

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, March 23, 2018 North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda

(NCTCOG Guest Secured Wireless Connection Password: rangers!)

1:30 – 1:35

1. **Approval of February 23, 2018, Minutes**  
 Action       Possible Action       Information      Minutes: 5  
Presenter: Todd Plesko, STTC Chair  
Item Summary: Approval of the February 23, 2018, meeting minutes contained in [Reference Item 1](#) will be requested.  
Background: N/A

1:35 – 1:35

2. **Consent Agenda (There are no items on the Consent Agenda)**  
 Action       Possible Action       Information      Minutes: 0

1:35 – 1:45

3. **2017-2018 CMAQ/STBG Funding Program: Safety, Innovative Construction, and Emergency Projects**  
 Action       Possible Action       Information      Minutes: 10  
Presenter: Adam Beckom, NCTCOG  
Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of the proposed projects to be funded under the Safety, Innovative Construction, and Emergency Projects Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.  
Background: In March 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. Staff has received requests from local agencies that have projects addressing safety issues, utilize innovative construction methods, or emergency projects that will improve system resilience. The list of projects staff is proposing to fund can be found in [Electronic Item 3.1](#). Additional details on the overall funding program can be found in [Electronic Item 3.2](#).

Performance Measure(s) Addressed:

- Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

1:45 – 1:55

4. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects**  
 Action       Possible Action       Information      Minutes: 10  
Presenter: Marian Thompson, NCTCOG  
Item Summary: Staff will provide information regarding the Regional Traffic Signal Retiming Program and Minor Improvement Program applications received and the evaluation process. A recommendation for Regional Transportation Council (RTC)

approval of projects to select for funding will also be provided and action requested.

Background: The North Central Texas Council of Governments (NCTCOG) opened a Call for Projects on September 15, 2017. Applications were due on October 13, 2017. Approximately \$2 million and \$2.9 million, respectively, was available to fund Regional Traffic Signal Retiming Program and Minor Improvement Program projects within the 10-county air quality nonattainment area. The RTC approved the eligible and ineligible project types and a methodology for project evaluation and scoring criteria. Projects will now be provided for action. [Electronic Item 4.1](#) and [Electronic Item 4.2](#) reflect NCTCOG staff project recommendations. Further information is provided as [Electronic Item 4.3](#).

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

1:55 – 2:10

5. **Mobility 2045 Update: Endorsement of Regional Transportation Council Action**

Action                       Possible Action     Information                Minutes: 15

Presenter: Kevin Feldt, NCTCOG

Item Summary: Work continues on the region's next long-range transportation plan, Mobility 2045. Staff will present a brief overview of the progress to date, including special initiatives, and will ask for Surface Transportation Technical Committee (STTC) endorsement of the Regional Transportation Council's (RTC) action to begin the official public comment period on April 9. In addition, staff will present information regarding:

- Draft financial plan
- Draft roadway project recommendations
- Draft transit project recommendations
- RTC concerns
- Project recommendations identification tables
- Public comments
- Schedule for completion

Draft roadway and arterial recommendations identified graphically and in tabular format are available at [www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045).

Background: The last comprehensive update of the Metropolitan Transportation Plan (MTP) occurred in 2016 with the adoption of Mobility 2040. Staff has continued MTP development with a variety of efforts. Development will be completed by April 9. Mobility 2045 will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. North Central Texas Council of Governments (NCTCOG) staff will seek STTC approval to endorse RTC action permitting staff to open the official public comment period as outlined in the NCTCOG Public Participation Plan.

STTC is expected to take final action on Mobility 2045 in May 2018. The RTC is expected to take final action on Mobility 2045 in June 2018.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

**2:10 – 2:20**

**6. Next Steps on High-Speed Rail**

Action                       Possible Action     Information                      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will propose the next steps on advancing high-speed rail from:

- Houston to Dallas
- Dallas/Arlington/Fort Worth
- Fort Worth/Waco/Temple-Killeen/Austin/  
San Antonio/Laredo

In addition, a recommendation for Regional Transportation Council (RTC) approval will be requested. The specific action is approval of \$300,000 in Surface Transportation Block Grant Program (STBG) funds to be matched with \$200,000 from other metropolitan planning organizations to conduct a conceptual feasibility study for high-speed rail between Fort Worth and Laredo. In addition, the Committee will be asked to recommend RTC approval of additional STBG funds to close the gap, if necessary, on already approved STBG funds to complete the environmental clearance for high-speed rail from Fort Worth to Dallas. The Committee has already approved \$5 million in STBG funds this purpose.

Background: Houston to Dallas high-speed rail is in the environmental process. Staff will propose the best way to advance the Dallas/Arlington/Fort Worth project. High-speed rail west of Dallas and south of Fort Worth will include the evaluation of next generation magnetic levitation.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

**2:20 – 2:30**

**7. Status Report on "Big Projects:" IH 635 East Phase 3**

Action                       Possible Action     Information                      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide a status report on IH 635 East Phase 3.

Background: Funding for IH 635 East and "Big Projects" in the State of Texas have been discussed regularly over the past several months. At the January 25, 2018, Texas Transportation Commission meeting, Chairman Bruce Bugg requested that the Regional Transportation Council (RTC) close the funding gap on IH 635 East Phase 3. At the March 8, 2018, RTC meeting, members were provided a status report, and staff continues efforts to close the funding gap. The RTC will take

action on a schedule as determined by Chair Rob Franke. A detailed analysis will be presented to the Surface Transportation Technical Committee.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

**2:30 – 2:40**

**8. Legislative Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Rebekah Hernandez, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. In addition, a Legislative Workshop will be held prior to the May 10, 2018, meeting of the Regional Transportation Council to begin discussions on topics and strategies for the 86<sup>th</sup> Texas Legislature.

Background: Transportation and air quality issues are a focus for both the United States (US) Congress and Texas Legislature. Several topics will be highlighted. The 2<sup>nd</sup> session of the 115<sup>th</sup> US Congress convened on January 3, 2018. The Texas Legislature is not in session but continues to hold hearings on interim committee charges. The 86<sup>th</sup> Texas Legislature will convene on January 8, 2019.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

**2:40 – 2:45**

**9. Waze/511 DFW and Traffic Signal Data Sharing Projects: Second Round Grants Available**

Action       Possible Action       Information      Minutes: 5

Presenters: Thomas J. Bamonte and Clint Hail, NCTCOG

Item Summary: Staff will provide information on the second round of Waze/511DFW and Traffic Signal Data Sharing grants.

Background: In 2017, the Regional Transportation Council (RTC) approved \$250,000 each for grant programs designed to encourage sharing: 1) roadway incident information and 2) traffic signal data with the developer community. Grants of up to \$25,000 were awarded after RTC approval and the programs wrapped up on March 2, 2018. Some of the approved amounts were not awarded initially for lack of interest and some initial recipients will not take down the full amount of their grant. In light of renewed interest in both programs, the RTC approved a second round of grants using substantially the same approach followed in the first round. The schedule and other details will be outlined for those interested in the second round of grants.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

2:45 – 2:55

10. **Tire Recycling Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: The Dallas-Fort Worth (DFW) region produces millions of tires that exceed their useful life. This item will explore opportunities to create a regional tire recycling program.

Background: Efforts are underway to develop horizontal integration of incorporating recycled tires into new products within the regional framework. The Committee will explore ideas to help in the implementation of this program, including the possible addition of this effort to the Metropolitan Transportation Plan Policy Bundle.

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

2:55 – 3:05

11. **Start of Ozone Season**

Action       Possible Action       Information      Minutes: 10

Presenter: Jody Loza, NCTCOG

Item Summary: Staff will provide an update on a variety of air quality topics pertaining to North Central Texas as the 2018 ozone season begins.

Background: The 2018 ozone season began on March 1 for the North Central Texas 10-county nonattainment area. The region continues to monitor and work towards compliance for the 2008, less than or equal to 75 parts per billion (ppb), and 2015, less than or equal to 70 ppb, ozone National Ambient Air Quality Standards (NAAQS). The Environmental Protection Agency anticipates announcing 2015 ozone NAAQS nonattainment classifications for the 10-county nonattainment region in April 2018.

Local governments and transit providers are encouraged to review the many funding opportunities that are available now and those that will open later in the year.

To aid in community outreach, the North Central Texas Council of Governments will continue to promote air quality awareness through advertising, partnering with local agencies, and community events. Further details can be found in [Electronic Item 11](#).

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

3:05 – 3:10

12. **Bike Share Update**

Action       Possible Action       Information      Minutes: 5

Presenter: Kevin Kokes, NCTCOG

Item Summary: Staff will provide background and information regarding bike share and ongoing discussions with stationless/dockless bike

share companies that have recently deployed in cities across the region.

Background: Stationless/dockless bike share is a system that provides bikes for the public to use for short trips and does not require the bike to be locked or returned to a fixed docking station. In recent months, several stationless/dockless bike share companies have begun operation in the region. Staff will provide an update about pilot programs currently underway, as well as opportunities for cities to coordinate with the North Central Texas Council of Governments for assistance in analyzing and reporting data for transportation planning purposes.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset               System Performance/Freight/CMAQ

3:10 – 3:25

13. **Fast Facts**

Action               Possible Action       Information              Minutes: 15  
Item Summary: Brief presentations will be made on the following topics:

1. *Vercie Pruitt Jenkins* – Regional Transportation Council New Member Orientation, April 12, 2018, 10:30 am
2. *Victor Henderson* – Public Comments Report ([Electronic Item 13.1](#))
3. *Carli Baylor* – February Public Meeting Minutes ([Electronic Item 13.2](#))
4. *Carli Baylor* – April Public Meeting Notice (Handout)
5. *Carli Baylor* – Spring Outreach Events ([Electronic Item 13.3](#))
6. *Brian Wilson* – Mobility Matters (Handout)
7. *Alexis Ackel* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 13.4](#))
8. *Alexis Ackel* – Dallas-Fort Worth Clean Cities Events ([Electronic Item 13.5](#))
9. *Alexis Ackel* – Volkswagen Settlement Update ([Electronic Item 13.6](#))
10. *Nancy Luong* – April Car Care Clinics ([Electronic Item 13.7](#))
11. *Robby Sprosty* – AirCheckTexas Outreach Assistance Request ([Electronic Item 13.8](#))
12. *Shawn Conrad* – Upcoming Summits on Creating Walkable Development in North Texas ([Electronic Item 13.9](#))
13. *Kevin Kroll* – Commercial Vehicle Enforcement Equipment and Training
14. Written Progress Reports:
  - Local Motion ([Electronic Item 13.10](#))
  - Transportation Partners Progress Reports ([Electronic Item 13.11](#))

14. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.

15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on April 27, 2018, at the North Central Texas Council of Governments.**

**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
February 23, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, February 23, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Bryan Beck, Katherine Beck, Marc Bentley, David Boski, Keith Brooks, Mohammed Bur, Dave Carter, Curt Cassidy, Ceason Clemens, Robert Cohen, George Marshall (representing Kent Collins), John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Phil Dupler, Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Tom Hammons, Brian McNulty (representing Ron Hartline), Kristina Holcomb, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Paul Knippel, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Laura Melton, Brian Moen, Cesar J. Molina Jr., Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Jackie Culton (representing Bryan G. Ramey II), William Riley, Moosa Saghian, Jeff Kelly (representing David Salmon), Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Matthew Tilke, Mark Titus, Daniel Vedral, Caroline Waggoner, Bill Wimberley, and Steve Schell (representing Robert Woodbury).

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Michael D. Barnhart, Carli Baylor, Adam Beckom, Natalie Bettger, Chris Bosco, Ron Brown, John Brunk, Charles Bryant, John Cabrales Jr., Curt Cassidy, Sarah Chadderdon, Ying Cheng, Shawn Conrad, Brian Crooks, Mark DiCiaccio, David Dryden, Katy Emerson, Brian Flood, Christie Gotti, Lynn Grimes, Matthew Haines, DJ Hale, Victor Henderson, Rebekah Hernandez, Mike Hutchinson, Tim James, Yagnesh Jarmarwala, Amy Johnson, Dan Kessler, Ken Kirkpatrick, April Leger, Gregory Masota, Amy Moore, Michael Morris, Jeff Neal, Cody Nelson, Alexander Nervo, Evan Newton, Allix Philbrick, Vercie Pruitt-Jenkins, Chris Reed, Lucy Richardson, Christina Roach, Rylea Roderick, Kathryn Rush, Kelli Schlicher, Jessica Scott, Bryan Sherrieb, Devin Shields, Raj Sigamani, Paul Steinberg, Shannon Stevenson, Gerald Sturdivant, Marian Thompson, Daniel Tremper, Mitzi Ward, Barbara Wells, William Wiegard, Brian Wilson, and Paula Woolworth.

1. **Approval of January 26, 2018, Minutes:** The minutes of the January 26, 2018, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2017-2020 Transportation Improvement Program (TIP), provided in Electronic Item 2.1, was requested.
  - 2.2. **Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program, provided in Electronic Item 2.2.1, was requested. Action also included a recommendation that the RTC direct staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications. Additional information was provided in Electronic Item 2.2.2.

- 2.3. Waze/Traffic Signal Grants: Approval to Advance Second Round: A recommendation for Regional Transportation Council (RTC) approval to open the second round of Waze/511DFW and Traffic Signal Data Sharing grants was requested.

A motion was made to approve the items on the Consent Agenda. John Polster (M); Stanford Lynch (S). The motion passed unanimously.

3. **2017-2018 CMAQ/STBG Funding Program: Sustainable Development Phase 4:** Adam Beckom presented proposed projects to be funded through the Sustainable Development Phase 4 Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The status of the 11 CMAQ/STBG funding programs were highlighted. The purpose of this effort is to support sustainable development initiatives by providing funds for Texas Department of Transportation (TxDOT) Turnback partnerships, context sensitive design projects, and transit-oriented development (TOD) projects. When selecting projects for the program, staff used the following criteria: 1) can the North Central Texas Council of Governments partner with TxDOT as part of the TxDOT Turnback program, 2) are there opportunities for redevelopment, 3) is there a payback mechanism for these projects through a Tax Increment Finance (TIF) District or a Public Improvement District (PID), and 4) do the projects include context sensitive design elements, pedestrian friendly elements, as well as TOD elements. Details of the projects proposed through this effort were provided in Electronic Item 3.1. Additional details on the overall funding program were provided in Electronic Item 3.2. Mr. Beckom noted that there were no changes to the proposed projects since presented at the January 26, 2018, meeting. Proposed projects total \$51,353,056 in Regional Transportation Council funding. The schedule for this effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through the 2017-2018 CMAQ/STBG Sustainable Development Phase 4 Program in Electronic Item 3.1. Action also included a recommendation for RTC approval to direct staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. John Polster (M); Kristina Holcomb (S). The motion passed unanimously.
4. **Auto Occupancy Detection and Verification Technology:** Natalie Bettger provided an update on the auto occupancy detection and verification technology pilot that was conducted on the DFW Connector and requested a recommendation for Regional Transportation Council (RTC) approval of additional funding for full implementation of the technology once all testing is completed. Background information on the project was presented and provided in Electronic Item 4. Since 2012, efforts have been ongoing to identify an auto occupancy detection and verification technology related to the tolled managed lane high-occupancy vehicle (HOV) subsidy paid by the Regional Transportation Council (RTC). A technology is needed that ensures the discount is applied and that those receiving the discount are HOV users. The current HOV enforcement process was highlighted. Users must register prior to each trip. The occupancy declaration is sent to a field device and occupancy compliance is verified by on officer. The toll is collected in parallel, and if occupancy is not met there is no process to collect the full toll if the vehicle was not HOV. Direction from the Surface Transportation Technical Committee (STTC) and RTC is to determine if there is automated technology that could apply the correct toll rate in the field, preventing the need for manual officer enforcement and moving to a verification process. The new technology is expected to simplify the process and eliminate the need for enforcement. A car beacon is installed and registered to a toll tag. The smart phone application detects the number of passengers in the vehicle and the toll tag transaction is matched to the user and the proper rate is applied.



Results from the recent pilot study of the technology in the DFW Connector corridor were presented. A total of 17 drivers were recruited for the pilot test, with 643 toll transactions generated by 10 of the 17 drivers. Overall, 250 toll transactions included both a verified occupancy report as well as a user-completed end-of-trip occupancy survey to verify vehicle occupancy, with a 1.6 percent over count in which the system reported an HOV occupancy while the user reported a single-occupancy trip. The system successfully reported on occupancy for 591 toll transactions, with the other 52 transactions discounted due to Bluetooth being disabled, a car beacon configuration issue for one driver, and a battery issue on one smartphone. Ms. Bettger discussed current funding in the Transportation Improvement Program for the pilot project, which includes \$2 million to complete the pilot and \$400,000 for integration costs with existing toll operators. She noted that the request is for future year funding, contingent on additional testing, to allow staff to continue efforts if tests indicate that full deployment is appropriate. Currently, the technology cost is \$1.6 million per year to operate the system with additional funding for marketing/education. Funding is proposed for a 10-year period. If at any time after each year the technology is no longer needed, there is no requirement to move forward. The total cost proposed for both the technology and the marketing component is approximately \$19 million. Ms. Bettger compared the direct costs of the existing system that include manual enforcement, enhancement of the current application, and marketing/education totaling approximately \$23 million. The new technology cost, including the pilot, is approximately \$21.4 million. Other indirect benefits include the safety of officers and travelers, congestion reduction, ease of use, air quality, court cost savings, and compliance. Additionally, technology will allow for transition to a rewards program. The timeline for this effort was reviewed. Additional testing regarding partner integration, the violation process, and the transition plan are anticipated through May, with system-wide deployment testing anticipated in June and system-wide deployment in the fall of 2018.

Michael Morris discussed the technology, noting that funding is being requested as a contingency. Local funds may be replaced with State funds if the technology is deployed statewide. Chad Edwards noted the technology is identified at \$1.6 million per year over 10 years and asked if inflation of the cost was anticipated. In addition, he suggested that marketing/education continue at a level amount throughout the term due to new drivers each year. Ms. Bettger noted the \$1.6 million per year is the negotiated contact amount from the vendor. She added that continued marketing to educate new drivers each year was something staff should consider. John Polster discussed his position that the technology would not be needed if the RTC was not responsible for the HOV 2+ subsidy costs, and that the cost for the technology seems to exceed the amount that is spent on the subsidy. The region would be paying \$21 million for minimal return on air quality. While the technology has safety benefits to officers enforcing the occupancy, not providing the discount has the same safety benefits and \$21 million could likely be used for other more cost-effective air quality benefits. Ms. Bettger noted that there is still interest in HOV users in the region because it is part of the Congestion Management Process. In addition, the RTC Tolloed Managed Lane policy includes a provision to explore a technology solution for the verification of auto occupancy rather than relying on manual enforcement. Technology is the only way to ensure accuracy in terms of declaration. Also, this application would have the ability to identify any number of occupants. This will allow occupancy verification if the requirement of occupants is adjusted in the future, and will also allow the program to transfer to an incentive program. Dave Carter asked staff the annual cost of the discount. Dan Lamers noted that since 2015, the cost of the subsidy is slightly over \$1 million. Mr. Carter noted that the proposal to spend \$2 million per year to verify a \$400,000 per year cost seemed like an ineffective use of funds. Ms. Bettger noted that as the system continues to grow and the goals of the Congestion Management Process continue to be implemented,

the region must explore ways to deal with congestion. Encouraging users of the system to carpool is one option and the only way to increase users is to make the process more user friendly. Alonzo Liñán noted that while he appreciates the need to continue to encourage HOV use and that he had questions about how staff will conclude that the system does or does not work with only the minimal data reported to date. Staff noted that the first phase was a proof of concept to determine if the devices can communicate correctly and the percentage of error. Future tests will be conducted on additional corridors and with additional beta users, with results reported back to the Committee and RTC. Staff has proposed funding at this time in parallel to the additional testing, to avoid future delay. The contingency funding would not be used until all tests prove to be positive and the Committee and RTC are satisfied. Mr. Liñán asked if ten years of funding is approved, with the option of bailing out in any given year, on what basis the Committee and RTC would make their decision. Mr. Morris noted ease of use, reliability over time, and error percentages are some of the ways to determine the effectiveness of the technology. Paul Luedtke asked what is included in the \$1.6 million per year. Ms. Bettger noted the funding covers the cost of collecting data for the application, tracking of the HOV users, implementation in new corridors, and the cost of the beacon. The vendor is the host and operates and maintains the back office system. Dan Lamers clarified that the \$1.6 million is an averaged amount over the 10-year term of the contract that was negotiated with the vendor. Most of the cost is borne upfront, and the averaged cost allows the cost to be spread out over the cost of the contract. Phil Dupler asked if the technology could be used on buses. Ms. Bettger indicated that staff could provide information to Mr. Dupler to see how the technology might apply to transit vehicles. Dave Carter asked if officers are actually enforcing HOV occupancy and asked how many tickets have been issued over the last three years for occupancy-related HOV violations. Dan Lamers noted that currently, approximately \$1 million per year is spent on HOV enforcement. When the entire system is implemented in the next few years, the cost for HOV enforcement is anticipated to be nearly \$2 million per year. Officers have indicated that they can only pull over 1-3 people per hour in the peak period and that violators could easily determine that enforcement could be avoidable. Discussion continued regarding the RTC policy for HOV occupancy. Paul Iwuchuku noted that he believed the question to answer is whether the desire is to use technology to enforce occupancy even if the technology has higher initial costs. A motion was made to recommend Regional Transportation Council approval of the proposed \$19 million in funding for full implementation of the auto occupancy detection and verification technology, contingent on all remaining tests being met. Action also included that the RTC direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program, Unified Planning Work Program, and any other documents as appropriate to include this project. Paul Iwuchuku (M). There was no second on the motion. The motion failed for lack of a second.

5. **Access North Texas:** Kelli Schlicher provided an overview of Access North Texas plan recommendations. Access North Texas is the regional public transportation coordination plan for North Texas. The plan aims to improve public transportation for older adults, individuals with disabilities, individuals with lower incomes, and others with transportation challenges. It lists regional and county specific strategies to address existing transportation challenges, and its goal is to encourage coordination of existing transportation services and providers while meeting necessary federal and State requirements. Some of the overarching regional strategies included in the 2018 plan that are relevant to all 16-counties include improving the availability of public transportation services across the region and increasing affordability of public transit. Recently, the Regional Transportation Council (RTC) approved \$1 million to support the early implementation of affordable fares for individuals with the most need. In addition, another regional strategy is reducing the existing complexities with

using public transit, as well as advocating for public transit. Ms. Schlicher noted the last few steps in finalizing the plan include taking the Access North Texas to the Regional Transportation Council for approval, the Executive Board for endorsement, and providing the finalized document to the Texas Department of Transportation. Upon approval, regional partners will begin to implement strategies identified in the plan. Lastly, projects that seek funds through the RTC's Transit Call for Projects must be included in Access North Texas, specifically those that seek funding under the Enhanced Mobility of Seniors and Individuals with Disabilities Program. The schedule for this effort was reviewed. To date, no public comments that have altered the draft document have been received. Summary information regarding Access North Texas was provided in Electronic Item 5.1, and the plan document was provided in Electronic Item 5.2. A motion was made to recommend Regional Transportation Council approval of Access North Texas, the region's locally developed, coordinated public transit-human services transportation plan. Kristina Holcomb (M); John Polster (S). The motion passed unanimously.

6. **Regional Traffic Signal Retiming and Minor Improvement Program Call for Projects:**

Marian Thompson noted that North Central Texas Council of Governments staff have received comments to one of the funding spreadsheets provided to members for the Regional Traffic Signal Retiming and Minor Improvement Program Call for Projects recommendations. Based on the comments, she noted that staff would like to withdraw the item to allow staff to further review the information. Ms. Thompson requested that members also review Electronic Item 6.1 and Electronic Item 6.2 and provide NCTCOG staff comments by March 9, 2018. This item is anticipated to be included on the March 23, 2018, Surface Transportation Technical Committee agenda for action.

7. **Mobility 2045 Update:** Kevin Feldt provided an update on the development of the region's next long-range transportation plan, Mobility 2045. Major roadway recommendations were highlighted and include asset optimization projects, arterial capacity improvements, priced facility recommendations, and freeway recommendations. He noted the project recommendation tables, which identify the specific projects, will be provided to members by email following the meeting. He also highlighted a map of roadway corridors for future evaluation. Additional Mobility 2045 components include sustainable development, people movers, freight, aviation, Transportation Demand Management, Transportation System Management areas, environmental considerations, high-speed rail, technology, policies/programs, public transportation, and others. Mr. Feldt highlighted the public transportation recommendations map, and noted this map has not changed since last presented. Regarding the draft financial plan, a comparison of Mobility 2040 versus Mobility 2045 was provided. During development of the financial assumptions, staff used multiple scenarios and options that generated some additional funding. Toll roads and tolled managed lanes are also proposed as a long-term strategy. A specific funding scenario is not recommended, but use of future known available funding sources as well as unknown sources such as the new federal infrastructure initiative is proposed. Staff also recommends approving the equivalent of the current magnitude of funding through the horizon year of the document. He noted revenues are then assigned to the specific areas of the document and are estimated at approximately \$135.5 billion over the life of the Mobility 2045 Plan. Roadway expenditures are estimated at approximately \$51 billion, which is only part of the \$389 billion anticipated in roadway needs leaving a shortfall of approximately \$338 billion. Mr. Feldt also highlighted selected proposed policy additions. These include encouraging regional railroads to participate in regional planning, support increasing active transportation mode share, encouraging data sharing, automated vehicles and ridesharing, and supporting infrastructure maintenance, supporting asset optimization and roadway maintenance. In addition, supporting the ability for staff to modify the Mobility Plan for emergency operational

improvements and supporting the implementation of a tolled managed lane policy area are proposed. Comments received in recent public meetings were highlighted and include comments on eminent domain, the Lake Corridor Project in Collin County, funding, the Hyperloop and bullet train, availability of the draft Plan, alternate roads, and no expansion of other non-roadway transportation modes. At the latest public meetings, comments were received on the policy foundation for Mobility 2045, transportation assistance for south Dallas County, and transit funding. Regarding the availability of the full draft Mobility 2045 document, Mr. Feldt noted the draft will be available April 1. The official 60-day public comment period will begin in April 2018, with Surface Transportation Technical Committee action requested in May 2018 and Regional Transportation Council action requested in June 2018.

8. **Regional Transportation Council Follow Up on IH 635 East Phase 3:** Michael Morris provided an overview of the January 25, 2018, Texas Transportation Commission (TTC) meeting and Regional Transportation Council (RTC) action at the February 8, 2018, meeting. RTC members and staff attended the January 25, 2018, TTC meeting and presented the importance of the IH 635 East project moving to procurement. No action was taken by the TTC at the meeting and the TTC Chairman asked that the RTC work to close the financial gap on the project. North Central Texas Council of Governments (NCTCOG) staff worked on a financial scenario that was presented at the February 8, 2018, RTC meeting. The financial scenario was not approved, but instead members approved correspondence from the RTC Chair to the TTC Chair supporting a continued partnership on IH 635 East Phase 3, provided in Electronic Item 8. Mr. Morris noted that he was in Austin earlier in the week and presented two additional options on which NCTCOG is working closely with the Texas Department of Transportation (TxDOT) Dallas District. One option is to defer the express lanes and build the continuous frontage roads and ten lane section, including the IH 30 Interchange. The second option is to request the TTC approve proceeding with the express lanes even though the lanes may not be able to proceed as tolled managed lanes. A third option is being considered, which is to propose that the Lieutenant Governor request the Governor to permit tolled managed lanes (already in the approved environmental document) to proceed to construction. He noted that staff will continue efforts in preparation for the March 8, 2018, RTC meeting. Members discussed the collateral projects presented to the RTC and the political environment currently surrounding the project. In addition, it was noted that the IH 635 East decision by the TTC has long-term impacts to many future transportation decisions. Mr. Morris highlighted various options to close the funding gap that may not necessarily include the use of collateral projects. He noted that NCTCOG and TxDOT Dallas staffs are continuing to work together on options to close the financial gap and give the TTC confidence that the RTC is committed to this project.
9. **2017-2018 CMAQ/STBG Funding Program: Safety, Innovative Construction, and Emergency Projects:** Adam Beckom presented proposed projects to be funded through the Safety, Innovative Construction, and Emergency Projects Program of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The status of the 11 CMAQ/STBG funding programs were highlighted. The purpose of this effort is to support operations, safety, innovative construction, and emergency improvements throughout the region. When evaluating projects, staff reviewed to determine if a project: addresses a safety issue, involves an innovative construction element, addresses an emergency situation, includes incident management/first responders safety benefits, implements recommendations from the regional safety plan. Details on the projects staff proposed for funding were provided in Electronic Item 9.1. Projects include: 1) North Central Texas

Council of Governments (NCTCOG) Regional Safety Program for \$15 million to address wrong way driving, yellow flashing lights, and intersection safety, 2) South Shady Shores Road for \$10 million for flood improvements in partnership with Denton County, City of Lake Dallas, and Town of Shady Shores, 3) Wycliff Avenue for \$5 million for drainage issues in partnership with the Town of Highland Park, 4) IH 30 managed lanes access gates for \$1.2 million for emergency vehicle and first responder access in partnership with the Texas Department of Transportation Dallas District, and 5) Meacham Airport area intersection improvements for \$380,800 in partnership with the City of Fort Worth. The proposed Regional Transportation Council (RTC) funding for the projects total approximately \$31.58 million. Additional details on the overall funding program were provided in Electronic Item 9.2. The schedule for this effort was reviewed, with Committee action proposed at the March 23 meeting and RTC action at the April 12 meeting. Mark Nelson thanked NCTCOG for its support on the Shady Shores projects and recognized Mayor Program Tem Paula Woolworth and Alderman Hanes from the City of Shady Shores and the City Manager of Lake Dallas demonstrating their partnership by attending the meeting. John Polster asked about the local match for the NCTCOG Regional Safety Program. Mr. Beckom noted that the proposed local match would be provided by the local entities determined in the process.

10. **2019-2022 Draft Transportation Improvement Program Listings:** Adam Beckom briefed the Committee on the 2019-2022 Transportation Improvement Program (TIP) development process. For this effort, staff has been reviewing existing projects and gathering information on additional locally funded projects. Staff has met with implementing agencies regarding projects, and has made revisions to the existing project schedules, funding and/or scope of projects. The revised project listings are expected to be available by close of business later in the day. Next, staff will work to financially constrain the TIP listings to the FY2018 Unified Transportation Plan (UTP), as well as conduct a review against the Mobility Plan and air quality conformity. Public review and comment on the 2019-2022 draft TIP listings will be solicited in April 2018, with finalized projects listings expected to be submitted to the Texas Department of Transportation and Federal Highway Administration in June 2018. Mr. Beckom highlighted TIP development focus areas. In April 2016, the Regional Transportation Council (RTC) approved the Metropolitan Planning Organization (MPO) Milestone Policy. When meeting with local agencies, projects schedules were discussed for projects that are required to go to construction by the end of FY2017 and in FY2018 to ensure the projects are proceeding to avoid the cancellation of funding. He noted that draft project information reflects updates to projects provided by agencies. Agencies have also been asked to complete a survey for projects in FY2019, the first year of the TIP. Many times, the first year of the TIP is oversubscribed so staff would like to ensure that too many projects are not included in FY2019 and that agencies are not being overly optimistic about projects scheduled for FY2019. This will also help prevent the need for additional TIP modifications in the future. Staff is also reviewing Regional Toll Revenue (RTR) funded projects, and adjustments are being made as projects are closed out and cost savings are identified. In addition to a new TIP, a new Metropolitan Transportation Plan (MTP) is being developed. The TIP team and the MTP team are working closely together to ensure that projects in the TIP are consistent with the new MTP. Staff is also continuing to track and update projects approved by the RTC as part of the Regional 10-Year Plan initiative, making adjustments for cost, year of expenditure, and inflation. Mr. Beckom highlighted the scope of programming efforts. Currently, there is approximately \$5.24 billion in roadway and transit improvements in the draft 2019-2022 TIP. This includes 1,078 active projects from 71 implementing agencies. The timeline for this effort was reviewed. As mentioned, staff is continuing coordination with agencies to finalize remaining questions. He noted the draft listings would be available online by close of business, and will be presented to the RTC at its March 8, 2018, meeting. The deadline for comments on the draft listings is March 16,

2018. Comments received after the deadline will be difficult to include in the public meeting material for April public meetings. Mr. Beckom noted that action on the final listings will be requested at the April 27, 2018, Committee meeting and the May 10, 2018, RTC meeting. Staff anticipates transmitting the final document to the Texas Department of Transportation in June, with approval anticipated by the Texas Transportation Commission in August and federal approval in the October/November timeframe. Staff urged agencies to review listings and to communicate with North Central Texas Council of Governments staff to ensure projects are listed correctly and included. He added that projects in FY2023 and later will be placed in the environmental clearance appendix of the TIP.

11. **Fast Facts:** Michael Morris noted that Sandy Wesch would be leaving the agency full time, but was expected to continue working part time as a contracted employee.

April Leger discussed the new agenda format that began with the February meeting agenda. The new format is intended to track if an item addresses any of the federal performance measures listed.

In addition, April Leger noted an article, *Bringing MPOs Into the FAST Era*, beginning on page 16 of Electronic Item 11.1. The article discusses changing roles of metropolitan planning organizations and mentions the Dallas-Fort Worth region.

Kevin Feldt noted that North Central Texas Council of Governments (NCTCOG) staff attended two public hearings for the Dallas to Houston high-speed rail project. Comments were made on behalf of the Committee and the Regional Transportation Council. The comments were provided in Electronic Item 11.2.

Kate Zielke noted that the NCTCOG will conduct a webinar on March 26 to communicate to mitigation bankers the potential demand for wetland and stream mitigation credits generated by projects in the long-range transportation plan. Additional information was provided in Electronic Item 11.3. In addition, Transportation Department staff will also be partnering with the NCTCOG Environment and Development Department to create a database of wetland or stream restoration projects that cities would like to be considered as opportunities for responsible mitigation projects. Staff will be reaching out to city environmental staff in the next few months to provide more information on the database.

Allix Philbrick highlighted the current air quality funding opportunities for vehicles. She noted that the webpage has been redesigned to be more user friendly. Details were provided in Electronic Item 11.4.

Allix Philbrick also noted that current Dallas-Fort Worth Clean Cities events were provided in Electronic Item 11.5. A Clean Vehicle Solutions for Refuse Haulers webinar is scheduled for February 27, 2018.

In addition, Allix Philbrick noted that on January 28, 2018, the trustee of the Volkswagen Settlement filed a list of designated beneficiaries. Next, the Texas Commission on Environmental Quality is required to submit a mitigation plan. Additional information is provided in Electronic Item 11.6.

DJ Hale provided a Metropolitan Transportation Plan (MTP) Policy Bundle update. She noted that the second round of the MTP Policy Bundle is now open and accepting applications. The early deadline is March 2, 2018. The final deadline is April 6, 2018. More information, including how to apply, was provided in Electronic Item 11.7.

Carli Baylor noted that January public meeting minutes were provided in Electronic Item 11.8. Staff presented Unified Planning Work Program modifications, Mobility 2045, and North Texas SolSmart designations.

Carli Baylor also noted that NCTCOG will host a March online comment input opportunity March 12-April 10. Members of the public can review and comment on the funding program for safety innovative and emergency projects. Details were distributed at the meeting in Reference Item 11.12.

Victor Henderson referenced the Public Comments Report provided in Electronic Item 11.9. The report is a compilation of general comments submitted by members of the public from December 20, 2017, through January 19, 2018. The majority of the comments received were regarding the Collin County Strategic Roadway Plan.

Jessica Scott noted that the Bicycle Pedestrian Advisory Committee (BPAC) met earlier in the week. At the meeting, a panel was hosted regarding bike share. Key issues discussed included bicycle parking and the responsiveness of bike share companies addressing issues such as rebalancing fleet when necessary. Other considerations discussed included limitations on the maximum number of bikes within a community or geographic area and data collection. At an upcoming Surface Transportation Technical Committee (STTC) meeting, NCTCOG staff will provide additional information related to bike share considerations.

Michael Overton noted the City of Dallas Office of Environmental Quality, in conjunction with the Dallas Bar Association Environmental Law Section, was hosting the first annual North Texas Climate Change Symposium on March 9, 2018, from noon to 4:00 pm at the Belo Mansion in Dallas. He noted that additional details were available at [www.northtexasclimate.eventbrite.com](http://www.northtexasclimate.eventbrite.com).

The current Local Motion was provided in Electronic 11.10, and transportation partner progress reports were provided in Electronic Item 11.11.

12. **Other Business (Old and New):** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 23, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:25 pm.

**2017-2018 CMAQ/STBG Funding Program  
Safety, Innovative Construction, and Emergency Projects  
Draft Recommendations**

Implementing Agency	Project/Facility	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding				Total Proposed Funding	Evaluation Criteria Addressed	Notes/Partnership Details
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	State	Local			
Denton County, Town of Shady Shores, or City of Lake Dallas	South Shady Shores Road	From West Shady Shores Road to Swisher Road	Reconstruct road from 2 to 2 lanes to elevate it out of the flood plain with drainage improvements	2019	ENG	\$0	\$0	\$0	\$1,400,000	\$1,400,000	Addresses flooding hazard/system resilience	Denton County, Town of Shady Shores, and City of Lake Dallas to pay for engineering and utility relocations as well as provide matching funds for the construction phase
				2020	UTIL	\$0	\$0	\$0	\$2,800,000	\$2,800,000		
				2021	CON	\$0	\$10,000,000	\$0	\$4,000,000	\$14,000,000		
Town of Highland Park	Wycliff Roadway and Drainage Improvements	Wycliff Avenue From West of Lakeside Drive to West of Glenwood Avenue	Reconstruction of a two-lane roadway that will include a new bridge structure to raise roadway out of the 100-year floodplain as well as drainage improvements at Tributary 1 in order to reduce/eliminate flood frequency	2019	ENG	\$0	\$0	\$0	\$1,250,000	\$1,250,000	Addresses flooding hazard/system resilience	Project includes improvements at a nearby tributary (Tributary 1) within the City of Dallas; City of Dallas to pay the local match for that portion of the project
				2020	UTIL	\$0	\$0	\$0	\$200,000	\$200,000		
				2021	CON	\$0	\$5,600,000	\$0	\$2,400,000	\$8,000,000		
TxDOT Dallas	IH 30 Managed Lane Access Gates	From SH 161 to Sylvan Avenue	Install access gates along the IH 30 Managed lane corridor	2019	CON	\$0	\$1,200,000	\$300,000	\$0	\$1,500,000	Incident management/First responder safety	
NCTCOG	Regional Safety Program - Wrong Way Driving Prevention (Phase 2) and the New Safety Performance Measure	Regionwide	Implement improvements within the region that address and mitigate safety issues (e.g. wrong-way driving, dangerous intersections, etc.) and work toward achieving the RTC's recently approved safety targets/goals	2020, 2021, 2022	IMP	\$7,500,000	\$7,500,000	\$0	\$15,000,000	\$30,000,000	Improvements identified in Regional Safety Plan	Funds will be used for programs/projects that will address safety issues throughout the region; Projects selected through the program will be funded with 50% federal funds and a 50% local match
City of Fort Worth	Meacham Airport Northern Hangar Turn Lane	Bus 287/N. Main Street at North Hangar Entrance	Add right turn lane for southbound traffic	2020	ENG	\$41,600	\$0	\$0	\$10,400	\$52,000	Reduce risk of vehicle crashes	Safety data: 124 crashes from 2012-2016; Fort Worth may wish to utilize Transportation Development Credits earned via the MTP Policy Bundle Initiative in lieu of the local match.
				2021	UTIL	\$28,000	\$0	\$0	\$7,000	\$35,000		
				2021	CON	\$155,200	\$0	\$0	\$38,800	\$194,000		
City of Fort Worth	Meacham Airport - North Entrance Turn Lane	Bus 287/N. Main Street at North Airport Entrance	Add right turn lane for southbound traffic into Airport's northern entrance (main entrance for jet fuel trucks)	2020	ENG	\$41,600	\$0	\$0	\$10,400	\$52,000	Reduce risk of vehicle crashes	Safety data: 2 crashes from 2012-2016; Fort Worth may wish to utilize Transportation Development Credits earned via the MTP Policy Bundle Initiative in lieu of the local match.
				2021	UTIL	\$8,000	\$0	\$0	\$2,000	\$10,000		
				2021	CON	\$142,400	\$0	\$0	\$35,600	\$178,000		
<b>Total</b>						<b>\$7,916,800</b>	<b>\$24,300,000</b>	<b>\$300,000</b>	<b>\$27,154,200</b>	<b>\$59,671,000</b>		



# 2017-2018 CMAQ/STBG\* FUNDING: SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

Surface Transportation Technical Committee  
March 23, 2018

\* Congestion Mitigation and Air Quality Improvement Program/  
Surface Transportation Block Grant

# CMAQ/STBG FUNDING PROGRAMS

## STATUS

## PROGRAM

- Federal/Local Funding Exchanges
- Automated Vehicle Program (May bring back a Round 2 effort)
- Strategic Partnerships (May bring back a Round 2 effort)
- 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 Programs/Projects
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects**
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

- = Project Selection Completed
- = Pending STTC/RTC Approval
- = Program Partially Completed

# SAFETY, INNOVATIVE CONSTRUCTION, AND EMERGENCY PROJECTS

DRAFT

Description/ Purpose	To support operations, safety, innovative construction, and emergency improvements.
Initial Requests	<ul style="list-style-type: none"><li>• Wycliff Avenue Flooding Project</li><li>• Shady Shores Bridges</li></ul>

# SELECTION CRITERIA

- When evaluating projects, the following criteria were taken into account by staff:
  - Project addresses a safety issue (pedestrian safety at risk, history of vehicle crashes, etc.)
  - Project involves an innovative construction element (e.g., modular bridges)
  - Project addresses an emergency situation
    - Flooding issues that affect system resilience
  - Project includes incident management/first responder safety benefits
  - Projects that implement recommendations from regional safety plan

# PROPOSED FUNDING BY AGENCY

**DRAFT**

<b>PROJECT/PROGRAM</b>	<b>AGENCY</b>	<b>PROPOSED RTC FUNDING</b>
Regional Safety Program – Wrong Way Driving Prevention (Phase 2) and the New Safety Performance Measure	NCTCOG	\$15,000,000
South Shady Shores Road	Denton County, City of Lake Dallas, or Town of Shady Shores	\$10,000,000
Wycliff Avenue	Town of Highland Park	\$5,600,000
IH 30 Managed Lane Access Gates	TxDOT Dallas	\$1,200,000
Meacham Airport Improvements	City of Fort Worth	\$416,800
	<b>Total</b>	<b>\$32,216,800</b>

# TIMELINE

MEETING/TASK	DATE
STTC Information	February 23, 2018
RTC Information	March 8, 2018
Public Involvement (Online Opportunity to be held in place of meetings)	March 2018
<b>STTC Action</b>	<b>March 23, 2018</b>
RTC Action	April 12, 2018

# REQUESTED ACTION

- Recommend RTC approval of:
  - The proposed list of projects to fund through the 2017-2018 CMAQ/STBG: Safety, Innovative Construction, and Emergency Projects Program (Electronic Item 3.1)
  - Administratively amending the 2019-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

# QUESTIONS?

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Draft Regional Traffic Signal Retiming Program - Master Table

Subregion	Corridor ID	O & M Agency	City	Agency Priority	Corridor Name	Number of intersections		Total Signals	Eligibility Requirements					Evaluation Criteria								
						On -System	Off-System		Local Match	Not Retimed After 2013	Traffic Signals on ROS	8 or More Signals	Pass (P) / Fail (F)	Mobility Benefit/Cost Ratio (Max 35 Pts)	Air Quality Benefits/ Cost (Max 35 Pts)	TMC & GPS (Max 10 Points)	EJ (Max 5 Pts)	Multi-Modal Operations (Max 5 Pts)	Multi-jurisdictional (Max 5 Pts)	Data Cloud (Max 5 Points)	Total (Max 100 Pts)	
Eastern	16	Dallas	Dallas	7	Midway/Frankford	0	21	21	Yes	Yes	Yes	Yes	Pass	35	20	10	5	5	0	5	80	
Eastern	31	Garland	Garland	2	SW Garland Group	4	21	25	Yes	Yes	Yes	Yes	Pass	35	14	10	5	5	5	5	79	
Eastern	58	TxDOT Dallas	Murphy/Wylie	3	FM 544	13	0	13	Yes	Yes	Yes	Yes	Pass	35	22	10	2	0	5	5	79	
Eastern	30	Garland	Garland	1	NW Garland Group	21	57	78	Yes	Yes	Yes	Yes	Pass	35	12	10	5	5	5	5	77	
Eastern	15	Dallas	Dallas	6	Greenville	2	13	15	Yes	Yes	Yes	Yes	Pass	35	18	10	3	5	0	5	76	
Eastern	6	Carrollton/Coppell	Carrollton/Coppell	2	Belt Line Road	2	18	20	Yes	Yes	Yes	Yes	Pass	35	18	10	3	5	0	5	76	
Eastern	59	TxDOT Dallas	Wylie/Sasche	4	SH 78	11	0	11	Yes	Yes	Yes	Yes	Pass	35	14	10	2	5	5	5	76	
Eastern	14	Dallas	Dallas	5	LBJ	17	0	17	Yes	Yes	Yes	Yes	Pass	35	22	10	3	0	5	5	75	
Eastern	45	Richardson	Richardson	5	Arapaho Rd	2	19	21	Yes	Yes	Yes	Yes	Pass	35	18	10	2	5	0	5	75	
Eastern	41	Richardson	Richardson	1	Renner Rd	14	21	35	Yes	Yes	Yes	Yes	Pass	35	14	10	5	5	5	0	74	
Eastern	43	Richardson	Richardson	3	Spring Valley Rd	2	15	17	Yes	Yes	Yes	Yes	Pass	35	16	10	3	5	5	0	74	
Eastern	12	Dallas	Dallas	3	Forest/Abrams	4	14	18	Yes	Yes	Yes	Yes	Pass	35	14	10	5	5	0	5	74	
Eastern	21	Dallas	Dallas	12	Webb Chapel	2	6	8	Yes	Yes	Yes	Yes	Pass	35	14	10	5	5	0	5	74	
Eastern	19	Dallas	Dallas	10	Walnut Hill	5	22	27	Yes	Yes	Yes	Yes	Pass	35	16	10	2	5	0	5	73	
Eastern	44	Richardson	Richardson	4	Belt Line Rd	2	21	23	Yes	Yes	Yes	Yes	Pass	35	14	10	3	5	5	0	72	
Eastern	11	Dallas	Dallas	2	Hampton	4	24	28	Yes	Yes	Yes	Yes	Pass	35	12	10	5	5	0	5	72	
Eastern	17	Dallas	Dallas	8	Marsh	2	7	9	Yes	Yes	Yes	Yes	Pass	35	14	10	2	5	0	5	71	
Eastern	20	Dallas	Dallas	11	Royal	5	20	25	Yes	Yes	Yes	Yes	Pass	35	12	10	3	5	0	5	70	
Eastern	42	Richardson	Richardson	2	Campbell Rd	2	22	24	Yes	Yes	Yes	Yes	Pass	35	18	10	1	0	5	0	69	
Eastern	13	Dallas	Dallas	4	Forest West	2	16	18	Yes	Yes	Yes	Yes	Pass	35	12	10	2	5	0	5	69	
Eastern	33	Garland	Garland	4	SE Garland Group	4	36	40	Yes	Yes	Yes	Yes	Pass	30	8	10	5	5	5	5	68	
Eastern	22	Dallas	Dallas	13	Hillcrest	2	18	20	Yes	Yes	Yes	Yes	Pass	35	16	10	1	0	0	5	67	
Eastern	5	Carrollton	Carrollton	1	Hebron Pkwy	5	15	20	Yes	Yes	Yes	Yes	Pass	35	18	10	2	0	0	0	65	
Eastern	38	Irving	Irving	4	Walnut Hill Lane	2	9	11	Yes	Yes	Yes	Yes	Pass	30	6	10	5	5	0	5	61	
Eastern	18	Dallas	Dallas	9	Davis	2	10	12	Yes	Yes	Yes	Yes	Pass	30	6	10	5	5	0	5	61	
Eastern	7	Carrollton	Carrollton	3	Trinity Mills Road	14	4	18	Yes	Yes	Yes	Yes	Pass	35	4	10	3	5	0	0	57	
Eastern	34	Garland	Garland	5	Firewheel Pkwy	4	6	10	Yes	Yes	Yes	Yes	Pass	30	2	10	5	5	0	5	57	
Eastern	10	Dallas	Dallas	1	Illinois Ave	3	20	23	Yes	Yes	Yes	Yes	Pass	25	4	10	5	5	0	5	54	
Eastern	32	Garland	Garland	3	PGBT Corridor	12	5	17	Yes	Yes	Yes	Yes	Pass	30	6	10	2	0	0	5	53	
Eastern	1	McKinney	McKinney	1	Eldorado Parkway	1	12	13	Yes	Yes	Yes	Yes	Pass	30	6	10	2	0	0	5	53	
Eastern	36	Irving	Irving	2	MacArthur Boulevard	2	13	15	Yes	Yes	Yes	Yes	Pass	25	2	10	5	5	0	5	52	
Eastern	57	TxDOT Dallas	Cedar Hill/DeSoto	2	FM 1382	23	0	23	Yes	Yes	Yes	Yes	Pass	25	4	10	3	0	5	5	52	
Eastern	56	TxDOT Dallas	Waxahachie	1	Dallas Hwy	10	0	10	Yes	Yes	Yes	Yes	Pass	25	4	10	3	0	0	5	47	
Eastern	35	Irving	Irving	1	Irving Boulevard	12	9	21	Yes	Yes	Yes	Yes	Pass	20	2	10	5	5	0	5	47	
Eastern	37	Irving	Irving	3	Shady Grove Road	2	9	11	Yes	Yes	Yes	Yes	Pass	20	2	10	5	5	0	5	47	
Eastern	60	TxDOT Dallas	Celina/Prosper	5	Preston Rd	10	0	10	Yes	Yes	Yes	Yes	Pass	20	4	10	2	0	5	5	46	
Eastern	8	Coppell	Coppell	1	MacArthur Blvd	0	6	6	Yes	Yes	Yes	No	Fail	Did not meet eligibility requirements								
Western	4	Arlington	Arlington	3	Pioneer Parkway	20	0	20	Yes	Yes	Yes	Yes	Pass	35	16	10	5	5	0	5	76	
Western	2	Arlington	Arlington	1	S Cooper St	30	1	31	Yes	Yes	Yes	Yes	Pass	35	16	10	3	5	0	5	74	
Western	3	Arlington	Arlington	2	S Collins St	17	8	25	Yes	Yes	Yes	Yes	Pass	35	12	10	5	5	0	5	72	
Western	46	TxDOT Fort Worth	Southlake	1	Southlake Boulevard	15	0	15	Yes	Yes	Yes	Yes	Pass	35	20	0	1	5	0	5	66	
Western	51	TxDOT Fort Worth	Watauga	6	US 377	11	0	11	Yes	Yes	Yes	Yes	Pass	35	16	10	3	0	0	0	64	
Western	39	Keller	Keller	1	Keller Parkway	8	0	8	Yes	Yes	Yes	Yes	Pass	35	12	0	0	5	5	5	62	
Western	49	TxDOT Fort Worth	Burleson	4	SH 174	11	0	11	Yes	Yes	Yes	Yes	Pass	35	12	10	1	0	0	0	58	
Western	54	TxDOT Fort Worth	Lake Worth/Fort Worth	9	SH 199	19	0	19	Yes	Yes	Yes	Yes	Pass	30	6	10	3	0	5	0	54	
Western	52	TxDOT Fort Worth	Watauga/Keller/Westlake	7	US 377	13	0	13	Yes	Yes	Yes	Yes	Pass	30	8	10	1	0	5	0	54	
Western	23	Fort Worth	Fort Worth	1	Belknap Street	4	9	13	Yes	Yes	Yes	Yes	Pass	25	6	10	2	5	0	5	53	
Western	24	Fort Worth	Fort Worth	2	Weatherford St	3	10	13	Yes	Yes	Yes	Yes	Pass	25	6	10	1	5	0	5	52	
Western	48	TxDOT Fort Worth	Benbrook	3	US 377	8	0	8	Yes	Yes	Yes	Yes	Pass	30	10	10	1	0	0	0	51	
Western	40	Keller	Keller	2	Main Street*	9	0	9	Yes	Yes	Yes	Yes	Pass	30	8	0	2	5	0	5	50	
Western	29	Fort Worth	Fort Worth	7	University Dr	1	14	15	Yes	Yes	Yes	Yes	Pass	25	2	10	2	5	0	5	49	
Western	25	Fort Worth	Fort Worth	3	Henderson St	6	2	8	Yes	Yes	Yes	Yes	Pass	25	2	10	0	5	0	5	47	
Western	55	TxDOT Fort Worth	NRH/Hurst/Colleyville	10	SH 26	18	0	18	Yes	Yes	Yes	Yes	Pass	25	2	10	2	0	5	0	44	
Western	27	Fort Worth	Fort Worth	5	Summit Ave	2	7	9	Yes	Yes	Yes	Yes	Pass	20	2	10	0	5	0	5	42	
Western	26	Fort Worth	Fort Worth	4	W. Lancaster Ave	1	8	9	Yes	Yes	Yes	Yes	Pass	20	2	10	0	5	0	5	42	
Western	53	TxDOT Fort Worth	Westworth Village/ F. Worth	8	SH 183	17	0	17	Yes	Yes	Yes	Yes	Pass	20	2	10	3	0	5	0	40	
Western	28	Fort Worth	Fort Worth	6	Downtown CBD	2	89	91	Yes	Yes	Yes	Yes	Pass	15	2	10	0	5	0	5	37	
Western	50	TxDOT Fort Worth	Haltom City	5	US 377	13	0	13	Yes	Yes	Yes	Yes	Pass	15	2	10	5	0	0	0	32	
Western	47	TxDOT Fort Worth	Azle	2	FM 730	9	0	9	Yes	Yes	Yes	Yes	Pass	10	2	10	1	0	0	0	23	
<b>Total</b>						<b>461</b>	<b>657</b>	<b>1118</b>														

Note: Highlighted projects are recommended for selection  
 \* Corridor 40 is included under corridor 52

Draft Minor Improvement Program - Master Table

Subregion	Project ID	O & M Agency	City	Agency Priority	Corridor Name	Project Cost	Eligibility Requirements						Evaluation Criteria					
							20% Local Match	Along ROS	No Construction	Not more than \$50k	Eligible Project	Pass (P) / Fail (F)	Mobility Benefit/Cost Ratio (Max 35 Pts)	Air Quality Benefits/Cost (Max 35 Pts)	Recommended Improvements (20 Points)	Additional Local Match (5 Points)	EJ (Max 5 Pts)	Total (Max 100 Pts)
Eastern	102	Dallas	Dallas	43	Greenville @ IH 635 (LBJ)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	30	0	0	5	70
Eastern	13	Richardson	Richardson	3	Coit Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	35	30	0	0	2	67
Eastern	147	Allen	Allen	2	System Wide Communication	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	6	20	5	0	66
Eastern	77	Dallas	Dallas	18	Forest @ Greenville	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	35	25	0	0	5	65
Eastern	93	Dallas	Dallas	34	Greenville @ Forest	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	35	25	0	0	5	65
Eastern	83	Dallas	Dallas	24	Forest @ IH 635 (LBJ)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	22	0	0	5	62
Eastern	92	Dallas	Dallas	33	Greenville @ Walnut Hill	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	35	22	0	0	5	62
Eastern	14	Richardson	Richardson	4	Plano Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	35	25	0	0	2	62
Eastern	94	Dallas	Dallas	35	Greenville @ Amberton	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	32	22	0	0	5	59
Eastern	105	Dallas	Dallas	46	Frankford @ George Bush	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	32	22	0	0	5	59
Eastern	99	Dallas	Dallas	40	Greenville @ Park	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	31	22	0	0	5	58
Eastern	20	Richardson	Richardson	10	East Campbell Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	35	22	0	0	0	57
Eastern	95	Dallas	Dallas	36	Greenville @ Royal	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	30	20	0	0	5	55
Eastern	84	Dallas	Dallas	25	Abrams @ IH 635 (LBJ)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	29	20	0	0	5	54
Eastern	66	Dallas	Dallas	7	Illinois @ Zang	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	28	20	0	0	5	53
Eastern	21	Richardson	Richardson	11	East Arapaho Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	31	20	0	0	2	53
Eastern	88	Dallas	Dallas	29	Forest @ Hillcrest	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	27	20	0	0	5	52
Eastern	73	Dallas	Dallas	14	Hampton @ Leath	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	27	20	0	0	5	52
Eastern	19	Richardson	Richardson	9	West Spring Valley Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	28	18	0	0	5	51
Eastern	36	Garland	Garland	1	Forest Lane	\$17,200	Yes	Yes	Yes	Yes	Yes	Pass	21	20	0	3	5	49
Eastern	12	Richardson	Richardson	2	East Renner Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	26	18	0	0	5	49
Eastern	71	Dallas	Dallas	12	Hampton @ Dennison	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	26	18	0	0	5	49
Eastern	15	Richardson	Richardson	5	Jupiter Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	29	18	0	0	2	49
Eastern	142	Carrollton	Carrollton	2	Hebron/Beltline/Luna	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	25	18	0	3	2	48
Eastern	87	Dallas	Dallas	28	Forest @ Webb Chapel	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	25	18	0	0	5	48
Eastern	69	Dallas	Dallas	10	Illinois @ I 35 (RL Thorton)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	24	18	0	0	5	47
Eastern	96	Dallas	Dallas	37	Greenville @ Whitehurst	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	24	18	0	0	5	47
Eastern	78	Dallas	Dallas	19	Forest @ Schroedor	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	24	18	0	0	5	47
Eastern	16	Richardson	Richardson	6	West Campbell Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	27	18	0	0	2	47
Eastern	90	Dallas	Dallas	31	Forest @ SH 289 (Preston)	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	23	18	0	0	5	46
Eastern	24	McKinney	McKinney	1	US 380 & FM 2478	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	32	8	0	3	2	45
Eastern	18	Richardson	Richardson	8	West Belt Line Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	28	14	0	0	2	44
Eastern	103	Dallas	Dallas	44	Frankford @ Vail	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	23	16	0	0	5	44
Eastern	17	Richardson	Richardson	7	West Arapaho Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	26	16	0	0	2	44
Eastern	107	Carrollton	Carrollton	1	Old Denton Road @ Rosemeade	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	24	14	0	3	2	43
Eastern	70	Dallas	Dallas	11	Hampton @ Twelfth	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	22	16	0	0	5	43
Eastern	98	Dallas	Dallas	39	Greenville @ Markville	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	22	16	0	0	5	43
Eastern	38	Garland	Garland	3	Plano Road	\$3,000	Yes	Yes	Yes	Yes	Yes	Pass	16	18	0	3	5	42
Eastern	65	Dallas	Dallas	6	Illinois @ Sierra Vista	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	21	16	0	0	5	42
Eastern	106	Coppell	Coppell	1	Citywide	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	4	0	0	2	41
Eastern	27	McKinney	McKinney	4	Eldorado Parkway / Virginia	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	29	6	0	3	2	40
Eastern	101	Dallas	Dallas	42	Greenville @ Fire Station 28	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	21	14	0	0	5	40
Eastern	11	Richardson	Richardson	1	West Renner Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	21	14	0	0	5	40
Eastern	39	Garland	Garland	4	Buckingham Road	\$3,000	Yes	Yes	Yes	Yes	Yes	Pass	15	16	0	3	5	39
Eastern	22	Richardson	Richardson	12	East Belt Line Road	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	23	14	0	0	2	39
Eastern	60	Dallas	Dallas	1	Illinois @ Edgefield	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	20	14	0	0	5	39
Eastern	80	Dallas	Dallas	21	Forest @ Oakshire	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	20	14	0	0	5	39
Eastern	100	Dallas	Dallas	41	Greenville @ Meadow	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	20	14	0	0	5	39
Eastern	67	Dallas	Dallas	8	Illinois @ Westmoreland	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	19	14	0	0	5	38
Eastern	74	Dallas	Dallas	15	Hampton @ Davis	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	19	14	0	0	5	38
Eastern	68	Dallas	Dallas	9	Illinois @ Cockrell Hill	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	16	12	0	0	5	33
Eastern	79	Dallas	Dallas	20	Forest @ Meadowknoll	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	16	12	0	0	5	33
Eastern	26	McKinney	McKinney	3	Citywide (Software)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	26	2	0	5	0	33
Eastern	23	Richardson	Richardson	13	Centennial Boulevard	\$48,000	Yes	Yes	Yes	Yes	Yes	Pass	18	12	0	0	2	32
Eastern	146	Allen	Allen	1	Various Intersections	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	22	2	0	3	2	29
Eastern	82	Dallas	Dallas	23	Forest @ TI Blvd	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	14	10	0	0	5	29
Eastern	89	Dallas	Dallas	30	Forest @ Midway	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	14	10	0	0	5	29
Eastern	91	Dallas	Dallas	32	Greenville @ Phoenix	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	14	10	0	0	5	29
Eastern	41	Garland	Garland	6	First Street	\$4,500	Yes	Yes	Yes	Yes	Yes	Pass	8	10	0	3	5	26
Eastern	97	Dallas	Dallas	38	Greenville @ Twin Hills	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	12	8	0	0	5	25

## Draft Minor Improvement Program - Master Table

Subregion	Project ID	O & M Agency	City	Agency Priority	Corridor Name	Project Cost	Eligibility Requirements						Evaluation Criteria					
							20% Local Match	Along ROS	No Construction	Not more than \$50k	Eligible Project	Pass (P) / Fail (F)	Mobility Benefit/Cost Ratio (Max 35 Pts)	Air Quality Benefits/Cost (Max 35 Pts)	Recommended Improvements (20 Points)	Additional Local Match (5 Points)	EJ (Max 5 Pts)	Total (Max 100 Pts)
Eastern	25	McKinney	McKinney	2	SH 121/ US 75 / SH 5 / SPUR 399	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	20	2	0	0	2	24
Eastern	85	Dallas	Dallas	26	Forest @ Cromwell	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	11	6	0	0	5	22
Eastern	104	Dallas	Dallas	45	Frankford @ Appleridge	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	11	6	0	0	5	22
Eastern	72	Dallas	Dallas	13	Hampton @ Perryton	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	11	6	0	0	5	22
Eastern	37	Garland	Garland	2	Belt Line Road	\$4,500	Yes	Yes	Yes	Yes	Yes	Pass	6	6	0	3	5	20
Eastern	63	Dallas	Dallas	4	Illinois @ Denley	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	9	6	0	0	5	20
Eastern	75	Dallas	Dallas	16	Hampton @ IH 635 (LBJ)	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	8	4	0	0	5	17
Eastern	81	Dallas	Dallas	22	Abrams @ Meadowknoll	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	8	4	0	0	5	17
Eastern	35	Irving	Irving	1	Citywide	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	4	6	0	3	2	15
Eastern	42	Garland	Garland	7	Miller Road	\$6,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	3	5	14
Eastern	40	Garland	Garland	5	Northwest Highway	\$1,500	Yes	Yes	Yes	Yes	Yes	Pass	3	2	0	3	5	13
Eastern	76	Dallas	Dallas	17	Abrams @ Flickering Shadow	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	6	2	0	0	5	13
Eastern	61	Dallas	Dallas	2	Illinois @ Beckley	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11
Eastern	62	Dallas	Dallas	3	Illinois @ Overton	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11
Eastern	64	Dallas	Dallas	5	Illinois @ Linfield	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11
Eastern	86	Dallas	Dallas	27	Forest @ Josey	\$40,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11
Eastern	148	Plano	Plano	1	Plano Parkway		Planning projects are ineligible for CMAQ Funding											
Western	28	Mansfield	Mansfield	1	FM 157 -Tanglewood Drive	\$3,000	Yes	Yes	Yes	Yes	Yes	Pass	35	10	20	0	0	65
Western	29	Mansfield	Mansfield	2	Broad Street - Walnut Creek	\$15,000	Yes	Yes	Yes	Yes	Yes	Pass	35	8	20	0	2	65
Western	145	Arlington	Arlington	5	Pioneer Parkway (SPUR 303)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	18	0	0	5	58
Western	43	Fort Worth	Fort Worth	1	Jacksboro Highway	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	35	16	0	0	5	56
Western	4	TxDOT-FW	Watauga	4	US377	\$32,500	Yes	Yes	Yes	Yes	Yes	Pass	35	16	0	0	2	53
Western	2	TxDOT-FW	Benbrook	2	US377	\$10,500	Yes	Yes	Yes	Yes	Yes	Pass	31	10	0	0	2	43
Western	7	TxDOT-FW	Lake Worth	7	SH 199	\$12,500	Yes	Yes	Yes	Yes	Yes	Pass	31	6	0	0	2	39
Western	5	TxDOT-FW	Keller	5	US 377	\$39,000	Yes	Yes	Yes	Yes	Yes	Pass	29	10	0	0	0	39
Western	34	Keller	Keller	1	North Tarrant Parkway	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	33	2	0	3	0	38
Western	143	Arlington	Arlington	3	S Cooper St (FM 157)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	24	6	0	0	5	35
Western	48	Fort Worth	Fort Worth	6	Angle at Long	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	22	6	0	0	5	33
Western	45	Fort Worth	Fort Worth	3	N. Tarrant Parkway	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	26	2	0	0	2	30
Western	144	Arlington	Arlington	4	Collins St (FM 157)	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	23	2	0	0	2	27
Western	8	TxDOT-FW	North Richland Hills	8	SH 26	\$10,500	Yes	Yes	Yes	Yes	Yes	Pass	22	2	0	0	2	26
Western	30	Mansfield	Mansfield	3	Main Street	\$3,000	Yes	Yes	Yes	Yes	Yes	Pass	20	2	0	0	2	24
Western	46	Fort Worth	Fort Worth	4	Trinity Boulevard	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	19	2	0	0	2	23
Western	44	Fort Worth	Fort Worth	2	Heritage Trace Parkway	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	16	2	0	0	2	20
Western	6	TxDOT-FW	Westworth Village	6	SH 183	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	14	2	0	0	2	18
Western	31	Mansfield	Mansfield	4	Broad Street	\$2,500	Yes	Yes	Yes	Yes	Yes	Pass	15	2	0	0	0	17
Western	51	Fort Worth	Fort Worth	9	Carroll St at White Settlement Rd	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	10	2	0	0	5	17
Western	3	TxDOT-FW	Haltom City	3	US377	\$31,500	Yes	Yes	Yes	Yes	Yes	Pass	9	2	0	0	5	16
Western	33	Mansfield	Mansfield	6	Main Street	\$14,000	Yes	Yes	Yes	Yes	Yes	Pass	9	2	0	0	2	13
Western	49	Fort Worth	Fort Worth	7	Avenue J at S. Beach St	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11
Western	53	Fort Worth	Fort Worth	11	IH-30 at Bridgewood Dr (S)	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11
Western	54	Fort Worth	Fort Worth	12	IH-820 at Quebec St	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	5	11
Western	56	Fort Worth	Fort Worth	14	IH-820 E at Trinity W	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	6	2	0	0	2	10
Western	47	Fort Worth	Fort Worth	5	E. Berry Street	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	3	2	0	0	5	10
Western	52	Fort Worth	Fort Worth	10	W. Long Ave at Clinton Ave	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	3	2	0	0	5	10
Western	55	Fort Worth	Fort Worth	13	IH-820 E at Trinity E	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	5	2	0	0	2	9
Western	50	Fort Worth	Fort Worth	8	E. Berry St at Old Mansfield Rd	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	2	2	0	0	5	9
Western	58	Fort Worth	Fort Worth	16	Oakhurst Scenic Dr at Yucca Ave	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	1	2	0	0	5	8
Western	59	Fort Worth	Fort Worth	17	E. Seminary Dr at Mansfield Hwy	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	0	2	0	0	5	7
Western	57	Fort Worth	Fort Worth	15	S. Jennings Ave at Pennsylvania Ave	\$30,000	Yes	Yes	Yes	Yes	Yes	Pass	0	2	0	0	5	7
Western	1	TxDOT-FW	Azle	1	US 377	\$10,500	Yes	Yes	Yes	Yes	Yes	Pass	5	2	0	0	0	7
Western	10	Southlake	Southlake	2	Various Intersections	\$50,000	Yes	Yes	Yes	Yes	Yes	Pass	4	2	0	0	0	6
Western	32	Mansfield	Mansfield	5	Matlock Road	\$3,000	Yes	Yes	Yes	Yes	Yes	Pass	0	2	0	0	0	2
Western	9	Southlake	Southlake	1	FM 1709	\$50,000	Planning projects are ineligible for CMAQ Funding											

Note: Highlighted projects are recommended for selection

# REGIONAL TRAFFIC SIGNAL RETIMING PROGRAM AND MINOR IMPROVEMENT PROGRAM

## Call for Projects Recommendations

Surface Transportation Technical Committee

Marian Thompson, P.E.

March 23, 2018



North Central Texas  
Council of Governments

# Programs Overview

What are  
these  
Programs?

The **Regional Traffic Signal Retiming Program (RTSRP)** is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming.

The **Minor Improvement Program** improves the capacity of the existing roadway system by implementing low-cost operational improvements, thereby enhancing mobility and improving air quality.



## Project Eligibility

# 2017 Call for Projects RTSRP

- Eighty Percent of Traffic Signals Have Not Been Retimed Since 2013
- Eighty Percent of Traffic Signals Located Along Route of Significance
- Eight or More Consecutive Traffic Signals
- No Construction Planned Within Two Years
- Staff Time is Not Eligible



## Project Eligibility

# 2017 Call for Projects Minor Improvements

- Projects Along Route of Significance
- No Construction Planned Within Two Years
- Project Funding Request Not to Exceed \$50,000
- Low-cost Improvements such as Cabinets, Controllers, Restriping, etc.
- Staff Time is Not Eligible



# Congestion Mitigation and Air Quality Improvement Program Funding

## Local Match

Regional Traffic Signal Retiming Program	Minor Improvement Program
<b>\$2 Million</b>	<b>\$2.9 million</b>

- Twenty Percent (Minimum) Local Match
- Local Match Must be Cash
- Sixty-six Percent Eastern Sub-Region and Thirty-four Percent Western Sub-Region





# Evaluation and Scoring Criteria for RTSRP Projects

Category	Scoring (pts)	Description
<b>Mobility Benefit/Cost Ratio</b>	35	Project benefit/cost ratio will be calculated based on the improvements associated with basic traffic signal program input.
<b>NOx &amp; VOC Cost Per Pound</b>	35	Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.
<b>Communication</b>	10	Communication technology that keeps traffic signals in sync.
<b>Environmental Justice Distribution</b>	5	Environmental justice methodology used to map concentrations of EJ populations using demographic data.
<b>Multi-Modal Operations</b>	5	Projects supporting multimodal operations including high truck volume corridors (four percent or greater) and/or located at or near transit facilities/routes.
<b>Multi-Jurisdictional Corridor</b>	5	Corridors passing through more than one agency's jurisdictional boundary.
<b>Data Cloud</b>	5	Provide traffic signal data to the cloud.

# Evaluation and Scoring Criteria for Minor Improvement Projects

Category	Scoring (pts)	Description
<b>Mobility Benefit/Cost Ratio</b>	35	Project benefit/cost ratio will be calculated based on improvements associated with basic traffic signal program input.
<b>NOx &amp; VOC Cost Per Pound</b>	35	Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.
<b>Recommended improvements</b>	20	Recommended improvements from previous RTSRP phases by consultants.
<b>Additional Local Match</b>	5	Agency willing to contribute more than twenty percent local match.
<b>Environmental Justice Distribution</b>	5	Environmental justice methodology used to map concentrations of EJ populations using demographic data.

# RTSRP and Minor Improvement Proposals Received

Program	No. of Projects	Western Region (Fort Worth District)	Eastern Region (Dallas District)	Total Funds
RTSRP	60	\$ 2,156,000	\$ 4,104,800	\$ 6,260,800
Minor Improvement Program	114	\$ 1,127,500	\$ 3,034,100	\$ 4,161,600

# RTSRP Projects Recommendations (Eastern Sub-Region)

#	Agency	Project Name	On-System	Off-System	Total Signals
1	Dallas	Midway/Frankford	0	21	21
2	Garland	SW Garland Group	4	21	25
3	TxDOT Dallas	FM 544	13	0	13
4	Garland	NW Garland Group	21	57	78
5	Dallas	Greenville	2	13	15
6	Carrollton/Coppell	Belt Line Road	2	18	20
7	TxDOT Dallas	SH 78	11	0	11
8	Dallas	LBJ	17	0	17
9	Richardson	Arapaho Rd	2	19	21
10	Richardson	Renner Rd	14	21	35
11	Richardson	Spring Valley Rd	2	15	17
12	Dallas	Forest/Abrams	4	14	18
13	Dallas	Webb Chapel	2	6	8
14	Dallas	Walnut Hill	5	22	27
		<b>Total</b>	<b>99</b>	<b>227</b>	<b>326</b>

# RTSRP Projects Recommendations (Western Sub-Region)

#	Agency	Project Name	On-System	Off-System	Total Signals
1	Arlington	Pioneer Parkway	20	0	20
2	Arlington	S Cooper St	30	1	31
3	Arlington	S Collins St	17	8	25
4	TxDOT Fort Worth	Southlake Boulevard	15	0	15
5	TxDOT Fort Worth	US 377	11	0	11
6	Keller	Keller Parkway	8	0	8
7	TxDOT Fort Worth	SH 174	11	0	11
8	TxDOT Fort Worth	SH 199	19	0	19
9	TxDOT Fort Worth	US 377	13	0	13
		<b>Total</b>	<b>144</b>	<b>9</b>	<b>153</b>

# Minor Improvement Projects Recommendations by Agency (Eastern Sub-Region)

#	Agency	Project Type	# of Projects	Total Amount
1	City of Allen	Communication System	1	\$50,000
2	City of Carrollton	Detection	1	\$50,000
3	City of Dallas	Detection	20	\$860,000
4	City of Garland	Detection	1	\$17,200
5	City of McKinney	Controllers	1	\$50,000
6	City of Richardson	Detection	10	\$480,000
		<b>Total</b>	<b>34</b>	<b>\$1,507,200</b>

# Minor Improvement Projects Recommendations by Agency (Western Sub-Region)

#	Agency	Project Type	# of Projects	Amount
1	City of Arlington	Controllers, Detection	3	\$150,000
2	City of Fort Worth	Controllers, Cabinets, Communication	9	\$350,000
3	City of Keller	Communication System	1	\$50,000
4	City of Mansfield	Flashing Yellow Arrows, Detection	5	\$37,500
5	TxDOT Fort Worth	Controller Upgrades	7	\$166,500
		<b>Total</b>	<b>26</b>	<b>\$754,000</b>

# Proposed Schedule

Description	Meeting	Date
Information - Corridor Selection Criteria	STTC	July 28, 2017
Information - Corridor Selection Criteria	RTC	August 10, 2017
Action - Approval of Selection Criteria	STTC	August 25, 2017
Action - Approval of Selection Criteria	RTC	September 14, 2017
NCTCOG Call for Projects		September 15, 2017
Proposals Due		October 13, 2017 5:00pm
Scoring by NCTCOG		November 15, 2017
Public Meetings		October 10, 11,16 2017
Information - Projects Selected	STTC	January 26, 2018
Information - Projects Selected	RTC	February 8, 2018
Action - Projects Selected	<b>STTC</b>	<b>March 23, 2018</b>
Action - Projects Selected	RTC	April 12, 2018



## STTC Action

### Recommend Surface Transportation Technical Committee Approval of the:

- 2017 Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects as Provided in Electron Items 4.1 and 4.2
- Ability to Administratively Amend the TIP/STIP, UPWP and Any Other Documents as Appropriate to Include All Projects in the Region
- If Projects Above the Line do Not Move Forward, Allow Staff to Continue to Next Project on the List



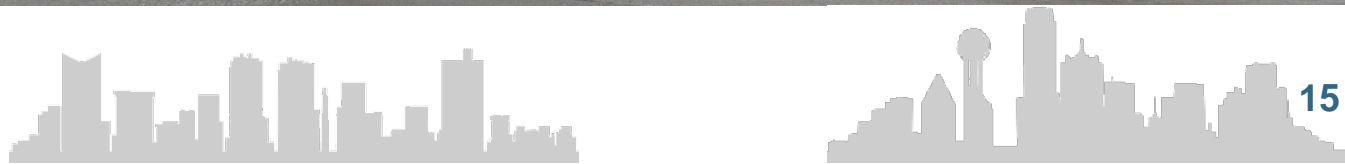
Questions?

Contact Information

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# START OF OZONE SEASON

**Surface Transportation Technical Committee**

**March 23, 2018**

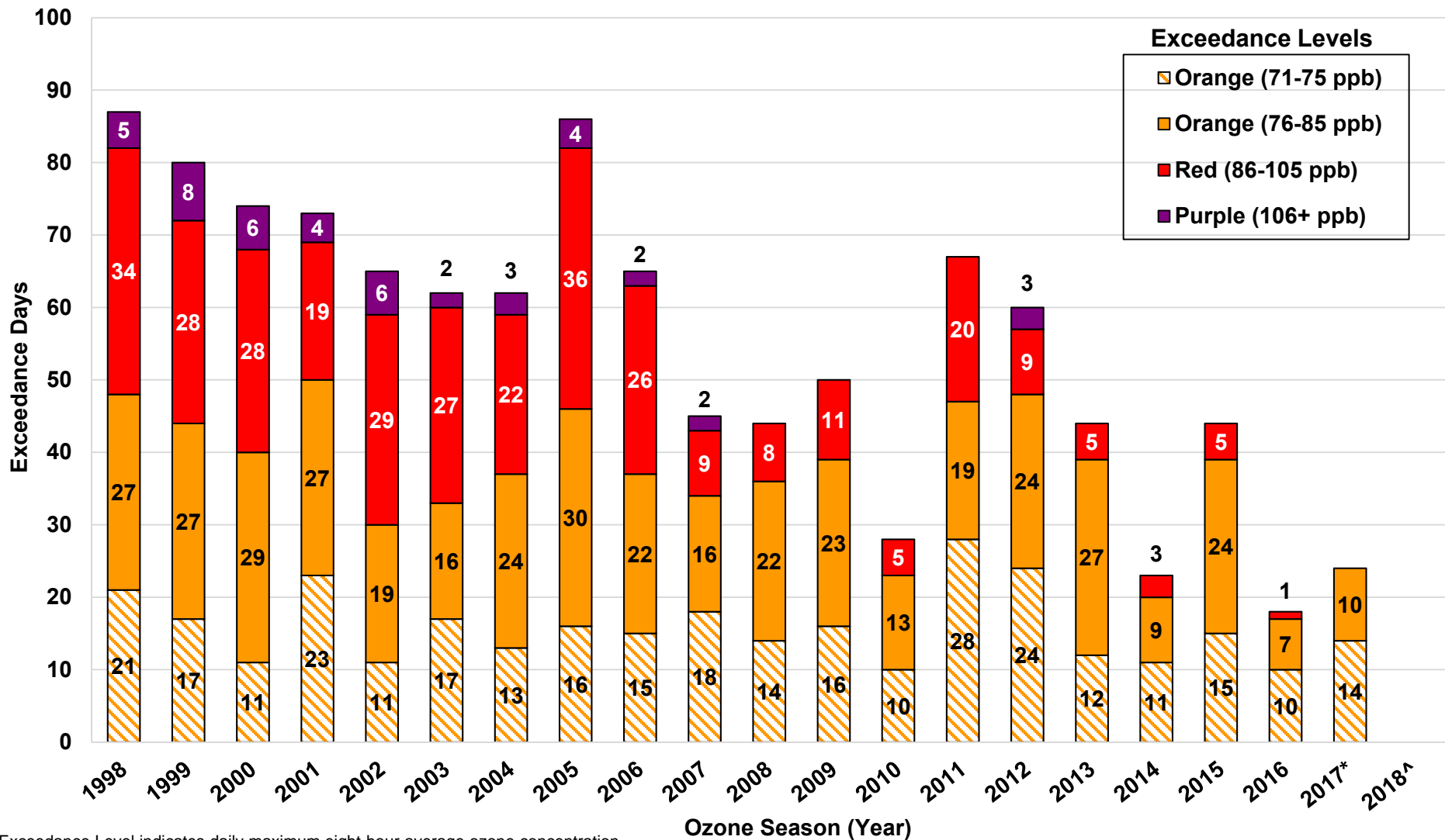
**Jody Loza  
Senior Transportation Planner**




**North Central Texas  
Council of Governments**

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of March 11, 2018)



Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

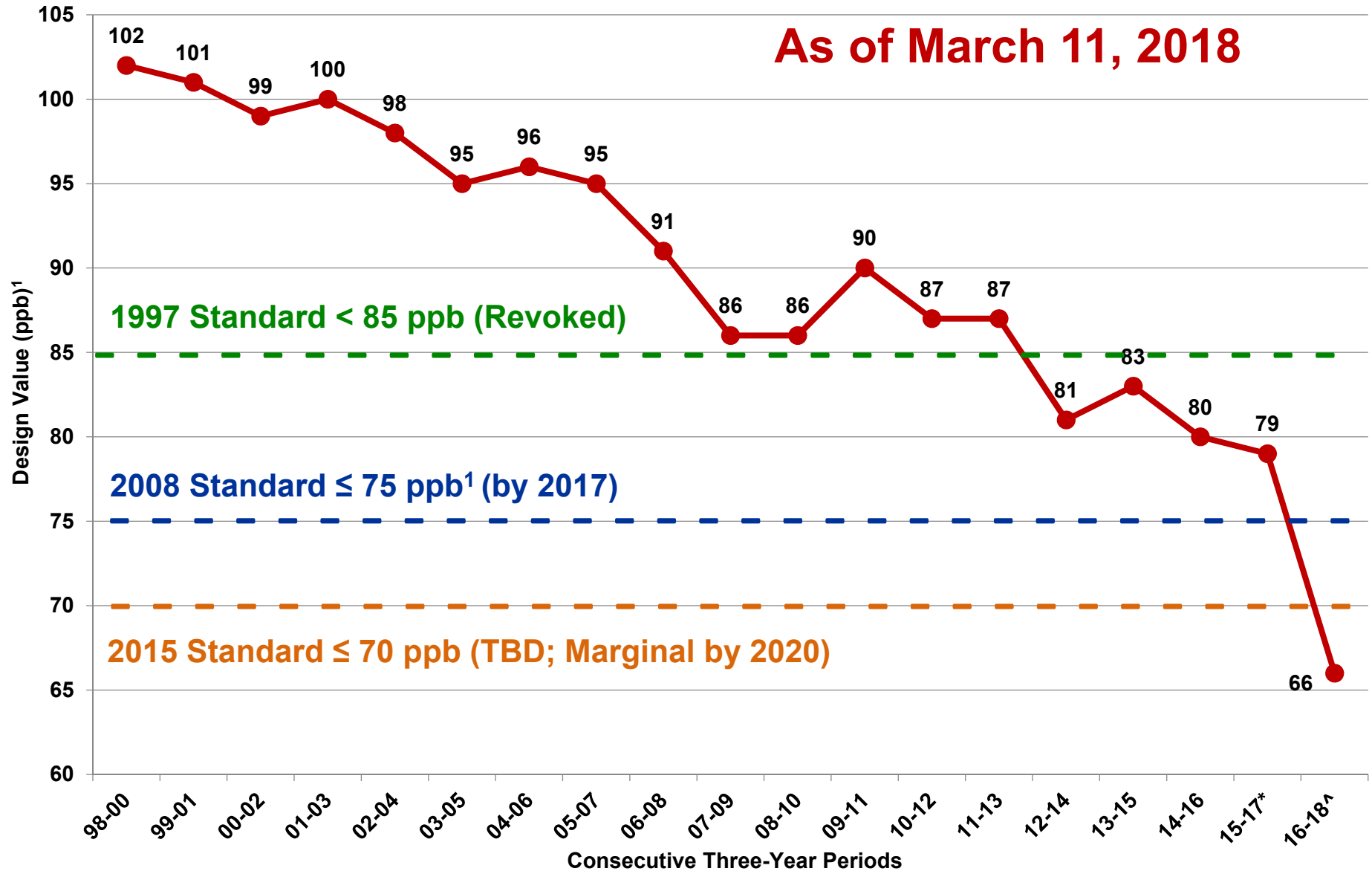
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

\*Data not certified by the TCEQ

^Not a full year of data, current as of 3/11/2018

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

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS



<sup>1</sup>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 equal to or less than 70 parts per billion (ppb).

\*2017 data not certified by the Texas Commission on Environmental Quality

^Not a full year of data, current as of 3/11/2018

# GETTING INVOLVED

## Clean Fleets North Texas

2018 Call for Projects - Vehicles and Equipment

\$1.5 million available locally

<http://www.nctcog.org/aqfunding>

## Volkswagen Settlement

Summer 2018 – Mitigation Plan

\$209 million statewide to replace or repower old diesel

<http://www.nctcog.org/trans/air/VWsettlement>

## Metropolitan Transportation Plan Policy Bundle

- Clean Fleet
- Clean Construction
- Idling Restrictions
- Recycle Tires (future)

Opportunity to inventory for future funding consideration

<http://www.nctcog.org/policybundle>

## Texas Emissions Reduction Plan – Summer 2018

Texas Clean Fleet Program (Alternative Fuel Vehicles)

Emissions Reductions Incentive Grant Program (Clean Diesel Vehicle & Equipment)

<http://www.terpgrants.org>

# AIR NORTH TEXAS 2018 PLANS

**Campus Clean Air Action Days to take place at participating universities  
March – April 2018**

**Staff presence at regional outreach events  
Spring 2018**

**Social media campaign for Air Quality Awareness Week  
April 30 – May 4, 2018**

**Clean Air Action Day June 22, 2018**

**Air North Texas advertisements and marketing will appear in billboards,  
radio, online, etc.  
May – October 2018**

**Air North Texas Air Pollution Alert e-mails  
[www.airnorthtexas.org](http://www.airnorthtexas.org)**



**\* Let us know of any other opportunities.**

# 2015 8-HOUR OZONE NAAQS UPDATES

- November 16, 2017:** EPA designated 2,646 counties as Attainment/Unclassifiable and 3 counties as Unclassifiable
- January 16, 2018:** Final Rule Effective Date
- April 2018:** Final Rule Classifying Nonattainment Counties (Marginal classification anticipated for DFW 10-county nonattainment region)
- On-going:** Monitor the United States Court of Appeals for the District of Columbia Circuit case No. 15-1115 *South Coast Air Quality Management District v. EPA, et al., vacating portions of the 2008 Ozone Implementation Rule*<sup>2</sup>



# CONTACTS

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**PUBLIC COMMENTS REPORT**

**WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

**Purpose**

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on February 12, 2015.

This report is a compilation of general public comments submitted by members of the public from Saturday, January 20, 2018, through Monday, February 19, 2018. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

**Summary**

This month, public comments were received on a number of topics across social media platforms and via email. The majority of comments were received regarding the LBJ East project, a proposed expansion of the highway, including rebuilt general purpose lanes, frontage roads and tolled managed lanes. The Regional Transportation Council supports the project.

**Alternative Fuels**

**Twitter**

1. Interested in alternative fuel refuse haulers? Tune into this webinar on 2/27 with @NCTCOGtrans @MAPCMetroBoston @cityofdentontx @CityofFortWorth – FleetsForTheFuture (@Fleets4future)



**Aviation**

**Twitter**

1. Good morning,  
Your ride to the airport is here.  
@altitude\_motion @NCTCOGtrans @dallasnews @amazon @DallasCityMgr – brad (@markosakal)



2. Flight times from NAS @amazon #Austin #FortWorth and #Dallas with vary. @NCTCOGtrans sets urban standards. #UAS or #UAV needs neighborhood standards. Over the concept of #HQ2 #HQ2TX can prove the first intercity delivery system by #UAV <http://www.nctcog.org/mobility2045> or 2020? – Marko Sakal (@markosakal)



3.  
#UTM Authorities Deep Dive:

A Multi-Billion Dollar Market Your City Can't Ignore #HQ2 #HQ238 @CityOfDallas @NCTCOGtrans <http://loupventures.com/utm-deep-dive-a-multi-billion-dollar-market-you-cant-ignore> ... – Marko Sakal (@markosakal)

4. What will attract @amazon to your city after the #HQ2 process?

Unmanned Aircraft System Traffic Management #UTM for #drones Pickup, Deliveries and Passengers service, all going airborne.

Now is the time to plan for the future.

<https://www.faa.gov/uas/research/utm/> ... – Marko Sakal (@markosakal)



5. RT @PatrickGunz\_CH Does @NCTCOGtrans planning in 2045 include any of these concepts? What are the roles for #UAS and #UTM being planned for? #Dallas #FortWorth #DFW – Marko Sakal (@markosakal)



### Bicycle & Pedestrian

#### Twitter

1. Why Walkable Streets are More Economically Productive

<https://www.strongtowns.org/journal/2018/1/16/why-walkable-streets-are-more-economically-productive> ... @CityOfDallas @NCTCOGtrans @DallasEcoDev @DallasCityMgr @DallasCountyTx – Lee M. Kleinman (@LeeforDallas)



100% - Mark Masinter (@MarkMasinter)

I 100% agree. I do a quick strong towns analysis of Lowest Greenville in this post. I like to think of it as the moneyball of cities – Brandon Castillo (@Bandron)



2. #Simple, obviously safer!

@DCPoliceDept @DDOTDC @DelawareDMV @DelawareDOT @EvanstonPD @MDOT\_A2 @MDOT\_BWB @MDOT\_LanJxn @MDOT\_UP @MississippiDOT @my511NY @MyFDOT @myTDOT @NACTO @NCTCOGtrans @nevadadot @NewHavenDOT @NottmTravelwise @NUSDTransDept @OakDOT #bike #nscsafety #DutchReach – Michael Charney (@DutchReach)







### Collin County Strategic Roadway Plan

1. Dan Mingea

This proposal is disruptive to established neighborhoods. If your neighborhood were to be displaced, you would not vote for this!!!! Don't do it!!! You'll have to kill me first...

2. Phillip Davenport

Totally in favor of getting this built and another route across the lake resolved. The benefits of both our emergency services and public being able to get around our fast growing population.

3. Carole Pasquale

I think it will be the biggest mistake that North Central Texas has ever made; it will upset the life style and uniqueness of a most wonderful part of the World.

Sure, progress is great, but why can we not still depend on private transportation and the Airport. THE TRAFFIC CONGESTION ON THE ROADS WILL BE OUT OF CONTROL AND THE WAITING AT THE TRAIN CROSSINGS WILL BE UNBEARABLE; YOU ASKED, I SPOKE. THAT IS JUST MY OPINION AND ALWAYS HAS BEEN; NO MATTER WHAT WE, THE PEOPLE, HAVE STATED IT HAS BEEN OVERLOOKED AND DENIED; I WILL SAVE MY COMMENTS FOR OTHER THINGS OF MORE IMPORTANCE TO ME.

4. Becky Bernardi

I AM IN FAVOR OF THE LAVON CORRIDOR FREEWAY. I AM AGAINST THE WYLIE RESOLUTION THAT WAS PASSED DEC 2017. I AM IN FAVOR OF THE COLLIN COUNTY RESOLUTION THAT AS PASSED 10/23/17 REQUESTING ALL FREEWAYS AND CORRIDORS TO INCLUDE THE LAVON CORRIDOR FREEWAY

**Response by Jeff Neal, NCTCOG**

Mrs. Bernardi,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and

consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As you're aware, we continue to work with our numerous local government partners to determine the best possible fit for potential future freeway facilities within eastern Collin County based on technical feasibility and other perspectives. With respect to the December 2017 Resolution passed by the City of Wylie, we're performing our due diligence to determine both future impacts and future consequences for constructing a new freeway east of Lake Lavon and Lake Ray Hubbard as opposed to the original vision for the Lake Corridor Freeway. The January 2018 CCSRP Recommendations Map represents a preliminary plan to adjust and mitigate for the City of Wylie's recent decision.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

### **Response by Becky Bernardi**

Thank you for taking the time to contact us in response to our input.

TO MS Baylor if you could email me separately the count of LPCF input notices you have received would be greatly appreciated. We have the last couple of weeks done Facebook Mass Advertising on the NCTCOG input link for Public Input. We have also received almost 2,200 Video Views from Jeff Neal's, Lavon NCTCOG Meeting on 1/16/18 as well.

As an FYI, as spokesperson for the Lavon Pro Corridor Freeway we have previously held meetings in January with the City of Wylie EDC, City of Wylie Mayor Pro Tem Stephens, and on Monday, 2/19/18 Wylie City Manager, Manson in addition, to being put on the Wylie City Council Agenda 2/27/18 to formally request an Amendment to the Wylie Resolution of 12/12/17 in regards to the LCF.

Items to be Amended, to state in support of the LCF and East West Freeway Studies and support of NEW bridges to include the LCF or, a Bridge itself, as originally projected back in 2002 to bring relief off of SH 78, US Hwy 380, SH 205, FM 1378, FM 2514, FM 544.

I have also spoken with Collin County Engineer, Daugherty in regards to the Amendment and Studies and he is in favor of the studies. Funds to support studies were discussed as well and pended upon Wylie's approval of Amendment request.

We, the LPCF, have received In Favor, signed off, petition responses from our Impact Survey of SH 78, 380, 205, FM 544, FM 2514, and FM 1378 from the following businesses who support the Collin County Resolution 2017-880-10-23 and the Lavon Corridor Freeway. The Impact Survey/Petition is still in progress and will continue until the end of the Public Input period. See attached



Your response to the update and actions I have just given you is appreciated.

5. Erin Larew

Dear Sir or Madam:

I am writing you to provide comments to the NCTCOG plans for future road improvements/expansions in the Wylie area. I am specifically commenting on 1) the proposed expansion of Kreymer and Troy Roads as an arterial road and 2) the bridge across Lake Ray Hubbard originating at SH 205/John King. Regarding Kreymer and Troy road as an arterial, I feel there is a better solution by utilizing Eubanks to WA Allen to FM 544 to Vinson. WA Allen and FM 544 are already 4 lane in some locations and have utility setbacks already in place. Kreymer and Troy do not have any utility or road setbacks for future expansions save of the short area of the newly constructed Bozman Farm subdivision. FM 544 is currently tied into Vinson which provides for the eventual access to the George Bush Tollway. There are a lot of houses along both the FM 544 route as well as the Kreymer/Troy route with Troy having numerous driveways, but the FM 544 route seems much better suited as planners have already made provisions for future expansion as well as development entrances rather than driveways. There would be homes destroyed on the Kreymer/Troy route where Kreymer meets Troy. Regarding the bridge across Lake Ray Hubbard, without the extension of Renner Road in Murphy, this expansion becomes much less impactful. There now is the potential for more traffic to come onto an already congested SH78 and FM 544 with no improved outlet to the east. Traffic can flow from the bridge and down the newly proposed arterial corridor running to the south to George Bush. I can see how this would alleviate congestion in Rockwall and Rowlett for those trying to get to I 30 or to George Bush. However, if this is the intention and with the Renner extension block, then the bridge should not run from 205/John King to Wylie in a northwesterly direction but to Wylie in a southwesterly direction. This would allow for a less impactful and more efficient route to I 30 and George Bush. Thank you for your consideration and soliciting public input. I understand there are needs for new and expanded roads to keep up with population growth. I just feel that there are better solutions than those currently being presented.

#### **Response by Jeff Neal, NCTCOG**

Mr. Larew,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

Your concerns are shared among many other residents along and near Troy Road who've written to me. While I believe based on our travel demand model simulations that the proposed new bridge across Lake Ray Hubbard is a key element to alleviate future traffic along State Highway (SH) 78 between the lakes and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie, it's still critical for there to be a major arterial facility east of SH 78 that can provide a direct route and accommodate potential traffic flows between the new bridge and the President George Bush Turnpike (PGBT). I want to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternate opportunity for that

thoroughfare as opposed to Troy Road, and we're currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

### **Response by Erin Larew**

Jeff,

Thank you for your response and thank you for investigating alternatives to Troy road for arterial thoroughfares. I will be getting together with Neighbors of Troy, and we will continue to stand united against making Troy an arterial road that threatens our property and way of life. FM 544 and Vinson just make more sense as they are already designed for expansion, unlike Troy with all of its homes and utilities placed in close proximity to the existing barely 2 lane road. I am thankful that you are working with the people who live in this area and are taking in consideration the lives you will be affecting. Sometimes the best route is not best for the people or city you are building in and you have to compromise. I appreciate that you all are working with us and not against us.

My concern with the bridge over Lake Ray Hubbard is that it is penciled in on the flood plains behind my property. I was informed by the City of Dallas 1) we could not buy it (tried buying it) because it is the flood plain for Ray Hubbard and is part of their flood control for the lake and 2) we are not allowed to have livestock on it do to pollution of the animals relieving themselves and getting into the water. My concerns are 1) you will need to build up this road and water will be displaced somewhere else. That somewhere else will be on my property, causing some portion of my property to now become unusable for permanent structures as the flood plain will encroach onto my property. This will not be tolerated by myself and neighbors. 2) they would not let animals go on the flood plain because of pollution. How in the world are car chemicals any better? This would actually be worse because chemicals are poisonous. Please look at building the bridge further up beyond the creek so it approaches land at the non-flood plain areas. Even better would be not building it at all. East Wylie does not want it. If it is so important for the people of Rockwall and beyond get home faster their property and land should be affected not ours. I chose to live in Wylie because I work in Wylie. If people don't like traffic they need to move closer to their jobs.

I am sure you already know but the beautiful fields you are planning on building the road that will connect to the bridge are in a flood plain. I've attached a map for your convenience.



**Response by Jeff Neal, NCTCOG**

Ms. Larew,

Good morning. I greatly appreciate your response as well as the inclusion of information regarding specific conditions that could affect advancement of the proposed Lake Ray Hubbard thoroughfare crossing near your property. Please understand that any CCSRP-proposed roadways (or any major transportation projects regardless of mode) that are implemented using state and/or Federal funds are required to go through an intensive, interactive, and comprehensive environmental assessment process before construction or right-of-way acquisition can be approved...particularly any project that may cross a notable environmental asset like Lake Ray Hubbard. The implementing agency (TxDOT, Collin County, etc...) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any identified potential impacts can be appropriately mitigated or avoided altogether. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition...and a potential decision to build nothing in light of public opinion and/or combination of other factors must always be considered.

The preliminary conclusions from the CCSRP are encouraging multiple jurisdictions to re-evaluate their local thoroughfare plans...and the City of Wylie is anticipating to perform its own re-evaluation in the near future. Even if we may successfully relocate the proposed major north-south arterial east of SH 78 to Vinson Road, you should be aware that Wylie's current thoroughfare plan continues to indicate Troy Road as a future 4-lane divided roadway down to the southern city limit boundary. If you and your neighbors desire for Troy Road (south of the proposed Hensley/Alanis/John King Connector) to remain at its current

configuration and capacity...which apparently is a desire also shared by the City of Rowlett to the south...then I urge you all to remain active and vocal once the City of Wylie begins its thoroughfare plan re-evaluation process. The process could even help drive specific measures to allow future discouragement of cut-through traffic on Troy Road as improvements to the thoroughfare network occur around that area. Hopefully, such actions could ultimately assist in creating better buffers between those areas where transportation capacity improvements and accommodations for future development are truly beneficial, and others where retention of more rural quality of life issues and other conditions should remain paramount.

Again, please continue to visit the CCSRP webpage for updated information and future meeting notifications, and I'll be happy to address any other questions or comments you may have.

6. Chad Watson

Jeff,

I have been studying the last latest revision dated Feb 6. I see that COG continues to push for these new roadways even when citizen input is firmly against them. You first must understand that we are not against improving existing structures. However we are FIRMLY and ADAMANTLY against some of these new facilities. I will detail my thoughts. I feel like I am uniquely qualified to comment because I service accounts all over the metro area. I take a different route almost every day and see facilities that are overused, underused, ones that need repair, ones that should have never been built and others that need vast improvement.

1. Revised Lake Corridor. This is the best idea your group has cooked up. Country Club rd is already a main thoroughfare and it makes good sense to expand/improve it to facilitate mobility. You need to make sure the 544-Lake Corridor interchange is designed well for high flow. It is currently a major issue.

2. Park-Skyview connector. Considering item 1 Lake Corridor is done deal, this could supplement some of the E-W needs.

3. Hensley-JK connector. This is the worst idea on the proposal. Can you folks understand that we are NOT interested in any more bridges? Our streams, creeks, rivers, and lakes are to be protected at all costs. This part of Lake Ray Hubbard contains a multitude of protected species including nesting for bald eagles. A bridge in that area would likely not pass the environmental study and even if it did the impact is a net negative.

Additionally this route effectively serves as a shortcut from Plano to Rockwall and bypass much of 78. To which the COG may be pleased with. However it does NOT serve the residents or business owners in the area. What it does create is heavy traffic flow through an otherwise quite and serene residential area. An area full of residents that are here to avoid that noise and pollution to begin with.

Further this route defeats the purpose of the recent completion of 78 upgrades. Since the completion of the 78 the traffic/congestion is virtually non-existent. Once the 78/205 interchange upgrade is completed, congestion will be all but eliminated.

Finally, most of the commerce in Wylie is done at business located on 78. This route effectively bypasses most/all of these companies that rely on this traffic for customers. Wylie is not interested in becoming a bypass or shortcut.

4. Cambell- Elm grove connector- No comment.

5. Kreymer to Castle extension. Terrible. Again another route that serves to bring a high traffic load into an otherwise quite residential area. This appears to serve the intermodal truck yard in the way it allows trucks a direct path to George Bush. This route also imposes on many landowners and involves establishing new ROW's. IF and only IF this route carried very specific load limits (that disallowed 18 wheelers) and hazardous cargo restrictions we could be swayed. Again in case I wasn't very clear, OUR neighborhoods do not want to serve as a major trucking route.

6. Princeton Rd extension. OK

7. FM 6 upgrade. There is little to no traffic on this road. And the only congestion is when a tractor is slow moving. 1 added lane to facilitate passing/turning would be excellent. 2 lanes in either direction would set the area up well for decades.

8. 2755 to 35 connector. No comment.

9. Chase Oaks. No comment.

10. 78 outer loop. I like how this route has pushed Westward. This makes great sense to follow existing ROW's and would help decrease the pressure on 205.

So you don't get the idea that I'm against everything, I have offered up suggestions.

1. 544 East of 78 turning south to Ballard then to Pleasant Valley and then to George Bush.

a. 544 is already a major thoroughfare.

b. Ballard/Sachse Rd south of 544 is already a major thoroughfare.

c. Pleasant Valley may be THE WORST heavily used road in the state. It needs to be completely rebuilt start to finish/top to bottom. (2 birds 1 stone)

d. trucks already utilize this route so citizens in the area would not "feel" the impact as much.

e. Utility and residential properties are set back appropriately from the roadway.

This route

1. uses existing ROW's

2. improves existing facilities

3. improves mobility to GB

4. Does not impact land/homeowners as significantly.

5. Could connect to "Lake Corridor" near GB to further improve mobility.

Another option 544 East of 78 turning south to 544 to Vinson across landfill to GB. This route is less desirable because it encroaches more private property and also goes deeper into the residential zone. It also introduces heavy traffic where it was very light. "Perceived impact" is higher.

2. Immediately begin studies to re-time the traffic lights on 544 north of 78 and on 78 from GB to 205. I can drive on 78 from Garland to Farmersville and the bulk of the time will be spent sitting at traffic lights in Sachse and Wylie. I can get from 1st st in Garland to Firewheel in 5 minutes but it takes 15 minutes to get from Firewheel to 205. Completely unacceptable to pull away from green to be stopped 200 yds later at the next red. 544 in Murphy is FAR worse and I suspect it's on purpose. The "tourist trap" effect.

3. Consider "smart traffic control" Load based signaling could replace miles of concrete. Lanes that change direction based on load.

4. Eliminate open campus at schools. When students leave campus for lunch there is a tremendous surge in vehicle and foot traffic. This results in bogged intersections as children try to cross safely.

5. Better zoning restrictions going forward. We should not allow schools to be built on primary arterial roads. It puts children at risk and ruins the flow of traffic.

6. More turning lanes...everywhere.

Thank you for your assistance in improving our roadways and for your continued efforts to tweak the mobility plan based on input from council and citizens. I appreciate you taking the time not to only to read this, but consider what is being said. I look forward to hearing your comments and also to seeing the next revisions as we move forward.

#### **Response by Jeff Neal, NCTCOG**

Mr. Watson,

Good afternoon. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your interest and concerns pertaining to this study. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I'm sure you're aware, your concerns are shared among many other Wylie residents who've contacted me over the last several months. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...each of these north-south facilities can/will provide alternate paths to/from east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. Yes, the loss of the Renner Road extension (which would have allowed for a continuous facility all the way to Richardson) diminishes the roadway's potential effectiveness...but, given the level of future traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares.

Please know that the recommendation of a new Lake Ray Hubbard bridge is not suggested lightly, as it is also NCTCOG's job to promote and contribute to environmental stewardship wherever conceivably possible. Should the project continue to advance forward, we will ensure that any environmental assessment of the proposed Lake Ray Hubbard crossing...which is required by law before any construction or right-of-way acquisition could begin...will comprehensively identify and provide potential mitigation and/or avoidance strategies for any possible environmental and socioeconomic impacts. If that isn't done...or, if the anticipated impacts are indeed too significant and/or unavoidable...then the project will not proceed.

Additionally, while our travel demand model simulations also demonstrate that it's critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard...I want to be sure to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road. We're currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Quite a few other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would have greater right-of-way and quality of life conflicts as you've stated.

In closing, let me finally state my appreciation for the additional project suggestions you had outlined below. You can be assured that strategies to improve operational efficiency along existing corridors, such as improved signal timing and turn lanes, are being encouraged as strongly as our new capacity recommendations. We're also working with school districts throughout the region to discourage siting of new schools near or adjacent to major thoroughfares as much as possible. And regarding Pleasant Valley Road...because widening to a 4-lane divided arterial is already reflected in local thoroughfare plans (with an extension to Miles Road/Bunker Hill Road from Merritt Road), we certainly support continued efforts with Wylie and Sachse to bring that to fruition (identified improvements have already been incorporated into our CCSRP Baseline Network assumptions).

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

#### **Response by Chad Watson**

Thank you for the detailed response. If there must be a bridge, has there been any study of continuing 544 east to and widening Stone and crossing the lake there? It seems like that would create the nonstop E-W thoroughfare the COG seeks.

#### **Response by Jeff Neal NCTCOG**

Mr. Watson,

Good morning. I can certainly appreciate the notion of extending FM 544 (Stone Road) to the east allowing for a long-distance, continuous thoroughfare connection to/from SH 205 across Lake Ray Hubbard. However, it appeared based on our analysis that a crossing directly eastbound from Stone Road would create a much longer bridge structure and more severely affect wetland recharge areas at the northern end of the lake compared to our current proposal. That location would also be much closer to where SH 78 crosses the area between Lake Lavon and Lake Ray Hubbard, and because a bridge there wouldn't connect to any existing significant thoroughfares east of SH 205, its ability to draw future traffic away from the IH 30 and SH 66 crossings (as well as SH 78) would be more limited. The ability for the new bridge as proposed to be more equidistant between SH 78 and SH 66, and also connect directly to John King Boulevard, provides greater ability to re-distribute future traffic on the east side of the lake...and with Hensley Lane/Alanis Drive extending as far west as McCreary Road, more efficient distribution of traffic could also be realized on the west side of the lake as well.

Again, please continue to monitor the CCSRP webpage for updated information and meeting notifications...and I'll be happy to address any other questions or comments you may have.

#### 7. Keith Wells

I AM IN FAVOR OF THE LAVON CORRIDOR FREEWAY. I AM AGAINST THE WYLIE RESOLUTION THAT WAS PASSED DEC 2017. I AM IN FAVOR OF THE COLLIN COUNTY RESOLUTION THAT WAS PASSED 10/23/17 REQUESTING ALL FREEWAYS AND CORRIDORS TO INCLUDE THE LAVON CORRIDOR FREEWAY.

#### **Response by Jeff Neal, NCTCOG**

Mr. Wells,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

We continue to work with our numerous local government partners to identify the best possible fit for potential future freeway facilities within eastern Collin County based on technical feasibility and other perspectives pursuant to the October 2017 Collin County Resolution. With respect to the December 2017 Resolution passed by the City of Wylie, however, we're performing our due diligence to determine both anticipated impacts and future consequences for constructing a new freeway east of Lake Lavon and Lake Ray Hubbard as opposed to the original vision for the Lake Corridor Freeway. The January 2018 CCSRP Recommendations Map represents a preliminary plan to adjust and mitigate for the City of Wylie's recent decision.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.



## 8. Connie Ener

I am GLAD that the Lake Corridor Freeway and Bridge have been removed from the master plan. Those were BAD IDEAS and there are better ones that should be considered. I'm GLAD Wylie opposed the bridge and corridor. I realize roads are needed for north-south routes, but use existing roadways that already have approved right-of-ways. Don't bring in new roads that tear up neighborhoods and create a negative environment for the citizens who were there first. Thank you!

### **Response by Jeff Neal, NCTCOG**

Ms. Ener,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I'm sure you're aware, your concerns are shared among many other Wylie residents who've contacted me over the last several months. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...each of these north-south facilities can/will provide alternate paths to/from east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. Given the level of traffic predicted for this area by the year 2040, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each jurisdiction's ultimate thoroughfare plan vision.

Our travel demand model simulations also demonstrate that it's critical for there to be a major north-south arterial east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard. At the same time...I want to let you know we're aware that Vinson Road (which is already identified in Wylie's master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road, and we're currently studying whether or not we should suggest that shift as part of our next CCSR Recommendation Map update. Other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

As a final note...we continue to work with all of our numerous local government partners to identify the best possible fit for potential future freeway facilities within eastern Collin County based on need, technical feasibility, and other perspectives. With respect to the

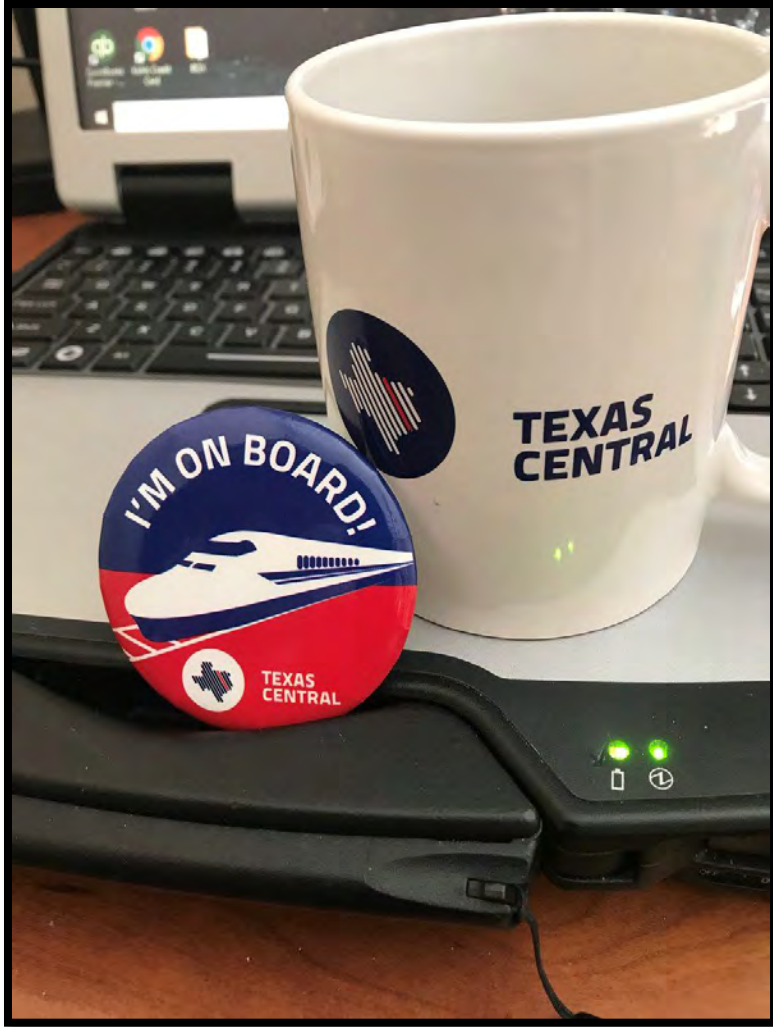
December 2017 Resolution passed by the City of Wylie, we're performing our due diligence to determine both anticipated impacts and future consequences for constructing a new freeway east of Lake Lavon and Lake Ray Hubbard as opposed to the original vision for the Lake Corridor Freeway. The January 2018 CCSRP Recommendations Map (available for viewing via the webpage identified below) represents a preliminary plan to adjust and mitigate for the City of Wylie's recent decision.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: <http://www.nctcog.org/trans/thoroughfare/CCSRP.asp>. If you have any other comments or questions, please know that you may contact me at any time.

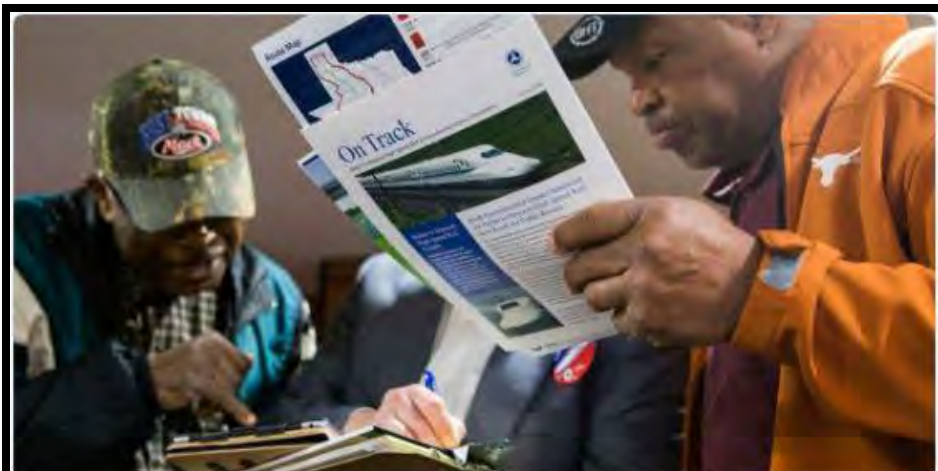
### **High-speed Rail**

#### **Twitter**

1. It's coming ! @txbornviking @NCTCOGtrans @CityOfDallas @CityofHouston @Wylie\_H\_Dallas @KevinRoden @Danwhite7912Dan @rymgray , 90 Min to #houston from #Dallas via @TexasCentral lets get Texas moving @TxDOT @narprail @T4America @MassTransitmag – Shawn Eric Gray (@ShawnEricGray)



2. Texas Central picks downtown Dallas station site for its \$15 billion high-speed rail proposal  
[https://www.dallasnews.com/news/transportation/2018/01/29/texas-central-announces-downtown-dallas-high-speed-rail-passenger-station-site ...](https://www.dallasnews.com/news/transportation/2018/01/29/texas-central-announces-downtown-dallas-high-speed-rail-passenger-station-site...) @CityOfDallas @NCTCOGtrans @DallasEcoDev @VoteAdamMedrano @Mike\_Rawlings @TexasCentral @dartmedia – Lee M. Kleinman



**Texas Central picks downtown Dallas station site for its \$15 billion hi...**

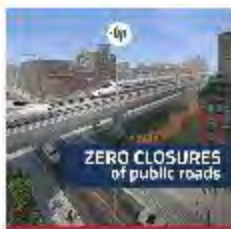
Texas Central Partners announced this morning that a site near the Dallas Convention Center will be the passenger station for their proposed \$15...

[dallasnews.com](http://dallasnews.com)

3. [texascentral.com/itstime/](http://texascentral.com/itstime/) @Danwhite7912Dan @theButcher\_st @txbornviking  
@WalkableDFW @Wylie\_H\_Dallas @NCTCOGtrans @UrbanFortWorth @RideshareGeek  
@rymgray – Shawn Eric Gray (@ShawnEricGray)



4. @Wylie\_H\_Dallas @txbornviking @WalkableDFW @UrbanFortWorth @RideshareGeek  
@DFWStuff @Danwhite7912Dan @RideDCTA @TheTFortWorth @BikeFriendlyFW  
@BikeDFW @BikeTexas @NCTCOGtrans @TxDOT @T4America @MassTransitmag  
@narprail @HSRail – Shawn Eric Gray (@ShawnEricGray)



**Texas Bullet Train** @TexasCentral

#DidYouKnow the #BulletTrain will cause NO closures of public roads?

The DEIS public comment period ends March 9th. Let...

### Innovative Vehicles & Technology

#### Twitter

1. @NCTCOGtrans @TakeCareOfTX @TxDOT @greensourcedfw , @GovAbbott let's get #texas on board! – Shawn Eric Gray (@ShawnEricGray)



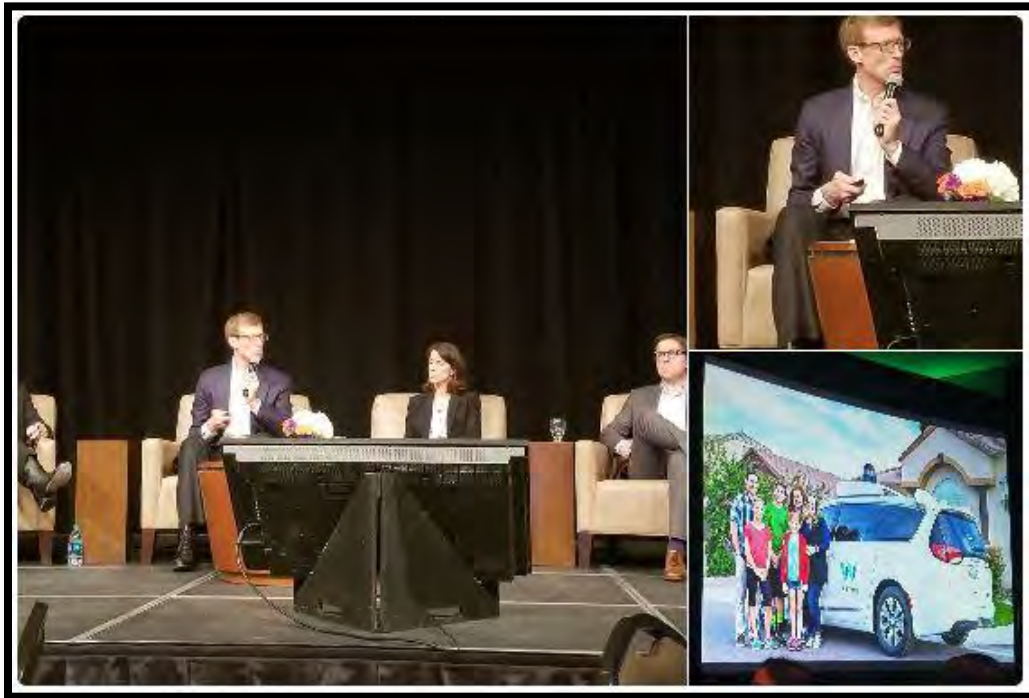
**CleanFuelsOhio** @CleanFuelsOhio

#ElectricVehicle charging networks continue to grow, making it more logical to invest in this #cleanenergy transportation. [bit.ly/2BuzZQg](http://bit.ly/2BuzZQg)

2. Hate driving? Autonomous vehicles are coming (have come!) says @lyft @CityOfArlington @NCTCOGtrans #ntts2018 – Mosaic Strategy (@mosaic\_sp)



3. @TomBamonte @NCTCOGtrans says basic maintenance of the roads is a competitive advantage that attracts autonomous vehicle developers and deployment of these programs. – Cooksey Communications (@CookseyPR)




4. Awesome 😎 – Shawn Eric Gray (@ShawnEricGray)



**NCTCOGTransportation @NCTCOGtrans**

Tesla is subsidizing the installation costs of charging stations and your workplace could qualify! For more details, visit: [dfwcleancities.org/evnt](http://dfwcleancities.org/evnt)



5. Tesla is subsidizing the installation costs of charging stations and your workplace could qualify! For more details, visit: <http://www.dfwcleancities.org/evnt> – NCTCOGTransportation (@NCTCOGtrans)




It is certainly news to me. A good news at that! – Arek Iskra (@Arek\_Iskra)

6. If you own a Tesla or know folks who do or plan to at your workplace, this might help! – Arek Iskra (@Arek\_Iskra)

**NCTCOGTransportation @NCTCOGtrans**

Tesla is subsidizing the installation costs of charging stations and your workplace could qualify! For more details, visit: [dfwcleancities.org/evnt](http://dfwcleancities.org/evnt)



**Facebook**

1. On this day in Texas Tesla history, we had a ribbon cutting for the Denton Supercharger, the first Supercharger in North Texas and the "golden spike" that connected the Texas Supercharger network to the rest of the country. It had actually opened in November, but we got Denton, Texas's Mayor Chris Watts, NCTCOG Transportation Department, TV crews & even Tesla to come celebrate with us.

We think of this as NCTCOG's first event.

<https://ntxteslaowners.com/.../denton-supercharger-ribbon-cut...> – Tesla Owners Club of North Texas



## Project Planning

### Twitter

1. Michael Morris from @NCTCOGtrans discussing the future of mobility planning and the importance of “silo busting” at the first Texas Community of Practice with @austintexasgov @cityofplanotx @CityofFortWorth @socrata – Brian Aylward (AylwardBrian)





2. @TxDOT Transportation Commission for #LBJNow 635E @NCTCOGtrans @ServeDallas @JudgeClayJ getting the project procured – Lee M. Kleinman (@LeeforDallas)



3. #StuckOnLBJ due to political games. @GovAbbott @DanPatrickTX @DonHuffines @SenatorBobHall responsible for your miserable commute. @NCTCOGtrans funding plan was rejected by @TxDOTCommission due to political meddling. #LBJNow @ServeDallas @DouglasAthas  
<http://www.quorumreport.com/login.cfm?G=http://www.quorumreport.com?IID=27615&CFID=16901781&CFTOKEN=d41be50c9677bf15-0207E2DC-A2A4-2370-71701C5562A246E0> – Lee M. Kleinman (@LeeforDallas)

I appreciate & share your frustration. You may ♥ tolls & higher taxes, but voters & drivers don't. Arrogantly ignoring state leadership, #txlege & voters stalled the project. This one's on you, @DouglasAthas, the RTC and the unaccountable transportation bureaucracy. – Senator Don Huffines (@DonHuffines)

While some are pointing fingers, I have been working cooperatively with state leaders to advance this much needed project. Lee: your political blame game is counter-productive. #moveitforward – Senator Don Huffines (@DonHuffines)

Rather than airing grievances on Twitter, I've been working to undo the mess of a project Doug Athas, the RTC & you initially approved so that we can FINALLY deliver this project. It will be done right & SOON. #moveitforward – Senator Don Huffines (@DonHuffines)

If you think you're aligned with voters, I suspect that you're going to have a disappointing reelection season. I'm certainly one voter who made the mistake of voting for you once but who won't repeat the same mistake. – Colin Hildinger @ColinHildinger

“State Leadership” on transportation. Lol. Oh wait. You were serious...??? #txlege – Brad McCutcheon (@BmcCutcheon)

but didn't you just point the finger at Doug in the previous tweet? – TC Fleming (@TC1310)

4. @TxDOTCommission Chair just announced they won't vote on 635E procurement today. Big disappointment. More political delays. @TxDOT @NCTCOGtrans @CityOfDallas @ServeDallas @JudgeClayJ @Mike\_Rawlings #LBJNOW #StuckOnLBJ @CindyBurkett\_TX @LindaKoopHD102 @DonHuffines @GovAbbott – Lee M. Kleinman (@LeeforDallas)

Counseling others about counter-productive political blame games might seem more than a little odd when you just blamed @leefordallas, Mayor Athas, the elected officials who comprise the RTC representatives and whatever the heck the 'transportation bureaucracy' is. – Texas Conservative News (@Texconserv)

Rather than airing grievances on Twitter, I've been working to undo the mess of a project Doug Athas, the RTC & you initially approved so that we can FINALLY deliver this project. It will be done right & SOON. #moveitforward – Senator Don Huffines (@DonHuffines)

Constituent here Don Huffines and I want you to green light project and stop standing in the way. Your donors may want you to stop it but your constituents want it green lighted. – Shelby Eidson (@seidson)

5. It continues to be the most dangerous intersection in N Texas, yet @GovAbbott @DanPatrick @DonHuffines @SenatorBobHall want to play politics. #LBJNow. It's literally costing us our safety! – LBJNow (@LBJ\_Now)



6. GOOOD MORNING LBJ ! I'm #StuckOnLBJ thanks to @SenatorBobHall @DonHuffines @DanPatrick @GregAbbott\_TX @GovAbbott back-room deals with @TxTurf that interfere with the #transparent #local decision making process. #WarOnCities Please follow @LBJ\_NOW for the latest. – Lee M. Kleinman (@LeeforDallas)



7. The project had the support of...well...just about everyone. Now @SenatorBobHall of NOT Dallas, Texas is “taking credit” for blocking it. @LBJ\_Now @NCTCOGtrans #txlege – Brad McCutcheon (@BMcCutcheon)

**Carol Toler** @CarolToler

LH residents plead their case, but LBJ East remains on hold, and crashes and heavy traffic cause continued delays. @LBJ\_Now  
lakehighlands.advocatemag.com/2018/01/lbj-ea...

@SenatorBobHall & @DonHuffines hate their constituents enough that they've killed dozens of them by blocking this project for years. #howmanyhavetodie – Colin Hildinger

Uh, thanks, @SenatorBobHall? – Rebecca N. (@rebecca\_n)

or managed lanes.” He also tweeted that “delaying the project is costing the taxpayers of Texas nearly \$5M every month the project is delayed.”

So frustrating. Meanwhile we sit in traffic and been handed the most dangerous intersection in N tx – LBJNow (@LBJ\_Now)

8. Please follow @LBJ\_Now for the latest in the LBJ East saga and the continuous roadblocks put in the way of improvement.

#LBJNow #StuckOnLBJ #Liberty=FreedomToChoose @DonHuffines @SenatorBobHall @DanPatrickTX @GovAbbott @ServeDallas @DouglasAthas @TxDOTCommission @NCTCOGtrans @DanPatrick – Lee M. Kleinman (@LeeforDallas)

Just another example of our state senators taking anti-constituency positions. Hopefully this election cycle will purge a few of them. – Colin Hildinger (@ColinHildinger)

9. Even the MIB know #TollMangedLanes work

<https://youtu.be/S8v7Qh-koUw> . Enjoy this video while you are #StuckOnLBJ @LBJ\_Now @AdamMcGoughD10 @NCTCOGtrans @DouglasAthas @JudgeClayJ @shpick. Let your @TXlege know @SenatorBobHall @DonHuffines @DanPatrick @GovAbbott @GregAbbott\_TX – Lee M. Kleinman (@LeeforDallas)



**MIB car**  
youtube.com



10. Poll: Toll express lanes, thumbs up or thumbs down?

[https://www.dallasnews.com/opinion/commentary/2018/01/31/poll-toll-express-lanes-thumbs-thumbs ...](https://www.dallasnews.com/opinion/commentary/2018/01/31/poll-toll-express-lanes-thumbs-thumbs...) @LBJ\_Now @DonHuffines @SenatorBobHall @DanPatrick @GovAbbott @GregAbbott\_TX @AdamMcGoughD10 @DouglasAthas @Mike\_Rawlings @MarkClaytonD9 @shpick @JudgeClayJ @JasonVillalba @NCTCOGtrans @CityOfDallas – Lee M. Kleinman (@LeeforDallas)

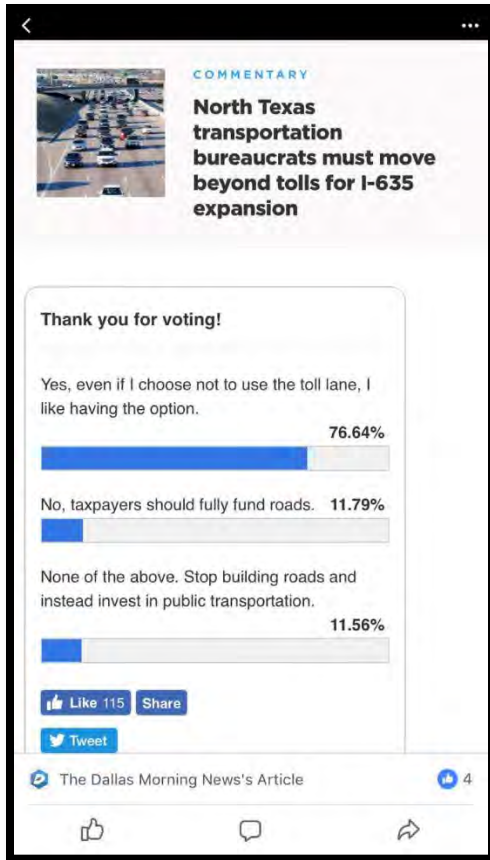


**Poll: Toll express lanes, thumbs up or thumbs down?**

Politicians in North Texas and Austin are debating how best to fund the expansion of LBJ Freeway/I-635 East. We want to know, what do you think?

[dallasnews.com](http://dallasnews.com)

Pretty clear what Dallas wants – jondeats (@jondeats)



But @DonHuffines and @SenatorBobHall keep telling the powers that be (@GovAbbott and @DanPatrick) that “we” don’t want it...#butwaitwedo @TxDOTCommission – LBJNow (@LBJ\_Now)

#LBJNOW. Begin the already funded project. Give driver choices of free AND managed toll lanes. It works going West - do the same East. – Connie C Koval (@connie\_koval)

We’ve disagreed on more things than I can count but we are in total agreement here 👍 you want roll lanes, use toll lanes, you don’t, don’t use them... – Dallas Fire PSC (@DallasFirePSC)

Careful. You were elected because you were reluctantly forced to oppose the Trinity Toll Road. Still have that apartment in the HPISD? – Adam Vanek (@adamvaneklaw)

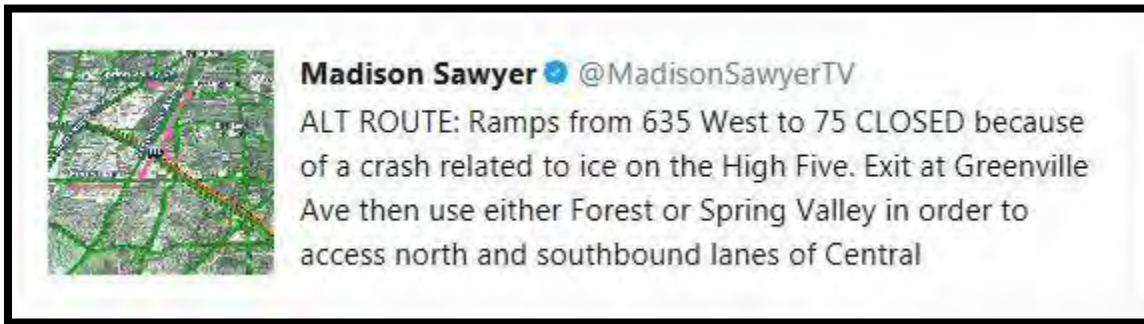
👍#LBJNOW – Connie C Koval (@connie\_koval)

👍 - Barbara Muntz (@BarbaraMuntz)

No Tolls. No taxation through privatization. – Adam Vanek (@adamvaneklaw)

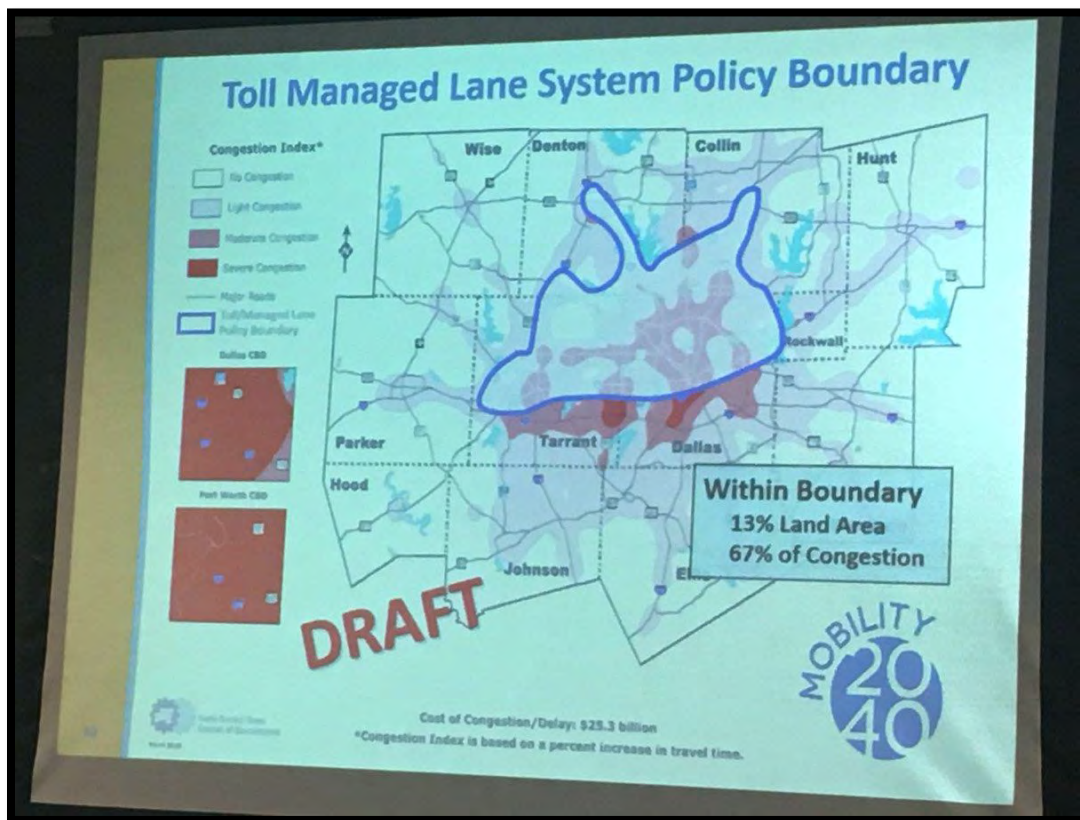
Yes! Finish @LBJ\_Now ! – Carol Toler (@CarolToler)

11. Not Again! @SenatorBobHall @DanPatrick @DonHuffines Please @GovAbbott help us get some relief! @LBJ\_Now @AdamMcGoughD10 #LetTheDriverChoose @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



**Madison Sawyer** @MadisonSawyerTV  
ALT ROUTE: Ramps from 635 West to 75 CLOSED because of a crash related to ice on the High Five. Exit at Greenville Ave then use either Forest or Spring Valley in order to access north and southbound lanes of Central

12. @NCTCOGtrans shows 13% of the area has 67% of the congestion. @LBJ\_Now. We need all tools. Optional Tolloed Managed Lanes reduce congestion for ALL users. @GovAbbott please help. @SenatorBobHall @DonHuffines @DanPatrick are holding us hostage #StuckOnLBJ #LetTheDriverDecide – Lee M. Kleinman (@LeeforDallas)



13. Can it be any simpler?

#LetTheDriverDecide



But @SenatorBobHall @DonHuffines @DanPatrick think they know better than their constituents. @GovAbbott please help @LBJ\_Now . To solve @NCTCOGtrans #Mobility we need all tools and options. – Lee M. Kleinman (@LeeforDallas)

**Tolled Managed Lanes**

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**Purpose: Manage Congestion**

**Effect: Increased Mobility**

- Improved Speeds in Tolled Lanes
  - Speeds 50% Faster for Non-Tolled Lanes
  - Speeds 75% Faster for Tolled Lanes

**Project Funding Supplement**

**Allow Private Sector Participation**

**Users Average About \$10 per Month**

**Drivers Have Choice and Predictability**

14. \$48 million once meant for toll road will be diverted to Trinity levees – Dallas Morning News (@dallasnews)

**\$48 million once meant for toll road will be diverted to Trinity levees**

Tens of millions of dollars once set aside for a road along the Trinity River will now be diverted toward flood control, years after the U.S. Army...

dallasnews.com



Tell Michael Morris at @NCTCOGtrans if he's actually in the business of listening to the public I've got some suggestions for I-35E inside LBJ now that it looks like Harlan Crow Expressway won't be happening. – David Adrian Smith (@DavidSmithBigD)

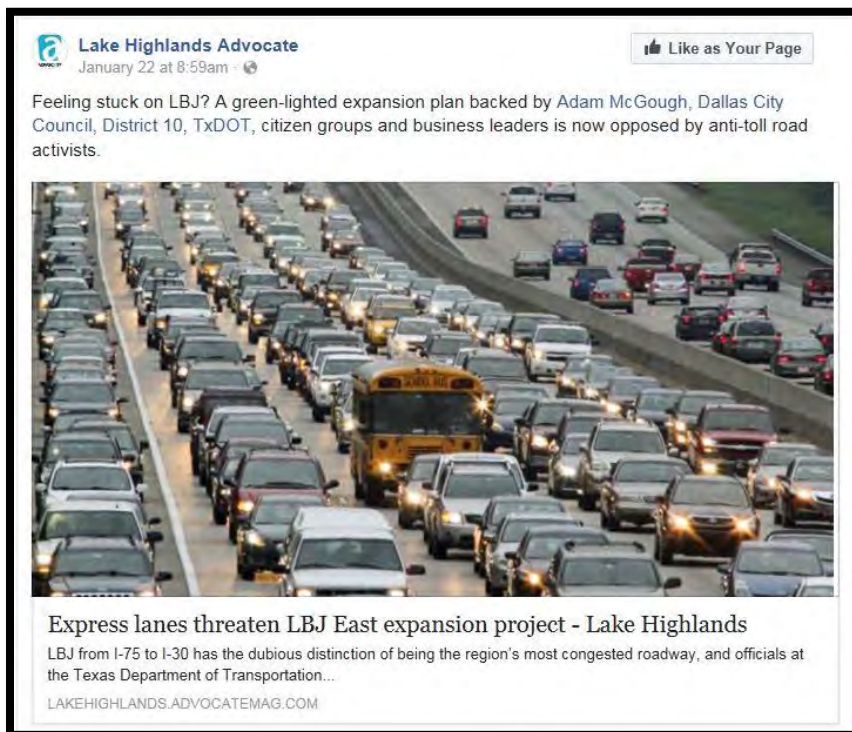
Hi, David! We would love to hear from you. Feel free to share your ideas here: <http://www.nctcog.org/trans/outreach/meetings/feedback.asp> .... Let us know if you have any questions! – NCTCOGTransportation (@NCTCOGtrans)

## **Facebook**

1. Thank you Carol Toler for covering this critical issue facing our district. We cannot wait any longer to expand 635E and need residents' voices to send that message to our state leadership. This is a serious public safety and quality of life issue.

#LBJNow #ExpressLanes #TEXpress

LBJ NOW NCTCOG Transportation Department TxDOT Texas Department of Transportation Lake Highlands Advocate Lake Highlands Residents Lake Highlands Public Improvement District 100 Women of Lake Highlands City of Dallas - City Hall Allison Broumley Griffin Kathy Stewart Office of the Governor Greg Abbott – Adam McGough, Dallas City Council, District 10



The image shows a screenshot of a Facebook post from the page 'Lake Highlands Advocate'. The post is dated 'January 22 at 8:59am'. The text of the post reads: 'Feeling stuck on LBJ? A green-lighted expansion plan backed by Adam McGough, Dallas City Council, District 10, TxDOT, citizen groups and business leaders is now opposed by anti-toll road activists.' Below the text is a photograph of a multi-lane highway completely gridlocked with cars and a yellow school bus. The caption below the photo says 'Express lanes threaten LBJ East expansion project - Lake Highlands' and continues: 'LBJ from I-75 to I-30 has the dubious distinction of being the region's most congested roadway, and officials at the Texas Department of Transportation...'. At the bottom of the post, the website 'LAKEHIGHLANDS.ADVOCATEMAG.COM' is listed.

2. The Texas 360 toll road is projected to open this spring. Hope to ease some traffic congestion down there! 🚗🚙🚘🚚🚛 –City of Grand Prairie - Municipal Government



**Public Meetings & Forums**

**Twitter**

1. @NCTCOGtrans @Wylie\_H\_Dallas @UrbanFortWorth @RideDCTA @dartmedia @TheTFortWorth @TexasCentral – Shawn Eric Gray (@ShawnEricGray)

**TRANSPORTATION  
PUBLIC MEETINGS**

What Do You Think? Tell Us.

Learn about transportation in the region and help set future priorities. The Regional Transportation Council and North Central Texas Council of Governments, together serving as the metropolitan planning organization for the Dallas-Fort Worth area since 1974, are seeking public input.

**Public Meetings**

Monday, Feb. 5 2:30 pm North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011	Wednesday, Feb. 7 6:00 pm Haltom City Public Library 4809 Haltom Road Haltom City, TX 76117	Tuesday, Feb. 13 6:00 pm Richardson Civic Center 411 W. Arapaho Road Richardson, TX 75083
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The Arlington meeting will be live streamed at [www.nctcog.org/video](http://www.nctcog.org/video) (click on the "live" tab). A video recording of this meeting will also be online at [www.nctcog.org/input](http://www.nctcog.org/input).

To request a free, roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carl Baylor at least 72 hours prior to the meeting at [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) or 817-608-2365.

[Work Program Modifications](#)

2. Watch @TxDOTCommission mtg here:

<http://txdot.swagit.com/play/01252018-585/#8> ...

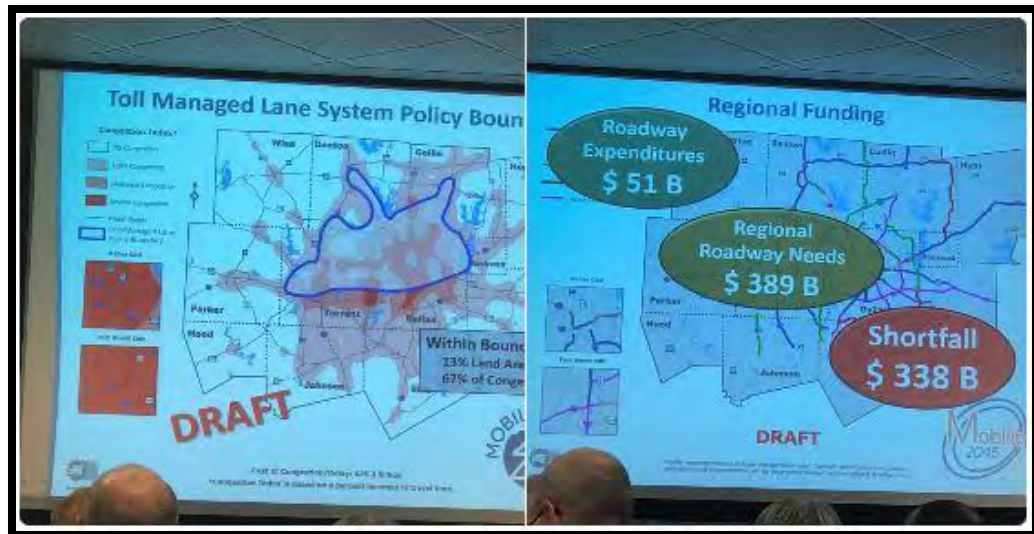
@ServeDallas @LBJ\_Now @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)

3. @haydenconsults attends Regional Transportation Council at @NCTCOGtrans Office in Arlington, Tx – Daphne (@DaphneTexasPE)



Good to have you here 🧐 - NCTCOGTransportation (@NCTCOGtrans)

Glad to be present! Very informative meeting and great to see so many transportation colleagues. – Daphne (@DaphneTexasPE)



4. Victor Vandergriff providing what he says are his last public remarks as an appointed official. Urges #RTC to stay the course – Philip Hiatt Haigh (@philip\_inRL)





@NCTCOGtrans's #RTC took \$7 billion from @TxDOT's unified transportation program and turned it into \$21 billion in #NTX projects – Philip Hiatt Haigh (@philip\_inRL)

5. Many joined me at today's @NCTCOGtrans meeting in thanking him 😊 – Judge Clay Jenkins (@JudgeClayJ)

### Safety

#### Twitter

1. The States with the most speeding-related traffic fatalities in 2016 were: Texas (1,069), California (1,056), North Carolina (566), & Pennsylvania (505). Source: NHTSA #SlowDownArriveSafe @DallasPD – Robert Arrendondo (@DPDLtArredondo)

Texas leads nation in speeding-related traffic fatalities. When will @NCTCOGtrans address inherent dangers in our regional transportation infrastructure? 🤔 – Wylie H Dallas (@Wylie\_H\_Dallas)

2. Way to set goals @TxDOT. Others have #VisionZero , we strive for an increase. – Kevin Shepherd (@k\_shepherd)

**Streetsblog USA** @StreetsblogUSA

While other agencies set ambitious goals for reducing traffic deaths, @TxDOT is aiming for an additional 400+ deaths by 2022.  
[usa.streetsblog.org/2018/02/09/tex...](http://usa.streetsblog.org/2018/02/09/tex...)

That impressive 2% reduction in the increase is likely going to be mirrored by our local MPO because it's easiest just to follow TxDOT's lead. Meanwhile, it's been over 17 years since TX has a single day without a traffic fatality. – ProjectGreatStreets (@greatstreetsATX)

Yep. Wouldnt be surprised to see the same here in NTX with @NCTCOGtrans. Thanks for sharing this and writing on it @schmangee – Kevin Shepherd (@k\_shepherd)

3. Looks like @NCTCOGtrans is getting ready to raise its “death budget.” How high do annual fatalities have to rise before NCTCOG takes action? – Wylie H Dallas (Wylie\_H\_Dallas)



## Transit

### Twitter

1. @NCTCOGtrans, we need a system like this! I see wrecks caused by individuals like this everyday. – TriRussell (@TriRussell)



2. Dallas to get money to extend Bishop Arts streetcar to downtown Omni Hotel  
[https://www.dallasnews.com/news/transportation/2018/01/23/dallas-get-money-extend-bishop-arts-streetcar-downtown-omni-hotel ...](https://www.dallasnews.com/news/transportation/2018/01/23/dallas-get-money-extend-bishop-arts-streetcar-downtown-omni-hotel...) @NCTCOGtrans @CityOfDallas - Lee M. Kleinman (@LeeforDallas)



**Dallas to get money to extend Bishop Arts streetcar to downtown O...**

Dallas will soon have the money to send its streetcar to the front doors of the downtown Omni Hotel. The City Council is scheduled to vote Wednesday...

[dallasnews.com](http://dallasnews.com)

Awesome - let's just take that sucker down Lamar, across Corinth, through SOC, and then connect the loop back in Bishop Arts, and we'll actually be on our way to some functioning transit that serves a range of incomes! WHEEEEE – Kris Norvet (@k122n)

**Other**

**Twitter**

1. @Curtistene @desototx recognizes @NCTCOGtrans as great partner 😊 – Judge Clay Jenkins (@JudgeClayJ)

A screenshot of a tweet. On the left is a small profile picture of Judge Clay Jenkins. The text of the tweet reads: "Judge Clay Jenkins @JudgeClayJ @desototx State of City @Curtistene touts \$100,000,000 in investment and 600 good jobs coming to @desototx in 2018! Gives nice shout out to @DallasCountyTx for collaboration on roads infrastructure improvement 😊...".

**Judge Clay Jenkins** @JudgeClayJ  
@desototx State of City @Curtistene touts \$100,000,000 in investment and 600 good jobs coming to @desototx in 2018! Gives nice shout out to @DallasCountyTx for collaboration on roads infrastructure improvement 😊...

2. RT @NCTCOGtrans Idle Emergency Vehicle Reduction Strategies Webinar, Jan 30 <http://ow.ly/FOY030hUL3o> @IAFC @NVFC @TheIACP @NationalSheriff @NCCPSafety @NAEMT\_ @IAFCCP @joinipsa @CalChiefs @NJSACOP @amerambassoc @iaemsc @FIFireChiefs @western\_fire @NFPA @usfire – EM Weekly Report (@emweeklyrpt)





3. @txbornviking @Wylie\_H\_Dallas @KevinRoden @UltraLyft @Danwhite7912Dan @RideshareGeek @NCTCOGtrans – Shawn Eric Gray (@ShawnEricGray)



4. San Marcos is cracking down on people who overstay their parking spot -- with the help of license plate readers: [http://kxan.com/2018/02/05/license-plate-scanners-coming-to-downtown-san-marcos-to-help-parking-enforcement/?utm\\_medium=social&utm\\_source=twitter\\_KXAN\\_News](http://kxan.com/2018/02/05/license-plate-scanners-coming-to-downtown-san-marcos-to-help-parking-enforcement/?utm_medium=social&utm_source=twitter_KXAN_News) ... – KXAN News (@KXAN\_News)



@CityOfDallas @CityOfArlington @cityofplanotx @CityofFortWorth @CityOfFriscoTx  
@GrapevineTXCity @CarrolltonTX @cityofmesquite @DENTONPD @NCTCOGtrans  
y'all need this technology

5. "Glen Whitley tells a bold-faced lie about the state budget and local property taxes and is hailed as a "truth teller" by the Fort Worth Star-Telegram?" #TXLege – Empower Texans (@EmpowerTexans)



One way stifle growth: tax hikes. Middle class hurt by Increased property tax as well as usurious tolls by the @TollTagNews & @NCTCOGtrans – J\_C.Anderson (@JYakburger)

6. Fairly certain @TxDOT didn't the memo. Think only one person at @NCTCOGtrans read it. DFW has spent over \$12B in the past decade widening highways when we could've been expanding #TransitAlternatives instead! #LostOpportunity – Loren S. (@txbornviking)





**Facebook**

1.

The “Infrastructure” bill is terrible idea. Why?

Republicans rightly criticized Obama for his “stimulus” infrastructure bill, and should not support a similar idea from Trump. That’s hypocritical and I’m calling those Republicans out.

It will be funded with new debt, adding to the \$65,000 in debt (plus interest) that every American - man, women, child - already owes the federal government.

If I’m wrong, I’ll admit it. And recant my criticism. But I’ve seen this rodeo before.

For every individual breathing in America, Congress has run up a \$65,000 credit card balance for them. Let that sink in.

If there are projects we NEED, Congress should pay for it out of their \$4 trillion annual budget. Not new debt.

This is not complicated. This is basic fiscal responsibility.

Every president, Democrat and Republican, talks about a giant stimulus. A debt-funded spending bill, rather than REFORMING current federal spending.

Congress already spends tens of billions on “infrastructure” every year. It’s in the budget.

They also waste billions on non-road waste, like energy subsidizes and others, and billions more on passengers trains that don’t work.

And not just Amtrak.

They subsidize 1400 transit systems nationwide. Every transit agency, big and small, gets federal money. Every year.

And as far as wasteful “infrastructure” goes?

The City of Dallas wasted \$100 million - PLUS more in federal handouts - on a beautification bridge; a skyline vanity project that was way overpriced. It’s now crumbling a few years later. Oops!

It was a want, not a need. The need was for a bridge. But a giant donor gave private money, Dallas hopped on with more local tax dollars, and then got a giant federal grant.

So even when government gets a generous private donor, they simply spend more. And the feds are always there to make people in FL, NY, or CA, pay for a decorative bridge in Dallas.

Much of the roads and bridges you use are paid for at state & local level, not the federal level. Meaning, you already pay state and local taxes that fund these needs.

Why do we need more federal pork??

If Texas needs new projects, we should have that debate here. And so should every state.

We shouldn't tolerate a Congress that borrows more and more at the federal level, each and every presidency, without any spending reforms.

We shouldn't be clapping for this.

We shouldn't be hypocrites when a Republican proposes something we criticized a Democrat for doing.

Republicans campaign every cycle on "fiscal responsibility."

I have yet to see the Republican Congress act on that overused and abused campaign promise.  
– Ross Kecseg

Ross Kecseg, the Federal funding funnels through a mandated group called an MPO, Metropolitan Planning Organization, and ours here in North Texas is called the RTC, Regional Transportation Council, which is in turn housed and coordinated through the NCTCOG Transportation Department. In other words, Micheal Morris is top of the ladder in all funding for North Texas. – Stephen Stanley

**MINUTES**

**Regional Transportation Council  
PUBLIC MEETINGS**

***Work Program Modifications***

***Policy Foundation for Mobility 2045 Recommendations***

***Funding Program: Sustainable Development Phase 4***

***Access North Texas***

**Meeting Dates and Locations**

The North Central Texas Council of Governments (NCTCOG) held public meetings as follows:

1. Monday, Feb. 5, 2018 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 19; moderated by Dan Kessler, Assistant Director of Transportation
2. Wednesday, Feb. 7, 2018 – 6:00 pm – Haltom City Library (Haltom City); attendance: 10; moderated by Dan Kessler, Assistant Director of Transportation
3. Tuesday, Feb. 13, 2018 – 6:00 pm – Richardson Civic Center (Richardson); attendance: 9; moderated by Michael Morris, Director of Transportation

**Public Meeting Purpose and Topics**

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on February 12, 2015. Staff presented information about:

1. Work Program Modifications – presented by Dan Kessler (Arlington and Haltom City); Vickie Alexander (Richardson)
2. Policy Foundation for Mobility 2045 Recommendations – presented by Kevin Feldt
3. Funding Program: Sustainable Development Phase 4 – presented by Adam Beckom (Arlington and Richardson); Brian Dell (Haltom City)
4. Access North Texas – presented by Kelli Schlicher

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at [www.nctcog.org/input](http://www.nctcog.org/input), and a video recording of the Arlington public meeting was posted at [www.nctcog.org/video](http://www.nctcog.org/video).

Each person who attended one of the public meetings received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations.

## **Summary of Presentations**

### ***Summary of Work Program Modifications presentation:***

<http://www.nctcog.org/trans/outreach/meetings/2018/02/UPWP%20Mod3.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. The UPWP is divided into five major task areas: Administration and Management, Transportation Data Development and Maintenance, Short-Range Planning and Programming and Air Quality and Transit Operations, Metropolitan Transportation Plan, and Special Studies and System Operations.

Most of the modifications presented address budget adjustments related to the University Partnership Program. There is also a modification proposing \$50,000 to upgrade video displays in the NCTCOG Transportation Council Room. Additionally, staff is requesting \$109,170 of RTC Local funding for the Blue-Green-Grey Program.

Both the Regional Transportation Council and the NCTCOG Executive Board will take action on the FY 2018 and FY 2019 UPWP modifications in March. Final modifications will be submitted to the Texas Department of Transportation on March 23, 2018.

### ***Summary of Policy Foundation for Mobility 2045 Recommendations presentation:***

<http://www.nctcog.org/trans/outreach/meetings/2018/02/Mobility%2045%20Policy.pdf>

#### ***Additional information specific to Collin County presented at the Richardson public meeting:***

<http://www.nctcog.org/trans/outreach/meetings/2018/02/M20145%20Collin%20Co.pdf>

The Metropolitan Transportation Plan is required by federal law. This financially-constrained plan guides expenditures of federal and state funds, identifies policies, programs and projects for continued development and represents a blueprint for the region's multimodal transportation system.

The MTP development process maximizes the existing transportation system through infrastructure maintenance, management and operations, and growth, development and land-use strategies. Strategic infrastructure investments include transit, HOV and managed lanes, and freeways, tollways and arterials.

NCTCOG staff are working on the latest version of the MTP, Mobility 2045. A prospering region, corporate relocations and congestion maintenance are some of the key foundations for this current long-term plan. Staff will incorporate latest project developments and planning initiatives into the document, including IH 35W Segment 3C, IH 635 Phase 3 (LBJ East), high-speed rail, modern people movers and emerging technologies.

Next steps include reviewing project recommendations and hosting public meetings in April and May. The RTC will take action on Mobility 2045 on June 14, 2018.

### ***Summary of Funding Program: Sustainable Development Phase 4 presentation:***

<http://www.nctcog.org/trans/outreach/meetings/2018/02/SD%20Phase%204.pdf>

**Handout:** <http://www.nctcog.org/trans/outreach/meetings/2018/02/Phase%204%20Handout.pdf>

In April 2017, a process to select projects via several funding programs was presented to the Regional Transportation Council. Projects were categorized into 11 programs, and project selection is proposed to occur in stages throughout 2017 and into early 2018.

The purpose of the Sustainable Development Phase 4 Program is to support sustainable development initiatives by providing funds for turnback partnerships and transit-oriented development (TOD) projects.

The Cities of Weatherford, Lewisville, Crowley and Irving have submitted requests to participate in the program. Staff is proposing to allocate more than \$51 million in funding, all of which are federal except for the City of Irving, which staff is proposing to award Regional Toll Revenue (RTR) funds.

All partnership details will be finalized before the RTC takes action on the Sustainable Development Phase 4 Program in March 2018.

***Summary of Access North Texas presentation:***

<http://www.nctcog.org/trans/outreach/meetings/2018/02/ANT.pdf>

Access North Texas focuses on transportation needs of older adults, individuals with disabilities and individuals with lower incomes. The plan, which was last updated in 2013, identifies ways to enhance or expand public transportation availability and efficiency to meet identified needs.

Much progress has been made since 2013, including a new transit service in Hutchins, a transportation link from Hunt County to DART's Rowlett station and cooperative vehicle procurement. Staff conducted 14 outreach meetings and offered a public transportation poll in English and Spanish to engage citizens and obtain feedback.

Regional themes of the latest Access North Texas include availability, affordability, complexity and advocacy. Strategies to enhance public transportation in Collin, Dallas and Tarrant Counties are also included. The full document can be viewed online at [accessnorthtexas.org](http://accessnorthtexas.org).

Next steps include incorporating public comments, working with stakeholders to implement new or enhanced services and ensuring projects funded under Federal Transit Administration (FTA) programs are included in the plan.

**ORAL COMMENTS RECEIVED AT MEETING  
(Meeting location in parenthesis)**

**Policy Foundation for Mobility 2045 Recommendations**

**Ian Henderson, Citizen (Richardson)**

A. Alternative transportation funding

*Comment:* Our major issue is lack of transportation funding. I don't like toll roads. Why can't we find money elsewhere?

*Summary of response by Michael Morris:* We have proposed 15 different funding strategies over the last 20 years. I don't think our elected officials like toll roads either. Congress hasn't increased the gas tax since 1993. However, the State Legislature was successful in getting citizens to support Propositions 1 and 7. They give us tools, and we pick the best ones. In the absence of revenue, we're going to do the best we can. We're advancing the concept of only building toll roads in the most congested areas. We're not the elected officials, and our local officials don't increase the revenue.

**Tracy Wallace, Good Faith Impact (Richardson)**

A. Transportation assistance for patrons in South Dallas

*Comment:* I work in South Dallas and see the worst level of poverty. This plan looks pretty set. When can you all look at options for our area?

*Summary of response by Michael Morris:* It's not too late to address specific needs in this plan. What are you looking for?

*Comment:* All modes of transportation for people in South Dallas.

*Summary of response by Michael Morris:* Give us your contact information, and we'll set up a meeting. We have so many policies and programs we would like to see what we can do to identify your needs.

**Cody Hawkins, Student (Haltom City)**

A. Transit funding in plan

*Question:* What percentage of funding is devoted to transit?

*Summary of response by Sarah Chadderdon:* Mobility 2045 includes every single dollar spent on transit. We can give you that number, but I don't know that we track local dollars.

*Summary of response by Kevin Feldt:* I would say about 15 to 18 percent of funding is devoted to transit. If you look at the last plan, about \$27 billion was dedicated to that form of transportation.

*Summary of response by Dan Kessler:* The majority of transit operations is funded through a local sales tax. Transit operations is also very expensive. If you look at the TEX Rail project, we rely on federal funding, which is also very competitive. Any time we've surveyed North Texans,

people generally tell us they'd be willing to pay more taxes if we can put a more robust transit system in place.

### **Access North Texas**

#### **Nancy J., Citizen (Haltom City)**

##### A. Public participation

*Comment:* The public participation for Access North Texas is great. Are there other public participation opportunities?

*Summary of response by Kelli Schlicher:* In Tarrant County, we work very closely with the Tarrant Riders Network. They have a very established group that meets quarterly to talk about transportation. I can share contact information if you'd like to be involved. We are very pleased to have the connection.

*Summary of response by Sarah Chadderdon:* Access North Texas is a snapshot of an on-going conversation. If you aren't from Tarrant County, we can help plug you into another network. NCTCOG coordinates with people all the time to find them the right contacts.

##### B. Equitable transit access initiative

*Question:* If people want to participate in the equitable transit access initiative, what are the options for doing so?

*Summary of response by Sarah Chadderdon:* RTC just approved that. We don't know what it will look like yet, but we'll connect after the meeting so you can become a part of it.

### **Other**

#### **Ian Henderson, Citizen (Richardson)**

##### A. Conversion of HOV lanes

*Comment:* Has there been any interest in converting HOV lanes into main lanes?

*Summary of response by Michael Morris:* That is what we're trying to do on US 75. We're getting rid of the HOV lane. We have also demonstrated this idea on SH 161. We field tested the use of the shoulder during the peak period, and there was tremendous benefit.

##### B. Traffic signals

*Comment:* Is there some kind of technology to help manage traffic signals?

*Summary of response by Michael Morris:* We prioritize a signal plan, which lasts about three to five years. We've been to about 3,000 signalized intersections, and we're adding technology so detectors can see the demand.

#### **Phyllis Silver, Citizen (Richardson)**

##### A. Traffic signals

*Comment:* We're talking so much about congestion, and sometimes you wait such a long time at a traffic light just to go two miles.

*Summary of response by Michael Morris:* Sometimes traffic signals aren't doing what we think they're doing. When you have a concern, I encourage you to communicate with us.

*Comment:* Who should we contact in your Department?

*Summary of response by Michael Morris:* Contact our public involvement team.

**Howard Maher, BikeDFW (Richardson)**

A. Traffic signals for bicycles and pedestrians

*Comment:* Traffic signals are almost impossible for bicycles. I try to bike everywhere I go and approach intersections that should supposedly detect a bicycle, and they don't.

*Summary of response by Michael Morris:* I would like to loop Karla's team in on this. Sometimes the signal in dense areas should be driven not by the car but the pedestrian. We need to create a better system to balance this.

**Raymond Aung, Student (Haltom City)**

A. Vehicle occupancy

*Question:* Why are you all counting the number of people in each vehicle?

*Summary of response by Dan Kessler:* The idea is if you're willing to travel outside the peak period with another person, we'll charge you less to be on a toll road. It's meant to be an incentive. More and more transportation is going to be offered like a utility.

**Nathanael Wolf, Student (Haltom City)**

A. Utilization of technology to count vehicle occupants

*Question:* Why is technology utilized to count the number of people in vehicles?

*Summary of response by Dan Kessler:* Technology counting is unique to the private sector, and we sought out institutions who develop different technologies they'll patent and license. A lot of the same technologies help us determine thermal movement and capture if something is in place or not.

**Taylor Hansen, Student (Haltom City)**

A. Application of aerial photography

*Question:* How is aerial photography used in transportation planning?

*Summary of response by Dan Kessler:* Engineers use photos to look at things like drainage, right-of-way widths and impact on businesses and homes. We're also doing a lot of creative work with satellite photography to forecast and examine urbanization rate.

**Cody Hawkins, Student (Haltom City)**

A. Environmental awareness

*Question:* Does the Transportation Department have any environmentally-focused programs?



*Summary of response by Dan Kessler:* We're nonattainment for air quality, and we don't satisfy EPA standards. We oversee and implement many programs that reduce congestion and improve air quality. We run the AirCheckTexas program and provide financial assistance to repair or replace vehicles. We also run the RSVP Program and coordinate electric vehicle and solar initiatives.

**Nancy J., Citizen (Haltom City)**

A. Land-use strategies

*Question:* How does the agency work with local governments to identify efficient land-use strategies? Does the RTC look at it?

*Summary of response by Dan Kessler:* We work on projects of all types of scope and scale. If there are areas of specific discipline, we're plugged into them. A lot of us come from planning backgrounds and understand the relationship between transportation and land-use. We have no taxing authority so we don't have control over land-use. In Texas, counties don't even have land-use authority. It's a huge challenge for us because there is so much growth occurring. However, incentives have really caught on.

**Terri Palomino, Cigna Health (Haltom City)**

A. TAPS

*Comment:* Due to mismanagement of funds, TAPS went under. It's starting back up again, but how did that happen?

*Summary of response by Dan Kessler:* It's a complicated question. Federal government had some responsibility. TxDOT had oversight responsibility as well. We were a partner with TAPS. We had a much smaller amount in the system, but it did give us some oversight responsibility. People just didn't do the right thing. It's a very complicated business, and they took on a lot of programs and projects. As soon as entities were made aware things weren't going right, we put a lot of time and effort in to make things right because they were providing a needed service to a lot of people.

B. Time saved utilizing toll managed lanes

*Comment:* The toll managed lanes has saved me tons of traveling time.

*Summary of response by Dan Kessler:* We appreciate your comment. Please communicate that to the Legislature.

### WRITTEN COMMENTS FROM PUBLIC MEETINGS

<b>Name and Title</b>	<b>Agency, City Represented</b>	<b>Topics Addressed</b>	<b>Comments</b>
Imelda Speck	City of Lancaster	Toll managed lanes	Attachment 1
Kristine Kekich	Refugee Services of Texas	Inclusion of refugee resettlement agencies in outreach initiatives	Attachment 2
Ian Henderson	Citizen	Alternate funding options; traffic light retiming	Attachment 3



## Public Meeting Comment Form

### Instructions:

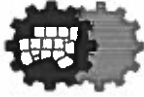
1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting  
 I wish to submit a written comment at the public meeting  
 I wish to make both oral and written comments at the public meeting

Name Imeldé Speck  
 Organization City of Lancaster  
 Date 2/5/16  
 Meeting Location NCTCOG

### Please provide written comments below:

On the toll managed lane study, when  
 "reopening" toll lanes ~~from the~~ did that  
 mean - remaining physical lanes/capacity or  
 remaining ~~the~~ toll/charge for using those lanes?



## Public Meeting Comment Form

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 I wish to submit a written comment at the public meeting  
 I wish to make both oral and written comments at the public meeting

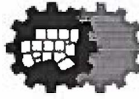
Name KRISTINE KERICH  
 Organization Refuge Services of TX (RST) - FW Branch  
 Date 2/5/18  
 Meeting Location Six Flags Dr. Council of Gov's

### Please provide written comments below:

Please include refugee resettlement agencies in your outreach.  
As a member of the employment team at Refugee  
Services of TX (FW), I see 100's of job candidates  
being blocked in their pursuit of self-sufficiency due to  
lack of mobility. Other agencies doing similar work  
who you can reach out to are World Relief and  
Catholic Charities.

I'm happy to see the plans for increased mobility  
options between S.FW + the Alliance area!

Thank you for your dedicated efforts  
on behalf of our residents.



## Public Meeting Comment Form

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- I wish to make an oral comment at the public meeting  
 I wish to submit a written comment at the public meeting  
 I wish to make both oral and written comments at the public meeting

Name IAN HENDERSON  
 Organization \_\_\_\_\_  
 Date 13 Feb 2018  
 Meeting Location RICHARDSON

Please provide written comments below:

*Text preferred*

*- alternate revenue*  
*- automation of T. lights*  
*- number plates for bicycles on roads over 30 mph. (and sticker)*

## WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

### Access North Texas

#### Email

##### 1. Tracy Wallace

Good afternoon,

There is currently a working group dreaming about better transportation not only for our elders but neighbors in general in the South Dallas/Fair Park area. Two of us will meet with DART this week. What caught my eye on your announcement for upcoming meetings were funding possibilities for transportation for elderly. I'd love to learn more and see if there's any other information this working group could use.

#### **Response by Kelli Schlicher**

Good afternoon Tracy,

It was a pleasure speaking to you this afternoon. I wanted to follow-up on some of the resources I shared with you this afternoon.

1. The Transit Operations Team will lead a Call For Projects around February 2019 to award funding to projects that support transit options for low-income individuals and seniors and individuals with disabilities. I'll have my colleague Karina Maldonado add your contact information to their contact list.
2. Access North Texas is a plan that documents the transportation needs of older adults, individuals with disabilities and individuals with lower incomes in North Central Texas. I look forward to meeting you tonight at our public meeting. The document is posted online for public review and comment.
3. My Ride Dallas is an organization that helps connect Dallas County residents to transportation resources and providers, depending on their transportation needs. Brittney Tree ([btree@ccadvance.org](mailto:btree@ccadvance.org) or 214-954-4243), Manager of this project, may be able to identify some additional transportation resources in the South Dallas/Fair Park area.
4. I'm excited to hear that you're interested in participating as a stakeholder to provide input on transportation burdens and benefits. We'll keep you in the loop as we develop this effort.
5. My coworker Jing Xu is also working with Dr. Hamidi to conduct an analysis on the quality of public transit access to life-essential opportunities for our 12-county region. This project is still underway, but a report will be available later this year.

Again, I look forward to meeting you tonight.

**Other**

**Email**

**1. Kristine Kekich**

Hi Carli,

I'm wondering, is the Feb. 5th meeting on Six Flags Drive a discussion on transportation in Arlington only? I am in Fort Worth and am looking for a meeting pertinent to my region.

**Summary of response by Carli Baylor, NCTCOG**

Hi, Kristine

Thank you for contacting me.

The February 5 meeting here at NCTCOG will provide transportation updates for the entire Dallas-Fort Worth region. In fact, one of our staff members will be presenting on Mobility 2045, which is our long-term transportation plan for the entire region, including Fort Worth. If you'd like more information on our presentation topics, they are available at [www.nctcog.org/input](http://www.nctcog.org/input).

Let me know if you have additional questions, and I'll be happy to answer them.

Hope to see you on Monday.



## 2018 Outreach Events

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- Saturday, March 17**      **Chasing Leaks 5k**  
**Trinity Park Pavilion, Fort Worth, 7:30 am - Noon**  
 Air North Texas items distributed at event
- Saturday, March 24**      **Earth Party**  
**Fort Worth Water Gardens, 11 am - 1 pm**  
 Informational booth  
*Air North Texas, AirCheckTexas, DFW Clean Cities, Car Care Clinics, NCTCOG Active Transportation Program, Try Parking It*
- Saturday, March 31**      **Hazardous Waste Event**  
**Grapevine, 8 am - 11:30 am**  
 Informational booth  
*Air North Texas, AirCheckTexas, Car Care Clinics, DFW Clean Cities*
- Tuesday, April 3**      **Earth Day Fest**  
**Commons Courtyard, Brookhaven College, 11:30 am - 1:30 pm**  
 Informational booth  
*Air North Texas, AirCheckTexas, DFW Clean Cities, Car Care Clinics, NCTCOG Active Transportation Program, Try Parking It*
- Saturday, April 7**      **Car Care Clinic**  
**Firestone Complete Auto Care, Plano, 10 am - 2 pm**  
 Informational booth  
*Regional Smoking Vehicle Program*
- Saturday, April 7**      **Car Care Clinic**  
**Advanced Auto Repair, Denton, 10 am - 2 pm**  
 Informational booth  
*AirCheckTexas, Regional Smoking Vehicle Program*
- Tuesday, April 10**      **Car Care Clinic**  
**Christian Brothers Automotive, Grapevine, 2 - 4 pm**  
 Informational booth  
*Regional Smoking Vehicle Program*
- Thursday, April 12**      **Car Care Clinic**  
**Car Care Central, Plano, 10 am - 1 pm**  
 Informational booth  
*AirCheckTexas, Regional Smoking Vehicle Program*
- Friday, April 13**      **UNT's University Day**  
**Library Mall at UNT, Denton, 11 am - 1 pm**  
 Informational booth  
*Air North Texas, AirCheckTexas, Car Care Clinics, DFW Clean Cities, Try Parking It, Look Out Texans Safety Campaign*
- Saturday, April 14**      **Car Care Clinic**  
**Rick & Ray's Auto Plaza Center, Fort Worth, 9 am - Noon**  
 Informational booth

**For additional information or for future outreach opportunities, please contact:**

Carli Baylor, Transportation Program Assistant  
 cbaylor@nctcog.org | 817-608-2365 | 817-640-3028 (fax)





## 2018 Outreach Events

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*AirCheckTexas, Regional Smoking Vehicle Program*

**Saturday, April 14**

**Car Care Clinic**  
**Road Masters Auto Service, Richardson, 10 am - 2 pm**  
Informational booth  
*AirCheckTexas, Regional Smoking Vehicle Program*

**Saturday, April 14**

**City of Plano's Great American Cleanup**  
**Chase Oaks Church, 11 am - 1:30 pm**  
Informational booth  
*Air North Texas, AirCheckTexas, DFW Clean Cities, Car Care Clinics, NCTCOG Active Transportation Program, Try Parking It*

**Saturday, April 14**

**City of Lewisville's ColorPalooza**  
**Old Town Lewisville, 10 am - 5 pm**  
Informational booth  
*Air North Texas, AirCheckTexas, DFW Clean Cities, Car Care Clinics, NCTCOG Active Transportation Program, Try Parking It*

**Saturday, April 14**

**Fix My Ride**  
**Cross Timbers Church, Denton**  
AirCheckTexas Informational booth

**Tuesday, April 17**

**Earth Day Event**  
**UNT Health Science Center, Fort Worth, 11 am - 1 pm**  
Informational booth  
*Air North Texas, AirCheckTexas, DFW Clean Cities, Car Care Clinics, NCTCOG Active Transportation Program, Try Parking It*

**Wednesday, April 18**

**UTA Celebrating People and Planet**  
**UTA University Center, Arlington, 11 am - 1 pm**  
Informational booth  
*Air North Texas, AirCheckTexas, DFW Clean Cities, Car Care Clinics, NCTCOG Active Transportation Program, Try Parking It*

**Wednesday, April 18**

**Earth Day Celebration: Student Event**  
**DFW Airport's LiveWell Center, Dallas, 9:30 am - 1:30 pm**  
Informational booth  
*Air North Texas, NCTCOG Active Transportation Program, Aviation Education*

**Thursday, April 19**

**Earth Day Celebration: Employee Event**  
**DFW Airport's LiveWell Center, Dallas, 11 am - 1:30 pm**  
Informational booth  
*AirCheckTexas, Try Parking It*

**Thursday, April 19**

**UT Dallas Earth Fair**  
**Student Union Mall**  
Air North Texas and AirCheckTexas items distributed at event

**Friday, April 20 -  
Sunday, April 22**

**Earth X**  
**Fair Park, Dallas, 10 am - 6 pm**

**For additional information or for future outreach opportunities, please contact:**  
Carli Baylor, Transportation Program Assistant  
cbaylor@nctcog.org | 817-608-2365 | 817-640-3028 (fax)



## 2018 Outreach Events

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### Informational booth

*Air North Texas, AirCheckTexas, DFW Clean Cities, Car Care Clinics, NCTCOG Active Transportation Program, Try Parking It*

**Saturday, April 21**

### Car Care Clinic

**Kwik Kar Auto Service & Repair, Arlington, 10:30 am - 12:30 pm**

Informational booth

*AirCheckTexas, Regional Smoking Vehicle Program*

**Saturday, April 21**

### Car Care Clinic

**Heller Automotive, Inc., Plano, 10 am - 2 pm**

Informational booth

*AirCheckTexas, Regional Smoking Vehicle Program*

**Saturday, April 21**

### Car Care Clinic

**The Star Auto Service, Richardson, 9 - 11 am**

Informational booth

*Regional Smoking Vehicle Program*

**Saturday, April 21**

### Grapevine Earth Day Event

#### Downtown Gazebo

Air North Texas, AirCheckTexas and Car Care Clinic items distributed at event

**Tuesday, April 24**

### Car Care Clinic

**Burdick Auto Solutions, McKinney, 10 am - 2 pm**

*AirCheckTexas, Regional Smoking Vehicle Program*

**Saturday, April 28**

### Car Care Clinic

**Kinney's Automotive, Hurst, 10 am - 2 pm**

Informational booth

*AirCheckTexas, Regional Smoking Vehicle Program*

**Saturday, April 28**

### Car Care Clinic

**Starkey Service Center, Dallas, 9 - 11 am**

Informational booth

*AirCheckTexas, Regional Smoking Vehicle Program*

**Saturday, April 28**

### Irving's Annual Bicycle Fest

**North Lake College Campus, 10 am - 2 pm**

Sustainable Development Informational booth

**For additional information or for future outreach opportunities, please contact:**

Carli Baylor, Transportation Program Assistant  
cbaylor@nctcog.org | 817-608-2365 | 817-640-3028 (fax)

- [Air Quality Home](#)
- [Air Quality Programs](#)
- [Air Quality Committees](#)
- [Car Care Clinics](#)
- [Clean Vehicle Information](#)
- [Major Air Pollutants](#)
- [Funding Opportunities](#)
- [Ozone Information](#)
- [State Implementation Plan \(SIP\)](#)
- [Transportation Conformity](#)
- [Transportation Home](#)

## Air Quality and Transportation Funding & Resources



*Funding for projects that address air quality, such as clean vehicle projects, are available from a number of federal, state, local, and non-profit entities.*



Select Language ? ?

### Funding for Vehicle Projects

Program / Incentive Description	Eligible Vehicles	Funding Amount	Eligible Applicants	Deadline
<b>AirCheckTexas Drive a Clean Machine Program</b> <i>Financial Assistance for Light-Duty Vehicles that Fail Emissions Testing or are over 10 Years Old</i>	Passenger Vehicles	\$600 for Repair Up to \$3,500 for Replacement	General Public	Until All Funds are Awarded
<b>Federal Electric Vehicle Tax Credit</b> <i>Tax Credit for Purchase of Electric Vehicle (EV)</i>	EV Passenger Vehicles and Light Trucks	\$2,500 to \$7,500 per New EV Purchased	Varies	Phases Out Based on Market Sales
<b>Fleets for the Future</b> <i>Discounted Prices through Cooperative Procurement to Purchase Alternative Fueled Vehicles and Related Infrastructure</i>	Light, Medium and Heavy Duty Vehicles	Varies	Public Fleets	Varies
<b>IC Bus Grant Program</b> <i>Grants for New Purchases of Propane-Powered CE Series School Buses</i>	School Buses	\$5,000 per Purchase	School Districts	Until All Funds are Awarded
<b>Propane Council of Texas Incentives</b> <i>Incentives to Purchase Propane Powered Vehicles or Convert Vehicles to Propane Power</i>	Light, Medium or Heavy-Duty Vehicles	up to \$7,500 per Vehicle or Conversion	Private Companies	Until All Funds are Awarded
<b>Texas Clean School Bus Program</b> <i>Grants for the Replacement or Retrofit Older Diesel School Buses</i>	School Buses	Up to 100% Retrofit Purchase and Installation Costs Up to 75% Incremental Replacement Costs	Public Schools, Charter Schools and School Transportation Providers	April 26, 2019

### Funding for Other Strategies that Improve Air Quality

Program / Incentive Description	Eligible Projects	Funding Amount	Eligible Applicants	Deadline
<b>Alternative Fueling Facilities Program (AFFP)</b> <i>Grants for Construction or Expansion of Alternative Fueling Facilities</i>	Alternative Refueling Infrastructure	\$400,000 for CNG or LNG Up to \$600,000 for all Other Fuels \$600,000 for Combined Projects	Public Private	March 29, 2018
<b>The Climate Trust Programs</b> <i>Funding for New Innovative Projects that Offset Greenhouse Gas Emissions</i>	Energy Efficiency	Varies	Public Private General Public	No Deadline
<b>Database of State Incentives for Renewable and Efficiency (DSIRE)</b> <i>Comprehensive Listing of Incentives and Policies</i>	Energy Efficiency	Varies	Varies	No Deadline

<p><b>Federal and State Incentive and Laws (Including Tax Credits)</b>  <i>Comprehensive listing of Federal and State Incentives related to Clean Vehicles and Fuels</i></p>	Alternative Fueled Vehicles	Varies	Varies	No Deadline
<p><b>New Technology Implementation Grant (NTIG) Program (New)</b>  <i>Funding for Electricity Storage Projects</i></p>	Energy Efficiency	Varies	Public Private General Public	May 1, 2018
<p><b>North Texas Airport Emissions Reduction 2017 Call for Projects</b>  <i>Replace or Repower Diesel Ground Support Equipment</i></p>	Airport Ground Support Equipment	25 - 40% of Incremental Costs	Public Private	Final Deadline September 29, 2018
<p><b>Propane Council of Texas Incentives</b>  <i>Incentives to Purchase Commercialized Propane Mowers, both Dedicated and Dual Fuel</i></p>	Lawn Equipment	\$1,000 per Propane Mower/ or Propane Conversion	Public Private	Until All Funds are Awarded
<p><b>Rural Energy for America Program (REAP)</b>  <i>Loan Financing to Purchase or Install Renewable Energy Systems or Energy Efficiency Improvements</i></p>	Energy Efficiency	Varies	Private	No Deadline
<p><b>Take a Load Off, Texas Incentive Programs</b>  <i>Incentives for Energy-Related Retrofit Projects Provided by Oncor</i></p>	Energy Efficiency	Varies	Public Private General Public	No Deadline
<p><b>Texas Loan STAR Revolving Loan Program</b>  <i>Low-Interest Loans to Finance Energy-Related, Cost-Reduction Retrofit Projects</i></p>	Energy Efficiency	Up to a \$8 Million Loan	Public	August 31, 2018

**Already Received Grant Funding from NCTCOG?**

 <p><b>Agreements &amp; Forms</b></p>	 <p><b>Usage Reporting</b></p>
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**See what NCTCOG Has Already Funded and Sign Up for Email Updates!**

 <p><b>Funding Opportunity Archive</b></p>	 <p><b>Sign-Up for Email Updates</b></p>
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North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888  
Main Operator: (817) 640-3300 | Fax: (817) 640-7806



Dallas-Fort Worth  
CLEAN CITIES

# DFW Clean Cities: Upcoming Events

Mar  
27

## MEETING: Sustainable Landscaping in DFW

**What:** We will showcase alternative fuel lawn and garden equipment as a way to further reduce petroleum consumption and improve air quality. March is also SmartScape month and information will be provided on the importance of native landscaping.

**Where & When:** Plano Environmental Education Center, 1:30 – 3:00 pm

**Register for the Event Here:**

<https://www.dfwcleancities.org/events-1/march-dfw-clean-cities-meeting>

For Updates, Information, and Other Events, Visit: <https://www.dfwcleancities.org/events>  
Or Email: [cleancities@nctcog.org](mailto:cleancities@nctcog.org)

**Volkswagen Update - Electrify America Comments Submitted by  
NCTCOG/DFW Clean Cities**

On March 1, 2018, the North Central Texas Council of Governments (NCTCOG) and Dallas-Fort Worth Clean Cities Coalition (DFWCC) submitted comments to Electrify America, LLC, in response to the organization's call for comments. Electrify America is a subsidiary of the Volkswagen Group of America which has been charged with managing the Zero Emissions Vehicle (ZEV) Investment Plan. Under the ZEV Investment, a total of \$2 billion dollars will be spent nationally to support deployment of zero-emission vehicles.

Electrify America requested input regarding Cycle 2 of their National ZEV investment Plan, specifically related to local data or information regarding to infrastructure, outreach, and education. Comments were due March 1, 2018.

NCTCOG and DFWCC submitted comments responding to two topics: 1) Suggestions and Data Relevant to Cycle 2 Investments and 1) Education & Access Suggestions. A copy of the information submitted is attached as follows:

- **ATTACHMENT A** (Suggestions and Data Relevant to Cycle 2 Investments, pages 2-9 of this document)
- **ATTACHMENT B** (Education & Access Suggestion, pages 10-18 of this document)

This information is also available at the NCTCOG webpage about the Volkswagen Settlement, at <http://nctcog.org/trans/air/VWsettlement/>.

For more information, contact Lori Clark, Program Manager, at 817-695-9232 or [lclark@nctcog.org](mailto:lclark@nctcog.org).

# ATTACHMENT A

## North Central Texas Council of Governments and Dallas-Fort Worth Clean Cities Coalition Electrify America Cycle 2 ZEV Investment Plans Comments Submission

*Submitted on March 1, 2018*

**INPUT PROMPT:** Do you have any general or specific suggestions for how Electrify America should approach its Cycle 2 investment plan? Where possible, please provide specific data or evidence to support your rationale.

### INTRODUCTION

The North Central Texas Council of Governments (NCTCOG) serves as staff to the Regional Transportation Council (RTC), which is the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) metropolitan area and includes representatives of municipalities, counties, transit agencies, and Texas Department of Transportation Districts in the 12-county DFW metropolitan planning area. NCTCOG also houses the Dallas-Fort Worth Clean Cities Coalition, which serves the North Texas region as the local branch of the national Clean Cities program. In conjunction with DFW Clean Cities, NCTCOG administers Electric Vehicles North Texas (EVNT), which is active in promoting/facilitating adoption of electric vehicles (EVs) in North Texas. Because of its role, NCTCOG is well placed to understand these and other challenges associated with EV readiness in the region.

### NORTH CENTRAL TEXAS INTRA-REGIONAL INFRASTRUCTURE NEEDS AND RECOMMENDATIONS

With more than 4,600 registered electric vehicles, the 12-county North Central Texas region accounts for approximately 40 percent of the state's registered EVs and ranks among the nation's top 15 metro areas, based on EV numbers. See Attachment 1 for a map of Texas showing registered EV count, by county. Since 2011, when the region began tracking EV registrations, the number of North Texas EVs have grown steadily, showing an increase of almost 2,000 percent. At the same time, North Central Texas is one of the fastest growing and most vehicle-centric metropolitan areas in the country, indicating that EV registration growth will continue. Despite this growth, EVs represent less than 1 percent of all registered light-duty vehicles in the region and might continue to make up a fraction of total vehicle registrations unless significant and strategic charging infrastructure investments are made.

North Central Texas requires a robust network of public electric vehicle supply equipment (EVSE) infrastructure, particularly Direct Current Fast Charging (DCFC) stations. Recent studies conducted by the National Renewable Energy Laboratory (NREL), the Electric Power Research Institute, and Pacific Gas & Electric provide recommendations on the minimum number of Level 2 (L2) and DCFC needed per 1,000 EVs. For example, NREL recommends 1.5 DCFC and 36 L2 chargers per 1,000 EVs. Currently, with the exception of the City of Dallas, the region's cities and counties are falling behind the recommended charger to EV ratio, and EVSE investment catch-up is needed. EVSE investment need is especially critical in some of the region's fastest growing counties, like Collin and Denton, where coincidentally the most



significant infrastructure gaps already exist. For example, Collin County contains 21 percent of the region's EVs but zero DCFC charging stations. Denton County fares slightly better with 15 percent of the region's EVs but less than 4 percent of the region's DCFC charging stations. The mismatch of EVs to chargers is particularly problematic as both counties' populations are expected to grow by 65 percent or more, by 2045. A chart illustrating the EV to charger imbalance is found in Attachment 2. Accordingly, it is recommended that Electrify America funding should focus on helping municipalities with such vehicle-to-charger-imbalance catch up. Simultaneous consideration, nonetheless, must be given to cities like Dallas where sustained EVSE investment will be needed. Based on a 30% growth rate, 39,000 EVs are expected in the City of Dallas by 2030 which would require at least 60 DCFCs and 1,418 L2 chargers; an increase of 52 DCFC and 1,249 L2 chargers proving that continued EVSE investment is needed in the region's leading EV cities.

Without more public charging options, the impressive EV growth in the region could stall. Thus, it is recommended that Electrify America invest in public EVSE in the Dallas-Fort Worth region, particularly DCFC, as a means of facilitating increased EV adoption in this rapidly-growing metropolis.

## INTER-REGIONAL INFRASTRUCTURE NEEDS AND RECOMMENDATIONS

In addition to needed infrastructure within North Central Texas, EVSE investments are required to improve travel outside of the region, especially to connect DFW with the state's other metropolitan areas of Houston, San Antonio, and Austin. According to the U.S. Department of Energy's Alternative Fuel Data Center (AFDC) Alternative Fueling Station Locator, there are currently 650 publically accessible (non-Tesla) EV charging stations in Texas. However, only 56 of these stations are DCFC and less than a dozen are located along state highways. Because of their reduced charging time, DCFCs are the most desired charger type for long distance highway trips. As seen in Attachment 3, a map showing the locations of Texas DCFC, few DCFC are available along these corridors. For example, along the I-45 roadway, connecting Dallas-Fort Worth to Houston, not a single DCFC is located outside of the urbanized area, making it practically impossible for an all-electric vehicle to make this trip. With similar gaps in DCFC access along all Texas corridors, significant investment is needed to create a seamless corridor for EV drivers. A map of the state's DCFC infrastructure is available as Attachment 3. NREL and the Federal Highway Administration (FHWA) have issued guidelines on the maximum distance allowed between DCFC chargers for a corridor to be considered EV-ready; 70 and 50 miles, respectively. It is recommended that Electrify America to follow these guidelines when highway and interstate investments are considered. A second FHWA recommendation is that EVSE should be located within five miles of the highway. Since FHWA's position is silent on proximity to a highway exit, it is suggested for Electrify America to clarify direction that EVSE should be located within five miles or a *highway exit*. This revision can help ensure that new infrastructure is, in fact, as accessible as intended.

A second critical corridor issue relates to access type. While the AFDC and other EV infrastructure mapping databases show certain stations as "publically available", in reality many stations have secondary use restrictions contingent upon the driver patronizing the business where the station is located (e.g., driver must be a hotel guest to use a charging station on hotel property). This misclassification of "public" stations has created unintended infrastructure gaps throughout the state. It is recommended for Electrify America to coordinate with the authors of these mapping databases to clarify use restrictions and prioritize future investment in truly publicly accessible charging stations in the region and the state.

## IMPROVING ACCESS FOR UNDERREPRESENTED AND EMERGING GROUPS

In addition to prioritizing EVSE investment based on current adoption trends, it is recommended for Electrify America to consider EVSE that could benefit underrepresented and emerging user groups. Individuals who lack access to home charging, for example, arguably have the greatest need for public charging. EVSE solutions such as on-street residential charging is essential to making EV ownership a viable option for this demographic. Similarly, the emerging use case of electric shared mobility transportation are forecasted to represent almost 30 percent of vehicle miles traveled by 2040, according to the 2018 BP Energy Outlook, and will be accompanied by different charging needs. Based on assumptions about their expected routes and applications, shared mobility EVSE should be cited at locations that are densely populated and walkable.

**INPUT PROMPT:** Does your jurisdiction or organization have plans, policies, or programs to encourage the deployment of zero emission vehicles or electric vehicle charging infrastructure?

## INTRODUCTION

The North Central Texas Council of Governments (NCTCOG) serves as staff to the Regional Transportation Council (RTC), which is the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) metropolitan area and includes representatives of municipalities, counties, transit agencies, and Texas Department of Transportation Districts in the 12-county DFW metropolitan planning area. NCTCOG also houses the Dallas-Fort Worth Clean Cities Coalition, which serves the North Texas region as the local branch of the national Clean Cities program. In conjunction with DFW Clean Cities, NCTCOG administers Electric Vehicles North Texas (EVNT), which is active in promoting/facilitating adoption of electric vehicles (EVs) in North Texas. Because of its role, NCTCOG is well placed to understand these and other challenges associated with EV readiness in the region.

## PROGRAMS

### *Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program*

NCTCOG serves as Regional Administrator for the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) for North Texas. LIRAP, which is also available in the Houston-Galveston and Austin areas, currently provides up to \$3,500 in assistance to repair or replace older vehicles, with the greatest amount being reserved to assist with the purchase of an electric vehicle. Financial assistance offered through this program has already contributed to the purchase of more than 550 low emission light-duty vehicles. With more than \$25 million of funds remaining, in \$3,500 increments, LIRAP can serve as a financial incentive to more than 7,000 North Central Texans interested in replacing an older vehicle with an EV. The LIRAP incentive can be coupled with federal and state incentives for significant savings on a new EV purchase. As new technologies and lower emitting vehicles become available, NCTCOG hopes to modernize the program to be inclusive of electric and autonomous vehicles on the market.

### *Texas Emissions Reduction Plan*

The Texas Commission on Environmental Quality administers the Texas Emissions Reduction Plan and offers two applicable funding opportunities, the Alternative Fueling Facilities Program (AFFP) and the upcoming Light-Duty Motor Vehicle Purchase or Lease Incentive Program (LDMVPLIP). The AFFP provides grants for the expansion or construction of alternative fueling stations, including electric charging. Grant funds can cover up to 50 percent of costs and all counties within the 12-county NCTCOG region are eligible. During the most recent legislative session, the LDMVPLIP was renewed making up to \$2,500 available towards the purchase or lease of a new light-duty EV. TERP incentives can be coupled with federal or private incentives to realize greater savings.

### *Congestion Mitigation and Air Quality Improvement Program*

For the DFW area in particular, NCTCOG is committed to facilitating opportunities for fleets and individuals to experience a zero-emission vehicle before they buy. A contract of \$500,000 in Congestion Mitigation and Air Quality Improvement Program funding is in place for NCTCOG to acquire alternative fuel vehicles, including electrified vehicles and technologies for a demonstration project in which vehicles would be loaned out to local fleets to increase their familiarity and comfort of these vehicles, with the intent of increasing their likelihood to purchase. These vehicles will also be taken to various “ride and drive” events around the North Texas region in partnership with Electrify America efforts.

## PLANS

### *Model EV Ready Construction Code language*

In response to interest from local governments, NCTCOG has commenced efforts to develop EV ready construction code model language that will make the installation of charging infrastructure less onerous and expensive for local municipalities and businesses in the near future. EV ready construction code model language will provide guidelines on elements including EV charging parking spots set-asides, the importance of laying adequate conduit in new construction, and sufficient electric panel capacity to handle the additional load created by EV charging. To date, NCTCOG has made progress, and gathered regional case studies, with a number of municipalities and employers, including Schneider Electric, Southwest Airlines, and DFW International Airport who chose to employ EV ready construction best practices. Additional local governments participating in the North Central Texas Stewardship Forum have expressed interest in developing EV ready construction template language for future deployment, and work is well under way along those lines. Sensitive to Texans’ occasional aversion to regulations and requirements, NCTCOG determined that creating voluntary EV ready construction language is the most appropriate approach for the region.

### *EV and EVSE Opportunities for Local Utilities*

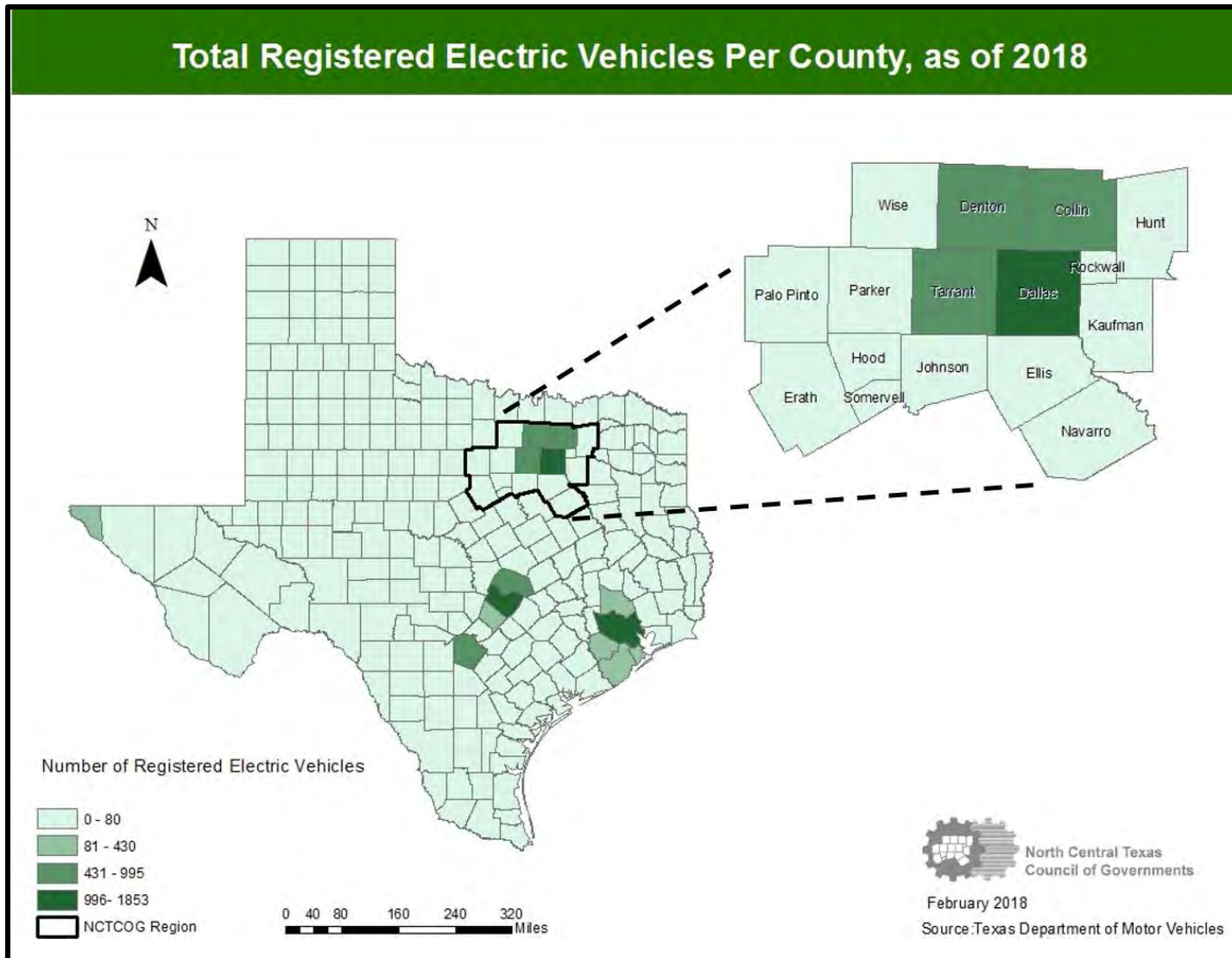
The NCTCOG region is home to eight municipally owned utilities, ten electric cooperatives, and one investor owned utility who could benefit from a better understanding of the opportunities that greater EV and EVSE deployment represents. For a utility, EV charging can result in greater electricity demand and revenue. According to Navigant Research, the gigawatt-hours of electricity consumed by electric vehicles is expected to increase over 13-fold by 2025, when compared to 2016 levels. Another benefit is that when strategically deployed, EV and EVSE can help manage existing resources and the growth of renewable power. Conversations with local utilities are occurring to share information about available incentives, such as the Texas Emissions Reduction Plan Alternative Fueling Facilities Program, and discussing the utility’s role in, and opportunity to capitalize on, EV growth. Utility efforts such as vehicle

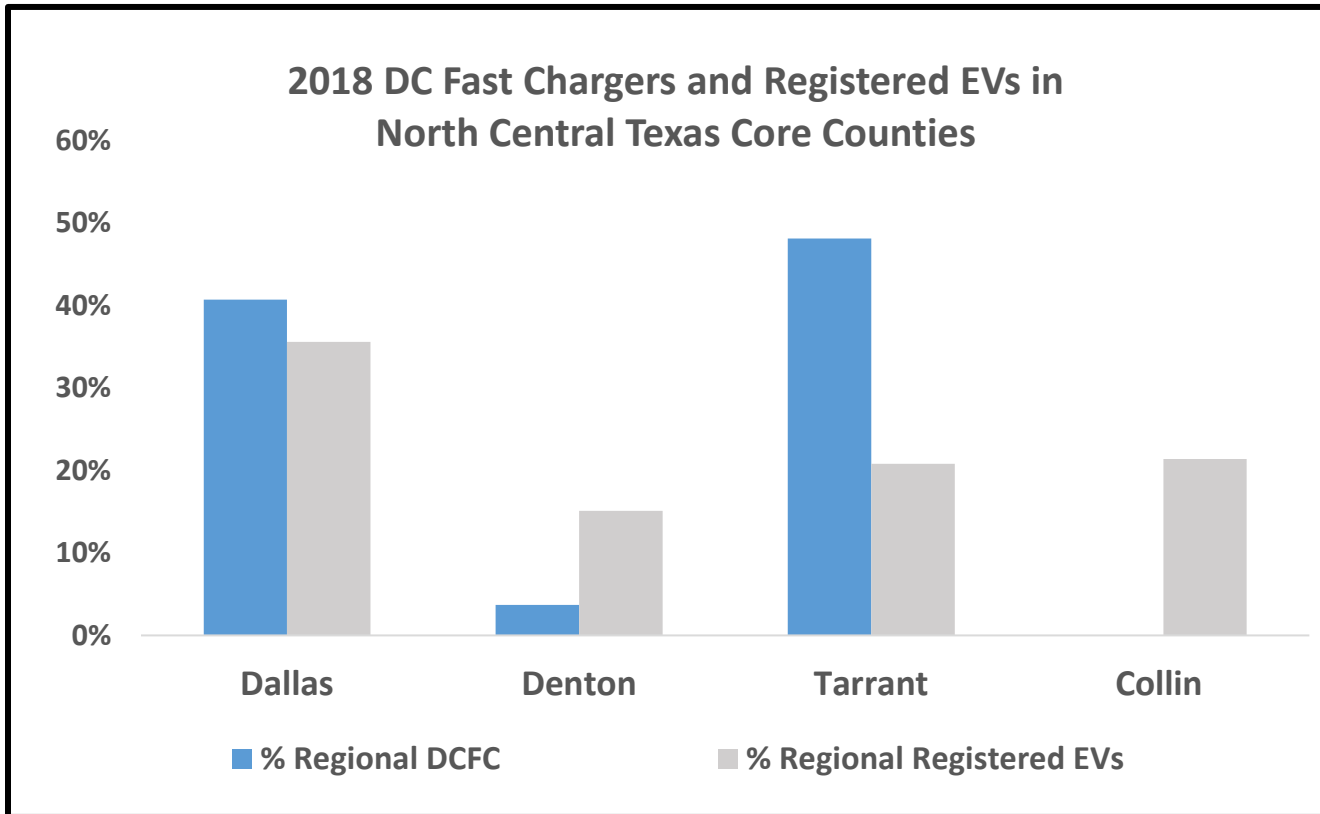
purchase incentives or charging station investment and ownership could open up access to EVs and much needed charging infrastructure.

## POLICIES

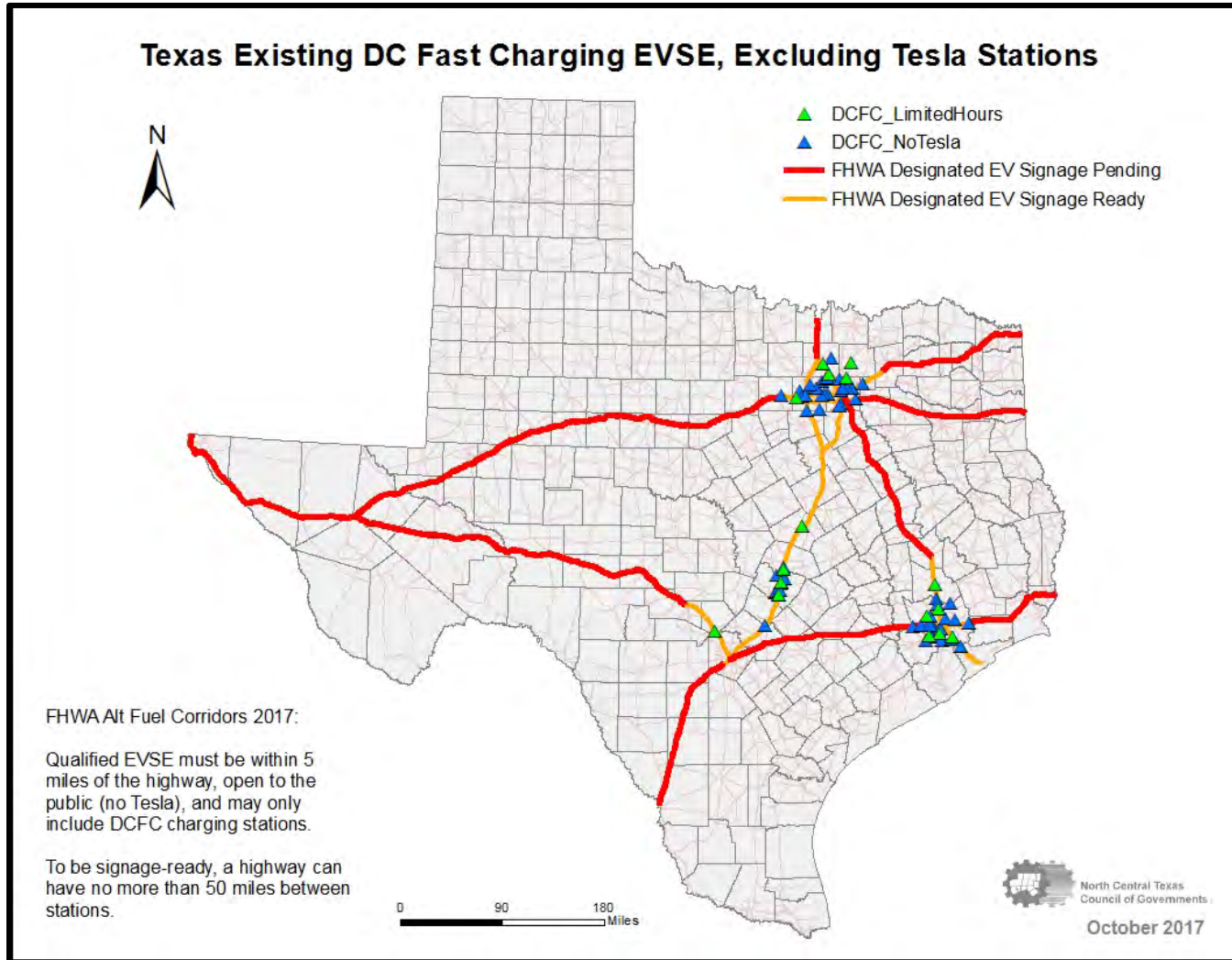
### *Clean Fleet Policy*

The region's Clean Fleet Policy provides guidance and incentives to local governments and private-sector entities committed to reducing petroleum consumption by choosing low-emissions, alternative fuel vehicles, for their fleets. As of February 2018, 65 entities have adopted the Clean Fleet Policy. Adoption of the policy ensures eligibility for clean vehicle funding made available through the Regional Transportation Council and fleet recognition from DFWCC.





*Comparison of % registered EVs and % of regional DCFCs for Dallas, Denton, Tarrant, and Collin Counties*



Prepared by NCTCOG in October 2017, the above map illustrates the shortage of DCFC along Texas corridors.



## North Central Texas Council of Governments and Dallas-Fort Worth Clean Cities Coalition Electrify America Cycle 2 ZEV Investment Plans Comments Submission

*Submitted on March 1, 2018*

### **INPUT PROMPT: Education and Access**

#### EXECUTIVE SUMMARY

Serving as the North Central Texas Metropolitan Planning Organization and Clean Cities Coalition, the North Central Texas Council of Governments appreciates the opportunity to provide recommendations to Electrify America as it develops the Cycle 2 ZEV Investment Plans. To achieve increased ZEV adoption, NCTCOG and the DFWCC Coalition recommends for Electrify America funds and efforts to target the region's greatest barriers: 1) lack of education about the advantages of driving an EV including misconceptions about vehicle cost and range, 2) limited range of available vehicles, and 3) infrastructure deficiencies. Overcoming these barriers will require targeted education. Specifically, NCTCOG and the DFWCC recommend that a portion of the investment dollars are set aside to fund educational opportunities such as trainings and EV showcase events, and to address specific charging infrastructure needs. Detailed infrastructure recommendations can be found in NCTCOG's "Data Relevant to Cycle 2 Investments" comments. Moreover, it is recommended that these funds be directed through the national network of Clean Cities Coalitions, who can host events and trainings in a venue that is brand-neutral and unbiased, with the backing of the U.S. Department of Energy program. Clean Cities Coalitions are also well suited to manage the funds due to their familiarity with regional political climates available incentives, local EV advocacy groups, and region-specific population trends.

#### GENERAL EDUCATION AND SUGGESTIONS

The North Central Texas Council of Governments (NCTCOG) is pleased to submit these recommendations to Electrify America. NCTCOG serves as staff to the Regional Transportation Council, which is the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) metropolitan area and includes representatives of municipalities, counties, transit agencies, and Texas Department of Transportation Districts in the 12-county DFW metropolitan planning area. NCTCOG also houses the Dallas-Fort Worth Clean Cities (DFWCC) Coalition, which serves the North Texas region as the local branch of the national Clean Cities program. In conjunction with DFWCC, NCTCOG administers Electric Vehicles North Texas (EVNT), which is active in facilitating adoption of electric vehicles (EVs) in North Texas. EVNT's work includes hosting events, facilitating workshops and trainings, developing EV-specific resources, providing assistance on funding opportunities, and building and maintaining relationships with industry stakeholders.



In part because of the foundations laid by EVNT, the region has experienced tremendous growth in the number of registered EVs. Between 2014 and 2017, registered EVs increased by almost 30 percent regionwide and as much as 150 percent in individual counties (see Attachment 1 for regional EV growth). State EV and electric vehicle supply equipment (EVSE) incentives contribute to a positive environment for increased EV deployment and a sound investment of Electrify America funds. The Texas Commission on Environmental Quality administers the Texas Emissions Reduction Plan and offers two applicable funding opportunities, the Alternative Fueling Facilities Program (AFFP) and the upcoming Light-Duty Motor Vehicle Purchase or Lease Incentive Program. Both provide substantial incentives to North Texas businesses and residents. NCTCOG is committed to facilitating opportunities for fleets and individuals to try a zero-emission vehicle (ZEV) before they buy. A contract of \$500,000 in Congestion Mitigation and Air Quality Improvement Program funding is in place for NCTCOG to acquire alternative fuel vehicles. This includes many EVs for a demonstration project in which vehicles will be loaned to local fleets to increase their familiarity and comfort with EVs, with the intent of increasing their likelihood to purchase. These vehicles may also be taken to various “ride and drive” events around the North Texas region in partnership with Electrify America efforts.

Despite available incentives and regional EV growth, EVs still represent less than 1 percent of registered light-duty vehicles in North Central Texas. Without additional investment, growth could stall. Increased adoption can only be achieved by addressing the region’s greatest barriers: 1) lack of education about the advantages of driving an EV including misconceptions about vehicle cost and range, 2) a limited range of available vehicles, and 3) infrastructure deficiencies. Overcoming these barriers will require targeted education. To this end, NCTCOG and the DFWCC recommends that Electrify America set aside a portion of the investment dollars to fund educational opportunities such as trainings and EV showcase events, and to address specific charging infrastructure needs. Detailed infrastructure recommendations can be found in NCTCOG’s “Data Relevant to Cycle 2 Investments” comments. Moreover, it is recommended that these funds be directed through the national network of Clean Cities Coalitions, who can host events and trainings in a venue that is brand-neutral and unbiased, with the backing of the U.S. Department of Energy (DOE) program. Clean Cities Coalitions are also well suited to manage the funds due to their familiarity with regional political climates available incentives, local EV advocacy groups, and region-specific population trends.

### *Education*

The aforementioned barriers can be addressed by education, in the forms of trainings and workshops. Training for automobile dealers could possibly increase the number and variety of EVs available for purchase. Dealer training is the most critical type of education needed in North Central Texas, as it is the dealers who currently limit the number and variety of EVs on the market. To a great extent, local dealers are ill-equipped, unprepared, and, at times, reluctant to sell EVs. Furthermore, less than half of local dealers representing EV-producing automakers carry a single EV model. Training dealer staff on the benefits of EVs for the Texas buyer (performance, smooth and quiet operation, safety, incentives, and cost savings) and for the dealership (exposure to a new market and incentives) is the first step towards increasing the number of EVs offered for sale.

Another audience that could significantly increase access to infrastructure and vehicles, if educated, are utilities. The North Central Texas 12-county region is home to more than a dozen utilities, municipally owned utilities, electric cooperatives, and one investor owned utility; all of which could benefit from a

better understanding of the opportunities that greater EV and EVSE deployment represents. For a utility, EV charging not only presents an opportunity for greater electricity demand and revenue but can also be used to more efficiently manage existing resources and the growth of renewable power. Conversations with local utilities are occurring to share information about available incentives, such as AFFP, and discussing the utility's role in, and opportunity to capitalize on EV growth. Utility efforts such as vehicle purchase incentives or charging station investment and ownership could open access to EVs and much needed charging infrastructure.

For the general public, education is needed to dispel common myths about EVs, especially those relating to cost and range. While EVs have historically cost more than their traditional counterparts and have given customers good cause to worry about range, both of these are changing today. Regarding initial cost, price parity will soon be realized as battery costs drop and as automakers continue to invest heavily in EV technologies. More affordable makes and models are expected in the near future. When cost is considered as total cost of ownership, price parity has already been achieved for EVs in the Texas market. This is due to reduced maintenance costs, incentives (federal in addition to the state's Light-Duty Motor Vehicle Purchase or Lease Incentive Program), and reduced fuel costs. At 11.4 cents per kilowatt-hour, the Texas average electricity rate is one of the lowest in the country, making fueling an EV an affordable option. In addition to reductions in battery cost, range has increased expeditiously. Mass-market EV models like the Nissan Leaf, Chevy Bolt, and Tesla Model S can all travel more than 150 miles on a single charge. NCTCOG/DFWCC have already developed and regularly disseminates handouts addressing EV costs, general concerns, and how to claim federal and state incentives. With Electrify America funds, these resources can be revised and marketed to suit dealer, utility, as well as general public audiences.

### *Access Activities*

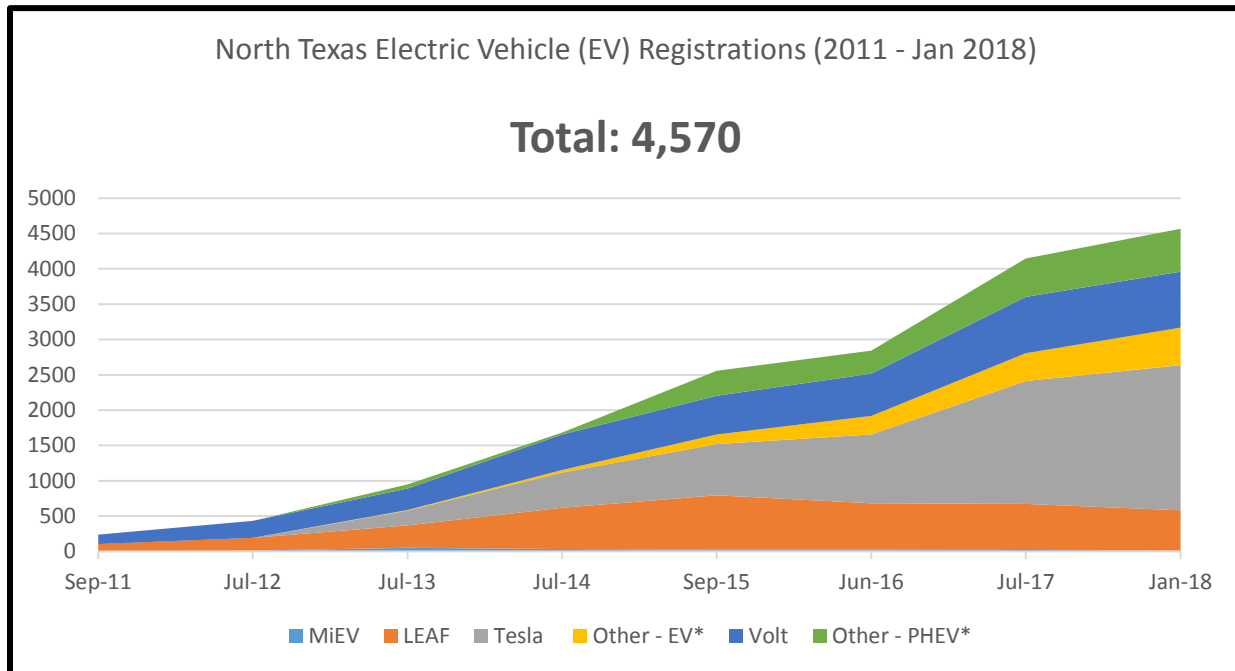
Large- to small-scale EV showcase events, modeled after the region's National Drive Electric Week (NDEW), can dramatically increase consumer exposure to EVs and represent important opportunities to educate a variety of audiences. NCTCOG/DFWCC annually hosts NDEW which gathers EV owners, enthusiasts, and potential customers with exhibitors to educate and foster enthusiasm for electric vehicle technologies. The North Texas NDEW event boasts one of the largest turnouts in the country, with only San Diego surpassing the North Texas event in terms of vehicles and attendees. A YouTube video showcasing some of the 2017 event's highlights is accessible from Attachment 3. This type of event is ideal for sharing information and addressing barriers to vehicle access by providing potential consumers the opportunity for vehicle ride-and-drives. Ride-and-drives are widely considered one of the most effective ways of overcoming poor public awareness and access to EVs. Hosting EV showcases at regional events, such as state fairs, auto shows, and sporting events is an especially good way to carry a redundant message and reach new audiences in slow EV-adoption markets in light of large population growth forecasts. Attachment 2 lists a sample of possible North Texas events.

Smaller scale events, at dealerships and workplaces, can be hosted as dealerships add EV models to their inventory or as workplaces install charging infrastructure. Testimonials from local employers who offer workplace charging, such as Schneider Electric, suggest that hosting "launch events" is a successful method of educating staff about the new resources.

Recognizing employers who offer workplace charging is also an important step in increasing access, especially to infrastructure. According to a recent DOE survey, workplaces represent the second most

common location for EV drivers to charge their vehicles, after their homes. For EV owners who lack home charging, their workplace will likely be their primary charge point. The same survey found that employees with access to workplace charging are 20 times more likely to drive an EV than those without access.

In summary, North Central Texas presents a tremendous opportunity for EV growth that would benefit from strategic investments. NCTCOG and the DFWCC appreciates the opportunity to submit these recommendations and looks forward to collaborating with Electrify America, as we work together toward greater EV adoption and cleaner air. If you have any questions, please feel free to contact Lori Clark, Program Manager, at 817-695-9232 or [lclark@nctcog.org](mailto:lclark@nctcog.org).



Date	MiEV	LEAF	Tesla	Other - EV*	Volt	Other - PHEV*	Total
Sep-11		104			135		<b>239</b>
Jul-12	9	185			239		<b>433</b>
Jul-13	51	318	206	9	306	57	<b>947</b>
Jul-14	35	584	497	36	504	26	<b>1682</b>
Sep-15	26	768	725	138	547	352	<b>2556</b>
Jun-16	23	660	974	260	601	323	<b>2841</b>
Jul-17	19	651	1742	396	795	542	<b>4145</b>
Jan-18	13	569	2054	533	791	607	<b>4570</b>
% Change**	144%	547%	997%	5922%	586%	1065%	1912%

\*PHEV= Plug-in Hybrid Electric

\*\*\*%Change is calculated from when first year model was tracked to present

**ATTACHMENT 2**

<b>Potential North Texas Events</b>		
<b>Event Type</b>	<b>Event Name</b>	<b>Estimated Attendance</b>
State Fair	State Fair of Texas	2,600,000
Auto Shows	Dallas Auto Show	388,000
	Fort Worth Auto Show	131,000
Public Festivals	Grapefest	250,000
	Earth Day Texas	50,000
	Fort Worth Stock Show and Rodeo	1,100,000
	Denton Fair and Rodeo	135,000
	Addison Oktoberfest	70,000
	Scarborough Renaissance Fair	200,000
Sporting Events	Dallas Cowboys regular season games	731,672
	Texas Rangers regular season games	1,250,000
	Dallas Mavericks regular season games	828,000
	Dallas Stars regular season games	711,000
	FC Dallas regular season games	15,000
	Frisco Roughriders Minor League Baseball Games	477,350
	Cotton Bowl	71,500
	Red River Rivalry game	91,000
<b>Total</b>		<b>9,099,522</b>



*You Tube video recap of the 2017 North Texas National Drive Electric Week Event is live and accessible at: <https://youtu.be/-SVC6aR4KvQ>*

[HOME](#) [MORE INFO](#) [WHAT HAPPENS AT A CLINIC?](#) [WHAT'S IN IT FOR ME?](#) [CLINIC DATES](#) [More](#)

# North Texas Car Care Clinics

Is your  
**CHECK  
ENGINE  
LIGHT** on?

*or*

Do you  
need a  
**FREE CAR  
CHECKUP**  
?

**FREE CAR CARE CLINICS  
IN APRIL 2018**

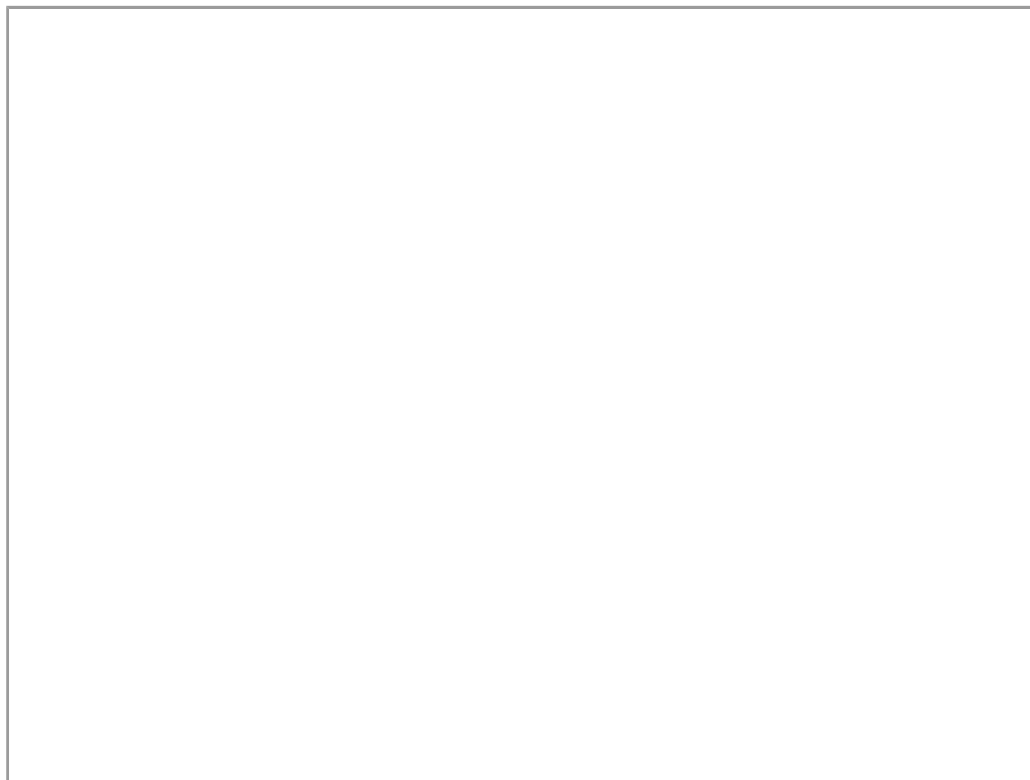
**WHERE**  
?

**12 locations  
throughout the  
Dallas-Fort  
Worth area**

[More Information](#)

**Green icons** below **do** offer AirCheckTexas on-site application processing.

**Orange icons** below **do not** offer AirCheckTexas on-site application processing.



**North Central Texas  
Council of Governments**







# Partner Resources

*\*Information below is intended for dealership and repair facility use only.*

## Dealerships

[Eligible Vehicles](#)

[Dealer Requirements](#)

[Meetings / Workshops](#)

[Dealer Correspondence](#)

[Users Manual](#)

[Salvagers / Dismantlers](#)

[Smartway Vehicles](#)

[Dealer How-To Video](#)

## Repair Facilities

[Requirements](#)

[Inspection Station Finder](#)

## Marketing Toolkit

## Social Media

Social Media Posts \_\_\_\_\_ Facebook Cover Photo \_\_\_\_\_ Twitter Cover Photo

## Banners and Logos

ACT Logo \_\_\_\_\_ DACM Logo \_\_\_\_\_ Banner 1 \_\_\_\_\_ Banner 2

## Printables

ACT Brochure \_\_\_\_\_ Dealer Association Ad \_\_\_\_\_ Flyer

Flyer Tear Off \_\_\_\_\_ ACT Mailer Insert English \_\_\_\_\_ ACT Mailer Spanish

\_\_\_\_\_ Postcard \_\_\_\_\_

## Newsletter Tools

ACT Newsletter Article



North Central Texas  
Council of Governments



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# North Texas Walkability Events

There is a lot of talk about walkable urban development, but what's the real story? Despite recent walk/bike friendly development, are urban residents truly ready to surrender their cars (or at least one of them) and densify their city? Will our local governments and current residents be supportive of the changes necessary to truly be a walkable North Texas?

Panel members will explore the real-world challenges of creating walkable developments when dealing with wary existing neighborhoods, outdated or inflexible regulations, and market perceptions and realities as regards to the Dallas – Fort Worth metropolitan area.

**Keynote Speaker: Chris Leinberger** - Land use strategist, professor, real estate developer, and author who balances business realities with social and environmental concerns. Named as one of The **100 Most Influential Urbanists** of all time in a 2017 Planetizen poll.



Hosted by the following organizations:



**April 19th | 7:30-10:00 am | Wyly Theater, Dallas Arts District**

## Panel Members:

- **Don Day**, Developer and council member, McKinney, on walkable suburban centers
- **Bill Flaherty**, Rosewood Property Company, on inner-ring suburban redevelopment
- **Neal Sleeper**, Cityplace, on uptown Dallas
- **Kourtney Garrett**, Downtown Dallas, Inc., on the CBD

Moderated by **Scott Polikov**, Gateway Planning

Light breakfast catered by Wolfgang Puck 7:30-8:00 am; Program 8-10 am  
Admission: \$50 for Members | \$75 for Non-members

Hosted by ULI North Texas, AIA Dallas, DDI, EarthX, GDPC, TREC, Uptown Dallas and The Trust for Public Land. Other participating organizations are NCTCOG and USGBC.

Register at [northtexas.uli.org](http://northtexas.uli.org)



Hosted by the following organizations:



**April 20th | 7:30-10:00 am | City Club of Fort Worth**

## Panel Members:

- **Frank Bliss**, Cooper & Stebbins – Developer of Southlake Townsquare
- **Bill Boecker**, Fine Line Development – Developer of Sundance Square
- **Fernando Costa**, Assistant City Manager of The City of Fort Worth
- **Justin Springfield**, Old Town Development – Roanoke Developer

Moderated by **Scott Polikov**, Gateway Planning

Registration and Breakfast 7:30-8:20 am; Program 8:20-10:00 am  
Admission: \$35 for Members | \$50 for Non-members

Hosted by ULI North Texas, AIA FW, the Construction Management Association of America - North Texas, Near Southside Inc., the Real Estate Council of Greater FW, and Tarrant Transit Alliance. Other participating organizations: NCTCOG, USGBC and EarthX.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

## March 2018

### The T has a new name



Public transportation in Fort Worth has a new name — and look. The Fort Worth Transportation Authority has traded “The T,” a moniker familiar to many residents of Tarrant County, for “Trinity Metro.”

### Calendar

**March 2, 11 am**  
**DRMC**

North Texas Tollway Authority  
5900 W. Plano Parkway  
Plano, TX 75093

**March 7, 8:30 am**  
**TRTC**

Fort Worth Intermodal  
Transportation Center  
1001 Jones St..  
Fort Worth, TX 76102

**March 8, 1 pm**  
**Regional Transportation Council**  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**March 23, 1:30 pm**  
**Surface Transportation**  
**Technical Committee**  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011



North Central Texas  
Council of Governments

### President releases national infrastructure plan

The Trump Administration released a long-awaited infrastructure proposal, intended to increase both federal funds and investments in the US. The plan would establish incentive programs for State and local governments, as well as private business in the form of \$200 billion in grants. The total proposed funding is lower than previously discussed during the State of the Union, but the plan calls for many incentive programs for public and private investments and leveraging of \$14 billion through credit programs. The funding breakdown is:

- \$100 billion for incentive programs and grants
- \$50 billion for grants for rural infrastructure improvements
- \$20 billion for transformative projects to increase innovation and attract private business investment
- \$14 billion for current federal credit programs to leverage funding
- \$10 billion for a revolving fund for the General Services Administration
- \$6 billion to the Treasury to make up for private activity bonds

Part II of the plan lists additional provisions for infrastructure improvements to incentivize alternate project development and remove barriers to the development process.

Part III details a more efficient permitting process for environmental review by creating new review structures, delegating more decision-making power to states, and authorizing pilot programs for innovative review processes.

Part IV presents provisions to aid in access to education and workforce development programs.

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For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department



## North Texas ozone season begins March 1

Since 10 North Texas counties are designated nonattainment for ozone pollution, air quality is on the minds of the region's transportation planners throughout the year. But special attention is paid to air quality during ozone season, which began March 1.

Historically, the spring is when ozone levels begin increasing, and the North Central Texas Council of Governments will visit many community fairs over the next two months to remind residents of the importance

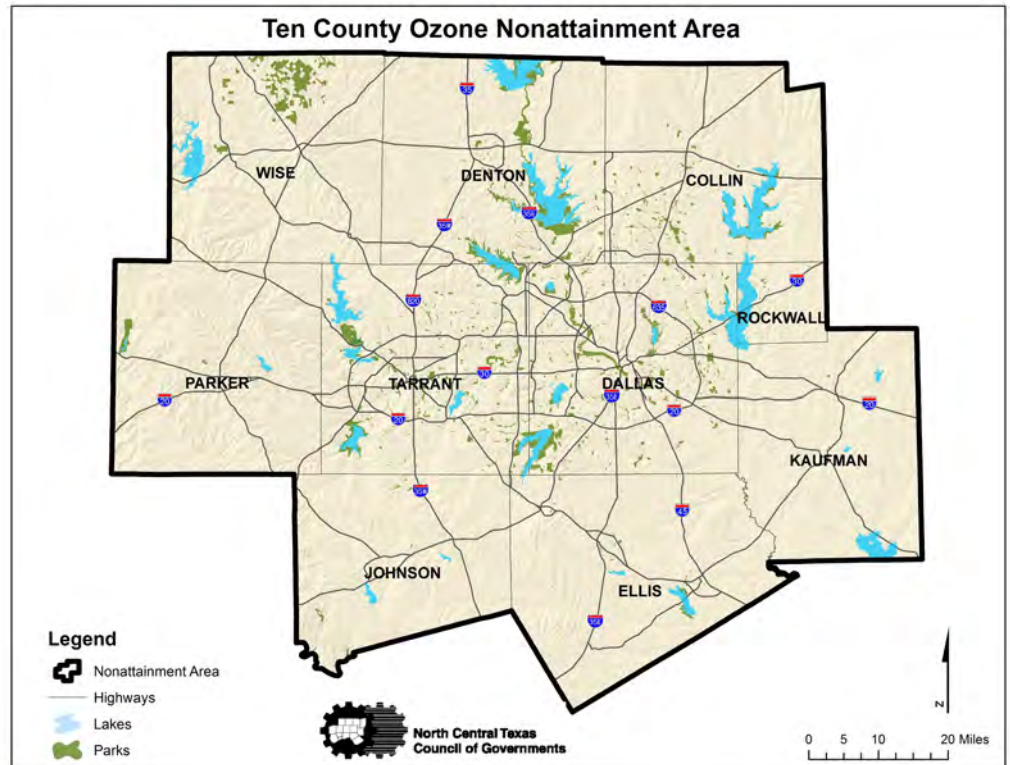
of making clean-air choices. NCTCOG's efforts culminate in Clean Air Action Day, a celebration held on the first Friday of summer. This year, Clean Air Action Day will fall on June 22, and participants are asked to implement an action to help reduce ozone in the region.

Since this event began, it has provided an opportunity to introduce residents to clean air choices such as carpooling, telecommuting and taking transit. Employers have also joined in on the challenge.

The City of Grand Prairie has been recognized for two consecutive years as Air North Texas Partner of the Year. As part of its efforts, Grand Prairie asked employers to make clean air commitments. Last year, nearly 650 pledges were made by companies in the city, with Lockheed Martin leading the way.

The results of these efforts and other factors are reflected in the steady improvement in the region's ozone levels. Since 1998, the design value has fallen from 102 parts per billion to 79 ppb. Although there is still work to be done to meet the federal standard of 70 ppb, the current design value is the best on record. Find out how you can become part of the solution to improve air quality by visiting [www.airnorthtexas.org](http://www.airnorthtexas.org).

You can also sign up for air pollution alerts, which help you stay informed of when additional clean air actions are recommended.



## RTC OKs awards for innovative projects

The Regional Transportation Council approved funding in February for three innovative projects as part of the Blue-Green-Grey initiative.

The awards focus on water (blue), environment (green) and transportation infrastructure (grey).

Southlake was selected for the Burney Lane Biofiltration System project, with recommended funding of \$50,000.

Farmers Branch's Green Bus Stop Design Guidelines project will receive \$30,000, Dallas Area Rapid Transit's Community Gardens Hatcher Station Pilot Project was also approved and will receive of \$29,170.

This initiative was created to advance projects or programs with innovative outcomes in each of the three areas by providing seed money so that entities may develop ideas and grant applications for full funding or implementation.

Eligible applicants for this award included governmental agencies, private firms, non-profits and teams of individuals. The maximum award was \$50,000.

The recipients were chosen from among 53 applicants for funding.

# REGIONAL News

## NCTCOG sponsoring Car Care Clinics in April



NCTCOG is partnering with local automotive repair shops to sponsor Car Care Clinics throughout April 2018 to help North Texas drivers whose vehicles have the check engine light illuminated.

A vehicle's check engine light turns on when there may be an issue that could negatively impact its emissions.

These FREE clinics will provide drivers with an opportunity to talk to a technician about their vehicle's issues. AirCheckTexas Drive a Clean Machine on-site application processing for financial assistance will be available at select locations. NCTCOG has approximately \$28 million available to help qualifying motorists fix emissions problems or buy new vehicles.

To find a clinic, visit [www.NTXCarCare.org](http://www.NTXCarCare.org). For additional information, send an email to [NTXCarCare@nctcog.org](mailto:NTXCarCare@nctcog.org), or call 817-704-5697.

## Volkswagen settlement update

North Texas could benefit from the settlement paid by Volkswagen after a court determined the automaker used devices that helped vehicles "defeat" emissions tests.

In November, Texas filed as a beneficiary to claim approximately \$209 million, which will be used to fund projects to replace or repower diesel vehicles or equipment. The Texas Commission on Environmental Quality was named the lead agency and will administer these funds in Texas.

On January 28, the trustee of the Volkswagen settlement filed a list of designated beneficiaries. The next step is for TCEQ to submit a mitigation plan, which must be done 30 days before submitting the first funding request.

The TCEQ is currently accepting public comment pertaining to the use of the trust funds and development of the mitigation plan. For information and to submit comments, visit [www.tceq.texas.gov/agency/trust](http://www.tceq.texas.gov/agency/trust).

## Transportation Resources

### Facebook

Facebook.com/nctcogtrans

### Twitter

Twitter.com/nctcogtrans

### YouTube

YouTube.com/nctcogtrans

### Instagram

Instagram.com/nctcogtrans

### Publications

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

**The Fort Worth  
Transportation Authority**  
FWTA.org

**Texas Department  
of Transportation**  
TxDOT.gov

## By the Numbers

**\$209 million**

The portion of the Volkswagen settlement Texas could receive.

# PUBLIC *Involvement*

## **Staff requests public input on funding program**

A funding program for safety, innovative and emergency transportation projects will be available for review during the upcoming online public comment period, scheduled to begin March 12.

The Safety, Innovative Construction and Emergency Projects Program awards federal funding for emergencies and to projects that improve safety conditions or have an innovative construction method.

Details on the program and the projects being proposed for funding will be available for review and comment.

Information related to April Car Care Clinics, the AirCheckTexas Program and funding opportunities for vehicles and refueling stations will also be posted.

The online comment period runs through April 10, at [www.nctcog.org/input](http://www.nctcog.org/input). To request printed copies, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

## **Spring outreach season kicks off March 24**

The NCTCOG Transportation Department will kick off spring outreach season Saturday, March 24, when staff members visit the Fort Worth Water Gardens for Earth Party. Each spring, the department participates in outreach events to talk with North Texans about transportation and air quality.

NCTCOG's outreach efforts will continue throughout April, beginning with Brookhaven College's Earth Day Fest on April 3 and concluding with Earth X at Fair Park in Dallas on Earth Day, April 22. At each event, NCTCOG will provide information on its planning efforts, visiting with residents about transportation and air quality programs such as Air North Texas, AirCheckTexas, Try Parking It and sustainable development.

For more information, visit [www.airnorthtexas.org](http://www.airnorthtexas.org).

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Prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation.



## DALLAS DISTRICT

## PROGRESS

Monthly Report on Dallas District Projects and Topics \*\*\*

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

## GETTING THE MESSAGE OUT ON SAFETY



**Dallas, Texas** — Safety is the first priority of the Texas Department of Transportation both for workers and the motoring public. Every year TxDOT rolls out several campaigns designed to influence driver behavior to make our roads safer. Billboards, media events, PSAs and other collateral material are used to promote the messages of these campaigns. Some of the campaigns have already started and others will be coming up. Here's a look at a few of those campaigns.

### March 1-17: Drunk Driving – “Plan While You Can”

No matter what time of year it is not hard for Texans to find a reason to celebrate whether it's football games, the Christmas/New Year's holidays or Spring Break. Texans love to get together and have a good time. Unfortunately, this celebrating leads to a DUI alcohol-related crashes and fatalities. Texas has more alcohol-related crashes than any other state in the nation. In 2016, there were 24,629 impaired-driving crashes resulting in 2,316 serious injuries and more than 1,000 deaths. That equates more than one in four traffic deaths being caused by an impaired driver.

Various versions of Plan While You Can are rolled out for major holidays including July 4.

### April 3 - 30: Distracted Driving – “Talk. Text. Crash./ Be Safe. Drive Smart.”

Like many states, Texas has seen a steady increase in crashes caused by distracted drivers. In 2016, there were 109,658 crashes blamed on distracted drivers, an increase of 31 percent over the past five years. These



One of the new billboard designs for TxDOT's Talk, Text, Crash safety campaign.

TxDOT image

crashes resulted in 455 deaths and more than 3000 serious injuries.

### April 10: National Work Zone Safety Awareness

Austin headquarters will kick off this campaign with a press conference. All month each TxDOT district will individually be spreading the message through press releases and media events.

Each year in Texas there are approximately 15,000 crashes and more than 100 people killed in highway construction and maintenance zones. Motorists traveling through work zones make up the majority of fatalities, and in Texas, there can be as many as 2,500 active work zones at any given time.

### April 26: Look Twice for Motorcycles

With nearly 400,000 registered motorcycles and more than one million licensed operators in Texas, on any given day motorists are likely to find themselves sharing the road with one or more riders. This leads to an increased risk of crashes between motorcycles and motor vehicles, which can be catastrophic for the motorcyclist. According to the

National Highway Transportation Safety Administration (NHTSA), motorcyclists are five times more likely than a car driver or passenger to be injured in a crash and 29 times more likely to die. Last year alone, 493 riders died and more than 2,000 were seriously injured in crashes. For this reason, TxDOT has made motorcycle safety a priority by continuing its public education campaign aimed at motor vehicle drivers.

### May 1: Click it or Ticket

Like the Work Zone Awareness campaign this one will kick off with a press conference in Austin. According to the NHTSA, Texas is one of only 19 states that have achieved at least 90 percent statewide seat belt usage. NHTSA also estimates that the initiative in Texas has saved 5,068 lives and prevented almost 86,359 serious injuries and saved more than \$19.3 billion in related economic costs in the period from its inception in 2002. In fact, wearing a seat belt reduces the risk of fatal injury to a person in the front seat of a car by 45 percent. ■

For more on previous and upcoming campaigns, visit [www.txdot.org](http://www.txdot.org).

## FEBRUARY 2018 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M) <sup>o</sup>	CONTRACTOR
1	0048-03-091	US 77	0.1 mile north of FM 55 to US Bus 287-R in Waxahachie	\$1.20	\$0.83	-30.93	\$0.94	Knife River Corporation – South
2	0173-03-040	SH 34	FM 1388 to 1.2 miles north of SH 243	\$2.15	\$1.76	-18.43	\$2.01	LOC Company LLC
3	1012-03-018	FM 981	At Bear Creek and Bear Creek Relief	\$2.69	\$1.89	-30.04	\$2.72	L & N Bridge, LLC
<b>ESTIMATED FEBRUARY 2018 TOTALS</b>				<b>\$6.05</b>	<b>\$4.47</b>	<b>-26.08</b>	<b>\$5.67</b>	
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>				<b>\$81.62</b>	<b>\$72.70</b>	<b>-10.93</b>		
<b>DALLAS DISTRICT FY LETTING VOLUME CAP</b>				<b>\$287.84***</b>				

\*Not mapped.

\*\* Project is an A+B bidding project.

\*\*\*District FY 2018 Letting Volume Cap does not include the following: 1) Southern Gateway (\$565 million); 2) Previous Prop 1 commitments that have been funded through NCTCOG 10 year plan swap (\$103.2 million).

<sup>o</sup>Estimated Total Project Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

## MARCH 2018 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)
1	0009-04-066	SH 66	At Lake Ray Hubbard Bridge eastbound to north slope near east end	\$2.55
2	0047-06-162	US 75	SH 121 to President George Bush Turnpike	\$1.20
3	0196-03-262	I-35E	North of Oak Lawn to south of Commonwealth Dr.	\$4.41
4	0196-03-276	I-35E	South of Commonwealth Dr. to SS 348	\$4.74
5	0816-02-079	FM 455	At FM 2164 and Union Hill Road	\$1.47
6	1567-01-037	FM 720	South of Martop to US 380	\$18.05
7	2745-01-008	FM 2755	Business 78G to FM 1138	\$2.00
<b>ESTIMATED TOTAL</b>				<b>\$34.42</b>

## COMPLETED CONSTRUCTION PROJECTS (FROM FEBRUARY 1 – 28, 2018)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST (M)	COMPLETION DATE
1	0047-06-159 <sup>▲</sup>	US 75	Dallas County Line to Telephone Road	\$0.66	2/13/2018
2	0196-03-256 <sup>▲</sup>	I-35E	SP 348 to Valley View Lane	\$7.34	2/9/2018
3	2374-01-176 <sup>▲</sup>	I-635	West of US 75 to KCS RR	\$6.76	2/12/2018
4	1051-01-042 <sup>▲</sup>	FM 664	North of BUS 287R to South of Red Oak Creek in Ovilla	\$11.14	2/5/2018
5	1014-02-041 <sup>▲</sup>	FM 548	SH 205 to SH 66	\$13.78	2/5/2018
<b>ESTIMATED TOTAL</b>				<b>\$39.68</b>	

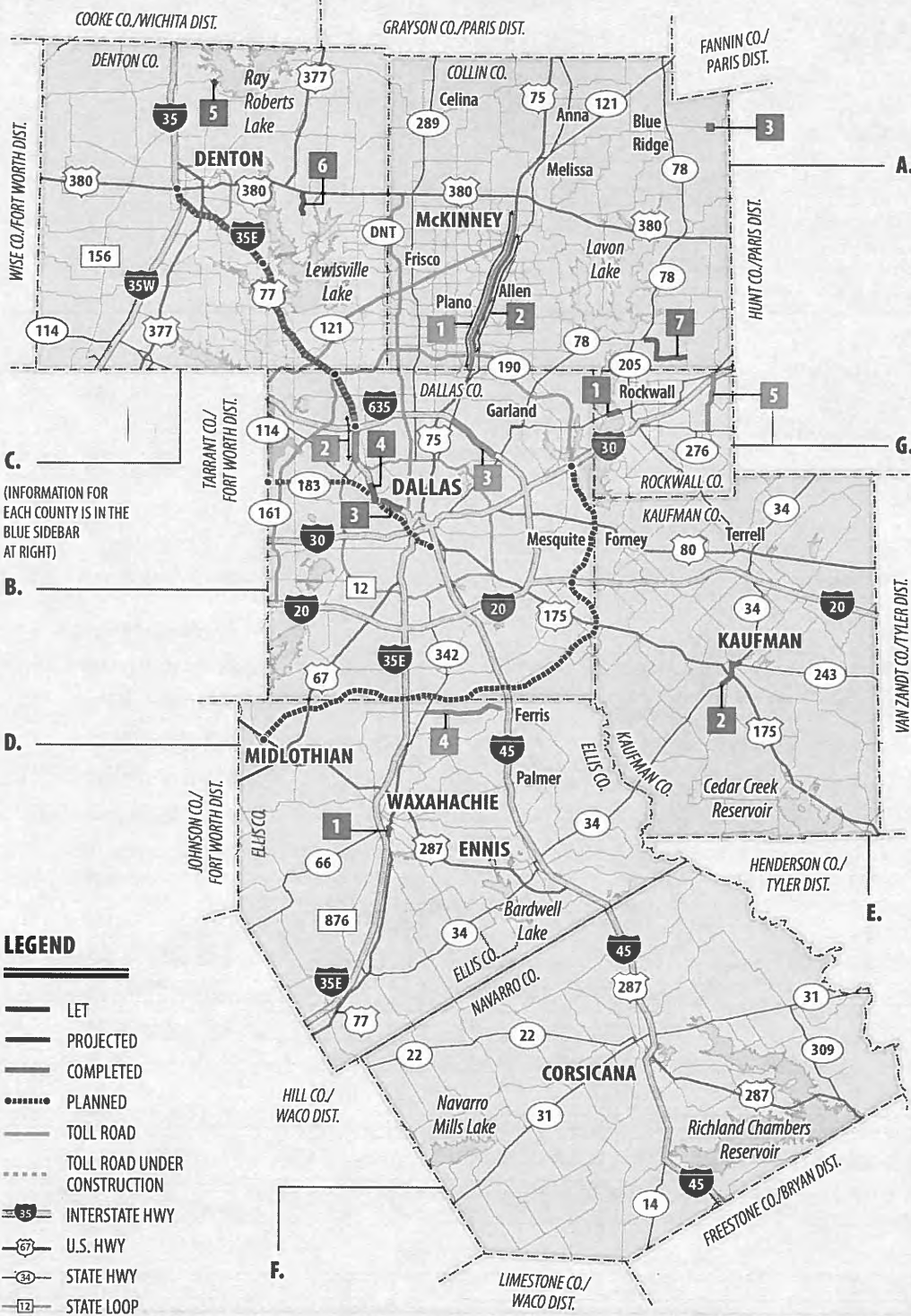
<sup>▲</sup>No local government funding participation requiring project closeout by ATP-Contracts.

SOURCE: Texas Department of Transportation.

TxDOT graphics

# DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in February, are projected to let in March, or have recently been completed.

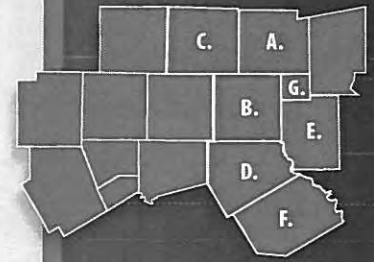


(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

## LEGEND

- LET
- PROJECTED
- COMPLETED
- PLANNED
- TOLL ROAD
- TOLL ROAD UNDER CONSTRUCTION
- INTERSTATE HWY
- U.S. HWY
- STATE HWY
- STATE LOOP

SOURCE: TxDOT research.  
\*POPULATION ESTIMATE: NCTCOG.



## 2017 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 3,806,303  
\*POPULATION ESTIMATE | 4,681,210  
LANE MILES | 10,493,628

### A. | COLLIN COUNTY

VEHICLE REGISTRATION: 729,624  
\*POPULATION ESTIMATE: 932,530  
LANE MILES: 1,373,829

### B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,064,783  
\*POPULATION ESTIMATE: 2,502,270  
LANE MILES: 3,366,158

### C. | DENTON COUNTY

VEHICLE REGISTRATION: 603,332  
\*POPULATION ESTIMATE: 814,560  
LANE MILES: 1,488,733

### D. | ELLIS COUNTY

VEHICLE REGISTRATION: 165,813  
\*POPULATION ESTIMATE: 173,410  
LANE MILES: 1,523,910

### E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 109,180  
\*POPULATION ESTIMATE: 116,140  
LANE MILES: 1,201,810

### F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 51,056  
\*POPULATION ESTIMATE: 49,170  
LANE MILES: 1,192,820

### G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 82,515  
\*POPULATION ESTIMATE: 93,130  
LANE MILES: 346,368

N

10 miles

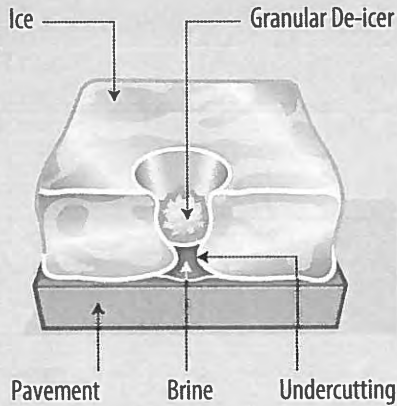


# TxDOT PREPARED FOR WINTER WEATHER

## HOW DO THE CHEMICALS WORK?

### Granular De-icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use). When salt makes contact with ice – melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.



### Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.

## WHAT MATERIALS ARE USED ON THE ROADS?



### Before an ice/Snow Event

- Liquid salt-based anti-icers help prevent ice formation



### During an ice/Snow Event

- Various salt-based granular de-icers are used to help melt ice already formed on the road

## AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (Potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

## 1. FUNDING SOURCES



Motor Fuel Taxes



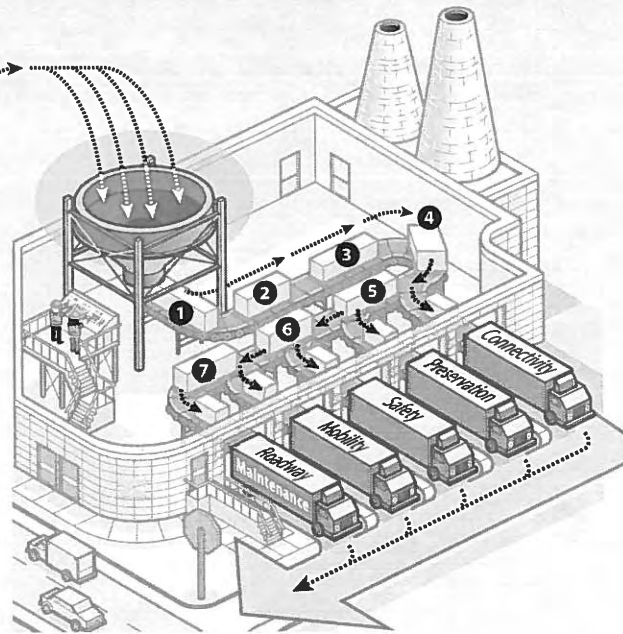
Vehicle Registration Fees



Prop 1/Prop 7



Federal Reimbursements



## 2. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement

## 3. MOBILITY AND MAINTENANCE PROJECTS



**JOHN T. D. FROM CITY OF DENTON:** "I wanted to express my and the City of Denton's appreciation for the continued and valuable assistance both Maher Ghanayem and Polita Flemming provide to me and the City. Both are exceptional people to work with and we appreciate them and their assistance very much."

SOURCE: Texas Department of Transportation.

TxDOT graphics

## DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF  
TRANSPORTATION  
4777 E. Highway 80  
Mesquite, TX  
75150-6643

### FOR MORE INFORMATION:

214-320-4480  
dalinfo@txdot.gov  
www.txdot.gov



### REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/form.html?form=Report a Pothole](http://www.txdot.gov/contact-us/form.html?form=Report+a+Pothole) or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>