>
<tr>
<td>(34 Projects)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Recommended Federal Funding, cont.

<table>
<thead>
<tr>
<th>Funding Categories</th>
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<td>$(66%) $18,121,692</td>
<td>$27,457,109</td>
</tr>
<tr>
<td><strong>CMAQ Funds Recommended</strong></td>
<td>$5,547,562</td>
<td>$1,238,753</td>
<td>$6,786,315</td>
</tr>
<tr>
<td><strong>Total Recommended TA Set-Aside and CMAQ Funding</strong></td>
<td>$14,882,979</td>
<td>$19,360,445</td>
<td>$34,243,424</td>
</tr>
</tbody>
</table>

*Note: DRAFT 20*
Schedule
## Schedule

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>BPAC / Transportation Alternatives Call for Projects Public Meeting</td>
<td>11/16/16</td>
</tr>
<tr>
<td>STTC Action (CFP Guidelines)</td>
<td>12/2/16</td>
</tr>
<tr>
<td>RTC Action (CFP Guidelines)</td>
<td>12/8/16</td>
</tr>
<tr>
<td>Call for Projects <strong>Opens</strong></td>
<td>12/12/16</td>
</tr>
<tr>
<td>Application Workshop</td>
<td>12/14/16</td>
</tr>
<tr>
<td>Deadline for Meetings to Review Applications for Completeness</td>
<td>2/10/17</td>
</tr>
<tr>
<td>Call for Projects <strong>Closes</strong></td>
<td>2/24/17; 5:00pm</td>
</tr>
<tr>
<td>Review of Projects / Scoring by NCTCOG</td>
<td>March – April</td>
</tr>
<tr>
<td>Public Meetings</td>
<td>Early May</td>
</tr>
<tr>
<td>STTC Action (Selected Projects)</td>
<td>5/26/17</td>
</tr>
<tr>
<td><strong>RTC Action (Selected Projects)</strong></td>
<td>6/8/17</td>
</tr>
<tr>
<td>Meetings with Awarded Agencies (Dallas District)</td>
<td>6/21/17</td>
</tr>
<tr>
<td>Meetings with Awarded Agencies (Fort Worth District)</td>
<td>6/22/17</td>
</tr>
<tr>
<td>Submittal Deadline for Transportation Improvement Program (TIP) modifications (November 2017 Cycle)</td>
<td>7/28/17</td>
</tr>
<tr>
<td>Approval of Statewide Transportation Improvement Program (STIP)</td>
<td>Nov/Dec 2017</td>
</tr>
</tbody>
</table>
Approval of the:

- 2017 Transportation Alternatives Set-Aside Program (TA Set-Aside) Call for Projects as provided in Reference Item 4.2, which includes the use of a combination of TA Set-Aside and Congestion Mitigation and Air Quality Improvement Program funds.

- Ability to administratively amend the TIP/STIP and any other documents as appropriate to include all TA Set-Aside projects in the Region.
## Minimum Requirements

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way / Easement</td>
<td>Project must have all necessary ROW or Easements.</td>
</tr>
<tr>
<td>Official Funding Resolution</td>
<td>Application must include documentation approved by the Governing Body to confirm the availability of the local match contribution if the project is awarded funding.</td>
</tr>
<tr>
<td>Environmental Checklist</td>
<td>Application must include a completed environmental review checklist identifying the project readiness.</td>
</tr>
<tr>
<td>Partnerships</td>
<td>For all Safe Routes to School (SRTS) applications, a Memorandum of Understanding (MOU) or resolution of support between the ISD and local government was required.</td>
</tr>
</tbody>
</table>
## Program Rules

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Agreement</td>
<td>Applicant must commit to executing an Advanced Funding Agreement (AFA) with TxDOT within <strong>one year</strong> of project selection.</td>
</tr>
<tr>
<td>Funding Obligation</td>
<td>Applicant must commit to advance to construction within <strong>three years</strong> from selection or risk the loss of funding.</td>
</tr>
<tr>
<td>Cost Overruns</td>
<td>Solely the responsibility of the nominating entity.</td>
</tr>
</tbody>
</table>
METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE, TRANSPORTATION DEVELOPMENT CREDITS (TDC), AND EARLY PARTNERSHIPS

Regional Transportation Council

June 8, 2017
MTP POLICY BUNDLE PROCESS: SUMMARY OF AGENCY RESPONSES

<table>
<thead>
<tr>
<th></th>
<th>Submitted Responses</th>
<th>Met Policy Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cities</td>
<td>12</td>
<td>9</td>
</tr>
<tr>
<td>Transit Agencies</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>School Districts</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>17</td>
<td>11</td>
</tr>
</tbody>
</table>
Staff proposes the following allocation of TDCs based on population:

**Award of 8,000,000 TDCs Each**
City of Dallas  
Fort Worth Transportation Authority  
City of Fort Worth

**Award of 5,000,000 TDCs Each**
City of Arlington  
Denton County Transportation Authority  
City of Plano

**Award of 3,000,000 TDCs Each**
City of Grapevine  
City of McKinney  
Denton County Transportation Authority  
City of Lewisville  
City of Mesquite  
City of Richardson
MTP POLICY BUNDLE PROCESS: NEXT STEPS

• What is the process for submitting projects?
  • Talk to Transportation Improvement Program (TIP) Team Staff for assistance

• What type of projects are eligible?
  • Must be new projects, not previously selected projects (including TAP)

• Process for FY 2018 submissions:
  • To be considered, Agencies must submit responses to the survey
    • Current Agencies that applied this year will need to resubmit
    • To request submission form, go to:  
      http://www.nctcog.org/trans/mtp/policybundle/
  • Early Submittal Deadline (North Central Council of Governments (NCTCOG) staff will review) – February 2, 2018
  • Deadline for Submittal of Complete Survey – March 2, 2018
  • Additional information is located the MTP Policy Bundle page at:  
    http://www.nctcog.org/trans/mtp/policybundle/
EARLY PARTNERSHIPS
PROJECT AND PARTNERSHIP
BACKGROUND

• As part of the reconstruction of IH 35E, the City of Dallas is proposing the construction of a deck plaza over IH 35E from Marsalis Avenue to Ewing Avenue.

• The Regional Transportation Council (RTC) previously approved up to $40,000,000 in federal funds to help the City fund the project, with a 20 percent local match required.

• In order to include the deck plaza component in the larger reconstruction project, the Texas Department of Transportation needs a City funding commitment by June 28, 2017.
SOUTHERN GATEWAY DECK PLAZA
COSTS AND CONCEPT

Build North Half of Deck and All Foundations
RTC: $28,310,400
Local: $7,077,600*
Total: $35,388,000

*If the City desires to include the fire suppression/ventilation betterment, local costs increase to $19,838,700.
SOUTHERN GATEWAY FUNDING OPTIONS

• Option #1: Cash Match
  • The RTC contributes $28,310,400 in federal funds.
  • The City of Dallas pays the 20 percent local match ($7,077,600) in cash.

• Option #2: Use TDCs as Placeholder/Contingency
  • The RTC contributes $35,388,000 in federal funds temporarily.
  • The City of Dallas utilizes its TDCs temporarily.
  • Upon approval of the City’s Bond Program, the TDC match will be removed and replaced with a local cash match, thereby reducing the RTC’s commitment to $28,310,400.
OPPORTUNITIES FOR QUALIFYING AGENCIES

• In addition, the City of Grapevine has contacted staff to discuss potential projects on which to utilize its TDCs.

• Other qualifying agencies can contact the TIP Team to discuss the use of their TDCs.
  • Adam Beckom – abeckom@nctcog.org or 817-608-2344
  • Brian Dell – bdell@nctcog.org or 817-704-5694
REQUESTED ACTION

• RTC approval of:
  • Staff’s recommendation for distributing TDCs to qualifying agencies
  • The funding partnership with the City of Dallas for the Southern Gateway project
  • Administratively amending the 2017-2020 TIP/Statewide TIP and other planning/administrative documents to incorporate these changes.
CONTACTS

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Principal Transportation Planner
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abeckom@nctcog.org
Toll Cost Associated with IH 30 Closure Detour Route

Regional Transportation Council

June 8, 2017

Natalie Bettger

North Central Texas Council of Governments
Transportation Department
SCOPE OF CLOSURE

Location:
IH 30 from Cooper / Collins Street to PGBT

Timeframe:
Friday night from 9:00 pm to approximately 6:00 am Monday

Strategies:
Traffic Signal Retiming
Tolls of $0
Advanced Messages on DMS to Avoid the Area
Media Coverage
Monitor Traffic and Improve with Each Closure
TOLL GANTRIES

Northbound FR entrance ramp north of Dalworth

Southbound exit ramp north of Dalworth
Approve $50,000 in Regional Transportation Council local funds to cover the cost of setting the tolls to $0 on President George Bush Turnpike for the IH 30 detour route.

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

Direct staff to seek approval of the NCTCOG Executive Board and enter into an agreement with NTTA.
QUESTIONS

Natalie Bettger  
Senior Program Manager  
nbettger@nctcog.org  
817-695-9280

Marian Thompson  
Transportation System Operations Supervisor  
mthompson@nctcog.org  
817-608-2336
LEGISLATIVE UPDATE

Regional Transportation Council
June 8, 2017

Amanda Wilson, AICP
North Central Texas Council of Governments
Transportation Funding

SB 1 General Appropriations Bill

- Legislature Approved $216.8B Statewide Budget
- $26.6B for TxDOT Funding
  - $2.9B from Sales Tax (Proposition 7)
  - $2.5B from Oil & Gas Tax (Proposition 1)
  - $300M to Pay Debt
- Delays $1.7B Transfer of Proposition 7 Funds to State Highway Fund
Air Quality

**TERP**

- **SB 26** Updates, Extends TERP, Adjusts Revenue Dedications; Amended onto **SB 1731**; Approved

**LIRAP/LIP**

- **HB 2321** Modernizes, Adds Flexibility to LIRAP/LIP; No Action on Senate Floor, Did Not Pass
- **HB 402** Expands LIP projects for Certain Counties; No Senate Action, Did Not Pass

**Emissions**

- **HB 2568** Reviews Motor Vehicle Emissions Inspection; Did Not Pass
- **SB 2076** Included Amendment to Study Necessity of Inspection Programs, Make Recommendations; Approved
High-Speed Rail

20+ Bills Filed Proposed to Limit/End HSR, Restrict Eminent Domain, Prevent Funding/Financing

SB 975 HSR to Implement Security Measures; Approved

SB 977 Prohibits the Use of State Money for HSR Operated by Private Entity, Federal Requirements Allowed, TxDOT to Prepare Semi-Annual Report on HSR Expenses; Signed by Governor, Effective 9/1/17

• This Language also Included in the State Budget
CDAs and Tolls

HB 2861 Statewide Comprehensive Development Agreement Bill

- IH 30 From IH 35W to East of Fielder Rd.
- IH 635E From US Highway 75 to IH 30
- IH 35E From IH 635 to US Highway 380
- Plus Others Throughout the State
Failed on House Floor; Did Not Pass

SB 312 TxDOT Sunset Bill
Extends TxDOT for 12 Years, Includes Limiting Toll Language; Approved
Transit

**SB 385** Voter Approval for Acceptance/Use of Federal Funds for Commuter Rail Projects; Did Not Pass

**SB 1523** Requires TxDOT to Oversee Safety of Rail Fixed Guideway Systems in Accordance with Federal Law, Keeps Safety Elements in Place; Signed by Governor and Effective Immediately
Additional Topics of Interest

Automated Vehicles

• **SB 2205** Creates Automated Vehicle Driving Regulations; Approved

Shared Transportation

• **HB 100** Regulates Transportation Network Companies (Uber/Lyft); Signed by Governor, Effective Immediately

Safety

• **HB 62** Prohibits Driving While Texting; Signed by the Governor, Effective 9/1/17

• **SB 1588** Ending Safety Inspections; Did Not Pass
Additional Topics of Interest

Aviation/Unmanned Aircraft

- **HB 1643** Prohibits Operation of UAS Over Certain Structures, Prohibits Local UAS Ordinance without FAA Approval; Approved
- **HB 1424** Prohibits Operation of UAS Over Certain Structures/Images Captured; Approved
- **SB 840** Images Captured by UAS; Approved
- **SB 277** Prohibits Tax Incentives for Land with Wind Turbines Near Military Base; Approved
- **HB 890** Real Estate Disclosure Near Military Base; Signed by Governor, Effective 9/1/17
State Legislative Balance

- Texas Legislature
  - Proposition 1
  - Proposition 7

- Pay as You Go

- Tools and Tolls
Federal Legislative Balance

- Pay as You Go
- Congress
  - Infrastructure Bank
  - New Administration Initiative
- Tools and Tolls
Contact Information

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(817) 704-2545

www.nctcog.org/trans/legislative
# United States and Texas Population

<table>
<thead>
<tr>
<th>Year</th>
<th>United States</th>
<th>Texas</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>1980</td>
<td>226,542,199</td>
<td>14,229,288</td>
<td>6.28%</td>
</tr>
<tr>
<td>1990</td>
<td>248,709,873</td>
<td>16,986,510</td>
<td>6.83%</td>
</tr>
<tr>
<td>2000</td>
<td>281,421,906</td>
<td>20,851,820</td>
<td>7.41%</td>
</tr>
<tr>
<td>2010</td>
<td>308,745,538</td>
<td>25,145,561</td>
<td>8.14%</td>
</tr>
<tr>
<td>2016</td>
<td>323,127,513</td>
<td>27,862,596</td>
<td>8.62%</td>
</tr>
</tbody>
</table>

*Source: US Census Bureau*

Fixing America’s Surface Transportation Act: $207 Billion for FY2016 through FY2020 apportionments to states largely based on FY2009 levels based upon year 2000 Census.
Dallas-Fort Worth 2010 Urbanized Areas

2010 Metropolitan Planning Area Population: 6.4 million
Populations within urbanized areas: 5.7 million
MPA Population residing outside Urbanized Area: 11%
## Dallas-Fort Worth Urbanized Area Populations

<table>
<thead>
<tr>
<th>Area</th>
<th>2017 Population</th>
<th>Percentage of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas--Fort Worth--Arlington, TX</td>
<td>5,391,487</td>
<td>75.77%</td>
</tr>
<tr>
<td>Denton--Lewisville, TX</td>
<td>399,251</td>
<td>5.61%</td>
</tr>
<tr>
<td>McKinney, TX</td>
<td>184,621</td>
<td>2.59%</td>
</tr>
<tr>
<td>Non-Urbanized MPA</td>
<td>1,139,883</td>
<td>16.02%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>7,115,242</td>
<td></td>
</tr>
</tbody>
</table>

Source: NCTCOG
NCTCOG POPULATION ESTIMATES

Methodology Description

June 8, 2017
ESTIMATING POPULATION

- Population Balancing Equation
  - Current population = starting population + natural increase + net migration
    - Natural increase = births – deaths
    - Net migration = immigrants – emigrants
    - Natural increase and net migration can be positive or negative

- If components are not known, they have to be estimated
  - Birth rates, death rates (life tables), in-migration/out-migration rates
  - Depend on the structure of the population (age, sex, race)
Census Bureau

For counties and states – components of change (balancing equation)
- Use administrative records for births and deaths
  - Adjusted by CB to account for reporting lags and differences in classifications
  - Some data are CB projections
- Use administrative records and ACS data for migration
- County-level controlled to national level

For cities – “Distributive Housing Unit Method”
- Use 2010 Census occupancy rates and household sizes
- Control to the county totals

ESTIMATING POPULATION

- Texas State Data Center
  - Use three methods for both counties and cities
    - Ratio-correlation – multiple regression model that includes variables of births, deaths, elementary school enrollment, vehicle registration, and voter registration
    - Component-method II – procedure that includes data on births, deaths and elementary school enrollment, and Medicare enrollment
    - Housing-unit Method – use CB survey for permits (unit estimates) and ACS data for occupancy rates and household sizes
  - For counties - “While generally the housing-unit population estimate is used as the population estimate for July 1, 2015, when estimates appeared to be inconsistent with other indicators of population and population change, an estimate produced using another method (component-method II, ratio-correlation method or an average of methods) could be selected as the estimate for July 1, 2015”
  - For cities - “The estimates for place populations from the three methods were averaged to provide a July 1, 2015 estimate of the total population for each place.”
  - Cites estimates are controlled to county estimates; county estimates are controlled to the state estimate

Source: Texas State Data Center, Estimates of the Total Populations of Counties and Places in Texas for July 1, 2015 and January 1, 2016
NCTCOG POPULATION ESTIMATES

- Data collection
  - Ask county judges if there have been any new incorporations
  - Ask cities to furnish us with changes in housing stock by unit type
    - Permits, completions, demolitions
    - Annexations, de-annexations
    - Move-ins, move-outs
  - Ask cities to furnish us with changes in population in group quarters
NCTCOG POPULATION ESTIMATES

- Analyze Census ACS data for changes in household sizes and occupancy rates
- Purchase occupancy rates data for multi-family units from ALN and M/PF Research
- Analyze data from appraisal districts
- Analyze data from TCEQ
- Analyze data from NCTCOG Development Monitoring and Subdivisions Inventory
Housing Unit Method

Estimated population =

(estimated units * estimated occupancy rate * estimated persons per occupied unit) + estimated population in group quarters
HOUSING UNIT METHOD

- Advantages
  - Data is readily available for all communities regardless of community size
  - Allows very current estimates
  - Conceptually simple
  - Easy to explain and understand
  - Logical – most people live in some type of housing structure
  - Can be applied to any geography size
  - Can produce very accurate estimates – any error due to inaccuracies in the estimates of the data elements
Housing Unit Method

- Disadvantages
  - Sensitive to reporting errors (subject to manipulation)
  - Care needs to be taken to ensure that data series is consistent
  - Changes in the underlying data elements – average household sizes, occupancy rates, and group quarters population – can be difficult to capture/verify
“…judgements regarding the reliability of a specific set of HU population estimates must always be based on the validity of the data and assumptions used in the particular application of the method, not on an assessment of the theoretical and empirical validity of the method in general.”

Data

- NCTCOG contacts each city; due to great effort, 100% participation
- NCTCOG evaluates data provided by cities and compares to other sources
  - If unit completion trend is particularly anomalous, we contact the city
  - We have even done site visits to verify information
- If a city has done their own survey of any of the inputs, we will consider that information (e.g. have contacted every apartment complex and found out how many units are occupied)
- We perform a statistical analysis to determine if occupancy rates or average household sizes based on the Census Bureau’s ACS are significantly different from what was reported for 2010 (decennial census and ACS)
Assumptions

- People live either in a countable housing unit or in group quarters
  - We are happy to work with a city on how to report other populations such as homeless populations
- Demolished units are uninhabitable
  - We adjust occupancy rates so that many demolitions do not negatively impact population estimates
- Decennial Census is correct
  - If a city does not agree with the decennial census figure, it is incumbent on the city to challenge the figure with the Census Bureau. If the city is successful in the challenge, we will update our estimates.
- Census ACS, ALN, M/PF, TCEQ, and appraisal district data are reliable
- Data provided by cities are reliable – city is not trying to manipulate figures
THRESHOLDS

- Reaching certain population thresholds triggers opportunities and/or obligations.
  - 5,000 – Home-rule
  - 25,000 – Hours of labor for members of police and fire departments
  - 50,000 – Community Development Block Grant
  - 1,000,000 – Crime Control and Prevention District
PERFORMANCE OF NCTCOG ESTIMATES
FINAL REMARKS

- The farther we get from a decennial census, the greater the estimation error is likely to be
  - This is true of estimates from any source, not just those from NCTCOG

- We re-benchmark after each decennial census
  - We do not go back and correct the time series prior to the census; others do produce a new set of estimates that fit within the decennial censuses
FY2018 and FY2019 Unified Planning Work Program and Studies to Fund through the CMAQ/STBG Funding Program

Regional Transportation Council
June 8, 2017
Unified Planning Work Program

Required by Fixing America’s Surface Transportation (FAST) Act

Summarizes Annual MPO Funding

Addresses Regional and Local Issues

Inventories Planning and Programming Activities

Allocates Available Funds to Specific Tasks
Unified Planning Work Program for Regional Transportation Planning

Task 1 – Administration and Management

Task 2 – Transportation Data Development and Maintenance

Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies and System Operations
FY2018 and FY2019 Major Planning Initiatives

- Mobility 2045
- Air Quality Conformity
- 2019-2022 Transportation Improvement Program
- Survey Data Analysis/Travel Model Enhancement
- Automated Vehicle Technology
- Freight Planning
- High Speed Rail
- Performance Measures Development
- Harry Hines Boulevard Corridor Study
- MATA M-line Extension
CMAQ/STBG Funding Programs

The Programs include:

- Federal/Local Funding Exchanges
- Automated Vehicle Program
- Strategic Partnerships

**Planning and Other Studies**

- 10 Year Plan/Proposition 1 Adjustments
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects

- Transit Program
- Assessment Policy Program(s)/Project(s)
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs
**Planning and Other Studies Portion of CMAQ/STBG Funding Program**

<table>
<thead>
<tr>
<th>Description/Purpose</th>
<th>Provide funding for planning and feasibility studies to examine future project scenarios.</th>
</tr>
</thead>
</table>
| **Current Requests** | • Medical District/Harry Hines Study (Dallas)  
  • M-Line Extension to Knox Street Study (Dallas) |
| **Next Steps**       | Approval with the UPWP action by RTC, in July 2017, to administratively amend the TIP/STIP. |
## CMAQ/STBG Funding Program: Proposed Planning and Other Studies

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Fiscal Year</th>
<th>Federal Funding Source</th>
<th>Match to Federal Funds</th>
<th>Total Federal Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harry Hines Corridor Conceptual Study and Preliminary Design</td>
<td>2019</td>
<td>STBG</td>
<td>Local Funds</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>McKinney Avenue Transit Authority M-Line Extension to Knox Street Feasibility Study</td>
<td>2018</td>
<td>STBG</td>
<td>Local Funds/TDCs¹</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>High Speed Rail Core Express²</td>
<td>2018</td>
<td>STBG</td>
<td>TDCs³</td>
<td>$2,000,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$4,000,000</strong></td>
</tr>
</tbody>
</table>

1: The City of Dallas may wish to use TDCs being allocated to the City through the MTP Policy Bundle effort.
2: In addition to the $3,000,000 previously funded for a total of $5,000,000
3: Regional TDCs
**Unified Planning Work Program**

**FY2018 and FY2019 Funding Summary**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY2018 and FY2019 US FTA (Sec. 5303)</td>
<td>$ 5,596,327</td>
</tr>
<tr>
<td>FY2018 and FY2019 US FHWA (Estimated PL)</td>
<td>$14,910,150</td>
</tr>
<tr>
<td>FY2017 US FHWA (Estimated PL-Carryover)</td>
<td>$ 5,981,498</td>
</tr>
<tr>
<td>Total Transportation Planning Funds</td>
<td>$26,487,975</td>
</tr>
<tr>
<td>Anticipated Expenditures</td>
<td>$22,664,000</td>
</tr>
<tr>
<td>PL Balance to Carry Over to FY2020</td>
<td>$ 3,823,975</td>
</tr>
</tbody>
</table>
## Unified Planning Work Program Development Schedule

<table>
<thead>
<tr>
<th>DATE</th>
<th>UPWP DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 10</td>
<td>Initiation of Requests for NCTCOG Assistance</td>
</tr>
<tr>
<td>February 17</td>
<td>STTC Notification of UPWP Development</td>
</tr>
<tr>
<td>March 9</td>
<td>RTC Notification of UPWP Development</td>
</tr>
<tr>
<td>March 13, 15 &amp; 20</td>
<td>Public Meetings on UPWP Development</td>
</tr>
<tr>
<td>March 24</td>
<td>Project Submittals for NCTCOG Assistance Due</td>
</tr>
<tr>
<td>May 26</td>
<td>Draft Document Provided to STTC for Information</td>
</tr>
<tr>
<td>June 1</td>
<td>Draft Document Due to TxDOT</td>
</tr>
<tr>
<td><strong>June 8</strong></td>
<td><strong>Draft Document Provided to RTC for Information</strong></td>
</tr>
<tr>
<td>June 13, 14 &amp; 20</td>
<td>Public Meetings on Draft Document</td>
</tr>
<tr>
<td>June 23</td>
<td>STTC Action on Recommended UPWP</td>
</tr>
<tr>
<td>July 13</td>
<td>RTC Action on Recommended UPWP</td>
</tr>
<tr>
<td>July 27</td>
<td>Executive Board Action on Recommended UPWP</td>
</tr>
<tr>
<td>August 1</td>
<td>Final Document Due to TxDOT</td>
</tr>
</tbody>
</table>
Unified Planning Work Program
Contact Information

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Jill Hall
Transportation Program Assistant
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http://www.nctcog.org/trans/admin/upwp
Cotton Belt Rail Line: Regional Planning Perspective

Michael Morris, P.E.

Regional Transportation Council
June 8, 2017
Long-Standing Priority

Recognized need for cross-region rail transit in the long-range plan since 1986 (Mobility 2000)

Addison is an original member of DART and has been awaiting rail service since joining in 1983

Mobility 2040 included RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)
We’re Halfway There
Cross-Region Connections

Vital cross-region connection for our multi-centered region

Will connect to 3 commuter rail lines, 3 light rail lines and various bus routes

Over two-thirds of Cotton Belt riders will transfer to or from other rail lines
Impact Tomorrow

2040 ridership over 5.5 million annually (21,296 daily)

Busiest commuter rail in the region

Fourth busiest rail line overall (behind DART’s Red, Green, and Blue Lines)
Innovative Funding

Coincident solicitations and project awards

Promotes private sector innovation in the design and construction of the rail corridor and rolling stock

Maximizes opportunities for leveraging value capture

Catalyst for next generation urban space
Air Quality Benefits

$\text{NO}_x$ emissions reduction = 79.92 lbs/day

VOC emissions reduction = 37.47 lbs/day

Daily Automobile VMT reduction = 113,124.35 miles
CMAQ/STBG FUNDING: TRANSIT PROGRAM

Regional Transportation Council
June 8, 2017
CMAQ/STBG Project Funding Programs

- The Programs include:
  - Federal/Local Funding Exchanges
  - Automated Vehicle Program
  - Strategic Partnerships
  - Planning and Other Studies
  - 10 Year Plan/Proposition 1 Adjustments
  - Sustainable Development Phase 4: Tumbback Program, Context Sensitive, Transit Oriented Development (TOD) Projects

- **Transit Program**
  - Assessment Policy Program(s)/Project(s)
  - Local Bond Program Partnerships
  - Safety, Innovative Construction, and Emergency Projects
  - Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs
# CMAQ/STBG\(^1\) FUNDING PROGRAM: TRANSIT PROGRAM

<table>
<thead>
<tr>
<th>Description/Purpose</th>
<th>To assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region.</th>
</tr>
</thead>
</table>
| **Current Requests**| • High-Intensity Bus Transit in the IH 30 and IH 35W Corridor  
• Cotton Belt Corridor  
• Carpenter Ranch Station- Irving |
| **Next Steps**      | Anticipated for action in Summer or Fall 2017.                                                                                   |

\(^1\) Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant (STBG)
## PROPOSED TRANSIT PROJECTS

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Agency</th>
<th>Proposed FY</th>
<th>Proposed Federal Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cotton Belt Corridor Regional Rail Project (#4) from DFW Terminal B to Shiloh Station in Plano&lt;sup&gt;1&lt;/sup&gt;</td>
<td>DART</td>
<td>2019</td>
<td>$20,000,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2020</td>
<td>$40,000,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2021</td>
<td>$30,000,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2022</td>
<td>$10,000,000</td>
</tr>
<tr>
<td>7&lt;sup&gt;th&lt;/sup&gt; Street District Circulator Electric Buses and charging stations (in Fort Worth)</td>
<td>FWTA</td>
<td>2018</td>
<td>$2,880,000&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td>IH 30 High Intensity Bus Pilot Service from the western terminus of IH 30 managed lanes to Downtown Dallas</td>
<td>DART&lt;sup&gt;4&lt;/sup&gt;</td>
<td>2018</td>
<td>$13,000,000&lt;sup&gt;5&lt;/sup&gt;</td>
</tr>
<tr>
<td>IH 35W High Intensity Bus Pilot Service from the Fort Worth Intermodal Transportation Center to Texas Health Presbyterian Park-n-Ride in Denton</td>
<td>FWTA/DCTA</td>
<td>2019</td>
<td>$1,000,000&lt;sup&gt;5&lt;/sup&gt;</td>
</tr>
<tr>
<td>Legacy Transportation Management Association (TMA)</td>
<td>Plano</td>
<td>2018</td>
<td>$300,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2019</td>
<td>$400,000</td>
</tr>
<tr>
<td>Carpenter Ranch Station on the Orange Line in Irving</td>
<td>DART</td>
<td>2020</td>
<td>$8,800,000</td>
</tr>
</tbody>
</table>

**Total** 126,380,000

---

1 This project replaces the $100M placeholder in the Transportation Improvement Program (TIP) with the actual project to be implemented.

2 Requires a 20% Local Match or for individual agencies to use their Transportation Development Credits (TDCs) or regional TDCs.

3 An additional $1,720,000 is funded with an existing Federal Transit Administration grant for a total of $4,600,000.

4 To be refined through future coordination efforts with transit agencies.

5 Propose to move buses from one corridor to the other with phased pilot service.
<table>
<thead>
<tr>
<th>Event Description</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Information</td>
<td>May 26, 2017</td>
</tr>
<tr>
<td>RTC Information</td>
<td>June 8, 2017</td>
</tr>
<tr>
<td>STTC Action</td>
<td>June 23, 2017</td>
</tr>
<tr>
<td>RTC Action</td>
<td>July 6, 2017</td>
</tr>
<tr>
<td>Add to the 2017-2020 TIP/STIP (through November 2017 cycle)</td>
<td>July 28, 2017</td>
</tr>
</tbody>
</table>
QUESTIONS?

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Christie J. Gotti
Senior Program Manager
817-608-2338
cgotti@nctcog.org
Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Briefing

Regional Transportation Council

June 8, 2017
Candidate Corridors

Proposed Texas Central HSR Alignment Corridors Retained
Dismissed Corridors

Proposed Corridor to Austin
Station Area Studies

Coordination with Texas Central Partners (TCP)
  Dallas Station Location Identified by TCP
Monitoring Westward Alignment Opportunities
Coordination Efforts
  City and County Elected Officials
  Property Owners/Developers
  Business Leaders
  TxDOT
  FWTA and DART
  NCTCOG Alignment Analysis
Identify Preferred Station Location
Results Serve as Input into Environmental Process
Potential Arlington Station Areas
Potential Fort Worth Station Areas

A – Butler
B – East Lancaster
C – Southside
D – T&P
E – ITC
F – East Sundance
G – Central Rail Station
Governance Update

Proposal: Creation of Local Government Corporation for Dallas-Fort Worth Core Express Project (Chapter 431, Local Government Code)

Fort Worth, Dallas, and other participating entities

April 24, 2017 – City of Dallas Transportation Committee
Continue working with NCTCOG/Fort Worth to Develop LGC

May 9, 2017 – City of Fort Worth Council
Authorized Creation of ILA, LGC Organizational Documents

Next Steps: Create Organizational Documents and Seek Council Approvals
Next Steps

Draft Arlington and Fort Worth Final Reports
NCTCOG to Complete Alignment Study
Continue Coordination for Dallas Station Area Study
Format as Input to DFW Core Express Service
Environmental Process
Questions?

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Shinkansen N700 HSR, Image courtesy of Alamy