

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, January 27, 2017

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 December 2, 2016, Minutes**

Action       Possible Action       Information      Minutes: 5

Presenter: Loyl Bussell, STTC Chair

Item Summary: Approval of the December 2, 2016, meeting minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

**1:35 – 1:35**

**2. Consent Agenda**

Action       Possible Action       Information      Minutes: 0

**2.1. Unified Planning Work Program Modifications**

Presenter: Vickie Alexander, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2016 and FY2017 Unified Planning Work Program (UPWP) will be requested.

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and transportation-related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2016 and FY2017 UPWP identifies the activities to be carried out between October 1, 2015, and September 30, 2017. Amendments to this document are being proposed to reflect new projects, a funding adjustment, and text updates to clarify project funding sources. The proposed amendments have been presented to the public through the December online public input opportunity and are also included as [Reference Item 2.1.1](#). Additional information is provided in [Electronic Item 2.1.2](#). No public comments were received as a result of the public outreach process.

**1:35 – 1:40**

**3. Endorsement of High-Speed Rail Environmental Backstop**

Action       Possible Action       Information      Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: The Texas Department of Transportation (TxDOT) is conducting the High-Speed Rail Environmental Impact Study using American Reinvestment and Recovery Act (ARRA) funds expiring on September 30, 2017. This item endorses the

use of transportation funds to backstop ARRA funding if this funding source is not available to complete the Record of Decision.

Background: Staff has discussed this contingency with the Regional Transportation Council throughout 2016. If Congress does not extend this eligibility, it is likely the environmental document will not be completed in time. [Reference Item 3](#) is a copy of a letter already transmitted to TxDOT. This action is to endorse this commitment using Surface Transportation Program funds of approximately \$3 million. It is possible these funds may not be needed and if needed, may be significantly less than requested.

1:40 – 1:55

4. **Texas Department of Transportation 100 Year Anniversary**

Action       Possible Action       Information      Minutes: 15

Presenters: Loyl Bussell, STTC Chair and Deputy District Engineer, TxDOT Fort Worth District; Mo Bur, STTC Secretary and Director of Transportation Planning and Development, TxDOT Dallas District

Item Summary: Texas Department of Transportation (TxDOT) staff will highlight the 100 year anniversary of the agency.

Background: In 2017, TxDOT, formerly known as the Texas Highway Department, will celebrate its centennial. The Regional Transportation Council acknowledged this accomplishment and appreciated the demonstration of transportation projects from the Dallas-Fort Worth region.

1:55 – 2:05

5. **Statewide Inundation Mapping Program: Sharing Watershed Data for Improved Transportation Design**

Action       Possible Action       Information      Minutes: 10

Presenter: Jerry Cotter, Chief Water Resources, USACE

Item Summary: The United States Army Corps of Engineers (USACE) will present information on the activities of the Federal Interagency Team known as Interagency Flood Risk Management (InFRM). These activities include Watershed Hydrology Assessments and a statewide inundation mapping initiative.

Background: The Federal Emergency Management Administration (FEMA), the US Geological Survey, the National Weather Service and USACE all work together on a number of initiatives, but there has been no formal interagency structure. FEMA has shifted its National Flood Insurance Program to a watershed scale approach and was in need of technical support in determination of flooding potential on a watershed scale. Through InFRM, these four federal agencies have supported this effort.

The initiative has developed a statewide inundation mapping program. Transportation agencies and local governments may be able to use these estimates of flooding potential where transportation infrastructure interacts with the stream network. In 2015, emergency managers across the state requested

inundation products for over 2,000 miles of river system during real-time events.

2:05 – 2:15

6. **TEXpress Lanes Education Campaign**

Action       Possible Action       Information      Minutes: 10

Presenter: Amanda Wilson, NCTCOG

Item Summary: The Surface Transportation Technical Committee will be provided with an update on the TEXpress Lanes Education Campaign.

Background: A Managed Lanes Communication Workshop took place prior to the January 14, 2016, Regional Transportation Council meeting. Policy officials and public information officers identified messaging and communications needs to help the public better understand managed lanes. Based on the comments received, staff has created materials to educate consumers and stakeholders regarding the benefits of managed lanes. An overview of the materials produced, as well as still-planned materials are provided in [Electronic Item 6](#).

2:15 – 2:25

7. **Fiscal Year 2017 Federal Highway Administration 10 Year Preliminary Engineering Audit**

Action       Possible Action       Information      Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will update the Committee on the latest developments regarding projects subject to the Fiscal Year (FY) 2017 Federal Highway Administration (FHWA) Preliminary Engineering (PE) Audit.

Background: Texas Department of Transportation (TxDOT) district staffs have begun coordination efforts with the North Central Texas Council of Governments and local implementing agencies on the FY2017 FHWA PE Audit. The purpose of this audit is to review all projects that have been funded with federal funds for engineering but have not moved on to the next phase of implementation. If a project has not moved on to the next phase by the tenth year, the State (or implementing agency) will have to repay the engineering funds. A list of all current projects subject to the FHWA PE Audit is included in [Electronic Item 7.1](#) for the western subregion and in [Electronic Item 7.2](#) for the eastern subregion. Additional information regarding the audit and timeline is will be presented at the meeting.

2:25 – 2:35

8. **Clean Cities Annual Report and Fleet Recognition**

Action       Possible Action       Information      Minutes: 10

Presenter: Pamela Burns, NCTCOG

Item Summary: Staff will provide an overview of the Dallas-Fort Worth Clean Cities (DFWCC) Annual Report and the Clean Fleet Policy, including policy goals and reporting requirements. Recognition of the DFWCC Outstanding Fleet awards will also be provided.

Background: The North Central Texas Council of Governments (NCTCOG) has been the host organization for DFWCC, a United States Department of Energy (DOE) initiative to increase energy security and reduce petroleum consumption in the transportation sector since 1994. Clean Cities coalitions are required to complete annual reporting to DOE every March. To help ensure a better response rate from local fleets, NCTCOG and DFWCC linked the annual report to the Clean Fleet Policy, approved by the Regional Transportation Council on December 11, 2014, and also created the Outstanding Fleet Recognition Program. More details can be found in [Electronic Item 8](#).

2:35 – 2:45

9. **New Multifunctional Transportation Alignments**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: With the advent of driverless vehicles and their potential new applications in various transportation modes, staff would like to introduce the development of a transportation mode that could move people and goods by driverless vehicles within the same alignment.

Background: The Regional Transportation Council requested North Central Texas Council of Governments staff to advance the implementation of people mover systems in Mobility 2040. Staff will explore the advancement of "people mover systems" with driverless vehicles. In some corridors within the region, the "people mover system" could include visitors, doctors, and hospital supplies traveling in the same corridor in different vehicles. In another corridor, there may be passengers going to the airport and high value aviation cargo in the same corridor. These examples will be explored.

2:45 – 2:55

10. **Top Five Regional Transportation Council Policy Initiatives for 2017 and Introduction of New Institutional Needs**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will summarize the top five Regional Transportation Council (RTC) policy initiatives listed below and also introduce discussion on new institutional needs.

Background: RTC staff was invited to give a progress report at the January 5, 2017, joint meeting of the Dallas Regional Mobility Coalition and the Tarrant Regional Transportation Coalition. Michael Morris highlighted five initiatives for 2017. It is anticipated that 2017 will be a transformative year for several initiatives:

- 1) New Federal Initiative on Transportation
- 2) Implementation of Texas Department of Transportation (TxDOT)/RTC Project Selection from December RTC Meeting
- 3) High-Speed Rail: Dallas to Houston/Fort Worth to Dallas



- 4) State Legislative Session
- 5) TEXRail, Cotton Belt, Coppell/DFW International Airport/RTC Funding Partnership and Integrated New Transit Technology Guideway

As the RTC focuses on project implementation and transportation outcomes, partnerships and potential legislative options are being contemplated for the upcoming Legislative Session. Ideas regarding comprehensive development agreements, high-speed rail implementation, streamlined project delivery, and next generation tax increment finance mechanisms are in early conversations.

2:55 – 3:15

11. **Fast Facts**

Action       Possible Action       Information      Minutes: 20

Item Summary: Brief presentations will be made on the following topics:

1. *Michael Morris* – Partnership with Workforce Development Agencies in Training for Drivers Replaced by Advanced Technology
2. *Michael Morris* – Texas Department of Transportation Technical Analysis of the IH 30/IH 635 Interchange for the February 9 Regional Transportation Council Meeting
3. *Natalie Bettger* – Mobility 2040 Policy Bundle Survey Deadline Reminder
4. *Tom Bamonte* – Alliance for Transportation Innovation Automated Vehicle Demonstration, February 2, 2017, Arlington Convention Center
5. *Tom Bamonte* – Center for Transportation Research, University of Texas at Austin Briefing on Automated Vehicle Issues, February 13, 2017
6. *Allix Philbrick* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 11.1](#))
7. *Kimberlin To* – Compressed Natural Gas Station Safety Training, February 9, 2017 ([Electronic Item 11.2](#))
8. *Rachel Linnewiel* – Comments Submitted to Electrify America ([Electronic Item 11.3](#))
9. *Rebekah Hernandez* – Legislative Update ([Electronic Item 11.4](#))
10. *Carli Baylor* – December Online Public Input Opportunity Minutes ([Electronic Item 11.5](#))
11. *Kelli Schlicher* – Access North Texas Fact Sheet ([Electronic Item 11.6](#))
12. *Elizabeth Whitaker* – Scenario Planning Workshop
13. *Brian Dell* – Quarterly East/West Equity Report ([Electronic Item 11.7](#))
14. *Wade Haffey* – May Transportation Improvement Program Modification Deadline
15. *Gabriel Ortiz* – Complete Streets One-Day Design Course ([Electronic Item 11.8](#))
16. Written Progress Reports:
  - Local Motion ([Electronic Item 11.9](#))
  - Transportation Partners Progress Reports ([Electronic Item 11.10](#))

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

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on February 24, 2017, at the North Central Texas Council of Governments.***

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
December 2, 2016**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 2, 2016, 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: Bryan Beck, David Boski, Kristina Brevard, Keith Brooks, John Brunk, Mohammed Bur, Loyl Bussell, Kent Collins, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Chad Barteo (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Robyn Root (representing Gary Graham), Ron Hartline, Curvie Hawkins, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Joseph Jackson, Tim James, David Jodray, Sholeh Karimi, Paul Knippel, Chiamin Korngiebel, Paul Luedtke, Ricky Mackey, Yang Jin (representing Srini Mandayam), Laura Melton, Cesar Molina Jr., Lloyd Neal, Mark Nelson, Jim O'Connor, Kenneth Overstreet, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, William Riley, Greg Royster, Moosa Saghian, David Salmon, Elias Sassoon, Lori Shelton, Randy Skinner, Caleb Thornhill, Mark Titus, Gregory Van Nieuwenhuize, Jared White, Bill Wimberley, and Mykol Woodruff.

Others present at the meeting were: Vickie Alexander, Berrien Barks, Carli Baylor, Adam Beckom, Natalie Bettger, Chris Bosco, Bob Brown, Ron Brown, Angie Carson, Shawn Conrad, Michael Copeland, Brian Dell, Rhett Dollins, Kevin Feldt, Chris Funches, Christie Gotti, Wade Haffey, Jill Hall, Heather Haney, Rebekah Hernandez, Jesse Herrera, Chris Hoff, Ernest Huffman, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Kevin Kroll, William Lankford, Kurt Lehan, Amanda Long-Rodriguez, Mindy Mize, Jenny Narvaez, Jeff Neal, Vercie Pruitt-Jenkins, Chris Reed, Christina Roach, Rylea Roderick, Kyle Roy, Kelli Schlicher, Chelsea St. Louis, Dean Stuller, Gerald Sturdivant, Mitzi Ward, Karla Weaver, Elizabeth Whitaker, Greg White, Amanda Wilson, and Jing Xu.

1. **Approval of October 28, 2016, Minutes:** The minutes of the October 28, 2016, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was removed from the Consent Agenda and a brief presentation was given by staff.
  - 2.1. **Transportation Improvement Program Modifications:** Rylea Roderick discussed Reference Item 2.1.1, distributed at the meeting. The handout included Modification 20170150 that was inadvertently omitted from the projects listed in Reference Item 2.1 provided in the meeting packet. A motion was made to recommend Regional Transportation Council approval of revisions to the 2017-2020 Transportation Improvement Program provided in Reference Item 2.1 and Reference Item 2.1.1 (distributed at the meeting).

Clarence Daugherty (M); Cesar Molina Jr. (S). The motion passed unanimously.

The following items remained on the Consent Agenda.

- 2.2. Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies Grant Applications: A motion was made to approve the submittal of two projects to be submitted for consideration in the Fiscal Year 2017 Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies Grant Program: 1) DFW Connector North Airport Interchange and 2) Interstate Highway 35E/35W Merge Interchange.
- 2.3. Approval to Pursue Transportation Data-Sharing Partnerships on a Common Regional Platform: A motion was made to approve issuance of a Request for Partners to identify parties interested in sharing transportation-related data with the region on a common platform and to enter into private sector data-sharing partnerships. An example of a transportation data-sharing partnership was provided in Electronic Item 2.3.1. Additional information was provided in Reference Item 2.3.2.

John Polster (M); Kristina Brevard (S). The motion passed unanimously.

3. **Regional 10-Year Plan and Next 10 Years of Projects**: Michael Morris presented the proposed regional priorities covering Fiscal Year (FY) 2017-FY2026. A complete listing of the proposed projects to be included in the 10-Year Plan was provided in Reference Item 3.1. First, a policy summary was highlighted. The region will thank the Texas Transportation Commission (TTC) for formula allocating funds. In addition, the region will thank the Texas Legislature and public for new revenues through Proposition 1 and Proposition 7. He noted that the proposed funding effort assumes the legislative minimums for Proposition 1 and Proposition 7 are met. The effort adds evidence that urban congestion is not fully addressed even at the new funding levels, opens up the question on State allocations, demonstrates the need for innovative funding tools, and demonstrates the need for additional revenues in the next Legislative Session. He discussed feedback received and noted staff is still reviewing the details of comments. Staff believes there are less than ten corridors that entities would still like to see funded. No one has indicated they would like to take a project off the listing and add another, but have indicated that there are additional project needs. Regarding the \$6.9 billion in funding, it is important that the Regional Transportation Council (RTC) communicate thanks to the TTC for the funding, but also communicate that the amount of funding does not come close to solving the transportation needs of the region. This will be communicated to the TTC in a letter being drafted for the December 8 RTC meeting. He noted three comprehensive development agreement (CDA) corridors will be included in the effort. If not approved by the Legislature, staff will need to revisit allocations proposed in the 10-Year Plan. The regional funding allocation process was reviewed. Funding is available in Category 2 (RTC selected), Category 4 (selected by the TxDOT Districts), and Category 12 (selected by TTC). Projects were prioritized into three types: 1) existing facilities under construction needing next phase funding, 2) new freeway projects, and 3) new on-system arterial projects. Projects were then evaluated to identify the best project for each funding category. Also through this effort, staff proposes to address the east/west equity distribution in the region by moving \$100 million in Category 2 funds from the east to the west to bring the balance closer to the proposed equity percentages. A map of proposed projects was presented at the meeting, and it was noted the map was under refinement to correctly indicate the status of several corridors. Mr. Morris discussed efforts to forecast revenue by county based on future demographic forecasts, congestion, and deficiencies in the transportation system in order to provide a guideline for making the correct allocations. Next, he discussed a proposed CDA for IH 635 between US 75 and

Royal/Miller, the first priority. The second priority is to aggregate significant amounts of funding to IH 35E north of IH 635 through Denton County. The proposal includes \$314 million of new revenue on IH 35E. The Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the project has been received, and there may be excess revenue available to address shortfalls that still exist on the project. IH 35E in Dallas County is moving forward with its permanent lanes. Staff's proposal is \$262 million of new revenue on IH 35E from the LBJ Express to the Denton County line. The managed lanes will generate revenue in Dallas County and could be capitalized as part of a CDA or other innovative process. In addition, the Y Connection inside the IH 635 Interchange is an additional revenue source. Staff is currently negotiating what percentage will be available within the region that could be used to continue to fund the IH 35E project. In addition, staff proposes a \$300 million contingency in the east. There are many corridors that may be good candidates for the contingency funds, and staff will know more once the Legislative Session begins. A project selection summary was provided. Mr. Morris reminded members that the Texas Transportation Commission will select Category 12 projects. Many projects are not funded, including the IH 635E/IH 30 Interchange. Many hoped that more money would be available to the urban regions. Commissioner Victor Vandergriff is working on a review of the allocation to urban regions by the TTC. Collin County is proposed to receive \$400 million more than Denton County. Staff has reviewed the amounts received by Collin County in previous decades and is comfortable with the proposed allocation. He also reminded members that existing facilities under construction received priority through this effort. The proposal includes moving ahead with a CDA on IH 635 from US 75 to Royal/Miller. He also discussed Category 12 contingency funds in the east. The City of Dallas is slightly underfunded for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Program (STP) funds to potentially be used for a proposed City of Dallas 2017 Bond Program partnership. In addition, he noted the Hunt County allocation is under review to ensure the appropriate portion of the Paris District funding is allocated. Projects have been balanced related to the \$100 million credit from the east to the west to address east/west equity. There is a slight difference from what was presented at the workshop because staff had not fully balanced the east/west funding. This is now complete and one project in each of the categories is being used as a float project to accomplish the balance. Estimated year of construction must still be completed. The TTC is anticipated to approve projects in February 2017. If approved by the Surface Transportation Technical Committee, the RTC, and the TTC, and minimum balances for Proposition 1 and Proposition 7 are met, projects must be placed in the year of expenditure and balanced with resources. Allocation amounts have not been inflated for cost of construction and are construction costs only. The Texas Department of Transportation (TxDOT) is responsible for right-of-way and engineering funds. Projects will be submitted to TxDOT headquarters to fulfill the HB 20 requirement. Mr. Morris clarified for members that CMAQ and STP funds are not included in this effort. The funds will be used to provide flexibility for those critical projects that staff may not be aware of at this time but that are critical in the future. Once this effort is complete, staff will provide an update to members regarding how those programs will be addressed. Additional information regarding the project selection process was provided in Electronic Item 3.2.

John Polster discussed the proposed project listings for the 10-Year Plan. He noted the programming target by congestion measure column, and indicated that in the handout for the workshop the actual allocated amounts were listed. Mr. Morris noted the actual dollar allocations were likely not listed because adjustments were made to all of the projects to reach an exact total. Adam Beckom added that the actual dollar amounts were included in the RTC listings provided in the mail out for the December 8 meeting. Mr. Polster discussed

Page 8 of the presentation regarding IH 35E north of IH 635. He noted the \$295 million listed originally and the \$262 million listed on Page 9. Mr. Beckom noted, since the mail out, IH 35E was used as the float project and that is the reason for the reduction in funding. Mr. Morris added, the project was selected as the float project because it was not already full funded. Mr. Polster presented his next question. He discussed the TIFIA loan of \$285 million and all portions of the IH 35E project expected to provide a revenue stream. He noted the TIFIA loan was based on the Denton managed lane revenues and the projects within the entire 30 miles of the corridor. Mr. Morris noted the TIFIA loan is based on a forecast. The TIFIA loan was given a significant reduction from the forecast and the conservative estimate by the State does not include real world data. He added that he believes the TIFIA loan is significantly underestimated and there may be an opportunity to capitalize on the managed lane facilities on IH 35E. Mr. Polster clarified the slide noting the TIFIA loan Phase 1 column that indicating \$285 million/35 year note (Denton managed lane revenues) was based on the entire length of the project. Mr. Morris indicated that the text in the presentation would be updated to reflect his comment prior to the RTC meeting. Mr. Polster made his next statement. At the Dallas Regional Mobility Coalition (DRMC) meeting earlier in the day, the group reviewed its legislative agenda policy statement. He noted it was his understanding that the DRMC may or may not be pursuing CDAs to either the extent or the number that the RTC may be pursuing in its RTC Legislative Program and suggested the entities should be consistent. Mr. Morris noted that staff would contact the DRMC regarding its legislative agenda for clarification. Mr. Polster also asked the nature of the comments received regarding the 10-Year Plan. Mr. Morris noted comments were from three or four sources and were positive about the projects included, but indicated there are additional projects that need funding. Collin County correspondence thanked the RTC for the allocations, but added that the funding does not meet all of the needs in the county. The Collin County letter will be attached to a proposed letter to the Texas Transportation Commission. The City of Mesquite would like to see the IH 635/IH 30 Interchange on the list of projects. In addition, through public meetings staff has heard about additional project needs. He added the comment period remained open. Tim James noted the City of Mesquite is appreciative of efforts to fund projects and recognizes there is always more projects than available funding. On November 21, the Council passed a resolution with concerns about excluding the IH 635/IH 30 Interchange from the 10-Year Plan. The Council supports the inclusion of the interchange in the 10-Year Plan and the use of the \$300 million contingency from Dallas County or other funds that could be allocated for the project. Mr. Morris asked if Mesquite was interested in a new interchange. Mr. James noted Mesquite is proposing the inclusion of the interchange in the project listings, not the scope of the project. Mr. Morris noted staff has been working with TxDOT regarding the addition of frontage roads or some other capacity through the interchange that would be helpful. He added, staff needs clarification if the desire is to replace the interchange or ensure there are enough lanes through the interchange to meet the capacity needs. Mr. James indicated Mesquite is not advocating replacement of the entire interchange, but that minimum elements (flexibility) are met to address the congestion factors at the interchange. Mr. Morris noted it would be helpful for Mesquite to provide clarity regarding what would be agreeable to the City for the IH 635/IH 30 Interchange. Mr. James noted Mesquite will provide additional clarity. Clarence Daugherty discussed projects and the year of implementation, noting that cost estimates are in current year dollars. He asked how this would be addressed. Mr. Morris discussed potential options to work with other regions whose projects may not be ready to implement in an effort to implement projects in the Dallas-Fort Worth region that are ready to proceed. Mr. Daugherty noted communications with staff regarding projects that may have been underestimated, in addition to the projects in the Collin County letter and other cities in the county that have been communicated. The list of proposed

projects for Collin County is a good list, but it is expected that staff communicate to the State that more funding is needed. Mr. Morris clarified that staff met over the summer on four items requested by Collin County: 1) US 380, 2) the Regional Outer Loop, 3) US 75, and 4) north/south thoroughfare streets. These projects are included in the proposed 10-Year Plan listing. Staff is aware that many entities have additional needs. Mr. Daugherty noted those are the priorities of Collin County and that other cities within the county also have priorities. Paul Luedtke noted that the City of Garland asked North Central Texas Council of Governments staff why IH 30 between IH 635 and the President George Bush Turnpike (PGBT), where IH 30 splits with US 80 and the PGBT (interchange modification not a full reconstruction), was not included in the proposed projects and that the City has not received a response. Mr. Morris noted there is no funding. Mo Bur noted that the eastern portion of the corridor from downtown to Bass Pro Dr. is included. TxDOT will look at opportunities to advance some operational improvements at the IH 635/IH 30 Interchange and added that there may be some opportunities on IH 30 as well. Paul Luedtke noted Garland would like the project included in the 10-Year Plan. Mr. Morris asked that he provide comments by email regarding the operational improvements requested to be included in the 10-Year Plan so that the comment could be added to the record. John Polster asked if the dollar amounts within each county are the dollar amounts to solve the problems within the jurisdictions or if the list of projects selected in each county are the actual projects that will be funded. He added, the projects proposed in the listing are not necessarily the priorities of Denton County.

Mr. Morris noted that Denton County should assume the projects that are included in the listing are the projects that will be built. If Denton County disagrees, the comments should be communicated. Mr. Polster noted Denton County does not approve of funding the Outer Loop and wishes to have the proposed funding moved to IH 35E. He added that this verbal communication should be considered Denton County's public comment. Mr. Polster asked if the money will be lost to Denton County if it does not build the projects that have been selected by staff with little input from entities prior to the selection. Mr. Morris noted there is a lot of interest from others in Denton County. Mr. Polster noted Denton County is okay with the reduction noted for the TIFIA loan, with IH 35E being the float project, that the 10-Year Plan is a plan, but does not approve of any funding being allocated to the Outer Loop when the County is short of funding on its most critical project, IH 35E. Mr. Morris noted that as projects are refined and/or cost savings are realized, the revenues may be flexed to other projects within the county. Mr. Polster and Mr. Morris continued discussion regarding input from entities in Denton County and priorities. Clarence Daugherty discussed communications to staff regarding various project estimates that it felt were low and asked if adjustments would be made to the listing based on that type of input. Mr. Morris noted by holding back on Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Program (STP) funds, this will allow some flexibility later in the process. He added that under HB 20, the effort is not to fund wanted projects but a methodical evaluation of performance measures to select projects through a transparent, performance based process. Mr. Polster noted he understands the process and the reason behind it, but disagrees with the characterization that it was transparent. He suggested there must be more flexibility to move funds around within a jurisdiction to accomplish the priorities seen by those closest to the problem. Mo Bur reiterated the 10-Year Plan is a planning document, not a letting document and is based on forecasts of funding if legislative minimums are met. Staffs will be working through this document every year, and there will be opportunities to address needs as they change. Clarence Daugherty and Michael Morris discussed the letter from Collin County and the intent for the letter to express that there are needs beyond the projects listed. Tim James noted Mesquite learned that the IH 635/IH 30 Interchange was not in the listing at the December workshop and that the City



is open to options but has not had significant time to provide additional detail to staff. Mr. Morris discussed the needs of the interchange and that efforts are being made to include more through lane capacity inside the interchange if possible. A motion was made to recommend Regional Transportation Council approval of the 10-Year Plan map and projects to be funded with Category 2, Category 4, and Category 12 funds; move \$100 million in Category 2 funds from the eastern subregion to the western subregion; administratively amend the 2017-2020 Transportation Improvement Program; and transmit projects and thank you letters, with the understanding that the 10-Year Plan is a planning document and guideline and there is the ability to annually address needs. John Polster (M); Tim James (S). The motion passed unanimously.

4. **Transportation Alternatives Set-Aside Program Call for Projects: Process and Scoring Criteria:** Kevin Kokes presented staff recommendations for the 2017 Transportation Alternatives Set-Aside (TA Set-Aside) Program Call for Projects for the North Central Texas region. This program is similar to the previous Transportation Alternatives Program and is funded through the Fixing America's Surface Transportation Act. Funding is available through a competitive process to metropolitan planning organizations serving urbanized areas with populations over 200,000. He noted the Texas Department of Transportation (TxDOT) is expected to also issue a Call for Projects for the same type of funding for rural areas of the state. Portions of the 12-county area will also be eligible to submit under the State's call for projects. For the NCTCOG Call for Projects, two categories are proposed: 1) active transportation projects such as trails, sidewalks, crosswalks, signalization improvements, and others, and 2) Safe Routes to School projects of similar project types but with focus on access to schools. A total of approximately \$23.4 million is available for Fiscal Year (FY) 2017, FY2018, and FY2019, including a small balance remaining from FY2016. Funds are allocated between the eastern and western subregions. The proposed maximum award per project is \$5 million and a minimum of \$250,000. A 20 percent (minimum), cash local match is required. Right-of-way or other expenses that have occurred prior to funding award and contracts with TxDOT would not be eligible. Eligible entities include local governments, regional transportation authorities, transit agencies, school districts, tribal governments, and any local governments with responsibility for oversight of transportation or recreational trails. Minimum project requirements include right-of-way or easements in place, documentation approved by the governing body to confirm the availability of the local match contribution, and a completed environmental review checklist identifying project readiness. For Safe Routes to School applications, a memorandum of understanding or resolution of support between the school district and local government is required. Other program rules for the Call for Projects are the need for applicants to commit to executing agreements with TxDOT within one year of project selection and commit to advance construction within three years from selection or risk the loss of funding. Cost overruns are the sole responsibility of the nominating entity. Active transportation projects are proposed to be evaluated and scored based on regional network connectivity, mobility, safety, reducing barriers, reducing congestion, destination density, air quality benefits, equity, and local network connectivity. Safe Routes to School projects are proposed to be evaluated and scored based on implementation of a local plan, safety, congestion reduction, equity, community support and stakeholder involvement, and air quality benefits. Additional considerations for both project types include project readiness and project innovation. Details were provided in Reference Item 4. Mr. Kokes highlighted the proposed project schedule. If approved, the Call for Projects will open on December 12, 2016, and close February 24, 2017. A workshop is scheduled for December 14, 2016. Projects will be reviewed in March and April, followed by public meetings. Surface Transportation Technical Committee action is proposed for May 26, 2017, followed by

Regional Transportation (RTC) action at its June 8, 2017, meeting. Following the June RTC meeting, staff would like to conduct an additional workshop to work with agencies that are awarded funding to develop next steps so that projects are programmed in a timely manner. Tim James asked if staff believed the issues related to delays in the last Call for Projects have been addressed. Mr. Kokes noted the workshop schedule after the funding award. The purpose of the workshop is to ensure entities understand the time frames for the program. He added, everyone now seems to have an understanding of the steps needed to take place to advance future projects in a timely manner. Mo Bur discussed hurdles during the last call, noting that delays were primarily related to the creation of the template agreement. Since the template is now in place, those type of delays are not expected. He added, the workshop scheduled following the award of funding is important so that all involved have the same understanding of the requirements. Mark Titus asked if staff would consider lowering the project minimum requirement. Mr. Kokes discussed options to create larger projects. Michael Morris noted staff would review the minimum project requirement prior to the December 8 RTC meeting. Mr. Titus also discussed the resolution required to be submitted with applications and asked if staff would consider the ability to provide a letter of commitment with the application. This would give entities additional time to have resolutions approved by their governing bodies. Staff proposed that entities provide a letter of commitment by the February deadline, with a resolution to follow previous to the RTC award of projects. These updated deadlines will be included in the Call for Project information. David Jodray discussed the scoring criteria for Safe Routes to School projects. He noted the City of Fort Worth is working on multiple projects, but the plans will not be completed by the submittal deadline. He asked if this will impact project scoring. Mr. Kokes encouraged submittal of the proposed project with documentation of what would currently be in place regarding planning activities. Mr. Morris added, this is not a fatal flaw for the project. However, a project would receive a higher score if the position is more solidly developed by the time of submittal. A motion was made to recommend Regional Transportation Council approval of the criteria established, proposed funding amounts, local match requirements, eligible funding categories, eligible applicants, evaluation criteria and the schedule, with updates to lower the minimum project requirements to \$150,000 and to allow entities to submit a letter committing to provide a resolution prior to the Regional Transportation Council award of funding. John Polster (M); Bryan Beck (S). The motion passed unanimously.

5. **Regional Transportation Council Legislative Program:** Rebekah Hernandez provided an overview of the Regional Transportation Council (RTC) Legislative Program for the 85<sup>th</sup> Texas Legislature, which begins on January 10, 2017. Bill prefilling began November 14. In advance of this, the RTC approved its Legislative Program at its November 10 meeting, provided in Electronic Item 5.1. This year's RTC Legislative Program is divided into three sections in an effort to streamline the program and is more general to allow the RTC flexibility in responding to legislation that may be introduced. The first section recognizes the past work of the Legislature and encourages continued progress towards improving transportation and air quality. The section supports full appropriation of Proposition 1 and Proposition 7 revenues, ending diversions, retaining the ability to utilize tools, continued appropriation of Low Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) funding, retaining eminent domain authority for transportation purposes, and supporting performance-based planning. The second section is to invest in further progress towards meeting transportation and air quality needs. This section supports authorizing a comprehensive development agreement on IH 635E (and others if needed), identifying additional transportation revenue, appropriating LIRAP's balance of previously collected funds and modernizing and increasing flexibility in

LIRAP/LIP, and protecting Texas Emission Reduction Program revenue/additional uses for the program that meet the intent of the program. Finally, the third section provides support for other topics to be addressed in legislation. This section is broad to allow RTC flexibility to support concepts that are included in Mobility 2040 such as improving air quality, increasing safety, reducing congestion, planning for all modes of transportation, utilizing innovative technology, supporting land use/transportation connections (including compatible developments around military installations and general aviation facilities), maintaining operations and management of the system, transportation data sharing, and shared mobility solutions. Ms. Hernandez reminded members that legislative updates will be posted online once the session begins. Additional information was provided in Electronic Item 5.2. John Polster discussed comprehensive development agreements mentioned in the presentation. Ms. Hernandez noted the recently approved RTC Legislative Program for the 85<sup>th</sup> Texas Legislature specifically includes the IH 635E project and indicates there will possibly be others. Mr. Morris noted at this time, only one project is identified. Staff is working to see if there is additional interest for IH 35E north of IH 635. A third project has not been identified. Details will be worked out as the legislative session approaches. Mr. Polster asked if Dallas County, Denton County, and cities along the corridor should send a request to include IH 35E on the RTC Legislative Program. Mr. Morris requested additional time to work on the technical details of the project. If the details are known prior to the December 8 RTC meeting, staff is happy to add as part of the RTC approval. Paul Luedtke asked if the RTC has a specific position on red light cameras. Mr. Morris indicated there is not a position on the RTC Legislative Program regarding red light cameras and encouraged Mr. Luedtke to provide comments to staff if the City of Garland wishes to request additions to the RTC Legislative Program.

6. **North Tarrant Express/LBJ Express High-Occupancy Vehicle Subsidy Report:**

Berrien Barks provided an update on the most recent managed lane performance report presented as part of the Regional Transportation Council's (RTC) Toll Managed Lane and High Occupancy Vehicle (HOV)/Express Managed Lanes policies. The current policy allows for HOV users to travel the tolled managed lanes during the peak periods for a 50 percent discount with the RTC paying the cost of that discount. A map of the region's near-term managed lane system was highlighted, showing managed lane facilities currently opened or facilities expected to be open and operating in the next five years. The RTC is responsible for the subsidy on the opened sections of the North Tarrant Express and the LBJ Express. Since the previous update, the IH 635 Express HOV lanes have opened between US 75 to IH 30. Within this facility, pre-declared HOV users can travel free while single occupant drivers, non-declared HOV users, as well as non TollTag users must pay a fee to travel in the lanes. As of October 2016, the current subsidy is slightly higher than \$937,000. The RTC originally allocated approximately \$17 million to pay for these subsidies. In addition to the HOV subsidy users receiving a discount, also included in the policy is a discount for RTC-sponsored vanpool users when they travel the tolled managed lanes during the peak periods. This discount is available through a reimbursement request. Also as of October 2016, approximately \$2,300 in requests for reimbursement have been received. Based on these subsidy figures, staff believes it is safe for the region to remain at a 2+ occupancy requirement in order to receive the discount until June 2018 or earlier based on future subsidy reports. The North Texas Tollway Authority continues to serve as the billing agent for all tolled managed lanes in the region and has not communicated any customer service impacts or concerns to date. From a performance standpoint, the RTC's policy strives to maintain an average minimum corridor speed of 50 mph. The operators of these facilities are dealt noncompliance points when speeds drop below this threshold. Staff reports to the Committee and RTC when those speeds drop below 35 miles per hour (mph). To date, there

has not been a qualify instance in which speeds have dropped below 35 mph. A table showing the subsidy cost by corridor was presented.

7. **Fast Facts:** Michael Morris highlighted correspondence to the Texas Department of Transportation (TxDOT) regarding comments on the proposed amendments to the Texas Administrative Code concerning transportation programs and funding. Mr. Morris noted the second comment that applauds the State for making budget minimums for Proposition 1 and Proposition 7. Funding allocations in Item 6 assume the funds allocated to the region for Proposition 1 and Proposition 7 will move forward. He discussed additional comments related to HB 20 performance measures and prioritizing projects, and encouraged members to read details of the comments in Electronic Item 7.1.

Kevin Kroll highlighted information about the Texas Department of Transportation (TxDOT) Request for Proposals for the FY2018 General Traffic Safety Grant. The North Central Texas Council of Governments (NCTCOG) plans to apply for funding to develop a nighttime pedestrian safety education emphasis program. Proposals must support the targets and strategies of TxDOT's Traffic Safety Program to reduce the number of motor vehicle related crashes, injuries, and fatalities on Texas roadways. Proposals are due on January 9, 2017, by 5:00 pm.

Jenny Narvaez discussed the Environmental Protection Agency's proposed requirements for implementing the 2015 ozone standards. The implementation rule for the 2015 ozone standard of 70 parts per billion was published in the *Federal Register* on November 17, 2016, with a 60-day comment period ending January 17, 2017. Staff is interested in coordinating with TxDOT, metropolitan planning organizations across the State, the Association of Metropolitan Planning Organizations, and the American Association of State Highway and Transportation Officials to provide comments. Staff will continue to provide updates to members as details become available.

Rachel Linnewiel presented information regarding the designation of Alternative Fuel Corridors under the Fixing America's Surface Transportation Act. At the September Committee meeting, members were notified of the submittal of nominations to the Federal Highway Administration (FHWA) for designations of alternative fuel corridors. FHWA has recently announced the initial selected corridors. Most of the corridors nominated by NCTCOG were accepted for designations and a map detailing the nominated versus designated roadways was provided in Electronic Item 7.2.

Allix Philbrick highlighted current air quality funding opportunities for vehicles. The Emissions Reduction Incentive Grant is now available. Local governments were encouraged to apply. The deadline for applications is January 10, 2017. In addition, the Texas Clean School Bus Program has extended its deadline to December 15. Details were made available in Electronic Item 7.3.

Whitney Vandiver presented the 2015-2016 Air North Texas Partner Awards. Hood County Clean Air Coalition received the Outstanding Advertising award, University of North Texas Health Science Center received the Outstanding Outreach award, City of Fort Worth received the Outstanding Partner Involvement award, Dallas/Fort Worth International Airport received the Outstanding Initiative award, City of Plano received the Outstanding Media Engagement award, City of Dallas received the Arlo Ambassador award, and City of Grand Prairie received the Air North Texas Partner of the Year award. Details were provided in Electronic Item 7.4

Carli Baylor noted November public meeting minutes would be distributed to members by email in Reference Item 7.8. The document is a compilation of public comments received during the November 7, November 9, and November 15 public meetings and include those pertaining to the regional 10-Year Plan and project listings discussed earlier in the agenda.

Jill Hall noted the 2017 Surface Transportation Technical Committee and Regional Transportation Council meeting schedules were provided in Reference Item 7.5.

The current Local Motion was provided in Electronic Item 7.6 and transportation partner progress reports were provided in Electronic Item 7.7.

8. **Other Business (Old and New):** Dan Kessler introduced new North Central Texas Council of Governments staff: Ying Yu, Shawn Conrad, and Ernest Huffman.
9. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 27, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:35 pm.



North Central Texas Council of Governments

TO: Surface Transportation Technical Committee

DATE: January 20, 2017

FROM: Dan Kessler  
Assistant Director of Transportation

SUBJECT: Modifications to the FY2016 and FY2017 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2016 and FY2017 UPWP identifies the activities to be carried out between October 1, 2015, and September 30, 2017.

Listed below, and in the following attachment, are proposed modifications to the FY2016 and FY2017 UPWP. Included in these amendments are new initiatives, a funding adjustment, and text updates to clarify project funding sources. The proposed modifications were presented in the December 13, 2016, through January 11, 2017, public input opportunity. No public comments have been received.

**Funding Source Modifications**

Various Projects in Tasks 2, 3, and 5 – Update text in various projects to include additional sources of project funding as outlined in the table below:

<b>Subtask</b>	<b>Subtask Title</b>	<b>Proposed Funding Source Adjustments</b>
2.01	Travel Forecasting Support – Development of a Regional Dynamic Traffic Assignment (DTA) Model	Add local funds as a source of matching funds
2.01	Travel Forecasting Support – Regional Traffic and Travel Data Collection Airport Passenger Survey Transit Travel Survey External Travel Survey Toll Road User Survey Speed Data Traffic Count Data	Add local funds as a source of matching funds

Subtask	Subtask Title	Proposed Funding Source Adjustments
3.03	Air Quality Management and Operations – Enforcement Activities	Add Regional Transportation Council Local funds as a source of matching funds
3.04	Transportation and Air Quality Communications – Clean Cities Program	Add Regional Transportation Council Local funds as an additional funding source
3.06	Transit Operations – FTA Urban Funding Grant Administration	Add Congestion Mitigation and Air Quality Improvement Program funds as an additional funding source
5.03	Land-use/Transportation Initiatives – Sustainable Development (2009-2010 infrastructure and planning projects)	Add Transportation Development Credits as a source of funding match for staff oversight activities
5.03	Land-use/Transportation Initiatives - Bicycle and Pedestrian Planning (Bicycle/ Pedestrian Sustainable Development Initiatives)	Add Transportation Development Credits as a source of funding match
5.03	Land-use/Transportation Initiatives – Bicycle and Pedestrian Planning (Bicycle/ Pedestrian infrastructure projects)	Replace Regional Transportation Council Local funds as the funding source for staff oversight with Surface Transportation Program – Metropolitan Mobility funds and Transportation Development Credits
5.05	Congestion Management and Operations – Value Pricing Pilot Program	Add Regional Transportation Council Local funds as a source of matching funds
5.05	Congestion Management and Operations - Freeway Incident Management (FIM) Training	Add local funds as an additional funding source
5.05	Congestion Management and Operations – Regional Traffic Signal Retiming Project	Add Texas Department of Transportation funds as a source of funding match

**Other Modifications That Have Received Previous Regional Transportation Council Approval Action (e.g., via the Transportation Improvement Program [TIP])**

- 1.04 Program Administration – Computer System Administration and Application Coordination – 2017 Aerial Photography Data Collection (New initiative – add project and program \$724,000 STBG and \$181,000 TxDOT funds to support 2017 aerial photography data collection)
- 5.03 Land-use/Transportation Initiatives – Fort Worth Active Transportation Plan (New initiative – add project and program \$27,000 RTC Local and \$23,000 local funds to support the development of a citywide Active Transportation Plan)



5.03 Land-use/Transportation Initiatives – DART Red and Blue Lines TOD Planning Study (New initiative – add project and program \$40,000 FTA, \$8,500 RTC Local and \$1,500 local funds to support Transit Oriented Development planning around 28 DART Red and Blue Line Light Rail Stations)

5.05 Congestion Management Planning and Operations – TxDOT Partnership for Congestion Management (Program the remaining \$2,604,000 CMAQ and \$651,000 TxDOT funds to support the Dallas County Traffic Patrol Program as a strategy to improve the efficiency of the transportation system)

Please contact Vickie Alexander or me at (817) 695-9240 if you have any questions or comments regarding these proposed modifications to the FY2016 and FY2017 UPWP prior to the Surface Transportation Technical Committee meeting. A recommendation will be requested at the meeting for Regional Transportation Council approval of the proposed modifications.

jh  
Attachments

## TEXT MODIFICATIONS:

### 1.04 Computer System Administration and Application Coordination

The overall goal of this subtask is to provide NCTCOG staff with the tools and technical support needed to complete work tasks in an efficient and timely manner.

Regional Aerial Photography – This project will produce high-resolution color digital orthophotography for areas of North Central Texas. Data will be collected using a high-resolution aerial mapping camera and a high-accuracy Global Positioning System. Digital orthophotos will be created using industry-accepted procedures and standards, and image accuracy will be ensured through ground control and surface integration. The resulting photos will be used for a wide variety of planning purpose, including improvements to travel demand modeling, corridor alignment planning, outer loop planning, and population/employment change tracking. In addition, there may be some enhanced aerial photography needs specifically for aviation planning purposes. This work will be supported through Surface Transportation Block Grant program funds and Texas Department of Transportation funds. Anticipated products include:

- Digital orthophotos for use in a wide variety of planning purposes.

### 2.01 Travel Forecasting Support

#### Development of a Regional Dynamic Traffic Assignment (DTA) Model

##### *Other Funding Sources*

Dynamic Traffic Assignment represents a further improvement upon the existing time-of-day static assignment as it seeks to provide a more detailed means to represent the interaction between travel choices, traffic flows, and time and cost measures in a temporally coherent manner. Specifically, dynamic traffic assignment models aim to describe such time-varying network and demand interaction using a behaviorally sound approach. The foundations for a DTA will be set and its implementation will start using available software applications in the industry. This activity will include the collection of detailed operational data, such as traffic counts by time of day. Surface Transportation Program—Metropolitan Mobility **and local** funds, and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- A DTA model and software integrated in the regional travel model.

#### Regional Traffic and Travel Data Collection

##### *Other Funding Sources*

This element is ongoing throughout FY2016 and FY2017 and includes traffic and travel data collection and surveys. Specific survey initiatives include household, airport, toll road user and external surveys. Data collection initiatives include traffic speed and counts on major roadways. These efforts will result in the creation of several travel databases that will be used in the development of new travel forecasting tools. Major projects in this area are described below:

- Household Travel Survey – NCTCOG, in collaboration with TxDOT, has joined the FHWA-managed National Household Travel Survey (NHTS) 2015 project, which utilizes consultant assistance. Data collection will begin in the fall 2015 and continue in 2016. The estimated overall household samples in the 12-county MPA is expected to be around

7,500. The final survey results will be available in FY2018. NCTCOG staff will also analyze and summarize previous household surveys. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility and local funds, as well as Transportation Development Credits. Anticipated products during FY2016 and FY2017 include:

- Intermediate progress reports; and
  - Various databases.
- Airport Passenger Survey – The NCTCOG airport passenger survey program will continue in FY2016. This program started in FY2014 with a Dallas Love Field survey and continued with two more surveys in FY2015 at Dallas/Fort Worth International Airport (DFWIA) and Dallas Love Field. Love Field was surveyed twice to capture the effect of lifting the Wright Amendment in October 2014. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility **and local** funds, and Transportation Development Credits. Consultant assistance will be utilized. Anticipated products include:
  - Intermediate progress reports and a final report; and
  - Various databases.
- Transit Travel Survey – NCTCOG, in participation with DART, The T, and DCTA, conducted a regional transit onboard survey in FY2014 and FY2015. This survey will be heavily used in updating the travel demand model and in the creation of the alternative transit ridership model. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility **and local** funds, and Transportation Development Credits. Anticipated products in FY2016 include:
  - Intermediate progress reports; and
  - Various databases which will be available in FY2016.
- External Travel Survey – In cooperation with the Texas Department of Transportation and the Texas Transportation Institute, an external travel survey is planned for FY2016. This survey will include innovative approaches in data collection, such as cellphone location data, Global Positioning System (GPS) data, and the deployment of Bluetooth reader devices in the region. Staff activities in this project will include coordination of the technical process, analysis of data, development of sampling and weighting procedure, and analyzing the data products. Final survey results are expected in FY2018. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility **and local** funds, and Transportation Development Credits. Consultant assistance will be utilized. Anticipated products during FY2016 and FY2017 include:
  - Intermediate progress reports; and
  - Various databases.
- Toll Road User Survey – In cooperation with the North Texas Tollway Authority (NTTA), NCTCOG will conduct a survey of toll and non-toll users in several corridors related to the socio-economic characteristics of the travelers and to their trip behavior and their willingness to pay for use of the tolled facilities. This study will also be used in an evaluation of environmental justice related to building the tolled facilities. Final survey results are expected in FY2018. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility **and local** funds, and Transportation Development Credits. Consultant assistance will be utilized. Anticipated products during FY2016 and FY2017 include:

- Intermediate progress reports; and
  - Various databases.
- Speed Data – Since 2013, FHWA has provided speed data, collected by HERE, to Metropolitan Planning Organizations. The coverage of this data encompasses the entire NCTCOG region and is delivered on a monthly basis, for five-minute intervals on most roadways. Staff will continue to develop databases for maintenance and use of this massive data. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility **and local** funds, and Transportation Development Credits. Anticipated products include:
  - Database of speed on all roadway segments that are part of the National Highway System within the MPA; and
  - Geographical database of the speed data.
- Traffic Count Data – NCTCOG has been acquiring and archiving traffic count data in the region for more than 10 years. This effort will continue in the next two fiscal years. The source of most of these counts is the TxDOT Saturation Count program managed by TxDOT headquarters in Austin. There are significant count data collection projects in the region, managed by TxDOT districts and local governments that can add value to the NCTCOG archive count database. The efforts in this activity are focused on creating cooperative relationships with the local entities, mostly TxDOT districts and cities that collect counts in a way that can be transferred to NCTCOG. The success in this task can be measured through the sustainable flow of data from various entities to NCTCOG. For the duration of this document, staff will focus on obtaining the data from TxDOT districts in the region, cities and NTTA. Work efforts will be supported through Surface Transportation Program—Metropolitan Mobility **and local** funds, and Transportation Development Credits. Anticipated products include:
  - Set of data files of the traffic counts, which will be used to create final products for general public and data analysts.

### **3.03 Air Quality Management and Operations**

#### Enforcement Activities

##### *Other Funding Sources*

Enforcement is a critical component to ensuring adherence to established policies. Various initiatives are designed to specifically target vehicles producing excessive emissions and not in compliance with automobile emissions standards. Through these efforts, counties will continue to be encouraged to enhance Regional Emissions Enforcement Programs to include other enforcement-related projects, including truck-lane restrictions and idling restrictions. In addition, staff will continue to expand and improve various information systems, and continue to provide training and support to local law enforcement agencies.

Staff will also continue administering the Regional Smoking Vehicle Program (RSVP). Enforcement efforts will be supported by CMAQ funds, STP-MM funds, **Regional Transportation Council local funds**, and Transportation Development Credits. This element is ongoing throughout FY2016 and FY2017. Anticipated products include:

- Emissions enforcement database enhancements;
- Continued partnerships with law enforcement, State and federal agencies, and other I/M interested parties;
- Periodic meetings and training classes regarding emissions enforcement issues;
- Education and training for both law enforcement and the general public regarding impacts of an integrated single sticker for both vehicle registration and inspection;
- Evaluation of RSVP enhancements; and
- Correspondence and follow-up with vehicle owners regarding RSVP.

### **3.04 Transportation and Air Quality Communications**

#### Clean Cities Program

##### *Other Funding Sources*

The Dallas-Fort Worth (DFW) Clean Cities Program will continue to serve as a locally based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce petroleum consumption and improve air quality, primarily in the transportation sector. The program consists of facilitating the deployment of alternative fuel vehicles (AFVs); supporting installation of alternative fuel refueling infrastructure throughout the North Texas region; increasing the use of fuel blends (i.e., diesel/biodiesel and ethanol/gasoline); accelerating sales of hybrid electric vehicles; promoting informed consumer choice on fuel economy; and encouraging the use of idle reduction technologies and strategies. This work element will be supported through CMAQ funds, STP-MM funds, US Department of Energy funds, **Regional Transportation Council Local funds**, Transportation Development Credits, and other funding sources. Consultant assistance may be utilized. NCTCOG will also participate as a subcontractor in the development of curriculum for alternative fuel vehicle training. This element is ongoing throughout FY2016 and FY2017. Anticipated products include:

- Education, outreach, events, technical guidance, fleet recognition, video/online media, interactive Web site (including hosting and maintenance) and other initiatives;
- Purchase of electronic equipment and devices, and computers for the purpose of outreach, technical guidance, and video production;
- Barrier reduction initiatives, including, but not limited to, AFV Preferential Parking, to address alternative fuel adoption;
- Workshops and training regarding all aspects of acquiring, operating, and maintaining AFVs and advanced technology vehicles and infrastructure;
- Sub-awardee contract monitoring;

- Meetings and conference calls regarding Clean Cities initiatives; and
- Regular DFW Clean Cities Coalition meetings and subcommittee meetings as needed.

### **3.06 Transit Operations**

#### FTA Urban Funding Grant Administration

##### *Other Funding Sources*

This implementation activity is ongoing throughout FY2016 and FY2017, supporting all responsibilities NCTCOG assumes as the designated recipient for Federal Transit Administration (FTA) grant funds received for urbanized areas in the region. General responsibilities include program administration, project implementation, grant management and program oversight for all subgrantees who receive funds through the Bus and Bus Facilities Program, Congestion Mitigation and Air Quality (CMAQ) Improvement Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, Job Access/Reverse Commute Program, New Freedom Program and the Urbanized Area Formula Program. Federal Transit Administration funds, **Congestion Mitigation and Air Quality Improvement Program funds**, Regional Transportation Council Local funds, local funds, and Transportation Development Credits will support these activities. Consultant assistance will be used. Anticipated products include:

- FY2016 and FY2017 funding allocations;
- Calls for Projects;
- Grant and agreement management;
- Funding disbursement of reimbursable project expenses to subgrantees;
- Implementation of a vehicle lease program;
- Submittal of coordinated reports on behalf of subgrantees; and
- Procurements for services and equipment, including buses, on behalf of subgrantees.

### **5.03 Land-use/Transportation Initiatives**

#### Sustainable Development Initiatives

The Regional Transportation Council (RTC) selected a series of infrastructure/construction, planning, and land banking projects during three Sustainable Development Calls for Projects (SDCFP) in 2001, 2005-2006, and 2009-2010. Efforts in overseeing pass-through construction dollars will be conducted in conjunction with local governments to better coordinate transportation investments and land use. This program of projects was originally funded by Surface Transportation Program – Metropolitan Mobility (STP-MM) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and was established in 2001, when the RTC selected the first Land-use/Transportation Joint Venture projects. Additional RTC Local funds

were programmed to fund these projects through the 2005-2006 Sustainable Development Call for Projects (SDCFP). Regional Toll Revenue (RTR), STP-MM, and local funds were allocated to the program with the 2009-2010 Sustainable Development Call for Projects. In addition to the projects selected through the three Calls for Projects, three other projects have been identified: 1) SH183 Corridor Master Plan – through the Planning Livable Military Communities (PLMC) effort, River Oaks Boulevard (SH183) was identified as a vital regional transportation facility to conduct a corridor master plan to identify costs and constraints associated with implementing community vision; 2) Northwest Highway and Preston Center Area Plan – in response to a request from the City of Dallas, NCTCOG identified the need to develop an Area Plan at Northwest Highway and Preston Road in Dallas to address various land-use transportation issues in the area to guide future land development policy and transportation investment and 3) a regional parking analysis that will provide for innovation in technology, design, access, and interface with parking and multi-modal facilities such as rail, people movers, and high capacity corridors in relation to various land uses. Exhibit VI-1 contains the listing of the sustainable development projects still underway. The funds are used to provide:

- Infrastructure projects such as road construction, sidewalks, pedestrian amenities, bike trails, etc.;
- Planning reports developed by consultants;
- Land purchases; and
- Parking analysis.

**EXHIBIT VI-1**

**SUSTAINABLE DEVELOPMENT PROJECTS**

Project Name	Type	Funding Source
Plano Transit Village	Infrastructure	STP-MM/CMAQ/RTC Local
Fort Worth Ridglea Village (Westridge)	Infrastructure	CMAQ/RTC Local
Irving Northwest Corridor	Infrastructure	CMAQ/RTC Local
Fort Worth West Berry Streetscape - Grandmarc Development	Infrastructure	RTC Local
Fort Worth West Rosedale Improvements- Magnolia Green	Infrastructure	RTC Local
Fort Worth US 287 Berry Vaughn	Infrastructure	RTC Local
Dallas Mockingbird Plaza & Midtown/Central/University	Infrastructure	RTC Local
Rowlett Downtown Mixed-Use Development	Infrastructure	RTC Local
Carrollton TOD Catalyst Infrastructure Project	Infrastructure	RTR/STP-MM
Dallas Routh Street Underpass	Infrastructure	RTR/STP-MM
Dallas Zang Triangle	Infrastructure	RTR/STP-MM
Dallas Project Paseo	Infrastructure	RTR/STP-MM
Dallas Continental Mixed-Use Development	Infrastructure	RTR/STP-MM
Dallas La Reunion Town Center - The Orleans & The Courtyards	Infrastructure	RTR/STP-MM



Project Name	Type	Funding Source
Dallas Lake Highlands TOD Multimodal Connectivity Project	Infrastructure	RTR/STP-MM
Farmers Branch Station Area Sidewalks	Infrastructure	RTR/STP-MM
Lewisville Old Town Transit Oriented Development	Infrastructure	RTR/STP-MM
Lewisville Old Town Plaza	Infrastructure	RTR/STP-MM
McKinney Historic Flour Mill Catalyst TOD Project	Infrastructure	RTR/STP-MM
Mesquite Thomasson Square	Infrastructure	RTR/STP-MM
Addison Vitruvian Park Trail Infrastructure Project	Infrastructure	RTR/STP-MM
Colleyville Pleasant Run Pathway Connection	Infrastructure	RTR/STP-MM
Fort Worth Polytechnic/TWU Streetscape Enhancements	Infrastructure	RTR/STP-MM
Fort Worth South Main Urban Village	Infrastructure	RTR/STP-MM
Fort Worth Summer Creek Station TOD	Infrastructure	RTR/STP-MM
Connecting Kennedale: Revitalizing the City Center	Infrastructure	RTR/STP-MM
North Richland Hills Snider Street Extension Project	Infrastructure	RTR/STP-MM
Grapevine Hudgins Street Corridor Roadway & Pedestrian Improvements	Infrastructure	Local/STP-MM
Hurst Bellaire	Infrastructure	STP-MM
Joshua Station TOD Infrastructure Project	Infrastructure	STP-MM
Fort Worth Texas Christian University/Berry Station Area Transit Oriented Development Plan	Planning	RTC Local/STP-MM
Preston Center – Northwest Highway	Planning	RTC Local/STP-MM
SH 183 Corridor Planning Project	Planning	RTC Local/Local/STP-MM
Regional Parking Analysis	Planning	RTC Local/STP-MM

The 2001 projects are coordinated directly between the implementing agencies and the Texas Department of Transportation. Utilizing RTC Local funds, NCTCOG staff will provide oversight for the implementation of the 2005-2006 infrastructure, landbanking, and planning studies. Utilizing STP-MM funds **and Transportation Development Credits**, staff will oversee the implementation of the 2009-2010 infrastructure and planning projects and other planning projects that may be assigned that are project/corridor specific. Consultant assistance will be utilized to implement planning projects. Anticipated products include:

- Implementation and tracking of infrastructure projects;
- Project tracking and technical assistance to local governments developing sustainable development projects;
- An approved acquisition plan for funded Sustainable Development Landbanking Projects which involve parcel assembly for redevelopment and future use;

- Work scopes for plan procurements; and
- Consultant selection.

**Bicycle and Pedestrian Planning**

*Other Funding Sources*

Staff will also oversee the implementation of the Regional Bicycle/Pedestrian Sustainable Development Initiatives projects which utilize pass-through Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and Transportation Development Credits available to local governments for the implementation of various bicycle and pedestrian projects, and may include, but not be limited to: spot improvements, safety countermeasures, innovative facilities, street reconstruction and rehabilitation as part of bicycle and pedestrian accommodation projects, multi-use trails, signage, pavement markings, traffic signals, and other supportive infrastructure. Staff oversight activities will be supported by STP-MM and local funds, **and Transportation Development Credits.** ~~and a~~ Anticipated products include:

- Identification of funding needs and project scopes.

Utilizing ~~RTC Local~~ **STP-MM funds and Transportation Development Credits**, staff will oversee the Local Air Quality (LAQ) Call for Projects: Bicycle/Pedestrian Infrastructure program which includes construction projects funded in the 2005-2006 Local Air Quality Call for Projects with pass-through dollars that are implemented by local agencies and funded with RTC Local funds. Exhibit VI-2 provides an inventory of these projects remaining for complete implementation.

**EXHIBIT VI-2**

**BICYCLE AND PEDESTRIAN INFRASTRUCTURE PROJECTS**

<b>Project Name</b>	<b>Type</b>	<b>Funding Source</b>
Richardson Sidewalks to DART Rail Stations	Infrastructure	RTC Local
Plano Park Blvd. Pedestrian Bridge/Trail	Infrastructure	RTC Local

Anticipated products include:

- Implementation plan for construction projects; and
- Invoice review and project tracking.

**Fort Worth Active Transportation Plan**

*Other Funding Sources*

**Staff will oversee the development of a citywide Active Transportation Plan for the City of Fort Worth focused on a seamless network of on- and off-street bicycle and pedestrian facilities integrated with the public transportation and thoroughfare networks. The Plan will include stakeholder involvement and the analysis of the existing and planned**

walking/bicycling/public transportation infrastructure network, including gaps in the network and crash data. RTC Local funds and other local funds will be used to support planning activities, and existing Surface Transportation Program – Metropolitan Mobility funds will be used for staff oversight activities. Anticipated products include:

- Updated citywide bicycle network plan;
- Network analysis including appropriate corridors in the citywide network as low-stress routes for bicyclists of “All Ages and Abilities (AAA)”;
- Recommended policies and programs;
- Project prioritization, implementation plan, and funding strategies; and
- Performance measures.

#### DART Red and Blue Lines TOD Planning Study

##### *Other Funding Sources*

The Transit Oriented Development (TOD) Planning Pilot Grant was awarded to NCTCOG in October 2016 to support TOD planning around 28 DART Red and Blue Line Light Rail Stations. The planning work will be coordinated with DART and the Cities of Dallas, Garland, Plano, and Richardson, with NCTCOG administering the grant and leading planning activities. Staff will coordinate with these project partners by hosting meetings, preparing draft scopes of work, and taking part in planning work and data collection as needed. The planning work has three elements: a pedestrian and bicycle last-mile infrastructure study, a parking utilization study, and a survey of TOD residents and employers. Federal Transit Administration, Regional Transportation Council Local, and other local funds will be used to support work activities. Consultant assistance will be utilized. Anticipated products include:

- An implementation plan for prioritizing and understanding cost to improve last-mile pedestrian and bicycle connections to these rail stations;
- Data collection of parking utilization at specific sites around a sample of the 28 stations and comprehensive policy recommendation related to analysis of that data;
- Survey data collection and analysis of residents and/or employers in the station areas focused on their travel behavior, demographics, and preferences related to TOD; and
- Strategic recommendations for policy adjustment based on data collected and a process for replicating similar data collection and study across the region.

#### **5.05 Congestion Management Planning and Operations**

## Value Pricing Pilot Program

### *Other Funding Sources*

The Value Pricing Pilot Program will establish local programs and gather information about the role that various types of value pricing methods can play in improving the efficiency of transportation systems and in dealing with congestion, pollution, energy, and other problems related to automobile use in congested areas. This pilot program will be implemented on the IH 30 test corridor, which is the region's permanent test corridor. This project will utilize funding from the Federal Highway Administration, **Regional Transportation Council Local funds**, and contributions from local partners. Consultant assistance will be utilized. Anticipated products include:

- Implementation of a pilot to develop incentives to change travel behavior such as mode and time of travel;
- Evaluation of the effectiveness of several types of incentives encouraging drivers to seek alternatives to driving alone or during the peak periods;
- Use of technology to collect actual travel patterns to determine how managed lanes impact all users, including low-income populations; and
- Coordination with partner agencies.

## Freeway Incident Management (FIM) Training

### *Other Funding Sources*

This program is ongoing throughout FY2016 and FY2017, providing training for agencies responsible for managing and clearing traffic incidents. This training has been demonstrated to improve responder and motorist safety, and to significantly reduce the length and size of roadway closures. The Dallas-Fort Worth area was the first area in the nation to formalize the training process to reach out to all responders and generate improvements in the management of traffic incidents. The goal of NCTCOG FIM training is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. By implementing best practices techniques throughout the region, clearance times can be reduced by as much as 40 percent. Such an improvement will reduce the impact of congestion, improve regional air quality, and improve the safety and efficiency of travel for all residents and visitors in the area. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Regional Transportation Council (RTC) Local funds, **local funds**, and Transportation Development Credits support this program, and consultant services will be utilized. Anticipated products include:

- FIM First Responder and Manager's Courses and FIM Executive Level Courses;
- Basic and Advanced Photogrammetry Training workshops;
- Commercial Vehicle Enforcement Training and Equipment;
- Incident Management Equipment Replacement Call for Projects; and
- Support of general training and educational projects that promote the implementation of strategies that mitigate traffic incidents.

## Regional Traffic Signal Retiming Project

### *Other Funding Sources*

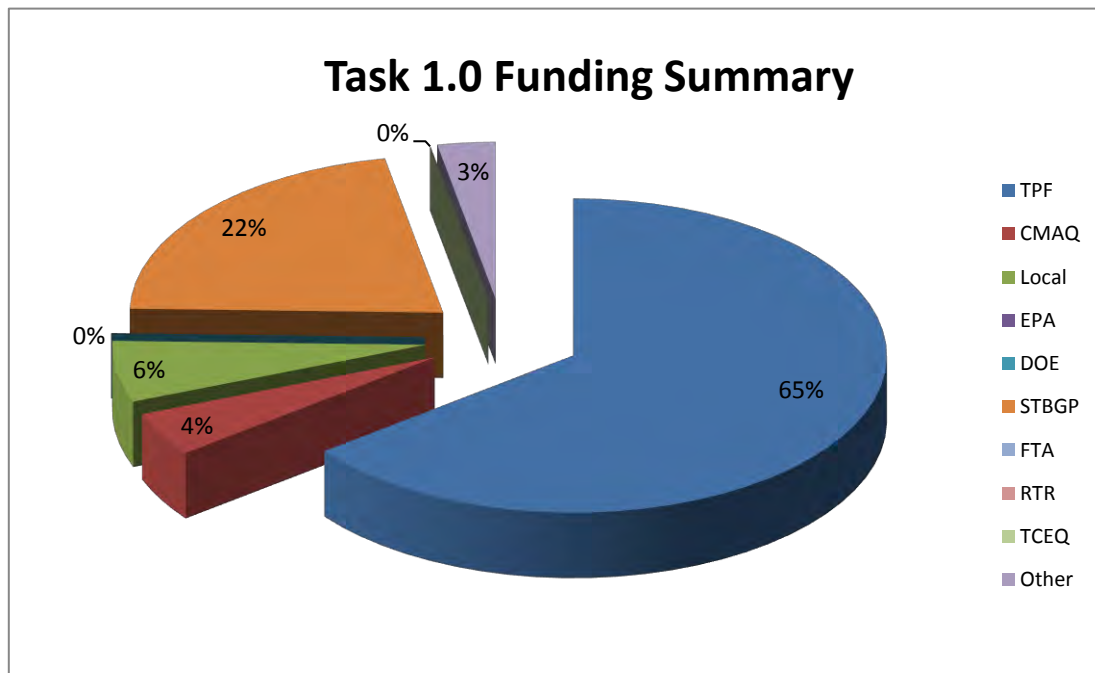
This project is ongoing throughout FY2016 and FY2017. Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ), [Texas Department of Transportation \(TxDOT\) funds](#), Regional Transportation Council (RTC) Local funds, other local funds, and Transportation Development Credits will be utilized. The Regional Traffic Signal Retiming Project targets the improvement of the arterial transportation system, including frontage roads, in the Dallas-Fort Worth region. NCTCOG has two consultants to implement the Regional Traffic Signal Retiming Project (RTSRP). Staff worked with public sector partners to select corridors to include in this project. The corridors were selected based on several factors, including but not limited to, high volumes, regional distribution, and previously funded and unfunded projects. NCTCOG staff will continue implementation of the project through coordination with public-sector partners to select additional corridors for signal retiming improvement. This project also includes the installation of minor intersection equipment. Staff will work with partner agencies to identify where these improvements are needed. NCTCOG staff will provide oversight of this project. Anticipated products include:

- A baseline analysis;
- Recommendation and implementation of low-cost capital improvements;
- Implementation of signal retiming plans;
- Identification and support for the implementation of major and minor improvements;
- An analysis of improved conditions;
- Monthly progress meetings with consultants and TxDOT, as well as meetings with cities and consultants as appropriate; and
- Review of corridor reports, project summary reports, consultant invoices and progress reports.

## E. FUNDING SUMMARY

Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
1.01	\$1,943,000	\$4,000	NCTCOG Local	
<b>Subtotal</b>				<b>\$1,947,000</b>
1.02	\$4,260,000	\$153,000 \$190,000 \$212,500	NCTCOG Local Local STBGP	
<b>Subtotal</b>				<b>\$4,815,500</b>
1.03		\$20,000 \$1,655,000 \$549,000	NCTCOG Local STBGP Local	
<b>Subtotal</b>				<b>\$2,224,000</b>
1.04	\$1,541,000	\$724,000 \$181,000	STBGP TxDOT	
<b>Subtotal</b>				<b>\$2,446,000</b>
1.05		\$543,000 \$15,265	CMAQ Local	
<b>Subtotal</b>				<b>\$558,265</b>
<b>Total</b>	<b>\$7,744,000</b>	<b>\$4,246,765</b>		<b>\$11,990,765</b>

<sup>1</sup> Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.



## E. FUNDING SUMMARY

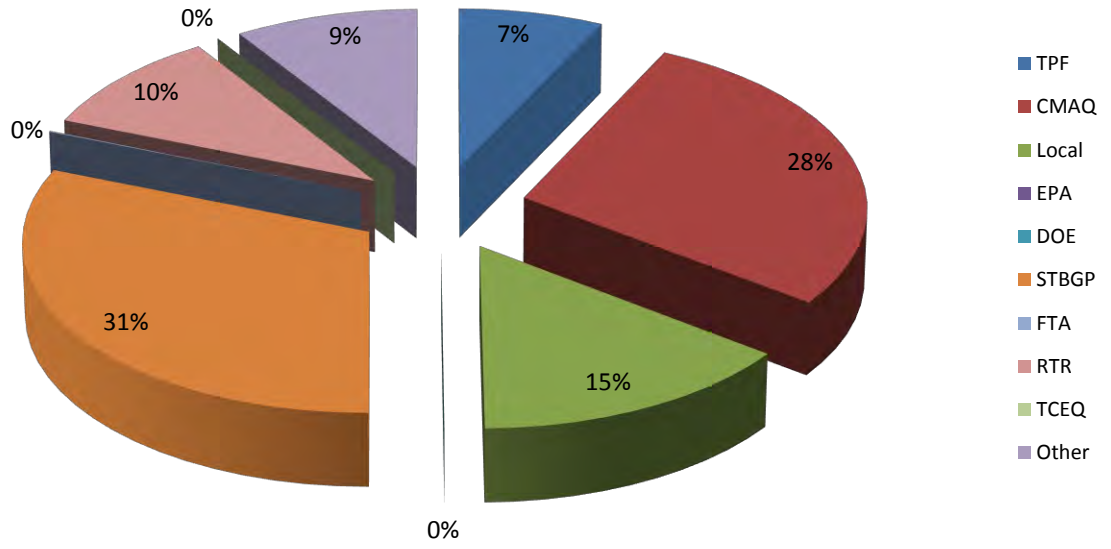
Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.01	\$709,000			
		\$45,000	Local	
		\$41,000	NTTA	
		\$4,465,000	RTR	
		\$3,334,500	STBGP	
		\$559,000	TxDOT	
<b>Subtotal</b>				<b>\$9,153,500</b>
5.02	\$935,000			
		\$229,000	RTR	
<b>Subtotal</b>				<b>\$1,164,000</b>
5.03	\$474,000			
		\$354,000	CMAQ	
		\$638,700	FHWA	
		<b>\$40,000</b>	<b>FTA</b>	
		<b>\$4,828,400</b>	<b>Local</b>	
		\$1,923,000	STBGP	
<b>Subtotal</b>				<b>\$8,258,100</b>
5.04	\$280,000			
		\$78,000	Local	
		\$435,000	STBGP	
		\$32,000	TXDOT	
<b>Subtotal</b>				<b>\$825,000</b>
5.05	\$782,000			
		<b>\$15,198,000</b>	<b>CMAQ</b>	
		\$526,000	FHWA	
		\$2,596,292	Local	
		\$665,000	RTR	
		\$8,503,960	STBGP	
		<b>\$1,829,240</b>	<b>TXDOT</b>	
<b>Subtotal</b>				<b>\$30,100,492</b>
5.06				
		\$126,000	Local	
		\$1,408,000	STBGP	
		\$226,000	TxDOT	
<b>Subtotal</b>				<b>\$1,760,000</b>



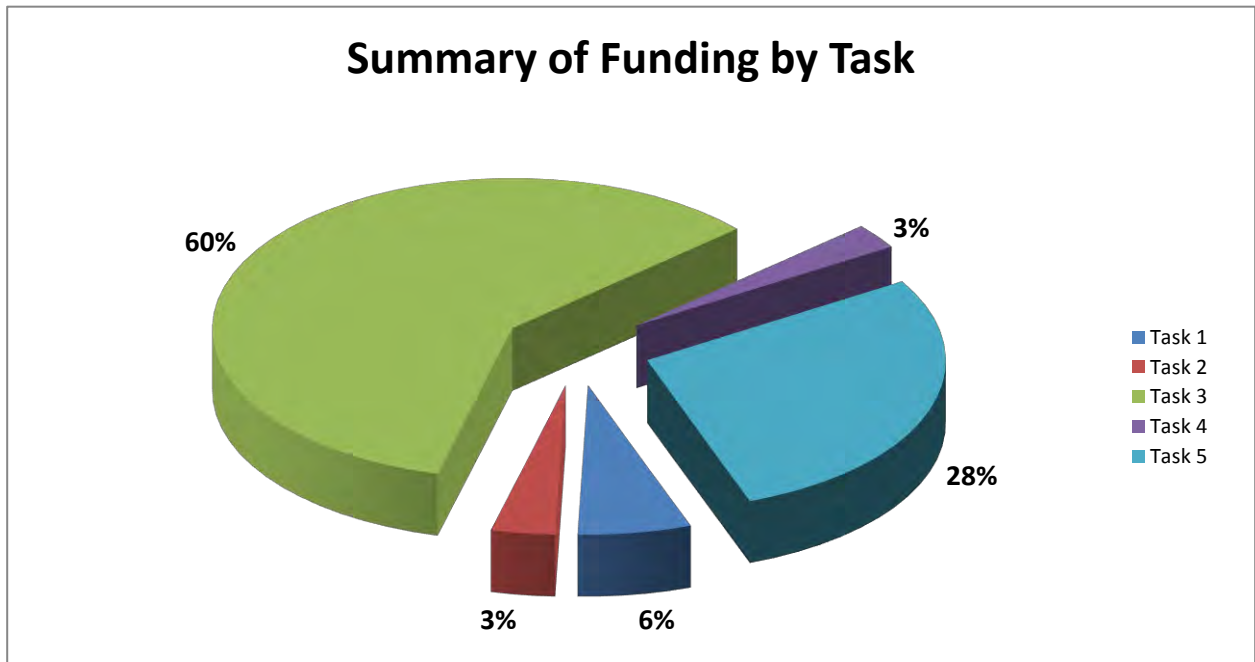
Subtask	TPF <sup>1</sup>	Additional Funding		Total
		Amount	Source	
5.07	\$66,000			
<b>Subtotal</b>				\$66,000
5.08	\$394,000			
		\$48,000	Local	
		\$164,000	STBGP	
<b>Subtotal</b>				\$606,000
5.09	\$126,000			
		\$195,000	FAA	
		\$229,000	Local	
		\$40,000	STBGP	
<b>Subtotal</b>				\$590,000
5.10				
		\$440,000	DOD	
		\$127,000	Local	
<b>Subtotal</b>				\$567,000
5.11				
		\$13,400	Local	
		\$1,428,600	STBGP	
		\$75,000	RTR	
		\$610,835	TXDOT	
<b>Subtotal</b>				\$2,127,835
5.12	\$250,000			
<b>Subtotal</b>				\$250,000
<b>Total</b>	\$4,016,000	<b>\$51,451,927</b>		<b>\$55,467,927</b>

<sup>1</sup> Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

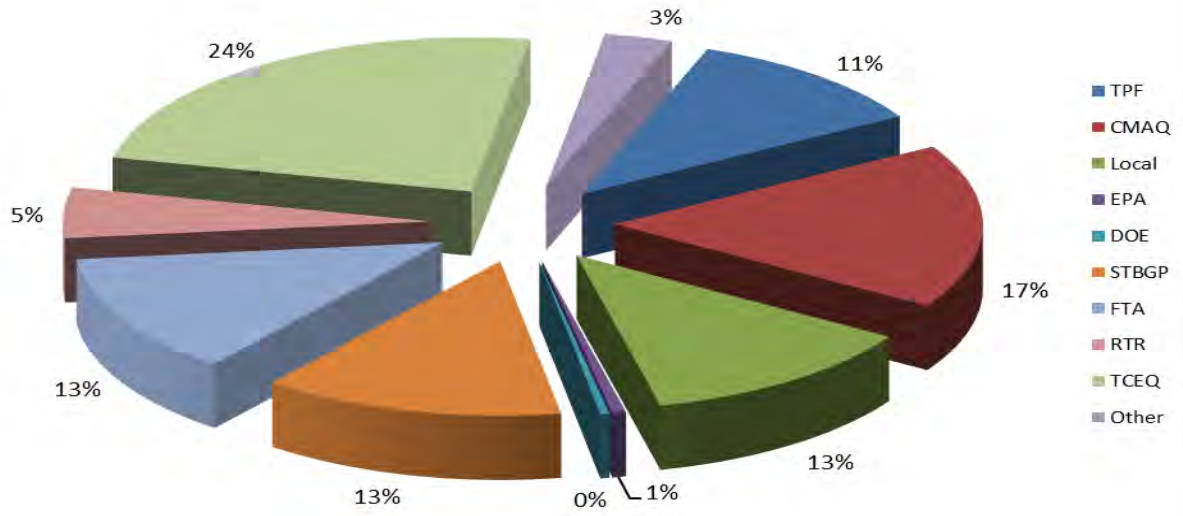
# Task 5.0 Funding Summary



Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00	44.23.01	44.23.02	
			44.25.00		44.24.00	
					44.22.00	
					44.27.00	
TPF	\$7,744,000	\$3,237,000	\$4,355,000	\$2,349,000	\$4,016,000	\$21,701,000
CMAQ	\$543,000	\$0	\$17,786,000	\$0	\$15,552,000	\$33,881,000
DOD	\$0	\$0	\$0	\$0	\$440,000	\$440,000
DOE	\$0	\$0	\$781,800	\$0	\$0	\$781,800
EPA	\$0	\$0	\$1,185,000	\$0	\$0	\$1,185,000
FAA	\$0	\$0	\$0	\$0	\$195,000	\$195,000
FHWA	\$0	\$96,000	\$0	\$324,200	\$1,164,700	\$1,584,900
FTA	\$0	\$239,000	\$24,558,000	\$0	\$40,000	\$24,837,000
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$754,265	\$637,000	\$14,610,442	\$411,009	\$8,091,092	\$24,503,808
NCTCOG Local	\$177,000	\$0	\$0	\$0	\$0	\$177,000
NTTA	\$0	\$0	\$0	\$0	\$41,000	\$41,000
RTR	\$0	\$0	\$2,723,000	\$2,226,500	\$5,434,000	\$10,383,500
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBGP	\$2,591,500	\$2,559,000	\$3,661,000	\$0	\$17,237,060	\$26,048,560
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$47,136,613	\$0	\$0	\$47,136,613
TxDOT	\$181,000	\$0	\$8,000	\$0	\$3,257,075	\$3,446,075
<b>Subtotal</b>	<b>\$11,990,765</b>	<b>\$6,768,000</b>	<b>\$116,804,855</b>	<b>\$5,310,709</b>	<b>\$55,467,927</b>	<b>\$196,342,256</b>



## Summary of Total Funding



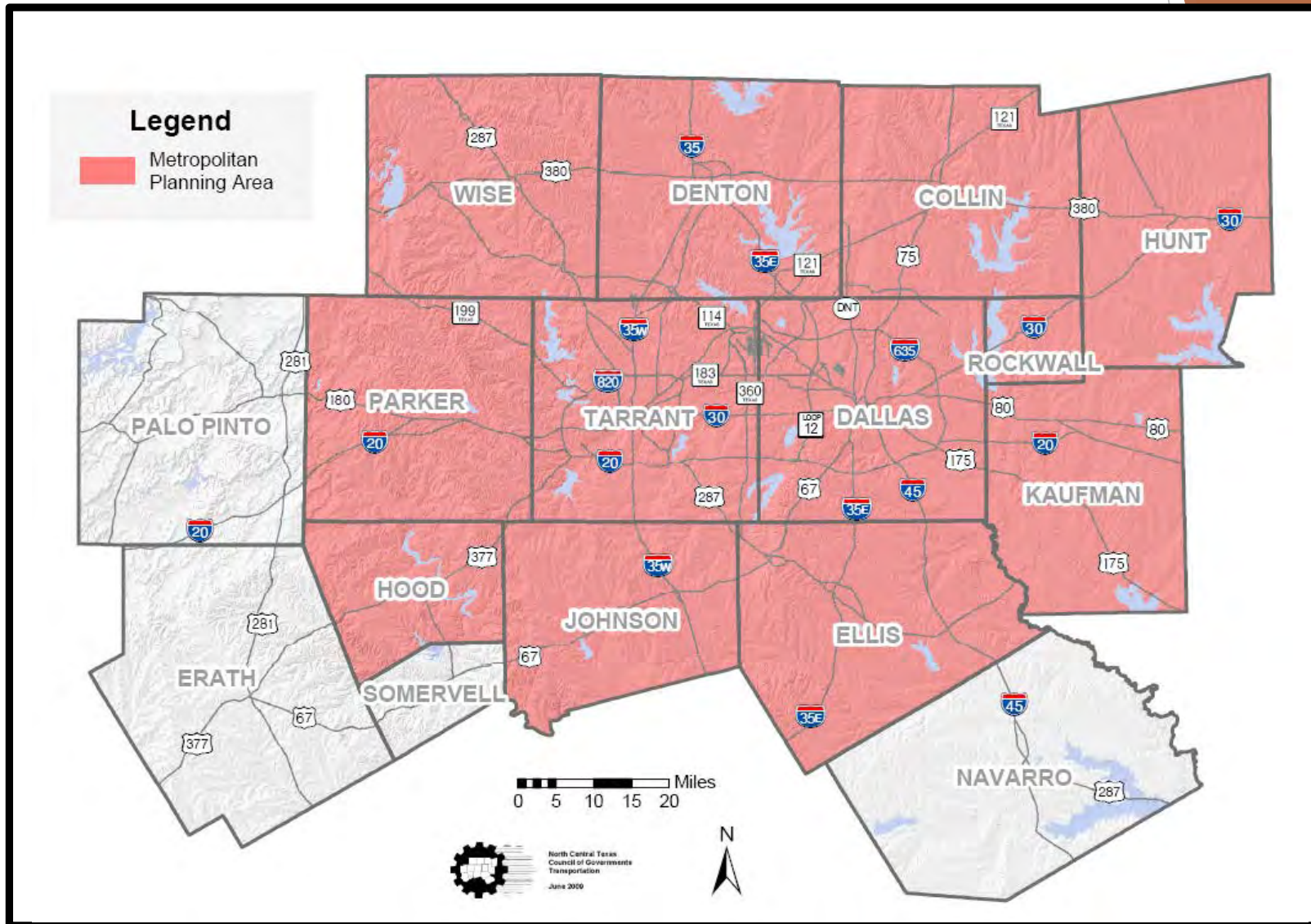
# *Modifications to the FY2016 and FY2017 Unified Planning Work Program*

**Surface Transportation Technical Committee  
January 27, 2017**

**Transportation Department  
North Central Texas Council of Governments**



# Dallas-Fort Worth Metropolitan Planning Area



# ***Unified Planning Work Program for Regional Transportation Planning***

**Task 1 – Administration and Management**

**Task 2 – Transportation Data Development and  
Maintenance**

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

**Task 4 – Metropolitan Transportation Plan**

**Task 5 – Special Studies and System Operations**

# New Initiatives – Other Funding Sources

Project	Financial Action	Description
<b>Program Administration - Computer System Administration and Application Coordination – 2017 Aerial Photography Data Collection (1.04)</b>	\$724,000 STBG* \$181,000 TxDOT	Add project and funding to support 2017 aerial photography data collection
<b>Land-use/Transportation Initiatives – DART Red and Blue Lines TOD Planning Study (5.03)</b>	\$ 40,000 FTA \$ 8,500 RTC Local \$ 1,500 Local	Add project and funding to reflect award of FTA Transit-Oriented Development (TOD) Planning Pilot Grant to support TOD planning around 28 DART Red and Blue Line Light Rail Stations
<b>Land-use/Transportation Initiatives – Fort Worth Active Transportation Plan (5.03)</b>	\$ 27,000 RTC Local \$ 23,000 Local	Add project and funding to support the development of a citywide Active Transportation Plan

\*Surface Transportation Block Grant program (formerly known as Surface Transportation Program – Metropolitan Mobility [STP-MM])



# ***Adjustments to Existing Projects – Other Funding Sources***

<b>Project</b>	<b>Financial Action</b>	<b>Description</b>
<b>Congestion Management Planning and Operations – TxDOT Partnership for Congestion Management (5.05)</b>	\$2,604,000 CMAQ \$ 651,000 TxDOT	Program remaining funds to support the implementation of strategies to improve the efficiency of the transportation system
<b>Various Projects in Tasks 2, 3, and 5</b>	None	Update text in various projects to include sources of programmed funds (see supplemental information for specific projects)

# ***Unified Planning Work Program Project/Funding Modifications – Funding Adjustments (non TPF)***

<b>Funding Source</b>	<b>Amount</b>	<b>UPWP Task(s)</b>
Local	\$ 24,500	5.03
CMAQ	\$2,604,000	5.05
FTA	\$ 40,000	5.03
RTC Local	\$ 35,500	5.03
STBG*	\$ 724,000	1.04
TxDOT	\$ 832,000	1.04, 5.05

\*Surface Transportation Block Grant program (formerly known as Surface Transportation Program – Metropolitan Mobility [STP-MM])

# ***Modification Schedule***

December 13      Initiation of Public Input Opportunity

**January 27      Action by Surface Transportation  
Technical Committee**

**February 9      Action by Regional Transportation  
Council**

**February 23      Action by NCTCOG Executive Board**

**February 24      Submittal to Texas Department of  
Transportation**

# ***Requested STTC Action***

**Recommend RTC approval of the proposed UPWP modifications**

**and**

**Direct staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications.**

# ***Unified Planning Work Program Modifications***

**Comments or Questions:**

**Dan Kessler**

**Assistant Director of Transportation**

**Phone: 817/695-9248**

**E-mail: [dkessler@nctcog.org](mailto:dkessler@nctcog.org)**

**Vickie Alexander**

**Administrative Program Supervisor**

**Phone: 817/695-9242**

**E-mail: [valexander@nctcog.org](mailto:valexander@nctcog.org)**

**<http://www.nctcog.org/trans/admin/upwp>**



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

(L17-01)

January 6, 2017

Mr. Peter D. Espy  
Rail Division Director  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701-2483

Subject: Dallas-Fort Worth Core Express Service Project Environmental Process Funding

Dear Mr. Espy:

The Texas Department of Transportation (TxDOT) and the North Central Texas Council of Governments (NCTCOG), serving as the Metropolitan Planning Organization for the Dallas-Arlington-Fort Worth region, have successfully partnered on many transportation projects including current efforts for the Dallas-Fort Worth (DFW) Core Express Service (CES) high-speed passenger rail project. NCTCOG believes great benefits are realized through our collaborative efforts.

The collaborative DFW CES National Environmental Policy Act (NEPA) efforts are currently funded with federal American Reinvestment and Recovery Act (ARRA) funds. These funds are set to expire on September 30, 2017. This funding availability deadline may not allow for NEPA process completion and receipt of a federal Record of Decision. Should the ARRA funding availability deadline remain as September 30, 2017, NCTCOG proposes to provide funding of approximately \$3,000,000 to complete the NEPA process. This funding backstop strategy is subject to Regional Transportation Council approval at its January 12, 2017, meeting. It is also contingent on NCTCOG's and TxDOT's agreement on a continued, seamless project management structure agreeable to the Federal Railroad Administration. This funding strategy would allow TxDOT staff and their consultants to continue the DFW CES environmental process efforts without interruption.

January 6, 2017

We look forward to continuing our partnership with TxDOT on this important project. Please contact me at 817-695-9241 if you would like to discuss this further.

Sincerely,




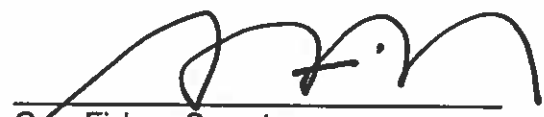
Michael Morris, P.E.  
Director of Transportation

KDF:cmg/al

cc: Mr. Marc Williams, P.E., Deputy Executive Director, Texas Department of Transportation  
The Honorable Victor Vandergriff, Commissioner, Texas Transportation Commission  
Mr. Mark Werner, Rail Planning Section Director, Texas Department of Transportation  
Mr. William Meadows, Chairman, Commission for High-Speed Rail in the Dallas/Fort Worth Region

Certification of Regional Transportation Council Approval:

I hereby certify that this commitment was approved by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on January 12, 2017.

  
\_\_\_\_\_  
Ron Jensen, Chair  
Regional Transportation Council  
Mayor, City of Grand Prairie  
\_\_\_\_\_  
Gary Fickes, Secretary  
Regional Transportation Council  
Commissioner, Tarrant County



# TEXPRESS LANES EDUCATION CAMPAIGN

Amanda Wilson, AICP  
Surface Transportation  
Technical Committee  
January 27, 2017



# CAMPAIGN OVERVIEW

Coordination of Regional Transportation Agencies

Messaging and Talking Points

Communications Plan Elements

Next Steps

# REGIONAL COORDINATION

RTC Workshop Held January 2016

Transportation Agency PIOs Met Through 2016

Communications Plan and Messaging Developed

Collateral Materials Produced

# MESSAGING THEMES

Benefits of TEXpress Lanes

Real-world User Testimonials

Educational Components

- How To Use TEXpress Lanes
- Why TEXpress Lanes Have Been Used
- System of TEXpress Lanes, Discuss Projects Separately

Use of Analogies and Humor

# TALKING POINTS

It's all About Options for Drivers Who Want a More Reliable Commute

Drivers can Choose to Pay a Toll for a Reliable Trip with Predictable Travel Experience

TEXpress Lanes Lower the Stress of Commuting

Using TEXpress Lanes Produces Far-reaching Benefits

# TALKING POINTS

TEXpress Lanes are Easy to Use

TollTag, TxTag or EZ Tag Customers and Carpoolers get the Lowest Toll Rates

Payment for Driving on TEXpress Lanes is Easy, Too

Corridors with TEXpress Lanes Have Been Improved or Completely Rebuilt

# COMMUNICATIONS PLAN ELEMENTS

## FOCUS ON STAKEHOLDERS

**TEXPRESS LANES: A REGIONAL OVERVIEW**  
JANUARY 2017

**TEXPRESS LANES: EXPLORING ALTERNATIVES**

- TEXpress Lanes expedite projects
- Create extra capacity
- Provide reliable travel times
- Pay for their maintenance over time

**TEXPRESS LANES REDUCES CONGESTION**

**NTE Corridor Traffic Recovery**  
Adjusted Traffic (Non-Tolled + TEXpress Lanes) to March 2010

Month	Adjusted Traffic (Index)
Mar-10	100
Mar-11	~95
Mar-12	~90
Mar-13	~85
Mar-14	~100
Mar-15	~136

- NTE corridor traffic totals increased 36% since construction ended, while congestion time on non-tolled lanes has been reduced.

- Presentation
- Pocket Card
- White Paper
- Economic Development
- Myths and Facts

**TEXPRESS LANES**

**WHY WE NEED THEM AND HOW THEY CAN HELP OUR REGION**

DFW adds more than 1 million new residents per decade, and current transportation funding is not keeping pace with the need to maintain roadways and serve the growing population.

Map showing counties: WISE, DENTON, COLLIN, HUNT, PARKER, TARRANT, DALLAS, KAUFMAN, HOOD, JOHNSON, ELLIS.

Legend: Blue circle = Residents, 2014 (100,000); Red circle = New Residents, 2014-2040 (100,000)

Funding comparison: Funded: \$118.9 billion; Needed: \$421.5 billion

Funding challenges partly stem from the fact that the gas tax has lost most of its purchasing power. State fuel taxes have not increased since 1991; federal fuel taxes have not increased since 1995; construction costs are increasing, and vehicles are more fuel-efficient.

# COMMUNICATIONS PLAN ELEMENTS

## FOCUS ON GENERAL PUBLIC

Real World Testimonials

Social Media Messages

Short Articles

Humorous Videos

Educational Elements

Direct to [www.TEXpressLanes.com](http://www.TEXpressLanes.com)

# NEXT STEPS

Finalize Communications Plan Elements

Provide RTC Members with Online Toolkit for Presentations and Meetings with Stakeholders

Work with Partners to Distribute General Public Elements

Proactively Schedule Opportunities to Distribute the Information to the Community



FY 2017 FEDERAL HIGHWAY ADMINISTRATION PRELIMINARY ENGINEERING AUDIT

WESTERN SUBREGION														
IMPLEMENTING AGENCY	TIP CODE	CSJ	LIMITS	PROJECT DESCRIPTION	FEDERAL FUNDING CATEGORY <sup>1</sup>	FEDERAL PE OBLIGATED AMOUNT	FEDERAL PE AMOUNT REMAINING	PE AUTHORIZATION DATE <sup>2</sup>	LET DATE PER TXDOT DISTRICT	RTC FUNDING INITIATIVE & YEAR	YEARS SINCE AUTHORIZATION <sup>3</sup>	TxDOT STATUS UPDATE	FHWA RESPONSE	MPO MILESTONE PROJECT
NORTH RICHLAND HILLS	11419	0902-48-576	FM 1938 (DAVIS BLVD) AT MID-CITIES BLVD IN NORTH RICHLAND HILLS	ADD RIGHT AND LEFT TURN LANES ON ALL APPROACHES AND SIGNALIZATION IMPROVEMENTS	CAT 5	\$428,408	\$120,262	11/02/2006	10/2017	2002 STRATEGIC PROGRAM INITIATIVE	10	PROJECT HAS STARTED ROW PHASE. ROW ACQUISITION IS EXPECTED TO BE CLEAR BY FEBRUARY 2017. PROJECT ANTICIPATED TO MOVE TO CONSTRUCTION PHASE IN OCTOBER 2017.	PENDING	YES
FORT WORTH	11263.7	0902-48-688	PEACH STREET AREA FROM PEACH STREET TO LIVE OAK CONNECTOR	CONSTRUCT THE LIVE OAK CONNECTOR; CLOSE PEACH STREET AND EAST 1ST STREET AT UP CROSSING; AND INSTALL FENCES TO RESTRICT PEDESTRIAN ACCESS ACROSS THE RR TRACKS	CAT 7	\$160,000	\$30,150	10/04/2007	08/2018	2004 RAIL RELIABILITY PARTNERSHIP PROGRAM	9	PROJECT HAS STARTED ROW ACQUISITION WITH EXPECTED CLEARANCE IN SPRING 2018. ANTICIPATE CONSTRUCTION PHASE IN SUMMER 2018.	PENDING	YES
					CAT 10	\$94,850								

FEDERAL PE OBLIGATED AMOUNT    FEDERAL PE AMOUNT REMAINING

TOTAL TXDOT-SELECTED PROJECT FUNDS AT RISK	\$2,170,000	\$0
TOTAL RTC-SELECTED PROJECT FUNDS AT RISK <sup>4</sup>	\$3,516,744	\$406,412
TOTAL OBLIGATED FUNDS	\$5,686,744	\$406,412

Notes:

1. STP-MM: Surface Transportation Program Metropolitan Mobility. CMAQ: Congestion Mitigation and Air Quality Program. CAT 6: Structures and Rehabilitation
2. PE Authorization Date: Date of federal funding obligations for project engineering phase
3. Years Lapsed Since Authorization: The number of years that have passed since federal funding was obligated
4. Includes Federal Earmark Funds (CAT 10)

## FY 2017 FEDERAL HIGHWAY ADMINISTRATION PRELIMINARY ENGINEERING AUDIT

EASTERN SUBREGION														
IMPLEMENTING AGENCY	TIP CODE	CSJ	LIMITS	PROJECT DESCRIPTION	FEDERAL FUNDING CATEGORY <sup>1</sup>	FEDERAL PE OBLIGATED AMOUNT	FEDERAL PE AMOUNT REMAINING	PE AUTHORIZATION DATE <sup>2</sup>	LET DATE PER TXDOT DISTRICT	RTC FUNDING INITIATIVE & YEAR	YEARS SINCE AUTHORIZATION <sup>3</sup>	TxDOT STATUS UPDATE	FHWA RESPONSE	MPO MILESTONE PROJECT
TXDOT DALLAS	-	0918-45-757	SECOND AVE SB TO TRIBUTARY OF WHITE ROCK CREEK	REHABILITATE BRIDGE AND APPROACHES	CAT 6	\$1,862,000	-	12/11/2006	08/2017	N/A (TxDOT PROGRAM)	10	PROJECT IS ON SCHEDULE FOR A JUN 2017 LETTING, HOWEVER DISTRICT REQUESTS TO DELAY THE LETTING TO AUG. THE DISTRICT WOULD LIKE TO LET THIS JOB WITH PARKDALE (CSJ 0918 45 759) FOR A MORE COMPETITIVE BID PACKAGE SINCE THE TWO STRUCTURES ARE IN CLOSE PROXIMITY TO ONE ANOTHER. SURVEY AND SUBSURFACE UTILITY ENGINEERING (SUE) HAVE BEEN COMPLETED, ANTICIPATE PLAN SPECIFICATION & ESTIMATE (PS&E) COMPLETION APR 2017	PENDING	NO
TXDOT DALLAS	-	0918-45-759	PARKWELL DRIVE AT WHITE ROCK CREEK TRIBUTARY	REPLACE BRIDGE AND APPROACHES	CAT 6	\$308,000	-	12/11/2006	08/2017	N/A (TxDOT PROGRAM)	10	PROJECT IS ON SCHEDULE FOR AN AUG 2017; LETTING SURVEY AND SUE HAVE BEEN COMPLETED. ANTICIPATE ENVIRONMENTAL (ENV) APPROVAL APR 2017, ANTICIPATE PS&E COMPLETION APR 2017, AND UTILITY CLEARANCE JUNE 2017	PENDING	NO
TXDOT DALLAS	-	0364-03-067	SH 121 FROM COLLIN COUNTY LINE TO FM 423	CONSTRUCTION OF 6 LANE FRONTAGE ROADS PHASE I	-	\$0	-	12/01/2000	NA	N/A (TxDOT PROGRAM)	17	THIS PROJECT WAS CANCELLED IN DEC 2001; BUT THE WORK WAS COMBINED INTO CSJ 0364 03 066 WHICH WAS LET MAY 2004 AND COMPLETED CONSTRUCTION IN 2010. RIGHT OF WAY (ROW) WAS ALSO ACQUIRED UNDER CSJ 0364 03 084	PENDING	NO
GARLAND	11065	0918-45-714	WINTERS PARK/SPRING CREEK GREENBELT TRAIL FROM BRAND ROAD TO RANGER DRIVE	CONSTRUCT NEW 12' WIDE CONCRETE TRAIL AS PART OF VELOWEB; TWO MILES	CMAQ	\$1,044,806	\$0	07/15/2006	12/2016	1999 CALL FOR PROJECTS	10	CONSTRUCTION PHASE WAS ADDED TO THE PROJECT ON DECEMBER 6, 2016; THE CITY OF GARLAND OPENED BIDS ON DECEMBER 30, 2016.	PENDING	YES
IRVING	11237.2	0918-45-812	CONFLANS RD FROM W OF SH 161 TO VALLEY VIEW LANE	CONSTRUCT 4-LANE DIVIDED FACILITY	STP-MM	\$1,439,878	\$0	07/26/2007	01/2023	PARTNERSHIP PROGRAM 1	9	PUBLIC MEETING SCHEDULED FOR JAN 2017	PENDING	NO
PLANO	11318.1	0918-24-099	PLANO TRANSIT VILLAGE FROM 12TH TO SH 190/BUSH TURNPIKE	VELOWEB CONTINUOUS BICYCLE AND PEDESTRIAN PATH	CMAQ	\$120,962	\$0	06/01/2004	5/2017	2001 LAND USE/ TRANSPORTATION JOINT VENTURE-CALL FOR PROJECTS	13	PROJECT IS ON SCHEDULE AS PREVIOUSLY SUBMITTED; DISTRICT ANTICIPATES 100% PS&E BY MAR 2017 FOR A MAY 2017 LETTING	PENDING	YES
PLANO	11110	0918-24-127	SPRING CREEK PARKWAY AT COIT ROAD	EXPAND INTERSECTION TO ADD RIGHT AND LEFT TURN LANES	CMAQ	\$83,840	\$0	07/21/2005	10/2017	1999 CALL FOR PROJECTS	12	PROJECT IS ON SCHEDULE AS PREVIOUSLY SUBMITTED; SCHEMATIC APPROVAL 8/8/2016; ANTICIPATE ENVIRONMENTAL APPROVAL BY MAR 2017, UTILITY CLEARANCE BY JUL 2017 AND 100% PS&E BY AUG 2017 FOR AN OCT 2017 LETTING	PENDING	YES
PLANO	11461	0091-05-053	SH 289 AT PLANO PARKWAY	INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED	STP-MM	\$144,000	\$256,000	08/20/2007	06/2017	2002 STRATEGIC PROGRAM INITIATIVE	9	PROJECT ON SCHEDULE FOR JUN 2017 LETTING; ENV APPROVAL 12/12/2016; PS&E NEARLY 60% COMPLETE. ANTICIPATE 100% PS&E BY MAR 2017	PENDING	YES

# Clean Cities Annual Report and Fleet Recognition



**Surface Transportation Technical Committee  
Pamela Burns**

January 27, 2017



**Dallas-Fort Worth  
CLEAN CITIES**

# Metropolitan Transportation Plan Policy Bundle



## Voluntary List of Policies

**50% Adoption of Relevant Policies to be Eligible for  
Transportation Development Credits to Help Offset  
Future Projects**

**Clean Fleet Policy Applicable for: Cities, Counties, NTTA,  
School Districts, Transit Agencies, TxDOT**



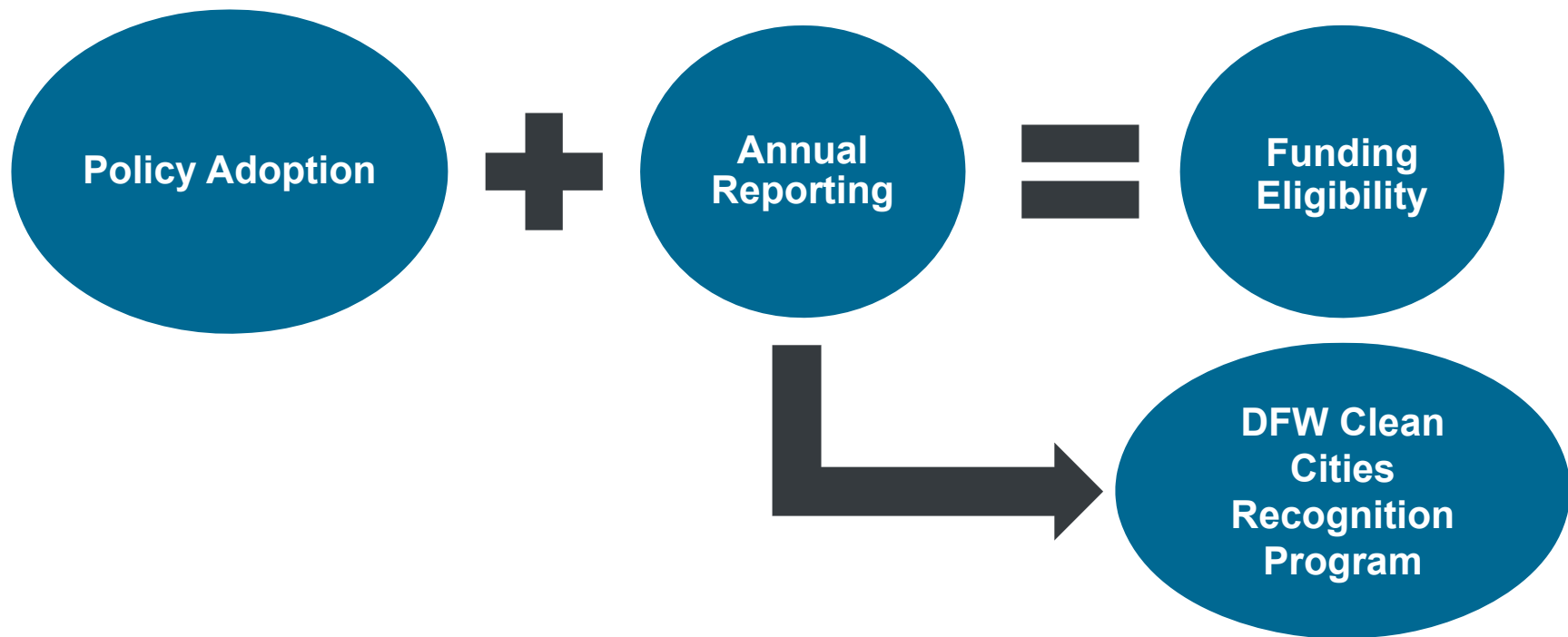
**Air Quality: Clean Fleets**

**Air Quality: Clean Construction**

**Air Quality: Idling Restrictions**

[www.nctcog.org/policybundle](http://www.nctcog.org/policybundle)

## RTC Funding Eligibility

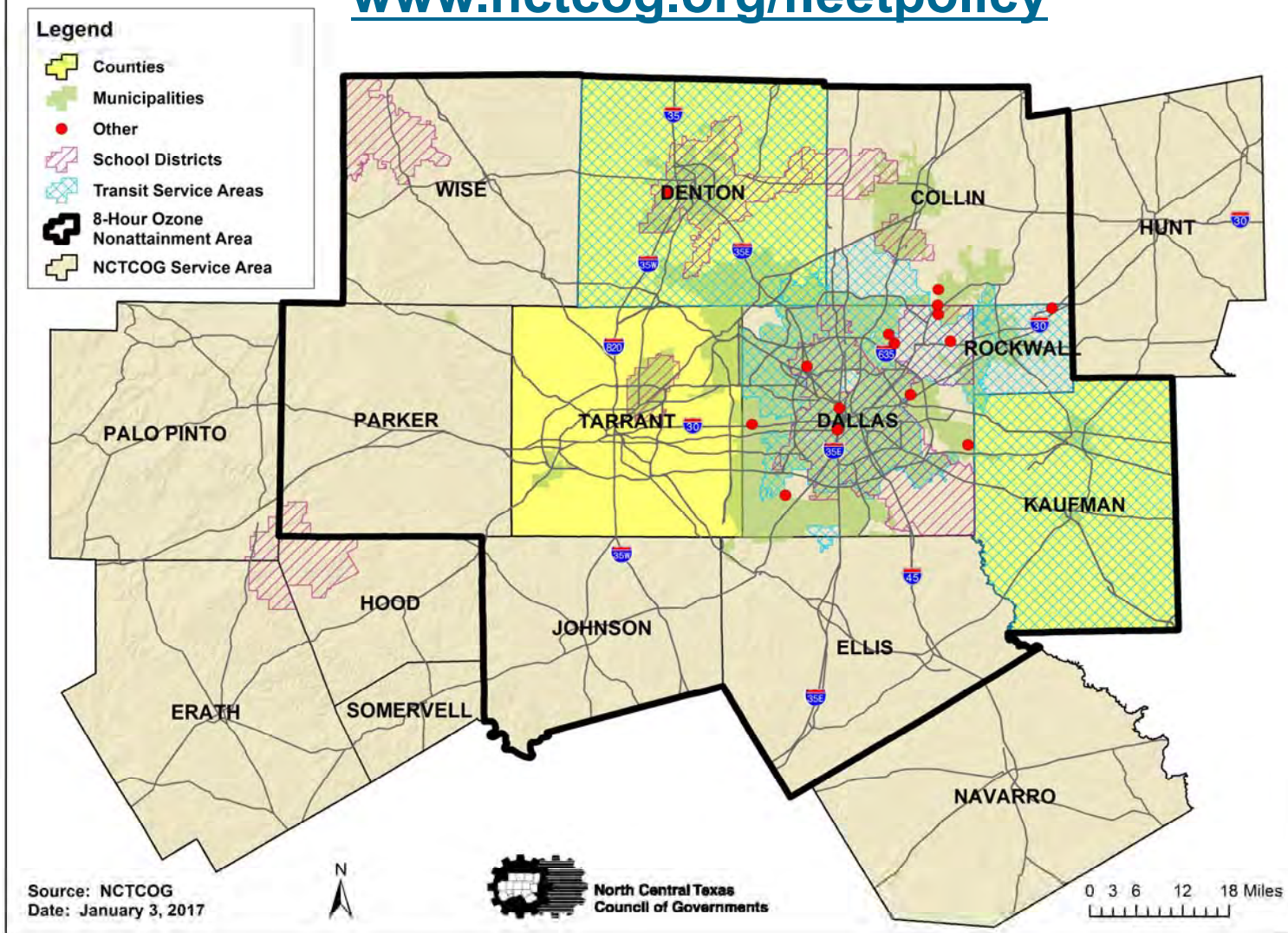




# Clean Fleet Policy Adoptees



[www.nctcog.org/fleetpolicy](http://www.nctcog.org/fleetpolicy)





**DOE Goal to Save 2.5 Billion Gallons of Petroleum Per Year by 2020**

**DFWCC Goal to Increase Petroleum Reduction by 15% Every Year**

**Combined Effort with Clean Fleet Policy**

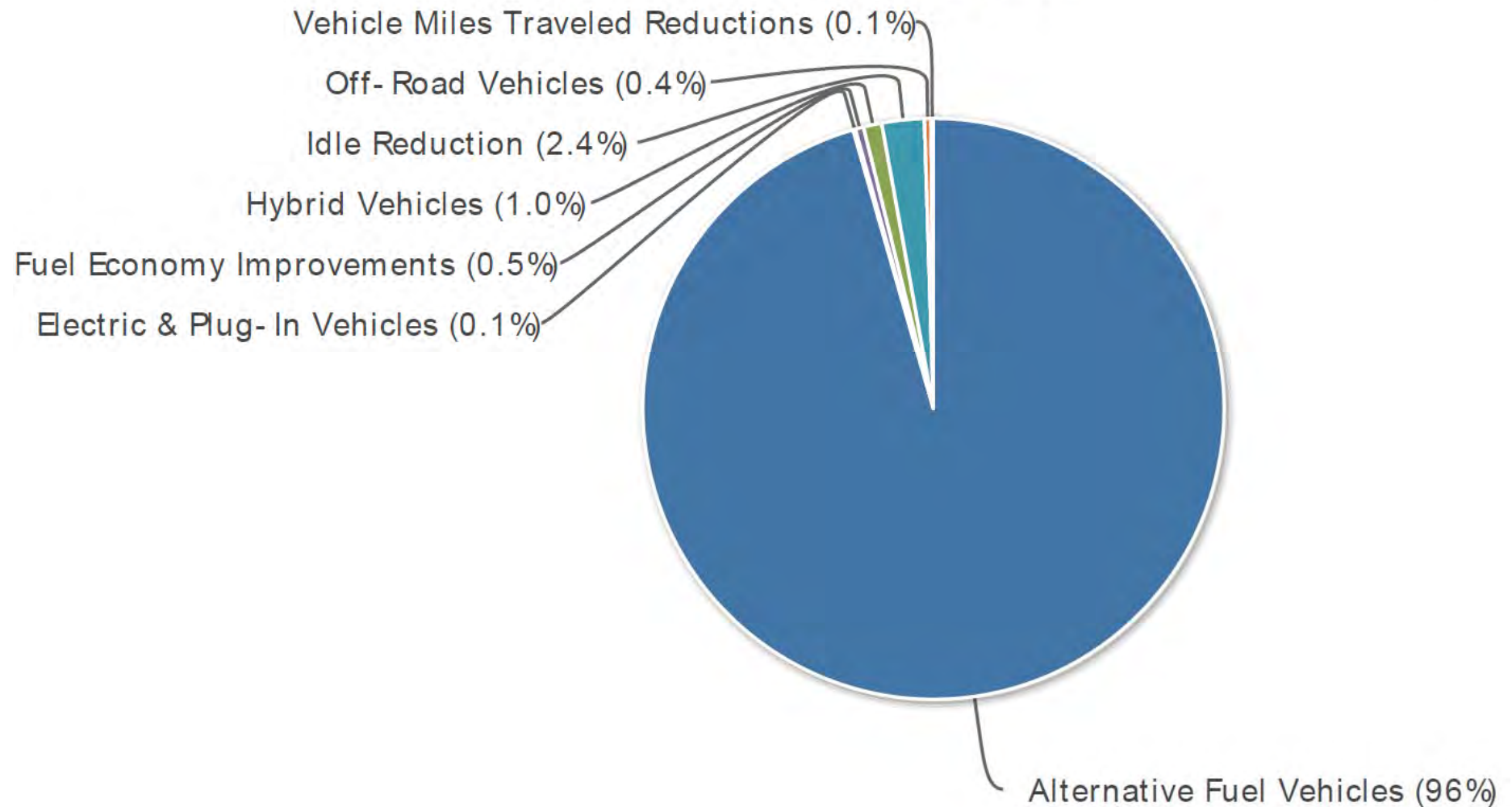
**Report due March 1 Annually**

**[www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport)**

# 2015 Petroleum Reduction



**23,255,172 gallons**





# Policy Goals and Recognition Criteria



## Emissions Reductions

Anti-idling Policy

Training and Orientation

On-board Technology

Vehicle Prioritization

## Fuel Reduction

Eco-driving Policy

Right-sizing Vehicles to  
Operation

Alternative Fuel/Hybrid  
Vehicles

## Partnership

Promotion of Clean Fleet  
Policy/DFWCC to Partners

Active in DFWCC Activities

Reduce Environmental Impacts

Annual Reporting

## Familiarity with Air Quality and Petroleum Reduction Goals

New Hire Orientation

Driver Pledges

Attend NCTCOG Trainings

Performance and Recognition

Shared Resources

# Outstanding Fleet Award Winners



## Silver Awards

City of Euless  
City of Carrollton  
Town of Addison

## Bronze Awards

City of Coppell  
City of Fort Worth  
City of Grapevine  
City of Richardson  
City of Rockwall  
City of Southlake  
Dallas Area Rapid Transit  
Denton ISD  
Town of Flower Mound

## Outstanding Fleet



**Dallas-Fort Worth  
CLEAN CITIES**



# Contact Information



## **Pamela Burns**

Communications Supervisor

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817-704-2510



Dallas-Fort Worth  
CLEAN CITIES

## **Lori Clark**

Principal Transportation Planner

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817-695-9232

## **Kenny Bergstrom**

Communications Specialist

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817-704-5643

- [Air Quality Home](#)
- [Air Quality Programs](#)
- [Air Quality Committees](#)
- [Air Quality Policy and Regulations](#)
- [Car Care Clinics 2016](#)
- [Clean Vehicle Information](#)
- [Major Air Pollutants](#)
- [Funding Opportunities](#)
- [Ozone Information](#)
- [State Implementation Plan \(SIP\)](#)
- [Transportation Conformity](#)
- [Transportation Home](#)

### Air Quality Funding Opportunities for Vehicles

Funding programs that address air quality, such as clean vehicle projects, are available from a number of Federal, State, local, and non-profit entities. This site provides links to various current and recurring grant opportunities and incentives for clean technology and infrastructure. It also provides information that is helpful once you have received grant funding through NCTCOG.

[Air Quality Funding Home](#)

[Other Air Quality Funding Opportunities](#)

[Sign-Up for Email Updates](#)

## Current Vehicle Grant Funding Opportunities

Select Language ? ?

	Eligible Focus Areas								Eligible Applicant Type	
	Heavy-Duty Vehicles					Light-Duty Vehicles				
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis		Idle-Reduction Technology
<a href="#">AirCheckTexas Drive a Clean Machine Program</a>							X			General Public
<a href="#">Drayage Loan Program Deadline: First Come, First Served</a>		X				X				Private Sector
<a href="#">Drayage Truck Incentive Program (DTIP) Deadline: May 26, 2017, 5 pm CST</a>						X				Public Sector, Private Sector, General Public
<a href="#">Federal and State Incentives and Laws (Including Tax Credits)</a>	X	X	X	X	X		X	X		Private Sector
<b>EXPANDED!</b> <a href="#">Propane Vehicle Incentives for Texas</a>	X	X		X		X	X	X		Public Sector, Private Sector
<b>COMING SOON!</b> <a href="#">Rebate Grants Program (Rebate)</a>	X	X	X	X		X				Public Sector, Private Sector
<a href="#">Texas Natural Gas Vehicle Grant Program (TNGVGP) Deadline: May 26, 2017, 5 pm CST</a>	X	X	X	X		X				Public Sector, Private Sector

[NCTCOG Funding Opportunity Archive](#)

If you have any questions on upcoming funding opportunities, please e-mail [AQgrants@nctcog.org](mailto:AQgrants@nctcog.org).

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

# Compressed Natural Gas Station Safety and Inspection Training

This course is designed and taught by Chief Jeremy Moore of FS Circle Solutions. As a professional firefighter, and alternative fuel advocate, he gained accreditations as a Fire Inspector and Fire Service Instructor from the International Fire Service Accreditation Congress. He is committed to sustainable energy, particularly in compressed natural gas (CNG).

Chief Moore is a leader in safety and codes for CNG stations across the nation, working with industry leaders to help educate public officials about natural gas fuels. This four-hour course will prepare participants to:

- explain relevant codes and how they apply to CNG fueling stations
- understand the differences between IFC, NFPA 52, and NFPA 30A
- enforce codes and permitting in a consistent manner that will improve public safety
- know the State and international fire code
- have a general understanding of CNG cylinder and vehicle systems

**Who:** CNG professionals, code officials, and fire inspectors

**Where:** Fire Training Research Center  
1530 W. 27th St.  
DFW Airport (Grapevine), TX  
75261

**When:** Thursday, February 9  
8 am - noon

**Cost:** \$15 per trainee

**Register:**

[csrtc.nctcog.org/p-6577-ccng.aspx](http://csrtc.nctcog.org/p-6577-ccng.aspx)



Dallas-Fort Worth  
CLEAN CITIES







North Central Texas Council Of Governments

TO: Electrify America

DATE: January 16, 2017

FROM: Chris Klaus  
Senior Program Manager

SUBJECT: Proposal to Electrify America for Electric Vehicle Infrastructure Investment

The North Central Texas Council of Governments (NCTCOG) is pleased to submit this proposal to Electrify America. 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. A roster of RTC members is enclosed and includes representatives of municipalities, counties, transit agencies, and Texas Department of Transportation Districts in the 12-county DFW metropolitan planning area.

As staff to an MPO in an ozone nonattainment area, NCTCOG works to implement initiatives that reduce ozone-forming emissions from the transportation sector. NCTCOG also houses the DFW Clean Cities Coalition (DFWCC) and works to promote petroleum reduction and advance alternative fuels throughout the DFW region, which requires coordination with Clean Cities Coalitions in neighboring urban areas. NCTCOG acknowledges the importance of this opportunity in supporting a connected network of roadways where electric vehicle charging infrastructure, otherwise known as electric vehicle supply equipment (EVSE), will facilitate increased adoption of zero-emissions vehicles.

NCTCOG/DFWCC emphasize that the State of Texas should be included as a prominent part of the initial Electrify America investment plan. Texas is the second most populous state, one of the youngest based on median age, and is home to five of the nation's eleven fastest-growing cities. The DFW area, specifically, is home to approximately seven million people, and is forecasted to add a million people each decade, reaching nearly 10.7 million residents by 2040. For these reasons, Texas is a critical piece of the national electric vehicle (EV) and EVSE adoption strategy. Investments made in accordance with the proposed focus areas have a high likelihood of accelerating the use of commercially available electric drive vehicles and, as a result, reducing ozone-forming emissions from the transportation sector. To achieve this, it is recommended that Electrify America direct investment dollars to each state through channels such as the state Department of Transportation or Clean Cities Coalitions, who can provide on the ground support for investment efforts.

NCTCOG/DFWCC have actively supported EV adoption in the DFW metropolitan area for many years. The region boasts the fifth largest number of registered EVs in the country, over 300 public EVSE locations, and hosted the largest National Drive Electric Week event outside of California in 2016. Further, NCTCOG and DFWCC coordinate Electric Vehicles North Texas (EVNT), an EV stakeholders group, to provide support, resources, and networking opportunities for individuals and agencies interested in EVs. Texas is a great place to drive electric, and the DFW region takes pride in leading by example.

NCTCOG/DFWCC is submitting input on two of Electrify America's three primary activities:

1. Investing in EV charging infrastructure, and
2. Increasing awareness and fostering education.

### **Investing in EV charging infrastructure**

Despite the successes in Texas' EV adoption, barriers to large-scale EV deployment persist. Infrastructure gaps are significant between major metropolitan areas within Texas as well as along interstate highways connecting Texas to its neighbors. Further, the availability of EVSE at workplaces and at multi-family homes lags behind that of EVSE at retail and community locations. NCTCOG/DFWCC collaborated with other Clean Cities Coalitions around Texas, EVNT stakeholders, local EV drivers, and the Texas Department of Transportation (TxDOT) to develop the following priorities for investment:

1. Statewide deployment of DC Fast Charging EVSE along State and Interstate Highway System
2. Deployment of EVSE at Multi-Family Residential and Workplace Properties within the DFW metropolitan area

### **Electrify America Goal: Develop a High-Speed, Cross-Country EVSE Network**

#### **Proposed Corridors of Focus:**

As EVSE within the DFW area is fairly well-established, a primary goal is to add stations at key intervals between DFW and major neighboring urban areas, both within and outside of Texas.

See Attachment 1, Table 1, which details State and Interstate highways identified as important for inter-regional and interstate EV connectivity. Maps illustrating these roadways, along with the locations of existing EVSE, are also attached. Specifically, corridors identified in Table 1 have been identified because they provide substantial connectivity across and between major urban areas through the State of Texas, including all nonattainment areas. This particular network of corridors is recommended based upon its connectivity within the "Texas Triangle" of San Antonio/Austin, DFW, and Houston, east and west along Interstate 10, Interstate 20, Interstate 30, and north to south along Interstate 35 and Interstate 45. This is particularly relevant for EVSE, as many NCTCOG/DFWCC stakeholders have cited inter-city EVSE availability as a critical obstacle. Where a lower-order roadway has been identified as a priority, the categorization is based on the need for access by a significant target demographic for EVs that is known for extensive travel across Texas (for example, Texas A&M University in College Station, TX).

The Texas Commission on Environmental Quality recommended to the EPA, on August 3, 2016, counties to be designated as nonattainment for the pollutant ozone under the recently lowered eight-hour ozone standard. All counties recommended to be designated as nonattainment, as well as those with ozone design values approaching nonattainment levels, are located along or connected by roadways included in Table 1. This is illustrated in Attachment 1, Map 1. Within these regions, approximately 16.4 million people – about 80 percent of the total population of Texas – are affected by high



ozone concentrations, and would directly benefit from the build-out of a complete network of EVSE to enable EVs to become a mainstream vehicle option. It should also be noted that the Federal Highway Administration has recognized the significance of many of these corridors by designating them as Electric Vehicle Fuel Corridors under Section 1413 of the Fixing America's Surface Transportation Act.

*Proposed Placement:*

NCTCOG/DFWCC recommends that new DC Fast Chargers be installed in close proximity to Tesla Superchargers, as well as at TxDOT Safety Rest Areas along all identified corridors.

As illustrated in yellow on Attachment 1, Map 2, the vast majority of existing brand-neutral DC Fast Charging in Texas is limited to locations within specific urban areas. Red indicates Tesla Supercharger sites, which provide an extensive EVSE network available along major Texas Interstate highways, but can only serve Tesla drivers. Stakeholders have indicated that this Tesla supercharger network is well-placed to serve drivers' needs. Tesla EVSE are generally located at 100-120 mile intervals, which appears to be a strategy to maintain an "80 percent charge between stations" target based on the range of the original 60 kilowatt hour Model S, the rate of charge of Tesla chargers, as well as compensation for higher highway speeds, wind, cooler temperatures, and heater/air conditioning use. While the Tesla strategy provides a useful model, the vehicle with the longest all-electric range other than Tesla – the Chevrolet Bolt – charges at a much slower speed (an 80 percent charge takes approximately an hour), even at DC Fast Chargers. It is assumed that other vehicles with a range greater than 200 miles will also charge at this speed. To compensate for this reduced range, NCTCOG proposes that DC Fast Chargers installed using Electrify America funding along the identified Texas corridors be located at more frequent intervals.

Visibility, convenience, and promotion of overall EV awareness are also important factors when determining EVSE location. TxDOT has recently updated the state's Safety Rest Areas, and new facilities are being constructed throughout the state incorporating a variety of features to provide more services and a safer experience for Texas highway travelers. Per TxDOT literature, "The unique, regional character of each facility not only attracts visitors to stop but also serves these facilities as cultural gateways to nearby communities." NCTCOG/DFWCC believes that these rest stops provide an exceptional opportunity to support the Electrify America goals for EVSE installation. While distances between the rest areas vary, the average is approximately 84 miles between locations. Given the added visibility and convenience, locating EVSE installations at these rest areas presents a compelling strategy for providing the needed fast charging at appropriate distances, with the added benefits of high visibility and convenience. NCTCOG/DFWCC recommends that Electrify America work with TxDOT to determine feasibility and implementation process of deploying DC Fast Chargers at these sites.

**Electrify America Goal: Multi-Family Residential and Workplace Charging**

Significant infrastructure gaps still exist for multi-family residential buildings. Very few of the EVSE in the DFW region are at multi-family residential properties. Approximately 35 percent of the population in the DFW metropolitan area lives in multi-family housing, so this gap is a critical obstacle to large-scale EV adoption. Likewise, major employers have expressed interest in installing EVSE during a Workplace Charging Challenge workshop hosted by NCTCOG/DFWCC in 2014, but have been slow to implement installation. Despite availability of numerous resources to guide workplace charging decisions, financial considerations and a lack of impetus remain as important barriers to widespread adoption.

NCTCOG/DFWCC does not have specific multi-family properties or workplaces identified, as the agency's own competitive processes did not allow for such specific identification based on currently available information or timeframe. However, NCTCOG/DFWCC will work with Electrify America to identify and prioritize workplace and multi-family residential properties best suited to support Electrify America EVSE goals throughout implementation.

**Other Considerations:**

NCTCOG/DFWCC strongly encourages Electrify America to make charger/vehicle interoperability a priority when determining all project investments. Charging network exclusivity remains a relic of a niche market and is inconsistent with the push for significant adoption and market share that characterizes the goals of Electrify America.

Electrify America may also consider setting aside a portion of available funds to be awarded to state departments of transportation for the purpose of installing Federal Highway Administration-approved signage along corridors to indicate the availability of charging.

The DFW metropolitan area already boasts a significant network of public charging stations (Attachment 1, Map 3) in community and retail locations, and a few new installations in these categories have been identified with stakeholder input based on knowledge of particular demand. These locations, which already have EVSE installed but could benefit from additional or faster chargers, are summarized in Exhibit 1.

**Exhibit 1**


<b>Entity Name</b>	<b>Proposed Property</b>	<b>Location Benefits</b>
AT&T Stadium	Stadium Visitors Lot	High visibility, high traffic, centrally located
City of Irving	West Irving Library	Centrally located in the DFW metropolitan area; Located off of Highway 161; Currently hosts 2 Level 2 Chargers
Dallas-Fort Worth International Airport	Terminals B and C Employee-specific parking lots	First carbon-neutral airport in the country, serves approximately 143,000 permanent employees
Downtown Dallas	Various Locations	Existing EVSE highly trafficked and point of congestion for charging

Downtown Dallas	Various Locations	Existing EVSE highly trafficked and point of congestion for charging
Downtown Addison	Various Locations	Existing EVSE highly trafficked and point of congestion for charging
Downtown Coppell	Various Locations	Existing EVSE highly trafficked and point of congestion for charging
Simon Outlets	Grapevine Mills Mall	High visibility; existing EVSE highly trafficked and point of congestion for charging

**Increasing awareness and fostering education**

In addition to the investment needed in EV charging infrastructure, Texas is in need of awareness and education. In many cases, this education is needed not among the general public, but among car dealer sales staff who are ill-equipped or uneducated, or at times seem reluctant, to sell EVs offered by their dealership. NCTCOG/DFWCC staff has first-hand experience in multiple manufacturers trying to steer prospective car buyers away from EVs even after those buyers specifically requested to see an EV model. To respond to this challenge, NCTCOG/DFWCC advises Electrify America to set aside a portion of investment dollars to fund dealer staff trainings. Moreover, it is recommended that these funds be directed through the national network of Clean Cities Coalitions, who can provide the trainings in an avenue that is brand-neutral and unbiased, with the backing of the national Department of Energy program.

Letters of Support for this proposal are provided as Attachment 2. Thank you for the opportunity to submit this proposal. NCTCOG stands in support of the goals of Electrify America, and we look forward to this new partnership as we work together toward EV adoption and cleaner air. If you have any questions, please feel free to contact Lori Clark, Principal Air Quality Planner, at 817-695-9232 or lclark@nctcog.org.

  
Chris Klaus

RL:mg  
Attachments

cc: Lori Clark, Principal Air Quality Planner, NCTCOG

## REGIONAL TRANSPORTATION COUNCIL

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Mayor  
City of Grand Prairie

**Sandy Greyson**  
Councilmember  
City of Dallas

**Kelly Selman, P.E.**  
District Engineer  
Texas Department of  
Transportation, Dallas District

**Rob Franke, P.E., Vice Chair**  
Mayor  
City of Cedar Hill

**Mojoy Haddad**  
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**Maher Maso**  
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**W. B. "Zim" Zimmerman**  
Councilmember  
City of Fort Worth

**Table 1: Critical State and Interstate Highways for  
Electric Charging Infrastructure Connectivity**

Corridor	Summary	Limits		Metro Connections	Existing EVSE Facilities	Identified Environmental Justice Area
		From	To			
IH 10	The IH 10 Freeway is a major east/west corridor through the entire state	Texas/New Mexico Border	Texas/Louisiana Border	El Paso, San Antonio, Houston and Beaumont	EVSE - 66	Unknown
IH 20	The IH 20 Freeway is a major east/west corridor starting from the IH 10 in the west to the state border in the east	IH 10	Texas/Louisiana Border	Midland, Abilene, Ft Worth, Dallas and Tyler	EVSE - 20	Yes
IH 30	The IH 30 Freeway is a major east/west corridor starting from the IH 20 in the west to the state border in the east	IH 20	Texas/Arkansas	Ft Worth, Dallas and Texarkana	EVSE - 20	Yes
IH 35	The IH 35 Freeway is a major north/south NAFTA corridor through the center of the entire state	US/Mexico Border	Texas/Oklahoma Border	Laredo, San Antonio, Austin, Waco, Ft Worth and Dallas	EVSE - 124	Yes
IH 35E	The IH 35E Freeway is a major north/south NAFTA corridor through the eastern half of the region	Ellis/Hill County Line	IH 35 in Denton	Denton and Dallas	EVSE - 25	Yes
IH 35W	The IH 35W Freeway is a major north/south NAFTA corridor through the western half of the region	Ellis/Hill County Line	IH 35 in Denton	Denton and Ft Worth	EVSE - 5	Yes
IH 37	The IH 37 Freeway is a north/south corridor through the southeastern portion of the state	US 181	IH 35	San Antonio and Corpus Christi	EVSE - 7	Unknown
IH 45	The IH 45 Freeway is a major north/south corridor connecting Houston and DFW	US 75/IH 345	SH 87	Houston and Dallas	EVSE - 59	YES
IH 820	The IH 820 Freeway is a loop freeway that circles Ft Worth	IH 20	IH 20	Ft Worth and Arlington	EVSE - 3	Yes
IH 635	The IH 635 Freeway is a loop freeway that circles the north and east side of Dallas	SH 121	IH 20	Dallas, Richardson, Garland and Mesquite	EVSE - 19	Yes

**Table 1: Critical State and Interstate Highways for Electric Charging Infrastructure Connectivity**

Corridor	Summary	Limits		Metro Connections	Existing EVSE Facilities	Identified Environmental Justice Area
		From	To			
US 59/IH69	US 59/IH69 is a north/south corridor through Eastern side of the entire state	US/Mexico Border	Texas/Arkansas Border	Texarkana, Houston and Laredo	EVSE - 47	Unknown
US 67	US 67 is a north/south corridor through the southern portion of the region	Erath/Commanche County Line	IH 35E	Dallas	EVSE - 5	Yes
US 75	US 75 is a north/south corridor through the central portion of the region	IH 45	Collin/Grayson County Line	Dallas and McKinney	EVSE - 25	Yes
US 71	US 71 is a northeast/southwest corridor connecting the Austin area to the coastline	I35 in Austin	SH 35	Austing to South TX and Gulf Coast Region	EVSE - 8	Unknown
US 77	US 77 is a north/south corridor through center of the entire state. Parallels and overlaps much of IH 35 and 35E	US/Mexico Border	IH 35	Waco, Corpus Christi and Brownsville	EVSE - 7	Unknown
US 79	US 79 is a northeast/southwest corridor through the eastern part of the state	IH 35 in Round Rock	Texas/Louisiana Border	Round Rock and Taylor	EVSE - 6	Unknown
US 281	US 281 is a north/south corridor through center of the entire state	US/Mexico Border	Texas/Oklahoma Border	Wichita Falls, Stephenville, San Antonio and Brownville	EVSE - 20	Unknown
US 287	US 287 is a north/south corridor which runs from the Oklahoma Border to the southeast of Texas	US 96	Texas/Oklahoma Border	Amarillo, Wichita Falls, Fort Worth and Waxahachie	EVSE - 3	Unknown
US 290	US 290 is an east/west corridor through center of the state	IH 10	IH 610	Austin and Houston	EVSE - 42	Unknown
US 380	US 380 is an east/west corridor which runs northern portion of the region	Wise/Jack County Line	IH 30	Decatur, Denton, Frisco, McKinney and Greenville	EVSE - 5	Yes
SH 78	SH 78 is a north/south corridor which runs northeastern portion of the region	IH 30	Collin/Fannin County Line	Dallas, Garland and Wylie	EVSE - 6	Yes

### Terms and Definitions

**Critical Connecting Corridor:** Corridors that provide statewide and national connectivity

**EVSE:** Electric Vehicle Supply Equipment

**Identified Environmental Justice Area:** Corridors which include Environmental Justice populations.





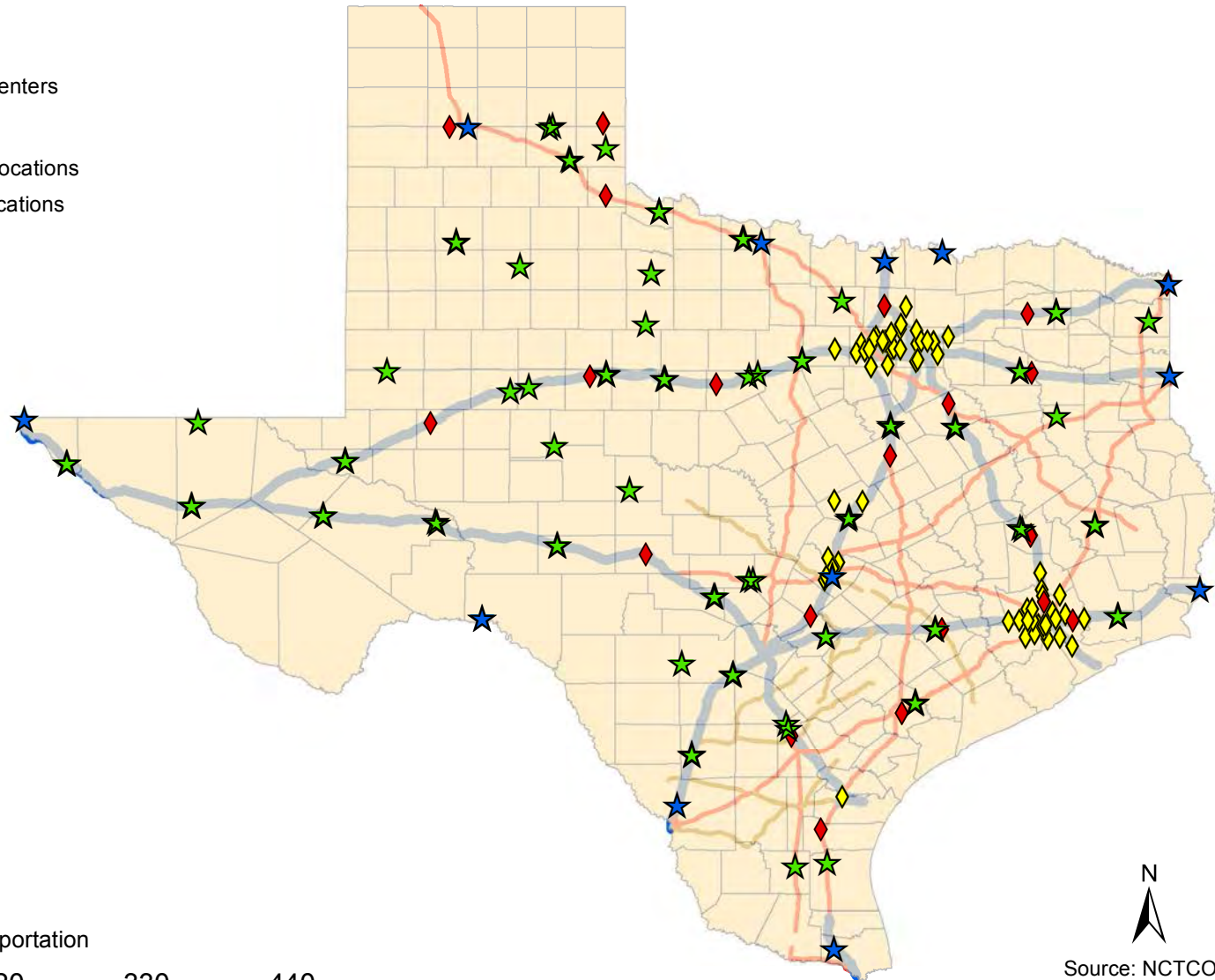
# Map 2: Locations of TxDOT\* Rest Areas and Information Centers, Electric Vehicle Fast Charging

## Legend

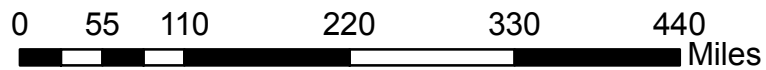
- ★ TxDOT Information Centers
- ★ TxDOT Rest Areas
- ◆ Tesla Supercharger Locations
- ◆ DC Fast Charging Locations

## Proposed Corridors

- Interstate Highways
- US Highways
- State Highways



\*Texas Department of Transportation





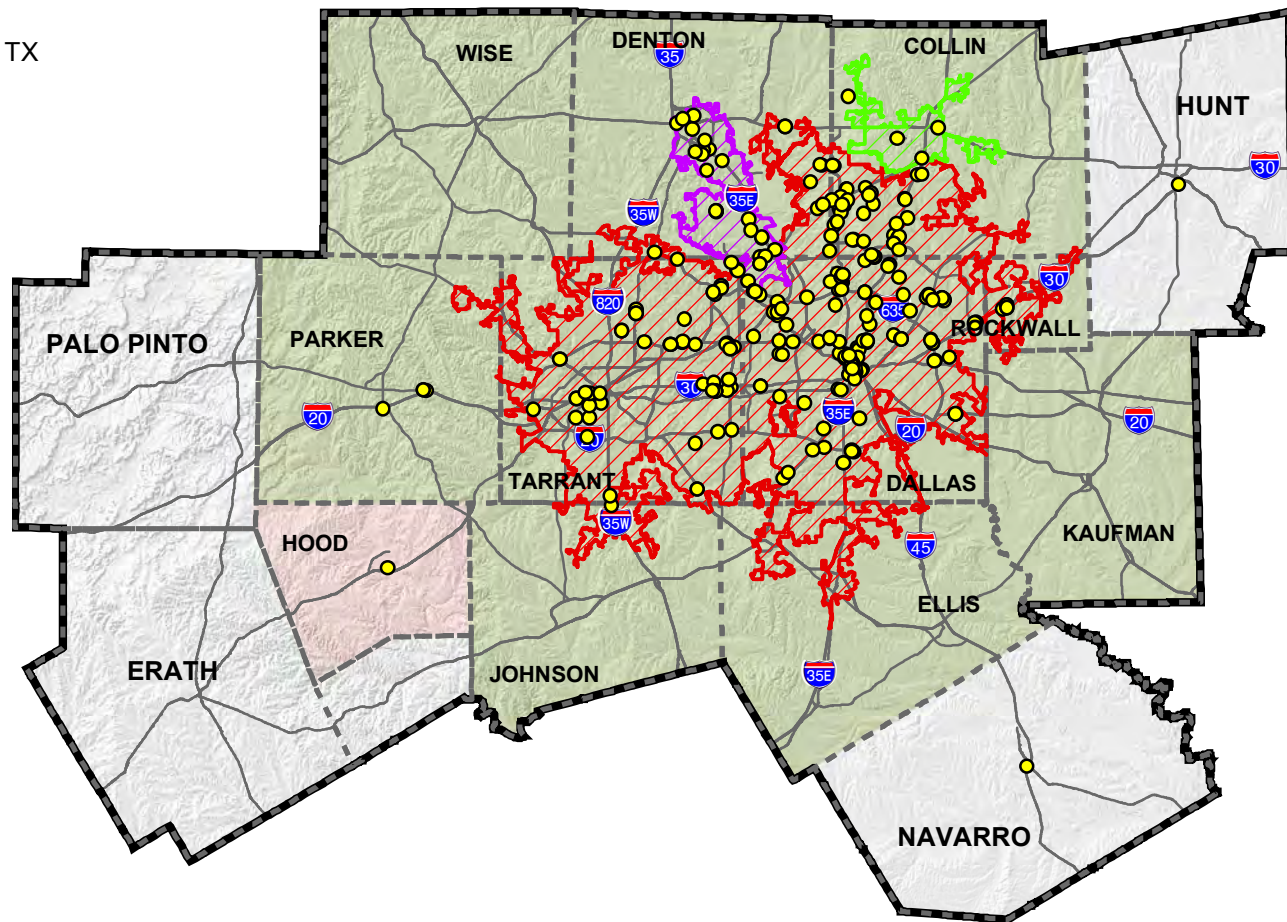
N  
Source: NCTCOG  
January 2017



# Map 3: DFW Metropolitan Area Electric Vehicle Supply Equipment (EVSE) Station Locations

## Legend

- EVSE Locations
- Urbanized Areas**
-  Dallas--Fort Worth--Arlington, TX
-  Denton--Lewisville, TX
-  McKinney, TX
-  2008 Eight-Hour Ozone Nonattainment Area
-  Ozone Near-Nonattainment Counties



0 5 10 20 30 40  
Miles



Source: NCTCOG  
January 2016



1/13/2017

Dear Review Committee,

On behalf of the Dallas/Fort Worth International Airport (DFW Airport) Board, I would like to express our support for the proposal submitted by the North Central Texas Council of Governments (NCTCOG) and the Dallas-Fort Worth Clean Cities Coalition (DFWCC) for Electrify America's investments in electric vehicle supply equipment (EVSE) in Texas. Investments made in accordance with the proposed focus areas have a high likelihood of accelerating the use of commercially available electric drive vehicles and, as a result, reducing ozone-forming emissions from the transportation sector.

NCTCOG collaborated with fellow regional planning agencies, stakeholders, the Texas Department of Transportation, and Clean Cities Coalitions across the state when developing priorities and focus areas for EVSE. This includes transportation corridors that are critical to inter-regional and interstate connectivity for EVs as well as strategic placement within the North Central Texas region to support growing demand.

DFW Airport Board collaborated as a stakeholder in the NCTCOG Electrify America proposal because the airport supports approximately 143,000 permanent jobs, including approximately 1,800 DFW Airport Board employees, and serves as a central hub for business and travel in the North Central Texas region.

At DFW Airport, there are multiple opportunities to help achieve the Electrify America investment plan's goal to deploy chargers in workplaces, retail locations, and near communities. The proposed installations by NCTCOG will encourage greater use of EV vehicles due to the availability and accessibility of charging stations. These actions will further help the region achieve air quality goals under the State Implementation Plan (SIP).

Again, DFW Airport Board offers its support for the NCTCOG proposal and looks forward to Electrify America's investment in EVSE infrastructure in Texas. Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Robert Horton'.

Robert Horton  
Vice President, Environmental Affairs



815 Brazos St., Ste. 600-B  
Austin, TX 78701  
www.EnvironmentTexas.org

(800) 401-6511  
F (512) 479-0388  
F (512) 479-0400

10 Jan. 2017

Re: Letter of Support to the North Central Texas Council of Governments' Proposal to Electrify America Regarding Electric Vehicle Charging Infrastructure

Dear Review Committee:

Environment Texas is pleased to support the proposal submitted by the North Central Texas Council of Governments (NCTCOG) and the Dallas-Fort Worth Clean Cities Coalition (DFWCC) for Electrify America's investments in electric vehicle supply equipment (EVSE) in Texas. Texas is the second most populous state and is home to five of the nation's eleven fastest-growing cities. Texas is also one of the nation's leaders in wind power, which pairs effectively with electric vehicle (EV) technology, since wind power generation peaks at night, when electric vehicles are most commonly plugged in to charge. Upgraded EV charging infrastructure, along with initiatives like the Texas Commission on Environmental Quality's Texas Emissions Reduction Plan (TERP) to reduce emissions from polluting vehicles, could jump start increased use of renewable energy sources and reduce dependence on fossil fuels in Texas. For these reasons, Texas is a critical piece of the national EV and EVSE adoption strategy, and should be a prominent part of the initial Electrify America investment plan. Investments made in accordance with the proposed focus areas have a high likelihood of accelerating the use of commercially available electric drive vehicles and, as a result, reducing ozone-forming emissions from the transportation sector. Environment Texas hopes that reducing these harmful emissions can help protect the climate and reduce the threat that gasoline dependence presents to public health.

NCTCOG collaborated with fellow regional planning agencies, stakeholders, the Texas Department of Transportation, and Clean Cities Coalitions across the state when developing priorities and focus areas for EVSE. This includes transportation corridors that are critical to inter-regional and interstate connectivity for EVs as well as strategic placement within the North Central Texas region to support growing demand. Implementing these proposed installations will enhance the mobility of EV drivers as well as improve air quality in the North Central Texas region, across the state of Texas, and beyond.

Again, Environment Texas offers its support for the NCTCOG proposal and looks forward to Electrify America's investment in EVSE infrastructure in Texas. Thank you for your time and consideration.

Sincerely,

Luke Metzger  
Director





January 11, 2017

Re: Letter of Support to the North Central Texas Council of Governments' Proposal to Electrify America Regarding Electric Vehicle Charging Infrastructure

Dear Review Committee:

The North Texas Renewable Energy Group, the local chapter of the Texas Solar Energy Society, is pleased to support the proposal submitted by the North Central Texas Council of Governments (NCTCOG) and the Dallas-Fort Worth Clean Cities Coalition (DFWCC) for Electrify America's investments in electric vehicle supply equipment (EVSE) in Texas. Texas is the second most populous state, one of the youngest based on median age, and is home to five of the nation's eleven fastest-growing cities. For these reasons, Texas is a critical piece of the national electric vehicle (EV) and EVSE adoption strategy, and should be a prominent part of the initial Electrify America investment plan. Investments made in accordance with the proposed focus areas have a high likelihood of accelerating the use of commercially available electric drive vehicles and, as a result, reducing ozone-forming emissions from the transportation sector.

NCTCOG collaborated with fellow regional planning agencies, stakeholders, the Texas Department of Transportation, and Clean Cities Coalitions across the state when developing priorities and focus areas for EVSE. This includes transportation corridors that are critical to inter-regional and interstate connectivity for EVs as well as strategic placement within the North Central Texas region to support growing demand. Implementing these proposed installations will enhance the mobility of EV drivers as well as improve air quality in the North Central Texas region, across the state of Texas, and beyond.

Again, the North Texas Renewable Energy Group offers its support for the NCTCOG proposal and looks forward to Electrify America's investment in EVSE infrastructure in Texas. Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script that reads 'Lissa King Magel'.

Lissa King Magel  
Chair, North Texas Renewable Energy Group





City of Plano  
1520 K Avenue  
Plano, TX 75074

P.O. Box 860358  
Plano, TX 75086-0358  
Tel: 972.941.7000  
plano.gov

January 11, 2017

Re: Letter of Support to the North Central Texas Council of Governments' Proposal to Electrify America Regarding Electric Vehicle Charging Infrastructure

Dear Review Committee:

The City of Plano is pleased to support the proposal submitted by the North Central Texas Council of Governments (NCTCOG) and the Dallas-Fort Worth Clean Cities Coalition (DFWCC) for Electrify America's investments in electric vehicle supply equipment (EVSE) in Texas. Texas is the second most populous state, one of the youngest based on median age, and is home to five of the nation's eleven fastest-growing cities. For these reasons, Texas is a critical piece of the national electric vehicle (EV) and EVSE adoption strategy, and should be a prominent part of the initial Electrify America investment plan. Investments made in accordance with the proposed focus areas have a high likelihood of accelerating the use of commercially available electric drive vehicles and, as a result, reducing ozone-forming emissions from the transportation sector.

NCTCOG collaborated with fellow regional planning agencies, stakeholders, the Texas Department of Transportation, and Clean Cities Coalitions across the state when developing priorities and focus areas for EVSE. This includes transportation corridors that are critical to inter-regional and interstate connectivity for EVs as well as strategic placement within the North Central Texas region to support growing demand. Implementing these proposed installations will enhance the mobility of EV drivers as well as improve air quality in the North Central Texas region, across the state of Texas, and beyond.

Again, the City of Plano offers its support for the NCTCOG proposal and looks forward to Electrify America's investment in EVSE infrastructure in Texas. Thank you for your time and consideration.

Sincerely,

Rachel C. Patterson, REHS/RS  
Director  
Department of Environmental Health and Sustainability



January 10, 2017

**Re:** Letter of Support to the North Central Texas Council of Governments' Proposal to Electrify America Regarding Electric Vehicle Charging Infrastructure

Dear Review Committee:

The City of Southlake is pleased to support the proposal submitted by the North Central Texas Council of Governments (NCTCOG) and the Dallas-Fort Worth Clean Cities Coalition (DFWCC) for Electrify America's investments in electric vehicle supply equipment (EVSE) in Texas. Texas is the second most populous state, one of the youngest based on median age, and is home to five of the nation's eleven fastest-growing cities. For these reasons, Texas is a critical piece of the national electric vehicle (EV) and EVSE adoption strategy, and should be a prominent part of the initial Electrify America investment plan. Investments made in accordance with the proposed focus areas have a high likelihood of accelerating the use of commercially available electric drive vehicles and, as a result, reducing ozone-forming emissions from the transportation sector.

NCTCOG collaborated with fellow regional planning agencies, stakeholders, the Texas Department of Transportation, and Clean Cities Coalitions across the state when developing priorities and focus areas for EVSE. This includes transportation corridors that are critical to inter-regional and interstate connectivity for EVs as well as strategic placement within the North Central Texas region to support growing demand. Implementing these proposed installations will enhance the mobility of EV drivers as well as improve air quality in the North Central Texas region, across the state of Texas, and beyond.

Again, the City of Southlake offers its support for the NCTCOG proposal and looks forward to Electrify America's investment in EVSE infrastructure in Texas. Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script that reads "Shana Yelverton".

Shana Yelverton  
City Manager, City of Southlake



January 9, 2017

Re: Letter of Support to the North Central Texas Council of Governments' Proposal to Electrify America  
Regarding Electric Vehicle Charging Infrastructure

Dear Review Committee:

Tesla Owners Club of North Texas is pleased to support the proposal submitted by the North Central Texas Council of Governments (NCTCOG) and the Dallas-Fort Worth Clean Cities Coalition (DFWCC) for Electrify America's investments in electric vehicle supply equipment (EVSE) in Texas. Texas is the second most populous state, one of the youngest based on median age, and is home to five of the nation's eleven fastest-growing cities. For these reasons, Texas is a critical piece of the national electric vehicle (EV) and EVSE adoption strategy, and should be a prominent part of the initial Electrify America investment plan. Investments made in accordance with the proposed focus areas have a high likelihood of accelerating the use of commercially available electric drive vehicles and, as a result, reducing ozone-forming emissions from the transportation sector.

NCTCOG collaborated with fellow regional planning agencies, stakeholders, the Texas Department of Transportation, and Clean Cities Coalitions across the state when developing priorities and focus areas for EVSE. This includes transportation corridors that are critical to inter-regional and interstate connectivity for EVs as well as strategic placement within the North Central Texas region to support growing demand. Implementing these proposed installations will enhance the mobility of EV drivers as well as improve air quality in the North Central Texas region, across the state of Texas, and beyond.

Again, Tesla Owners Club of North Texas offers its support for the NCTCOG proposal and looks forward to Electrify America's investment in EVSE infrastructure in Texas. Thank you for your time and consideration.

Sincerely,

Richard Bollar  
President

North Texas Tesla Owners Group d/b/a  
Tesla Owners Club of North Texas

1/13/17

Re: Letter of Support to the North Central Texas Council of Governments' Proposal to Electrify America Regarding Electric Vehicle Charging Infrastructure

Dear Review Committee:

I am pleased to support the proposal submitted by the North Central Texas Council of Governments (NCTCOG) and the Dallas-Fort Worth Clean Cities Coalition (DFWCC) for Electrify America's investments in electric vehicle supply equipment (EVSE) in Texas.

In addition to the reasons outlined by NCTCOG/DFWCC, as a resident of the City of Duncanville, which is immediately downwind from air pollution sources in Midlothian, I support their efforts to reduce transportation related air pollution because it directly affects my & my family's health.

I also support NCTCOG's proposal as a member, although not an official & not representing them in any official way, of the North Texas Renewable Energy Group and the North Texas Electric Auto Association.

Again, I offer my support for the NCTCOG proposal and look forward to Electrify America's investment in EVSE infrastructure in Texas. Thank you for your time and consideration.

Sincerely,

*James Orenstein*  
James Orenstein



North Central Texas Council of Governments  
**Regional Transportation Council**

Regional Transportation Council Legislative Program  
**85th Texas Legislature**

**Continue progress made toward improving transportation and air quality during recent legislative sessions.**

- Support full appropriation of Proposition 1 and Proposition 7 revenues to fund transportation.
- Oppose any attempt to backslide from the ending of diversions. Consider a constitutional amendment to protect revenues for transportation uses.
- Retain the ability to utilize, through an MPO process, tolling, managed lanes, debt financing and public-private partnerships in large metropolitan regions.
- Continue to fully appropriate revenues to the Low Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP).
- Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors including high speed rail, commuter rail, freight rail, roadways and trails.
- Support efforts to utilize performance-based planning to select high-quality transportation projects and continue to recognize that different areas of the state have different needs and solutions to improving transportation and maintaining critical assets.

**Invest in further progress toward meeting transportation and air quality needs.**

- Authorize the use of a Comprehensive Development Agreement for the 635 East project and possibly others.
- Identify additional revenue for transportation. Options include:
  - Allow counties in the Dallas-Fort Worth region the ability to adopt the \$10 optional registration fee allowed in various other counties across the state.
  - Implement a temporary local transportation revenue source to be voter approved.
  - Index the motor fuels tax to fuel efficiency.
  - Examine regional or corridor transportation reinvestment zones.
- Appropriate LIRAP's residual balance of previously collected funds; modernize and increase flexibility in LIRAP/LIP to better balance demand.
- Protect TERP revenue; ensure funds are utilized for projects that effectively meet the intent of the program, including roadway/goods movement transportation projects.



## Provide support for other transportation topics to be addressed in legislation.

- Improve air quality
- Increase safety
- Plan and implement all modes of transportation
- Relieve congestion
- Maintain local and regional decision-making
- Utilize innovative technology
- Support land use and transportation connections
- Maintain active operations and management of the system
- Enable transportation data sharing and accessibility with appropriate privacy protection
- Plan for shared mobility solutions

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## Regional Transportation Council 2016-2017

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Mayor  
City of Grand Prairie

**Charles Emery**  
Chairman  
Denton County Transportation Authority

**B. Adam McGough**  
Councilmember  
City of Dallas

**T. Oscar Trevino Jr., P.E.**  
Mayor  
City of North Richland Hills

**Rob Franke, P.E., Vice Chair**  
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City of Cedar Hill

**Sandy Greyson**  
Councilmember  
City of Dallas

**Cary Moon**  
Councilmember  
City of Fort Worth

**Oscar Ward**  
Councilmember  
City of Irving

**Gary Fickes, Secretary**  
Commissioner  
Tarrant County

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Board Member  
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**Duncan Webb**  
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**Clay Lewis Jenkins**  
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Councilmember  
City of Denton

**B. Glen Whitley**  
County Judge  
Tarrant County

**Douglas Athas**  
Mayor  
City of Garland

**Jungus Jordan**  
Councilmember  
City of Fort Worth

**Kelly Selman, P.E.**  
District Engineer  
Texas Department of Transportation,  
Dallas District

**Kathryn Wilemon**  
Councilmember  
City of Arlington

**Brian Barth, P.E.**  
District Engineer  
Texas Department of Transportation,  
Fort Worth District

**Lee M. Kleinman**  
Councilmember  
City of Dallas

**Gary Slagel**  
Board Secretary  
Dallas Area Rapid Transit

**W. Jeff Williams**  
Mayor  
City of Arlington

**Carol Bush**  
County Judge  
Ellis County

**Brian Loughmiller**  
Mayor  
City of McKinney

**Lissa Smith**  
Mayor Pro Tem  
City of Plano

**Erik Wilson**  
Deputy Mayor Pro Tem  
City of Dallas

**Mike Cantrell**  
Commissioner  
Dallas County

**David Magness**  
Commissioner  
Rockwall County

**Mike Taylor**  
Councilmember  
City of Colleyville

**W. B. "Zim" Zimmerman**  
Councilmember  
City of Fort Worth

**David L. Cook**  
Mayor  
City of Mansfield

**Scott Mahaffey**  
Chairman  
Fort Worth Transportation Authority

**Stephen Terrell**  
Mayor  
City of Allen

**Michael Morris, P.E.**  
Director of Transportation,  
NCTCOG

**Rudy Durham**  
Mayor  
City of Lewisville

**Matthew Marchant**  
Mayor  
City of Carrollton

**Casey Thomas II**  
Councilmember  
City of Dallas

**Andy Eads**  
Commissioner  
Denton County

**Maher Maso**  
Mayor  
City of Frisco

**REGIONAL TRANSPORTATION COUNCIL ONLINE PUBLIC INPUT OPPORTUNITY****Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program  
(UPWP) Modifications****Proposed Modifications to the List of Funded Projects****Online Public Input Opportunity Dates**

Tuesday, Dec. 13, 2016 – Wednesday, Jan. 11, 2017 - The North Central Texas Council of Governments (NCTCOG) posted information at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment.

**Purpose and Topics**

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, 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 posted information regarding:

1. Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) Modifications
2. Proposed Modifications to the List of Funded Projects

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions could be submitted by email at [transinfo@nctcog.org](mailto:transinfo@nctcog.org), online at [www.nctcog.org/input](http://www.nctcog.org/input), by mail at P.O. Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-608-2365 or emailing [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

**WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL****Cary Fitzgerald, Dec. 13, 2016**

Please add multi module connections at all rail stations, especially hike and bike trails. You could consider links to retail, high density residential and employment centers. Let's get away from all of these cars with 1 passenger. Thank you.

**Elise, Dec. 13, 2016**

I read your article in the Natural Awakenings for North Texas December 2016 re: the Clean Air Efforts in Texas. Nowhere in the article does it address GEOENGINEERING AND CHEMICAL TRAILS FROM OUR SKIES POLLUTING our PLANET, HUMANITY AND ANIMAL POPULATIONS on a DAILY basis. This has been going on for decades now. The EPA, FDA and many of those 3-alpha letter government organizations are aware of it, as well as millions of Americans. The 'X's' and vertical chemtrails made by these commercial planes are not people carrying planes, they are loaded with CHEMICAL pollutants being atmospherically distributed daily and poisoning our skies and environment, including responsible for weather changes instigated by these planes.

There is currently a joint U.S./Canada lawsuit regarding this very issue. I cannot support your efforts if you don't address one of the BIGGEST concerns of our time - CHEMTRAILS and

GEOENGINEERING, which I have witnessed since the 1990's. They are not CONTRAILS from commercial passenger jets, they are not visible ever. Monsanto being the biggest culprit. You can blame cars and address ozone and all these wonderful efforts for clean air, yet you are not addressing the most blatant reason for poor air quality, GEOENGINEERING and the CHEMICAL ASSAULT on all of us daily.

**Mike Freiberger, Dec. 14, 2016**

While the proposed TIP changes include a project in Ft Worth for Active Transportation, and that is EXCELLENT, there is nothing else in the entire NCTCOG planning area. That is incredibly disappointing, as I live in Allen, ride for transportation in Plano, and work in Richardson. Why is there no TIP funding proposed to be directed to those areas?

**Summary of response by Amanda Wilson, NCTCOG**

Mr. Freiberger,

Thank you for reviewing the modifications to the Transportation Improvement Program (TIP) and providing feedback. This opportunity for public comment is for the routine, scheduled quarterly modification to a much larger document, the 2017-2020 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). The TIP/STIP covers a four-year period and includes regionally-significant projects across all modes of transportation and various implementing agencies. The full TIP/STIP includes many more active transportation projects and we agree that this is an important component of the transportation system. You can find out a lot more information about the active transportation projects we've funded over the years and those that are planned for the next few years through our interactive database/map located here: <http://www.nctcog.org/trans/tip/tipins/index.asp>. You can query by type of project, city, even street name or look at projects through a mapping function. You can find the listing of all projects included in the 2017-2020 TIP/STIP here: <http://www.nctcog.org/trans/tip/17-20/index.asp>. By using your browser's search feature you can query any of the Chapters or Appendices by project number, county, city, street name, or any other keyword included in the project description.

In addition, if you would like to know more about our planning related to active transportation outside of just the funded projects, please visit: <http://www.nctcog.org/trans/sustdev/bikeped/>. Currently, we are conducting a call for projects for local governments to submit requests for active transportation projects as well as safe routes to schools projects through the Transportation Alternatives Set-Aside Program, which is dedicated funding for such projects from federal sources. You can find more information on this funding here: <http://www.nctcog.org/trans/sustdev/landuse/step/index.asp>.

Thank you again for being engaged in the transportation planning process. We will provide your comments and our response to the Regional Transportation Council, our policy board, before they take action on the TIP modifications for which you provided comments.

**Joseph Perkins, Dec. 15, 2016**

When are you going to improve IH 35W south of IH-20? It is always congested both directions.

## **Summary of response by Amanda Wilson, NCTCOG**

Mr. Perkins

Thank you for the question you posed to the North Central Texas Council of Governments regarding improvements to IH 35W south of IH 20. The long-range transportation plan for the Dallas-Fort Worth region, known as Mobility 2040, does contain improvements to IH 35W south of IH 20 and you can find more information on this and other projects here: [www.nctcog.org/mobility2040](http://www.nctcog.org/mobility2040). We have recently been working on efforts to meet a new state law from 2015 to identify a 10-year plan, which takes a subset of projects from Mobility 2040 and allocates funding in the 2017-2027 timeframe. The information is so new that our webpage on the topic is not ready yet, but you can find out more information on the projects included in the 10-year plan here (information about our policy board action: [http://www.nctcog.org/trans/committees/rtc/2016/12Dec/Ref.Itm\\_4.2.rtc120816.pdf](http://www.nctcog.org/trans/committees/rtc/2016/12Dec/Ref.Itm_4.2.rtc120816.pdf)).

Because both of these plans cover a 12-county area and there is not enough revenue to fund all of the needed transportation projects, IH 35W is included in the long-range plan, but not the 10-year plan at this time. We will make regular updates to each document based on technical performance measures about the congestion, safety, and other needs of corridors throughout the region and continue to look for ways to fund the most needed projects.

Thank you again for participating in the public involvement process. We will provide your question and our staff response to the Regional Transportation Council, our policy board, for their information.

**Elaine Laisure, Dec. 22, 2016**

Weatherford TX is Gridlocked and there are no short term roads planned. When is I20 going to be expanded? It is now a death trap. Poor planning to allow this to happen.

## WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

There are some beautiful proposals here. – Loren S. (@txbornviking)



@TomBamonte @NCTCOGtrans thanks Tom! Really enjoyed #texasmobilitysummit & hope the excitement we saw for an i30 pilot app leads to fruition – Kirk Ballou (@kirkballou)

Check out this video by @NCTCOGtrans on air pollution and how we can help prevent it. – DCTA (@RideDCTA)



@NCTCOGtrans – Time To Recycle (@TimeToRecycle)



Kevin Kokes on how the process and procedures of STEP help him address pedestrian needs in Dallas-Fort Worth #EDC4Summits @NCTCOGtrans – Safety Jedi (@DarkJedimaster2)



Way to go, #DFW! #cleanvehicles #fleet – Crestline Auto (@CrestlineAuto)



Unintended consequence of DFW privatized toll roads: @NCTCOGtrans actively encouraging people to drive more? – Wylie H Dallas (@Wylie\_H\_Dallas)

@NCTCOGtrans What about money to fix sidewalks, purchase bikes, paint crosswalks, etc.? We could use some of that in our urban core. – Wylie H Dallas (@Wylie\_H\_Dallas)

.@NCTCOGtrans #Transportation projects and programs are available for review and comment at <http://bit.ly/1iuFDst> . #DFWPublicInput – Chief Rob Severance (@ChiefSeverance)



Congrats to @TheTFortWorth on the #TEXRail funding agreement. What a historic day for @cityofFortWorth & the region! – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans @cityoffortworth @FTA\_DOT Thank you! – The T Fort Worth (@TheTFortWorth)

I've been waiting so long! Glad to hear this. – plainy (@plainy)





This is why it is imperative that we reform @dartmedia & @NCTCOGtrans.  
<https://twitter.com/StreetsblogUSA/status/810902466330001408> ... <http://fb.me/8kcferZnV>  
– Wylie H Dallas (@Wylie\_H\_Dallas)

Time at Work	8
Wage	\$10
My Gross Income	\$80
Time Both Ways	2 hours each way
Worked + Commute	10 hours each way
Net Hourly Wage	\$7.24
Time Commute	

**Streetsblog USA** @StreetsblogUSA  
Job sprawl's punishing toll on the urban poor  
[usa.streetsblog.org/2016/12/19/how...](http://usa.streetsblog.org/2016/12/19/how...) @reconnectROC  
@reconnectROC does the math.

Don't forget to turn off your engines! Check out RSVP by @NCTCOGtrans for tips on how to keep our air clean. – DCTA (@RideDCTA)

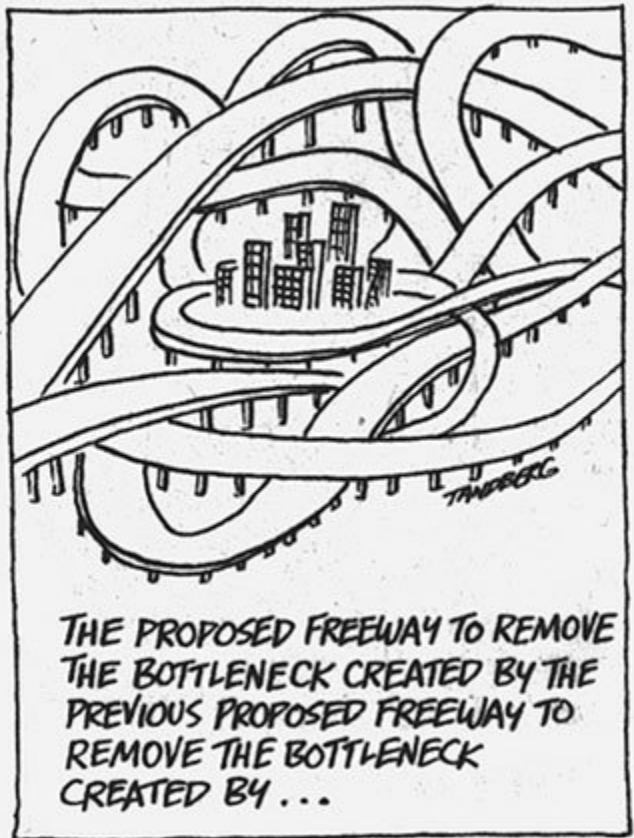
**RSVP**  
REGIONAL SMOKING VEHICLE PROGRAM  
**Don't Choke, Call #SMOKE**

Any thoughts, @NCTCOGtrans & @TxDOTDallasPIO ?  
<https://twitter.com/Boenau/status/810301060782968832> ... <http://fb.me/69Xkrz8zb> – Wylie H Dallas (@Wylie\_H\_Dallas)

**Andy Boenau** @Boenau  
Want to make America great again? Design roads that don't lead to 40,000 dead Americans each year.  
#transpo #visionzero @SamSchwartzEng



@ColinParent @nytimes – Marcus Bush (@goodbushSD)



@goodbushSD @copenhagenize @ColinParent @nytimes Did you find this inside Michael Morris' office at @NCTCOGtrans? – Wylie H Dallas (@Wylie\_H\_Dallas)

@Wylie\_H\_Dallas @copenhagenize @ColinParent @nytimes @NCTCOGtrans No, Leader of #TransportationJustice Mvmt in SD @moniqueglopez fwded it – Marcus Bush (@goodbushSD)

@goodbushSD @copenhagenize @ColinParent @nytimes @moniqueglopez Ah... thought you had accessed a @NCTCOGtrans planning doc. 😊 – Wylie H Dallas (@Wylie\_H\_Dallas)

@Wylie\_H\_Dallas @copenhagenize @ColinParent @nytimes @moniqueglopez @NCTCOGtrans Ba-ZING!! Maybe NCTCO & @SANDAG are long-lost siblings ;) – Marcus Bush (@goodbushSD)

## DFW

**North Central Texas** is home to 230 member governments of the Dallas - Fort Worth Metroplex who make up the North Central Texas Council of Governments. They have the largest conglomeration of people living in the state of Texas and the longest light rail system in the nation.

Like Houston, Dallas pays for the rest of Texas and does not get a fair return on investment for the taxes it pours into the transportation system, but it seems to get substantially more in return from TXDOT than Houston, almost \$3 billion more in spending over the last decade.

While not quite as bad as in Houston, people of color and women are dramatically under represented as voting members of the NCTCOG Regional Transportation Council, which is somewhat more acutely problematic given that many in Texas perceive that NCTCOG is a well run MPO and a model for others. Women fare only slightly better at NCTCOG than the women of Houston. What makes NCTCOG truly different is that its core counties are not nearly underrepresented as in Houston and perhaps approaching okay in Texas terms with a low GAI of 16.

NCTCOG is unique in having two truly urban core counties within its metro area, the 2nd and 3rd largest counties in Texas.

**Male Advantage Index: 72**

**38**

<b>Percent of State Total</b>	
Population, 2014	26%
Jobs, 2015	29%
Voters, November 2016	24%
Sales Tax Contribution	27%
Income Tax Contribution	26%
Gross Domestic Product	31%
TXDOT Spending	20%
TXDOT Construction	26%
TXDOT Maintenance	12%
Vehicle Miles Traveled, 2015	20%
Traffic Deaths, 2015	16%
<b>Per capita</b>	
Daily Vehicle Miles Traveled, 2015	14
Annual TXDOT Spending 2006-2015	\$216
Annual State Spending, 2007-2013	\$3,327
Wages, 2015	\$27,137
<b>Per 100,000</b>	
Traffic Deaths, 2015	8
Incapacitating Injuries, 2015	58
Jobs, 2015	49,203
<b>Total</b>	
Population, 2014	6,694,445
People of Color, 2014	3,391,977
Jobs, 2015	3,293,901
Traffic Deaths, 2015	557
Traffic Crashes, 2015	112,018
TXDOT Spending, 2015	\$2,013,512,409
TXDOT Spending, 06-15	\$14,455,442,198
Construction	\$11,025,082,900
Maintenance	\$3,430,359,299
Daily Vehicle Miles Traveled	95,890,426

## NCTCOG

### Geographic Advantage Index: 16

**Representation**  
North Central Texas Council of Governments

**The people of North Central Texas**

Non Hispanic White	49%
Hispanic	28%
Black	15%
Asian	6%
Other	2%
Women	-50%
Estimated Undocumented	6%
Dallas & Tarrant County residents	65%

**Voting members (43) of the NCTCOG Regional Transportation Council**

Non Hispanic White	84%
Hispanic	9%
Black	5%
Asian	2%
Other	0%
Men	86%
Women	14%
Dallas & Tarrant County	68%

**One County One Vote Representation**

Non Hispanic White	68%
Hispanic	19%
Black	8%
Asian	3%
Other	2%

**County Judges**  
10 White Males, 2 White Females

**TXDOT District Engineers**  
2 White Males (Dallas, Fort Worth)

**White Advantage Index: 70**

**39**

Please don't let Michael Morris/@NCTCOGtrans see this. – Wylie H Dallas (@Wylie\_H\_Dallas)



At yesterday's DFW Clean Cities annual meeting, 12 local governments and agencies were recognized for the outstanding work performed by their fleet department. All of these entities are leading the way with alternative fuel and advanced technology vehicles in North Texas. The Winners were:

Silver: Carrollton, Texas - Where Connections Happen, Town of Addison, Euless, Texas.  
Bronze: City of Coppell, TX Municipal Government, Dallas Area Rapid Transit (Official DART page), City of Southlake, TX - Government, City of Grapevine Texas, Town of Flower Mound, Texas, Denton Independent School District, City of Rockwall, Texas - Municipal Government, Richardson Today and Fort Worth City Hall (City of Fort Worth). Congratulations and thanks for protecting the air in our region! #dfwcleancities – NCTCOG Transportation Department



Yet. The following day, you post a promotion encouraging people to drive more... so insane. – Wylie H Dallas

#TBT to December 18, 1991, when President George Bush visited DFW Airport for the signing of the Intermodal Surface Transportation Efficiency Act of 1991, the revolutionary law that helped lead the way to the multimodal system we have today. #ThrowbackThursday #TBT #ISTEA (photo by Kevin Stillman/TxDOT) – NCTCOG Transportation Department



What multimodal system? In DFW? – Wylie H Dallas

@helengreiner @cyphyworksincworking / #Dallas Co. @NCTCOGtrans looking for far reaching UAS commercial friendly proposed laws in #Texas – Marko Sakal (@markosakal)



# FACTSheet

January 2017

North Central Texas Council of Governments

Regional Transportation Council

AccessNorthTexas.org

## Quick Take

### What:

Access North Texas: The short-term regional public transportation coordination plan for the 16-county North Central Texas region. The plan is updated every four years.

### Significance:

This plan is in the process of being updated to allow transportation providers to improve public transportation, particularly for older adults, people with disabilities, low-income individuals and others that rely on transit. It is being developed through a comprehensive process that includes local residents, social service agencies, employers, transit providers, human service providers, medical facilities and local governments. All these entities will collaborate to identify the transportation challenges faced in the 16-county region.

### By the Numbers:

## 7,058,290

Population of the 16-county region in 2016, according to NCTCOG estimates.

- 16 counties
- 3 Transit Authorities (DART, FWTA, DCTA)
- 12 small/medium transit providers
- Hundreds of non-profit, private, non-emergency medical and social service transportation providers

## Access North Texas Plans for Transportation Link to Local Residents in Need



In every community, people struggle to find transportation options that connect them to doctors, jobs, grocery stores, social services, churches and more. Access North Texas includes prioritized strategies that guide the region as partners work together to

make the most of existing public transit services, increase the efficiency of existing services and expand services where necessary.

The plan is being updated to allow North Texas to continue meeting the transit needs of its residents. As more people move to North Texas, additional schools, hospitals and other community assets open to accommodate the additional residents. Updating Access North Texas in four-year increments helps ensure assets are accessible to those who need them most.

The final product, expected to be approved in fall 2017, will help regional public transportation providers and human services transportation providers balance limited funding opportunities and facilitate transit improvements.

Interactive outreach meetings will be held across the 16-county North Central Texas Council of Governments region to provide stakeholders an opportunity to provide feedback on public transportation needs in their communities.



Photo: Getty Images

*Community input will help NCTCOG enhance Access North Texas to provide better transportation services for those in need throughout the 16-county region.*

# FACTSheet

## Types of Strategies Across Our Region

Access North Texas includes many types of strategies to address the different transportation needs throughout the region, in both the rural and urban areas. Below are some common themes for the region:

- Improve public awareness of existing public transportation services
- Improve access to jobs in large employment centers from outlying areas
- Improve coordination and connectivity between service providers
- Improve access to Veterans Affairs (VA) services

## Why You Should Participate

It is challenging to develop a plan that includes all of the public transportation needs for the 16-county region and it is not something one agency can accomplish alone. In 2017, there are opportunities for stakeholders to collaborate to identify transportation challenges faced by

older adults, individuals with disabilities and low-income North Texans. Your feedback directly impacts future projects that will improve transit services for these groups and others throughout the region.

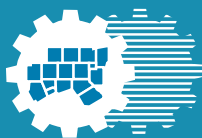
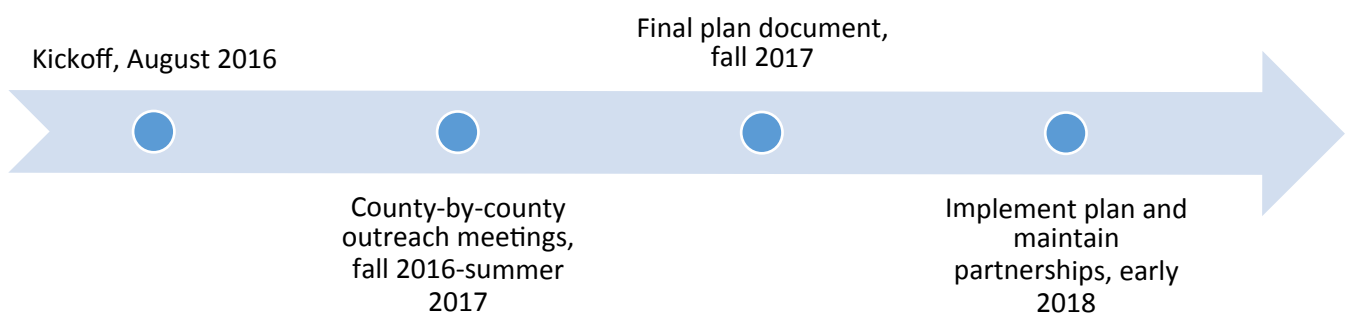
## Get Involved

There are many ways you can provide input on potential changes to Access North Texas. You can:

1. Attend a meeting in your area
2. Fill out our online survey ([www.accessnorthtexas.org/survey](http://www.accessnorthtexas.org/survey))
3. Spread the word about the online survey
4. Provide feedback directly to NCTCOG staff

Presentations from previous meetings are posted online at [AccessNorthTexas.org](http://AccessNorthTexas.org). Please contact Kelli Schlicher, transportation planner, at **817-695-9287** or [kschlicher@nctcog.org](mailto:kschlicher@nctcog.org) with any questions or to discuss how to become involved in efforts to update the plan.

## Project Timeline



### North Central Texas Council of Governments

Phone: 817-695-9240 Fax: 817-640-3028  
Email: [transinfo@nctcog.org](mailto:transinfo@nctcog.org)  
[NCTCOG.org/trans](http://NCTCOG.org/trans)  
[Facebook.com/nctcogtrans](https://www.facebook.com/nctcogtrans)

[Twitter.com/nctcogtrans](https://twitter.com/nctcogtrans)  
[YouTube.com/nctcogtrans](https://www.youtube.com/nctcogtrans)  
[Instagram.com/nctcogtrans](https://www.instagram.com/nctcogtrans)  
[Vimeo.com/nctcogtrans](https://www.vimeo.com/nctcogtrans)



## Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$ 100.00	\$ (100.00)	\$ 100.00	\$ (100.00)
Updated FAST Act Equity Share as of December 2016		\$ 100.00	\$ (100.00)	100.00%	0.00%

East-West Equity Share (SAFETEA-LU, MAP-21, and FAST Act)	Cumulative Total	
	West	East
SAFETEA-LU East-West Equity Total	\$ 649.76	\$ 1,558.48
MAP-21 East-West Equity Total	\$ 320.98	\$ 847.62
FAST Act East-West Equity Total	\$ 100.00	\$ (100.00)
Cumulative Total	\$ 1,070.74	\$ 2,306.10
Percentage Shares	31.71%	68.29%



## Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Jan-13	Additional MAP-21 Funds (US 67 [Cleburne bypass]) <sup>1</sup>	\$ 30.00	\$ -	\$ 30.00	\$ -
Mar-13	Statewide Allocation to the Region of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for TxDOT Congestion Management Program <sup>2</sup>	3.40	6.60	33.40	6.60
Aug-13	Category 12 funds for SH 183 (including part of NTE), SH 114, and Loop 12	183.89	416.11	217.29	422.71
Feb-14	NTE/LBJ HOV 2/3+ Subsidy <sup>3</sup>	6.85	(6.85)	224.14	415.86
Jun-14	IH 345 from IH 30 to SP 366 over IH 30, US 75, and DART Railroad	-	185.00	224.14	600.86
	IH 35W (Skinny) from US 81/287 Split to SH 114	115.84	24.16	339.98	625.02
	SH 114 from Trophy Lake Drive to Kirkwood Blvd.	4.00	4.00	343.98	629.02
	SH 170 from west of Parish Rd to west of SH 114 Interchange	-	10.50	343.98	639.52
	Dallas Area Rapid Transit (Dallas and Fort Worth Districts) <sup>4</sup>	-	60.00	343.98	699.52
Aug-14	IH 35E from US 77 South of Waxahachie to US 77 North of Waxahachie (In Ellis County)	-	120.00	343.98	819.52
Jul-15	Repayment of \$20M loan to the West (for IH 35W) from the East (SH 183) is considered to be repaid from the \$600M in Cat 12 funds noted above in August 2013 TTC approval. This entry reflects an adjustment of \$20M from the Western ledger to the Eastern ledger.	(20.00)	20.00	323.98	839.52
Jul-15	Repayment of \$10M loan to the West (for IH 35W) from the East (SL 9) using CMAQ funds	(10.00)	10.00	313.98	849.52
Jul-15	SH 360 Interchange Partnership (\$7M Regional Tollroad Revenue (RTR) to come from Eastern RTR allocation) <sup>5</sup>	7.00	(7.00)	320.98	842.52
Jan-16	TxDOT Congestion Relief Program <sup>6</sup>	-	5.10	320.98	847.62
Updated MAP-21 Equity Share as of December 2016		\$ 320.98	\$ 847.62	27.47%	72.53%

## NOTES:

- 1) FM 2499 and SH 121 Section 13 projects excluded from calculation due to their location with Dallas, Denton, and Tarrant Counties.
- 2) CMAQ funding allocation previously changed to reflect new funding distribution approved by the RTC on September 12, 2013.
- 3) \$6.85M in RTR funds transferred to the West, funds will not be sent back to the East from the West as this action helps to achieve the desired RTC approved distribution.
- 4) \$40M for the Western Subregion to be identified in the future and reflected in the West/East tracking once approved (\$60M for DART reaffirmed in February 2015).
- 5) SH 360 action for \$300M (SH 360 from Sublett/Camp Wisdom to Ellis County Line) - Will not be reflected as it is a loan.
- 6) The TxDOT Congestion Relief Program funding was allocated using the 69% East/31% West (\$364M/\$163.8M) funding split. The current MAP-21 funding split for mobility projects is 68% East/32% West. The \$5.1M difference in funding shares is reflected.
- 7) \$80M for the TEX Rail project in the West will not be reflected as it is a loan.

## Overview of Actions Affecting Western/Eastern Funding Shares (\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Start	Over-Obligation on North Tarrant Express (Category 2)	\$ 156.60	\$ -	\$ 156.60	\$ -
Jan-10	FM 1187 in Mansfield (ARRA)	11.10	-	167.70	-
Mar-10	Send Western SH 161 RTR Funds to Eastern Subregion (as part of SH 161 & Southwest Parkway Agreement)	-	2.39	167.70	2.39
Apr-10	IH 35E Bridge over Trinity River (Bridge Program)		75.00	167.70	77.39
Apr-10	Mountain Creek Parkway Bridge (Bridge Program)		5.20	167.70	82.59
May-10	SH 26 in Grapevine (ARRA)	17.50		185.20	82.59
May	Various Locations in the DFW Region (Safe Routes to School Program)	3.40	6.90	188.60	89.49
Jun-10	US 75, IH 30, SH 114, SP 348, IH 35W, SH 360 (Proposition 12 - Engineering)	39.00	58.50	227.60	147.99
Jun-10	SH 26 in Colleyville (Pass Through Finance)	19.10		246.70	147.99
Jun-10	IH 30 HOV/Managed (Pass Through Finance)		63.13	246.70	211.12
Jun-10	FM 1171 in Denton County (Pass Through Finance)		41.40	246.70	252.52
Jun-10	SH 34 in Terrell (Category 12)		19.00	246.70	271.52
Jul-10	Send \$5M STP-MM savings from SH 26 in Grapevine from Western to Eastern Subregion		5.00	246.70	276.52
Jul-10	2010 Statewide Transportation Enhancement Program	8.27	10.58	254.97	287.10
Aug-10	FM 1641 in Kaufman County (ARRA)		3.24	254.97	290.34
Aug-10	SH 121 from DART/Cotton Belt to FM 2499 (ARRA)	5.40		260.37	290.34
Oct-10	IH 35E at FM 407 Interchange and North Tarrant Express (Proposition 14)	135.00	30.00	395.37	320.34
Nov-10	Move RTC/Local from East to West for US 287 at Berry/Vaughn (RTC Local)	1.25	(1.25)	396.62	319.09
Feb-11	Move STP-MM from West to East as a result of the US 287 at Berry/Vaughn swap (STP-MM)	(1.25)	1.25	395.37	320.34
Apr-11	Advanced funding to FY 2011 Using Category 12 Funds	22.07	28.32	417.44	348.66
May-11	US 380 from West of FM 156 to IH 35E (Prop 14)		20.50	417.44	369.16
Sep-11	Strategic Partnership with TxDOT/Proposition 12 Allocation	99.00	757.45	516.44	1,126.61
Jun-12	Additional Revenue from the TxDOT \$2 Billion Funding Initiative	101.34	405.34	617.78	1,531.95
Jun-12	\$30M contingency loan from Dallas County (from SH 183 & SL 9) to Tarrant County (for IH 35W)	30.00	(30.00)	647.78	1,501.95
Oct-12	Fiscal Year 2013 Earmark Funding from FHWA/TxDOT reallocation	1.98	0.53	649.76	1,502.48
Mar-13	Category 12 Funding for US 287 Ennis Bypass	-	56.00	649.76	1,558.48
		\$ 649.76	\$ 1,558.48	29.42%	70.58%

No change since last presented in October 2016



Rendering courtesy of City of Dallas

# Complete Streets One-Day Design Course

## Planning and Design of Complete Streets Moving from Policy to Implementation



The built environment has a significant influence on behavior within our transportation system, and current data continues to show the system demands safer multimodal corridors. Complete streets help improve the mobility and safety for North Texans of all ages and abilities. As a follow-up to the Complete Streets Policy Workshops held at the North Central Texas Council of Governments in June 2016, this course will provide guidance on how to plan and design for the implementation of Complete Streets that support safe, convenient, and comfortable mode choices.

Register to join us for a one-day Complete Streets Design Workshop on Tuesday, February 7, Wednesday, February 8, or Thursday, February 9, 2017 to be held at NCTCOG. The Federal Highway Administration will host these Design Workshops with a focus on design flexibility, design for non-motorized modes, multimodal network connectivity, reducing conflicts, traffic beacon/signal design, performance measures, and reviewing what stands in your way between policy and implementation.

**Date:** February 7, February 8, or February 9, 2017  
(**Note:** The same material will be presented at all workshops.)

**Time:** 9 am to 4 pm Sign-in begins at 8:30 am. Lunch is provided.

**Place:** NCTCOG  
616 Six Flags Dr., Arlington TX 76011

**Cost:** \$10

**Register for a one-day workshop at [nctcog.org/CSregister](http://nctcog.org/CSregister)** Seating is limited to 42 per workshop. Please register early to ensure your seat. We cannot accommodate refunds but you may send someone in your place.

Contact Barb Walsh at [bwalsh@nctcog.org](mailto:bwalsh@nctcog.org) or (817) 695-9245 for additional information.

**CEU:** Attendees at each workshop date are eligible for engineering professional development hours; for planners the workshop has been approved for 6 Certification Maintenance credits by APA.

For more information about Complete Streets please visit: <https://smartgrowthamerica.org/program/national-complete-streets-coalition/what-are-complete-streets/>



January 2017

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

## FWTA receives \$499M grant for TEX Rail line

The Fort Worth Transportation Authority received a \$499 million grant from the Federal Transit Administration in December, giving full funding to the 27-mile TEX Rail commuter line between Fort Worth and DFW International Airport. The \$1.034 billion project, which will also serve North Richland Hills and Grapevine, is expected to be complete in 2018. For more information, visit [www.texrail.com](http://www.texrail.com).

## Calendar

**January 5, 10 am**  
**DRMC-TRTC Joint meeting**  
 Globe Life Park in Arlington  
 1000 Ballpark Way  
 Arlington, TX 76011

**January 12, 1 pm**  
**Regional Transportation Council**  
 Transportation Council Room  
 616 Six Flags Drive  
 Arlington, TX 76011

**January 27, 1:30 pm**  
**Surface Transportation**  
**Technical Committee**  
 Transportation Council Room  
 616 Six Flags Drive  
 Arlington, TX 76011

## RTC approves \$6.9 billion in transportation projects

The Regional Transportation Council in December approved a 10-year plan of projects for the 12-county area worth \$6.9 billion. The allotment includes Category 2 funds, which have not been allocated to the region since 2004. These funds are used to implement mobility and capacity projects in the region. Projects were evaluated and selected using a series of performance metrics and grouped into the following categories:

- Previously unfunded commitments or existing facilities needing the next phase of funding
- New freeway projects
- New arterials on the state highway system

The eastern side of the region will receive about \$4.6 billion, while the west will get \$2.3 billion.

Each county is projected to receive funding based on its forecast congestion level in 2040. Dallas County is in line to get \$2.5 billion. Tarrant County will receive \$2.1 billion. In the east, US Highway 380, a new north-south arterial in Collin County and Interstate Highway 35E, Phase 2 are among the major projects. In the west, IH 20 (between IH 820 and US 287), IH 820 (between Meadowbrook Drive and US 287) and SH 199 are among the largest projects.

The 10-year plan was required by House Bill 20, which also mandates the state and metropolitan planning organizations use performance-based planning and project selection, and develop criteria to consider congestion, safety, economic development, available funding, air quality and socioeconomic effects. The final list was submitted to the Texas Department of Transportation in accordance with HB 20 requirements.

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 Central Texas  
 Council of Governments



## RTC sets its priorities for 84th Legislature



With lawmakers preparing to return to Austin for the 85th Legislature, the Regional Transportation Council has approved a Legislative Program that aims to continue recent improvements in transportation and air quality, invest in further progress to meet the region's needs and provide support for additional transportation topics that may be addressed.

The Texas Legislature has taken steps over the past four years to fund transportation and, as a result, new sources of revenue are available across Texas and the region. Proposition 1, Proposition 7 and the end to diversions of the state's gas tax to non-transportation purposes will each provide the state with more transportation revenue.

In addition, after years of limited funding, the Legislature reinstated funds for the AirCheckTexas Program and Local Initiative Projects (LIP). The RTC supports the progress made during recent legislative sessions, specifically the continued full appropriation of these revenues to fund transportation and air quality programs.

Retaining the ability to use tolling, managed lanes, debt financing and public-private partnerships, and allowing eminent domain authority for rail, roadways and trails are also goals of the RTC this session. Support is also offered for efforts to us performance-based transportation planning.

The RTC also seeks to invest in further progress to meet transportation and air quality needs. The RTC supports identifying additional revenue for transportation and authorizing the use of a Comprehensive Development Agreement (CDA) for the Interstate Highway 635 East project from US Highway 75 to IH 30 as methods to meet the region's transportation needs.

Additional CDA projects may be supported at a later date. Related to air quality, the RTC seeks to appropriate AirCheckTexas' residual balance of previously collected funds, as well as increase the program's flexibility to better balance demand.

The RTC will provide support for additional transportation areas that improve air quality, increase safety, relieve congestion, work to implement all modes of transportation, utilize innovative technology, support land-use and transportation connections and more. For more details on the RTC's Legislative Program, visit [www.nctcog.org/trans/legislative](http://www.nctcog.org/trans/legislative).

## Fact or fiction: Your vehicle needs time to warm up in the winter

You have heard the idea: In winter, your car needs time to warm up before you can drive it. In reality, idling for more than a few seconds in cold weather has no benefit at all. According to experts, no more than 30 seconds of idling on winter days is needed to warm up your car.

Additionally, the Environmental Protection Agency and Department of Energy explain that your car will actually heat up *faster* when being driven. The idling myth is not only wrong, but leads to additional and avoidable costs such as wasting fuel and emitting excessive air pollutants. Answer: Fiction.

## **ROAD SAFETY**

### **Safe Phone Zones announced for rest areas**

The Texas Department of Transportation recently announced the implementation of Safe Phone Zones at 55 [Safety Rest Areas](#) and [Travel Information Centers](#) (TICs) across Texas.

The GEICO-sponsored Safe Phone Zones are part of TxDOT's Sponsor Acknowledgement Program, which seeks companies to fund various benefits for drivers – such as free Wi-Fi at Safety Rest Areas and TICs – in exchange for receiving public recognition through highway signage.

Sponsorship funds pay for free Wi-Fi service for travelers at high-traffic rest areas and TICs, while the highway signs encourage safer driving habits by reminding motorists to utilize their mobile devices only while stopped at the convenient facilities. Free Wi-Fi service is available at [22 Safety Rest Areas](#) with more available in the coming months.

TxDOT currently has 80 Safety Rest Areas and 12 TICs placed strategically throughout the state. These facilities are essential safety features on the highway system as they allow drivers to rest and get travel information.

— TxDOT

### **North Texas could lead in vehicle automation**

A group from Texas has submitted a proposal to turn the state into a “proving ground” for automated vehicles. The submission was a response to the US Department of Transportation's request for proposals from areas seeking to become leaders in the development of the technology. Following the recent Texas Mobility Summit in Austin, transportation leaders worked together on the proposal for Texas. And North Texas is prominently featured because of three complementary test environments:

- The University of Texas at Arlington, a major academic institution where AVs could be tested at low speeds on campus
- An extensive street system in Arlington for testing AVs at low to moderate speeds
- Interstate Highway 30 between Dallas and Fort Worth, which contains a reversible, protected managed lane where AVs could be tested at highway speeds

The summit has led to the formation of Texas Innovation Alliance, involving state, regional and local groups working together to advance transportation technology. The first order of business of the alliance was to apply to become an automated vehicle proving ground.

### **DFW Clean Cities recognizes leading fleets**

The Dallas-Fort Worth Clean Cities Coalition recognized 12 local governments and agencies in December for outstanding work performed by their fleet departments. These leading fleets are setting examples by operating alternative fuel vehicles, reducing their idling and educating employees about fuel conservation. They are also frequently exploring new ways to lessen the environmental impact in the neighborhoods where they operate. Three fleet operators received Silver designation. They were: Carrollton, Addison and Euless. The others achieved Bronze status. They were: Coppell, Dallas Area Rapid Transit, Southlake, Grapevine, Flower Mound, Denton ISD, Rockwall, Richardson and Fort Worth.

## 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

\*\*\*

## 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

### \$6.9 billion

The value of projects selected by the RTC as part of its 10-year plan.

# PUBLIC *Involvement*

## Transportation Alternatives funding open

Approximately \$23 million of Transportation Alternatives funding is available for active transportation and Safe Routes to School projects in the 12-county NCTCOG metropolitan planning area through a recently opened call for projects.

Approximately \$15 million will be allocated to projects on the eastern side of the region, while approximately \$8 million will be awarded to projects in the west.

Project awards may range from \$150,000 to \$5 million, and awarded projects must provide a minimum 20 percent local cash match.

The call for projects is open to local government entities responsible for oversight of transportation and trails. Eligible parties include local governments, transit agencies, school districts, local education agencies and schools.

In general, the following types of projects are eligible for funding:

- On- and off-road pedestrian and bicycle facilities
- Infrastructure projects that improve non-driver access to public transportation and enhance mobility
- Pedestrian and bicycle infrastructure related to Safe Routes to School projects aimed at improving safety and the ability of students to walk and bicycle to school

Applications for the call for projects will be accepted until 5 p.m. February 24. The evaluation process will include scoring by NCTCOG staff, and the recommended projects for funding awards will be reviewed at public meetings in May 2017.

The RTC is expected to select projects in June. For more information on the call for projects, visit [www.nctcog.org/tap](http://www.nctcog.org/tap).

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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.

OPTING FOR *OPTIONS*

## NORTH TEXAS TEXpress LANES EASING CONGESTION IN DALLAS/FORT WORTH



**DALLAS**— Every decade, more than a million people move to the north Texas region. While they bring their cars, they do not bring their infrastructure. This unprecedented growth, along with the knowledge that we cannot build our

way out of congestion, inspired Dallas/Fort Worth leaders to develop congestion relief strategies within the current roadway. One approach is showing encouraging results – TEXpress Lanes.

The new TEXpress Lanes System in north Texas is all about choice, predictable travel and congestion relief. Built within an existing highway, these lanes are tolled, barrier-separated and designed for limited traffic weaving -- all with the goal of keeping the traffic in the Metroplex moving.

The TEXpress Lanes provide drivers an option. They can choose to take the mainlanes at no cost or pay to use the TEXpress Lanes, which are designed to move traffic 50 mph or faster. Speeds are maintained through dynamic pricing, meaning the price fluctuates based on congestion in the lane. Roadside equipment monitors real-time traffic conditions and adjusts prices periodically throughout the day based upon the average speed in the lanes. Drivers are notified of the price prior to entering the lanes via large digital signs.

TxDOT opened its first TEXpress Lanes project in 2014, the four-mile DFW Connector.



SOURCE: TxDOT



A TEXpress toll gantry on Interstate 30 in Arlington, with a closeup of the dynamic HOV rates sign shown above.

TxDOT graphic

Since that time, nearly 50 miles of TEXpress Lanes have opened on six north Texas roadways and the system continues to grow. By the end of 2018, more than 120 miles of lanes on eight roadways will be operating.

The popularity of these lanes is growing as fast as the TEXpress system. More than six million unique vehicles have used them and approximately five of 14 cars on the lanes are trying them for the first time. Daily vehicle counts exceed 125,000.

The number one reason drivers choose the TEXpress Lanes is to save time; however, these lanes are not just improving travel speeds for drivers that use them. Drivers who choose to stay in the mainlanes are seeing improvements as well. In a recent study of the LBJ and NTE TEXpress Lanes, data shows that although both corridors have seven percent more traffic than before construction, both are seeing at least a 10

percent speed increase and a 60 percent reduction in congestion in the mainlanes.

An additional benefit of the TEXpress Lanes is funding. Tolls collected from these lanes repay project debt and help fund maintenance of the lanes. In the case of the LBJ Express project in Dallas County and North Tarrant Express (NTE) project in Tarrant County, a private developer paid nearly 75 percent of the combined \$4.7 billion cost to rebuild the highways for the rights to collect tolls on the facilities for 50 years. This provided funding for these critical projects years, if not decades, before it would have become available through traditional means.

The TEXpress Lanes are providing congestion relief and funding for Dallas/Fort Worth roadways. Showing that whether a driver chooses to use the TEXpress Lanes or opts to take the mainlanes, drivers are seeing the benefits of transportation options in Dallas/Fort Worth. ■



## DECEMBER 2016 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)*	CONTRACTOR	
0997-02-039	FM 1838	0.939 mile north of CR 4270 to FM 638	Construct paved shoulders	\$3.93	\$3.88	-1.50	\$4.36	Knife River Corporation - South	1
<b>DECEMBER 2016 TOTAL</b>				<b>\$3.93</b>	<b>\$3.88</b>	<b>-1.50</b>	<b>\$4.36</b>		
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>				<b>\$79.79</b>	<b>\$73.47</b>	<b>-7.93%</b>			
<b>DALLAS DISTRICT FY LETTING VOLUME CAP</b>				<b>\$594.42</b>					

\*Est. Total Proj. Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

**NOTE:** Due to a technical difficulty with the Statewide letting, projects that were scheduled to let on Friday, December 2, 2016 have been delayed to January letting.

## JANUARY 2017 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0172-08-053	US 287	SH 34 to I-45	Widen 2-lane undivided highway to 4-lane urban freeway with grade separated interchanges and 0 to 4-lane frontage roads	\$77.37	1
0353-04-095	SH 114	Freeport Parkway to Esters Blvd.	Construct westbound 0 to 2-lane frontage road and ramp modification	\$3.97	2
0918-47-143	CS	Along Military Pkwy. from Sam Houston Rd. to Rodeo Center Blvd.	Military Parkway Trail - shared-use path along Military Pkwy.	\$2.44	3
0918-45-714*	VA	Winters Park/Spring Creek Greenbelt from Brand Road to Ranger Drive	Construct new 12' wide hike/bike and pedestrian trail in the City of Garland thru existing greenbelt	\$2.07	
0918-24-215*	CS	Various schools in Princeton	Princeton safe routes to school - construct sidewalks	\$0.55	
0918-47-141*	VA	Various schools in Grand Prairie	Safe routes to school - sidewalk improvements at various schools throughout Grand Prairie	\$0.58	
<b>TOTAL</b>				<b>\$86.98</b>	

\*Not mapped.

**NOTE:** The projects flagged in red above were scheduled for a Dec. 2016 letting but due to technical difficulties with the Statewide lettings they are being rescheduled to Jan. 2017.

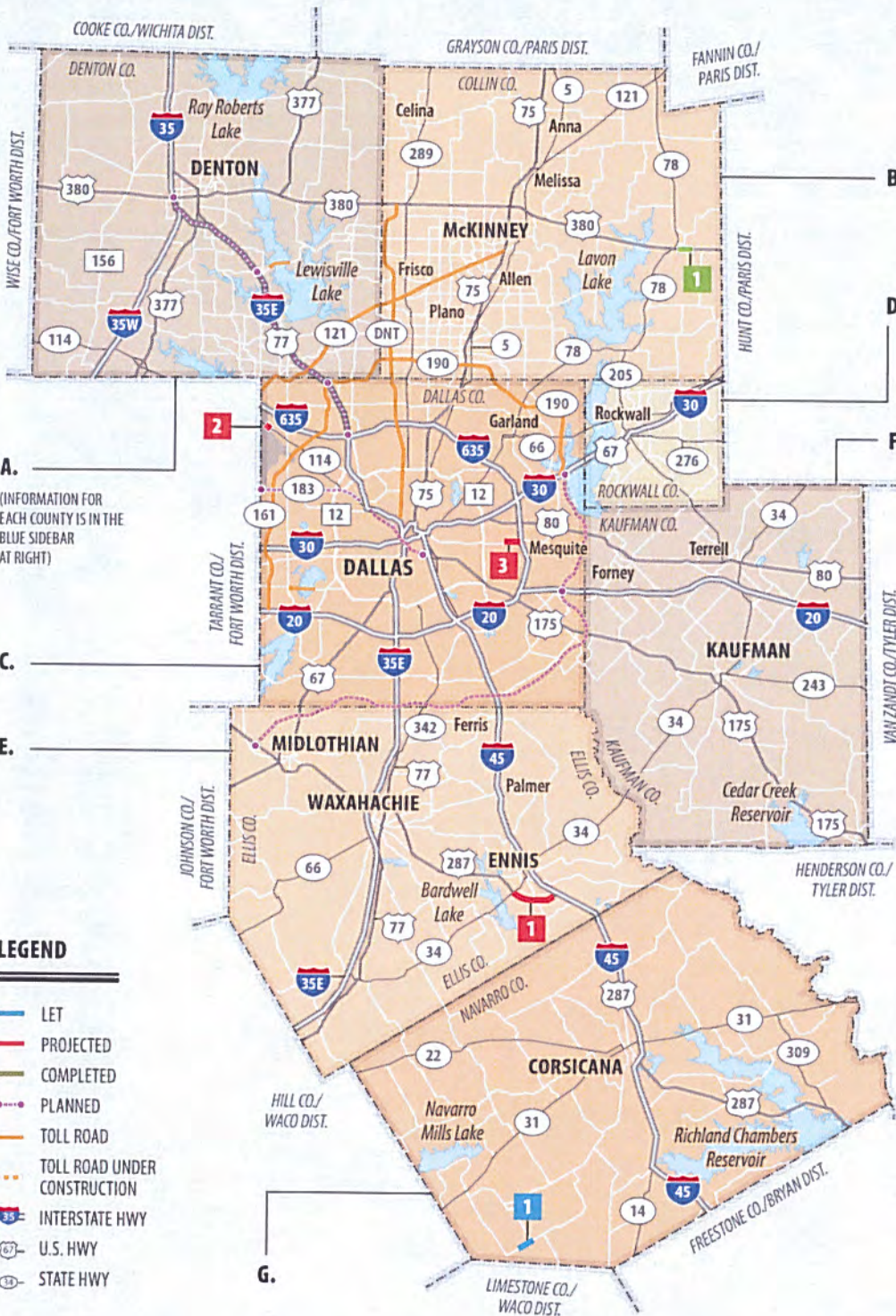
## COMPLETED CONSTRUCTION PROJECTS (FROM DECEMBER 1 – 31, 2016)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0135-05-025	US 380	West of CR 608 in Farmersville to Floyd Rd.	Widen existing to 4 Lane Divided Highway	12/16/16	\$18.19	1
<b>TOTAL</b>					<b>\$18.19</b>	



# DALLAS DISTRICT PROJECTS MAP

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



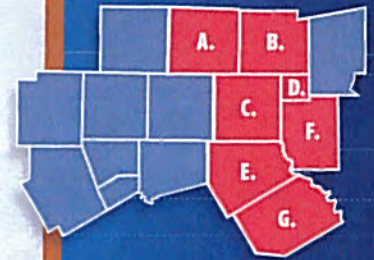
**A.**  
(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

**C.**  
**E.**

## LEGEND

- LET
- PROJECTED
- COMPLETED
- ⋯ PLANNED
- TOLL ROAD
- - - TOLL ROAD UNDER CONSTRUCTION
- I-35 INTERSTATE HWY
- 67 U.S. HWY
- 34 STATE HWY

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



## DALLAS DISTRICT TOTALS

VEHICLE REGISTRATION | 3,806,303  
\*POPULATION ESTIMATE | 4,551,670  
LANE MILES | 10,493.628

### A. | DENTON COUNTY

VEHICLE REGISTRATION: 603,332  
\*POPULATION ESTIMATE: 758,370  
LANE MILES: 1,488.733

### B. | COLLIN COUNTY

VEHICLE REGISTRATION: 729,624  
\*POPULATION ESTIMATE: 897,510  
LANE MILES: 1,373.829

### C. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,064,783  
\*POPULATION ESTIMATE: 2,478,740  
LANE MILES: 3,366.158

### D. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 82,515  
\*POPULATION ESTIMATE: 89,660  
LANE MILES: 346.368

### E. | ELLIS COUNTY

VEHICLE REGISTRATION: 165,813  
\*POPULATION ESTIMATE: 164,960  
LANE MILES: 1,523.910

### F. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 109,180  
\*POPULATION ESTIMATE: 113,530  
LANE MILES: 1,201.810

### G. | NAVARRO COUNTY

VEHICLE REGISTRATION: 51,056  
\*POPULATION ESTIMATE: 48,900  
LANE MILES: 1,192.820



# TxDOT PREPARED FOR WINTER WEATHER



**DALLAS** — TxDOT has spent the past few months gearing up for the upcoming winter weather season, updating response plans and restocking inventory.

In addition, TxDOT has contracted with a joint venture between Amey Consultants and Webber Construction to increase its

maintenance resources in Dallas County, including during winter weather events. The performance-based contract means Amey-Webber is responsible for treating interstates in Dallas County, including I-30, I-20, I-635, I-45 and I-35, along with the Dallas County portion of US 75.

TxDOT will now be able to refocus its resources elsewhere in the district. This season, TxDOT will again have more than

185 pieces of equipment and nearly 350 employees readily available to immediately start working around the clock as soon as winter weather threatens North Texas.

What's more, the Dallas District has 14 snow plow blade attachments and three new brine makers at its disposal. Brine is a liquid, salt-based anti-icer used to pretreat roads just before temperatures drop below freezing. ★

## 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

## WHAT MATERIALS ARE USE ON THE ROADS?



### Before an ice/Snow Event

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



### During an ice/Snow Event

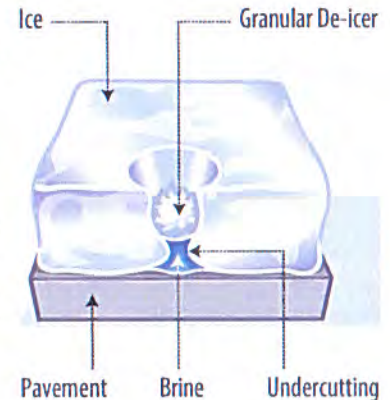
- Various salt-based granular de-icers are used to help melt ice already formed on the road

## 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.

SOURCE: [www.usroads.com](http://www.usroads.com)

TxDOT graphic



**From Leigh S. of Memphis, TN:** "Recently when I was driving to Austin from Dallas, my tire blew out. I was so lucky to have your two employees Mark Neiman and Jennifer Godina driving behind me. When they saw what happened, they turned around and came back to help me put my spare on my car. At their suggestion I got four new tires and went back to Dallas without continuing on to Austin.

I drove back to Memphis the next day and felt more comfortable with the new tires after experiencing such a scary event on a major highway.

It is so important to mention again how lucky I was to have good people help me when I was in need. You have a great team of people and I appreciate everything that you've all done to help me during my business trip in Texas."

SOURCE: Texas Department of Transportation.

TxDOT graphic

## DALLAS DISTRICT | PROGRESS



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

**FOR MORE INFORMATION:**  
214-320-4480  
[dalinfo@txdot.gov](mailto:dalinfo@txdot.gov)  
[www.txdot.gov](http://www.txdot.gov)



### REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/formhtml?form=Report\\_a\\_Pothole](http://www.txdot.gov/contact-us/formhtml?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>



# DFW CONNECTOR

## TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



### OVERVIEW

The initial \$1 billion DFW Connector project simultaneously designed and built 8.4 miles in Grapevine, Southlake and Irving, and it doubled the size of the existing highway system around the north DFW International Airport entrance.

Funding constraints required some original DFW Connector segments to be deferred. However, in early 2013, TxDOT was able to identify funding for the FM 2499 section, in Sept. 2014, funding for new SH 121 and SH 360 ramps and in Feb. 2016, funding for the SH 121/360 interchange.

FM 2499 work included rebuilding the mainlanes of FM 2499 from SH 121 to Denton Creek. The lanes were built below grade level allowing commuters to bypass two intersections.

The SH 121/360 ramps project constructed new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360.

The SH 121 project from SH 114 to Hall Johnson Road will reconstruct the SH 121/360 interchange.



SH 121/360 interchange construction

NorthGate Constructors photo archives

### PROJECT HISTORY

- **March 2006** – Texas Transportation Comm. authorized request for CDA proposals.
- **March 26, 2009** – CDA conditionally awarded to North Gate Constructors.
- **Oct. 6, 2009** – CDA executed.
- **Jan. 2013** – TxDOT identified \$90 million in funding for FM 2499.
- **Aug. 2013** – FM 2499 construction began.
- **Sept. 2014** – TxDOT signs \$17 million contract for the SH 121/360 ramp project.
- **Feb. 2016** – SH 121/360 interchange project approved for congestion relief funding.
- **Aug. 30, 2016** – SH 121/360 interchange groundbreaking held.

### FM 2499 PROGRESS

- All lanes of traffic were opened and in its final pattern in summer 2016, six months ahead of schedule.

### SH 121/360 RAMP PROGRESS FROM WILLIAM D. TATE AVE.

- The new ramps from southbound William D. Tate Ave. to SH 121 and SH 360 opened to the public on Nov. 12, 2015, more than a year ahead of schedule.

### SH 121/360 INTERCHANGE PROGRESS

- Bridge crews will drill and pour concrete for bridge shafts (foundations), form and pour concrete for columns, and begin work on bridge caps on the following:
  - Eastbound SH 114 to Southbound SH 121

- Northbound SH 360 to Northbound SH 121
- Wall crews will begin to build the wall between north and southbound SH 121.
- Drainage crews will begin to install the new drainage systems in the center median of north and southbound SH 121. They will also begin to install the concrete box culvert system in between the existing northbound frontage road and northbound SH 360.
- Grading crews will begin lime treatment subgrade along the new northbound SH 360 alignment to northbound SH 121.

### FM 2499 PROJECT FACTS

**LENGTH:** 1 mile

#### NUMBER OF LANES

- Two mainlanes in each direction built below the existing grade level, allowing commuters to bypass two intersections
- Two frontage road lanes in each direction at grade level

**COST: \$92 M (FUNDED ENTIRELY BY TxDOT)**

- Cat. 12 (Texas Transportation Commission approval in Jan. 2013)

#### CONSTRUCTION DATES

- Construction start: Aug. 2013
- Substantial completion: Summer 2016

### SH 121/360 RAMPS FACTS

**COST: \$17 MILLION**

#### CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: Nov. 2015

### SH 121/360 PROJECT FACTS

**LENGTH:** 1.6 miles

**SCOPE:** New direct connectors for SH 114, SH 121 and SH 360

**COST: \$61 MILLION**

#### CONSTRUCTION DATES

- Construction start: Aug. 2016
- Substantial completion: 2018

#### TRAFFIC COUNTS (VEH PER DAY, 2015)

- SH 114/121 north of SH 360: 184,000
- SH 360 south of SH 114/121: 71,000

### ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

**LENGTH:** 8.4 miles

#### NON-TOLL LANES (WIDEST POINTS)

- 6 to 8 WB, 6 EB between William D. Tate Avenue and Int'l. Pkwy.
- 4 to 7 NB and 3 to 6 SB at SH 121 near DFW Airport's north entrance

#### TEXPRESS LANES

- Four miles, two in each dir. on SH 114

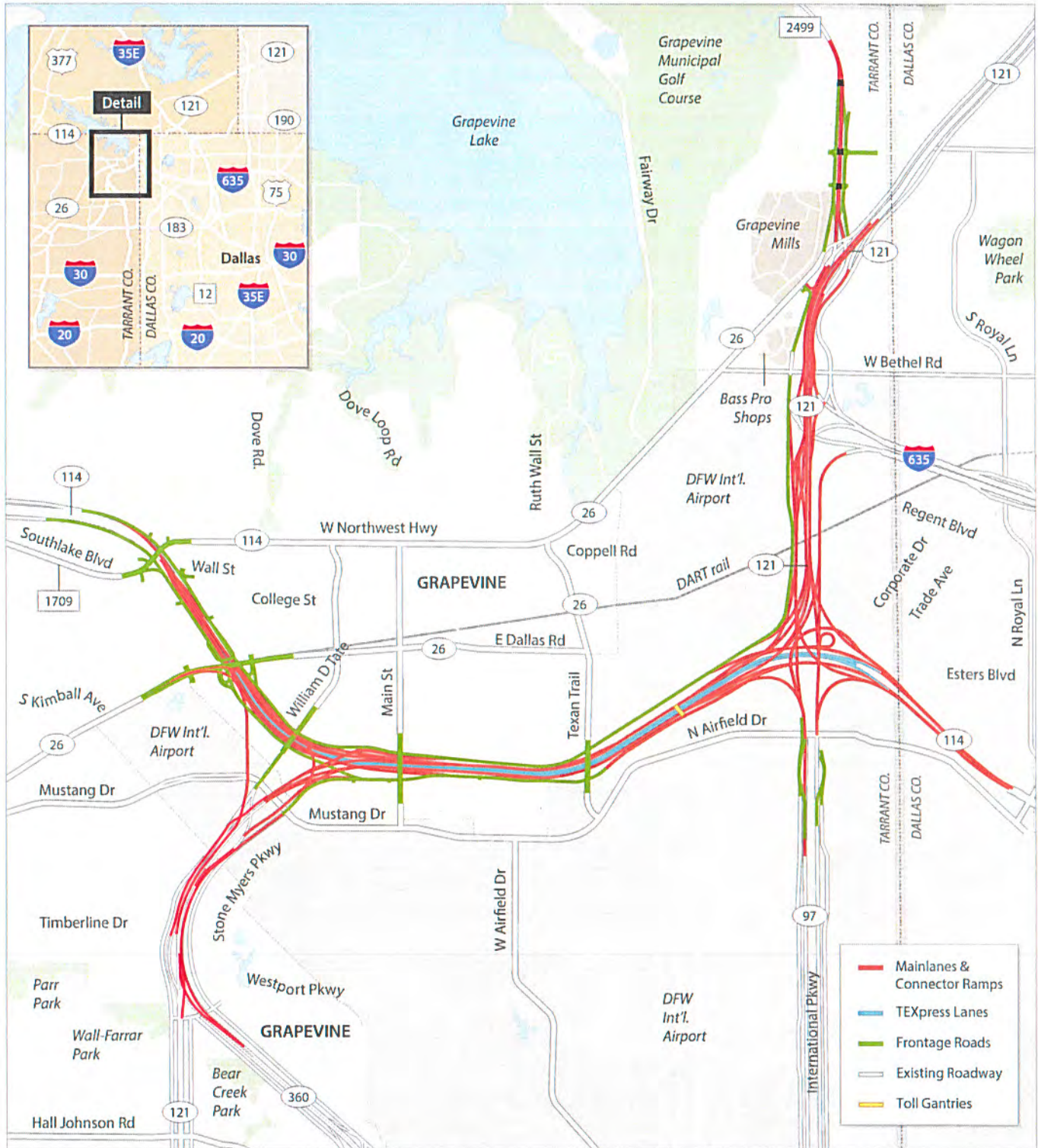
**COST: \$1 B (FUNDED BY TxDOT)**

- TxDOT: \$696 million; ARRA funds: \$261 million; Prop. 14 bonds: \$17.2 million; Prop. 12 bonds: \$32 million
- ROW: \$127 million (Prop. 14 funds)

#### CONSTRUCTION DATES

- Construction started: Feb. 2010
- Final acceptance: March 2014





NOTE: Project area is not drawn to scale in order to emphasize details.

**PROJECT CONTACTS**



**Texas Department of Transportation**  
 2501 SW Loop 820  
 Fort Worth, TX 76133  
 (817) 370-6846



**Project website:**  
[www.dfwconnector.com](http://www.dfwconnector.com)  
[www.txdot.gov](http://www.txdot.gov)  
 Keyword: "DFW Connector"  
 Toll-free project hotline:  
 877-411-4212

**Selma Santin**  
 Public Information Manager  
 NorthGate Constructors  
 7651 Esters Blvd.  
 Irving, TX 75063  
 972-536-8620

**Jodi Hodges**  
 TxDOT Fort Worth District  
 Public Information Supervisor  
 2501 SW Loop 820  
 Fort Worth, TX 76133  
 817-370-6737



# 35EXPRESS

## TxDOT PROJECT TRACKER

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



### OVERVIEW

Interstate 35E (I-35E) serves the rapidly growing areas of southern and central Denton County, as well as the major Dallas suburbs immediately north of I-635. This corridor functions as a major artery for hundreds of thousands of commuters, as well as a primary link to major universities in the city of Denton, including the fourth-largest university in the state, the University of North Texas (UNT). In addition, I-35E is an important truck corridor and accommodates more than 12,000 trucks daily. The interstate also handles almost 200,000 total vehicles daily near I-635, and 128,000 vehicles a day across Lewisville Lake. Furthermore, due to the lack of continuous frontage roads across Lewisville Lake, there are no viable north-south commuting alternatives to I-35E at this crossing. Therefore, it is imperative to provide motorists reliable alternatives with a combination of continuous frontage roads and TEXpress managed lanes.

The \$4.8 billion project, proposed to be constructed in phases, would rebuild the entire 30-mile corridor and provide reversible managed lanes that feature dynamic pricing to keep traffic moving at 50 mph. Approximately \$1.4 billion in funding has been identified for Phase 1 of this project, which includes SH 121 regional toll revenue (RTR) funds dedicated to Denton County. Phase 2 of the project will occur when the additional funding becomes available.



Credit: AGL photo

**Construction at I-35E and Belt Line Road in Carrollton** continues as Belt Line is elevated above ground level and I-35E elevated over Belt Line.

### PROJECT HISTORY

- **1950s and 1960s** – I-35E constructed
- **Began 1998** – Major Investment Study for future expansion
- **Sept. 30, 2009** – Express Lane Demonstration Program approval by Federal Highway Administration
- **March 2012** – The Senate Bill (SB) 1420 Committee determined that Phase 1 of the project should be delivered as a design-build project with public financing and utilizing the Regional Transportation Council managed lane policy.
- **Issued 1/23/12; Received 3/23/12** – Request for Qualifications (RFQs)
- **Issued 7/13/12; Received 11/12/12** – Request for Proposals (RFPs)
- **Dec. 13, 2012** – AGL Constructors, comprised of Archer Western, Granite and LANE Constructors, were selected and awarded the contract
- **May 17, 2013** – Contract Executed
- **May 2013** – TxDOT issued Notice to Proceed (NTP) 1 to AGL to begin design; **Sept. 2013** – NTP 2 for construction
- **Late October 2013** – Construction began

### ENVIRONMENTAL REVIEW STATUS

- Environmental Assessment public meetings: 2008
- Environmental Assessment process: 2003-2012 (complete)

- Finding of No Significant Impact by FHWA: 12/28/11 – south segment; 1/28/11 – middle segment 1/31/12 – north segment
- All public hearings have been completed
- Phase 1 FHWA environmental concurrence: 2/15/13 – south segment; 4/18/13 – middle segment; 3/11/13 – north segment

### PROJECT FACTS

- South segment (I-635 to PGBT): 7.5 miles
- Middle segment (PGBT to FM 2181): 12.1 miles
- North segment (FM 2181 to US 380): 10.5 miles
- Additional general purpose lane in each direction: north of SH 121 to US 380
- Two reversible TEXpress Lanes (toll lanes) from I-635 to Turbeville/Hundley
- New southbound bridge over Lewisville Lake
- Belt Line Road intersection reconstruction
- Intersection/bridge improvements at Dickerson, FM 407, Garden Ridge, S. Denton/Oak, Turbeville/Hundley, Corinth, Post Oak, North Texas Blvd.
- **Substantial completion: Late summer 2017**

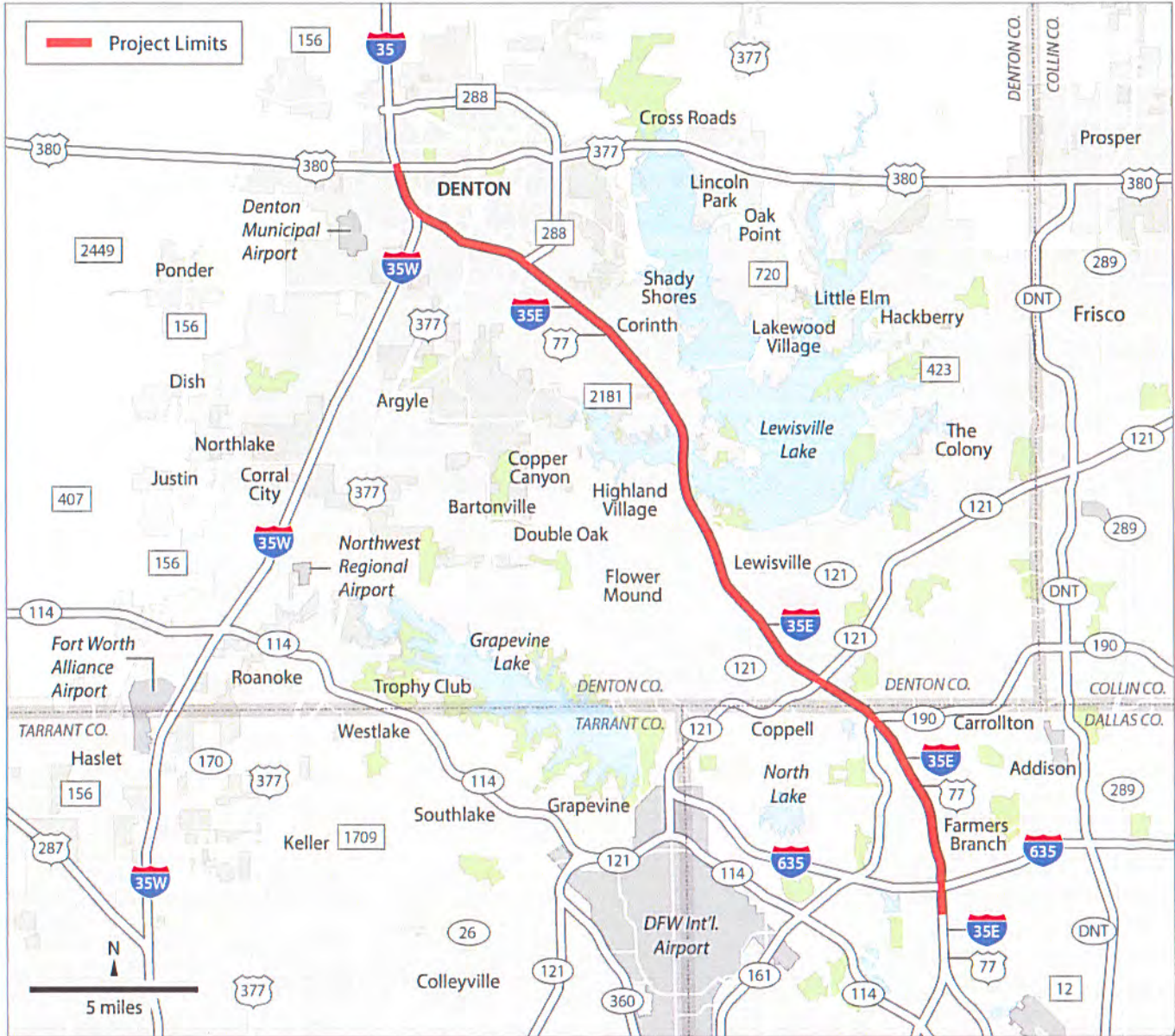
### PROJECT PROGRESS

- Traffic throughout the corridor has been shifted to the outside as work continues on the I-35E TEXpress Lanes. Toll gantries are being erected near the entrance and exit ramps.
- Construction continues on the connections of the I-35E/LBJ Express TEXpress Lanes
- The new collector/distributor bridges which will provide a direct connection between the Sam Rayburn Tollway and the President George Bush Turnpike to open by spring 2017.
- The FM 407 intersection is fully open with the exception of the north to south U-turn which is set to open in the first quarter of 2017.
- Rehabilitation of the original Lewisville Lake bridge is underway to accommodate NB traffic by spring 2017.
- The North Texas Blvd bridge is scheduled to fully open in early 2017 and the Post Oak Drive bridge will fully open by spring 2017.
- Work to elevate Belt Line Road continues. All Belt Line traffic has been shifted south.

### FUNDING

- Federal - \$460 million; State - \$979 million (including \$534 million in Denton County RTR funds and \$285 million TIFIA loan funds), Local - \$14 million





NOTE: Highlighted areas are not to scale.

TxDOT graphic

		Existing frontage road (FR) lanes (Each dir.)	Existing main lanes (Each dir.)	Existing HOV lanes (Each dir.)	Interim*** FR lanes (Each dir., 2016)	Interim*** general purpose lanes (Each dir., 2016)	Interim*** reversible managed lanes (2016)	Proposed frontage road lanes (Each dir., 2030)	Proposed general purpose lanes (Each dir., 2030)	Proposed managed lanes (Each dir., 2030)
<b>Roadway and Limits</b>										
<b>South:</b>	North of I-635 to President George Bush Turnpike	2-3*	3	1	2-3	3	2	2-3	4	2
<b>Middle:</b>	President George Bush Turnpike to Turbeville Rd.	2-3*	3	0	2-3	3** - 4	2	2-3	4	2
<b>North:</b>	Turbeville Rd. to U.S. 380	2-3	2	0	2-3	3	0	2-3	3	1-2

\* Discontinuous. \*\* PGBT to SH 121. \*\*\* Interim configuration relies primarily on use of existing pavement for expansion. Final configuration involves reconstruction of remainder of the corridor.

TxDOT graphic

**PROJECT CONTACTS**



Texas Department of Transportation  
4777 East Highway 80  
Mesquite, TX 75150  
214-320-6100



Project Website: [www.35Express.org](http://www.35Express.org)

**C.J. Schexnayder**  
AGL Constructors  
Public Information Coordinator  
2420 S. Stemmons Frwy  
Lewisville, TX 75067  
(214) 483-7778

**Tony Hartzel**  
TxDOT Dallas District  
Public Information Supervisor  
4777 E. Highway 80  
Mesquite, TX 75150  
(214) 320-4481



# INTERSTATE 35W

## TxDOT PROJECT TRACKER

FORT WORTH DISTRICT



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

### OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number 23 on the state's most congested roadway list. Plans to reduce the congestion by doubling capacity include interim projects to reconstruct the existing lanes and add TEXpress Lanes in each direction.

The project will be built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) will construct Segment 3A, from north of I-30 to north of I-820 including the I-35W/I-820 interchange. The Texas Department of Transportation (TxDOT) is constructing Segment 3B, from north of I-820 to US 81/287. Segment 3C, from US 81/287 to Eagle Parkway, is expected to reach commercial close in early 2017. I-35W currently carries 102,000 vehicles daily near downtown Fort Worth and 127,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



Nov. 2016 - Future I-35W TEXpress Lanes at Western Center Boulevard

### PROJECT HISTORY

- **January 29, 2009** – CDA conditionally awarded to NTEMP
- **July 6, 2011** – NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B
- **April 24, 2012** – The U.S. Department of Transportation announced that TxDOT has entered the final stage in the process for a \$531 million Transportation and Infrastructure Finance and Innovation Act (TIFIA) loan to help construct Segment 3A
- **Sept. 2012** – TxDOT awarded a contract for 3B to Lane Construction
- **March 1, 2013** – A facility agreement between TxDOT and NTEMP3 was signed
- **Sept. 19, 2013** – 3A financial close

### PROJECT PROGRESS

#### THE 3A PORTION: (I-30 to I-820)

- 62% complete
- Reopening the on-ramp to westbound Spur 280 from northbound I-35W
- Opening second lane to the on-ramp to I-30 from southbound I-35W
- Opening third lane of northbound I-35W from Northside Dr. to 28th St.
- Reopening off-ramp from northbound I-35W to 28th St.

#### THE 3B PORTION: (I-820 to US 81/287)

- Restored two-lane merge from eastbound US 287 to southbound I-35W.
- Restored service to U-turns at Western Center Blvd., installed permanent traffic signals, and restored all turning movements to frontage road
- Completed frontage road bridge sidewalks over Big Fossil Creek
- Completed final driveway
- Will resume final pavement surface placement for mainlanes and ramps in spring 2017 when temperatures begin to warm
- Continuing construction of TEXpress Lanes on I-35W and completing the direct connectors to and from US 287

**THE 3C PORTION: (US 81/287 to Eagle Parkway)** TxDOT has received a proposal from NTEMP3 to build portion 3C. Commercial close is estimated in early 2017

### PROJECT FACTS

#### LENGTH

- Segment 3A (I-35W from N of I-30 to N of I-820 including the I-35W/I-820 interchange) 6.5 miles
- Segment 3B (I-35W from N of I-820 to US 81/287) 3.6 miles

- Segment 3C (I-35W from US 81/287 to Eagle Pkwy.) 8 miles

#### TEXPRESS LANES

- Segments 3A, 3B & 3C: Two NB and two SB lanes (3C Proposed)
- Max. initial travel cost: 75 cents per mile

#### COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$244 million
- Segment 3C: \$700 million (proposed)

#### FUNDING

- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$442 million developer equity; \$274 million Private Activity Bonds (PABs); \$145 million provided by Metropolitan Planning Organization; \$46.5 million interest income
- Segment 3B: \$135 million Category 12; \$65 million Fund 6

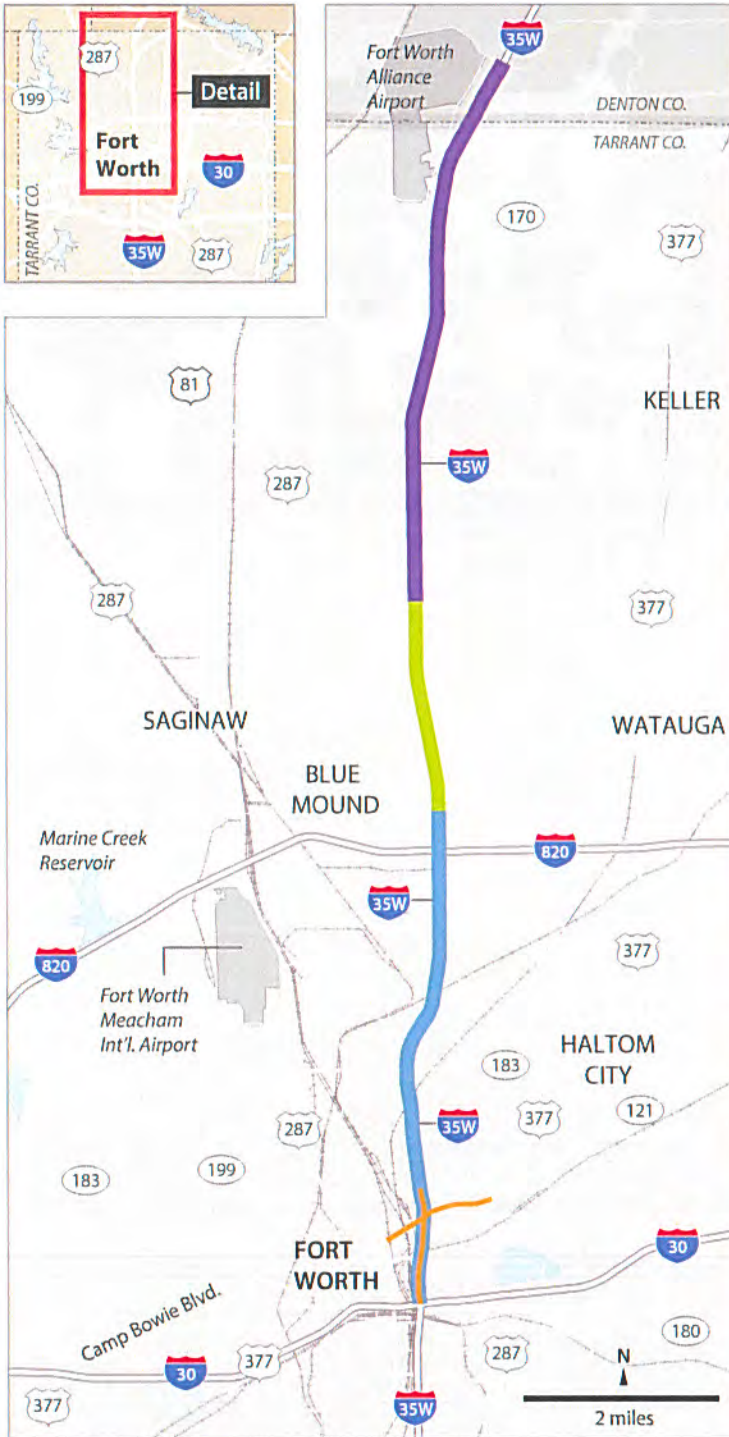
#### RIGHT OF WAY

- Segment 3A: Complete
- Segment 3B: Complete

#### CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; substantial completion - 2018
- Segment 3B: Construction start - April 2013; substantial completion - Late 2016
- Segment 3C: Commercial close - Early 2017





NOTE: Highlighted areas are not to scale.

TxDOT graphic

\* Segments identified by number do not denote priority or sequence. \*\* All segments will include one-way frontage roads at identified locations and connections to all existing and proposed improvements. ^^ Discontinuous. ^^ Potential deferment of additional general purpose lanes. ^^ Currently not funded. Ultimate capacity remains a priority to the region.

SEG\* Roadway and Limits

<b>3C</b>	I-35W from US 81/287 to Eagle Parkway
Existing lanes (Each dir.)	2
Frontage lanes (Each dir.) ^^	2-3

Interim Configuration\*\*

General purpose lanes (Each dir.)	2
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2-3

SEG\* Roadway and Limits

<b>3B</b>	I-35W from north of I-820 to US 81/287
Existing lanes (Each dir.)	2
Frontage lanes (Each dir.)	2

Interim Configuration

General purpose lanes (Each dir.)	2
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2

Ultimate Config. as Proposed in Regional Mobility 2030 Plan\*\*

General purpose lanes (Each dir.) ^^	4
TEXpress Lanes (Each dir.)	2-3
Frontage lanes (Each dir.)	2-3

SEG\* Roadway and Limits

<b>3A</b>	I-35W from north of I-30 to north of I-820
Existing lanes (Each dir.)	2-3
Frontage lanes (Each dir.) ^^	2

Interim Configuration

General purpose lanes (Each dir.)	2-3
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.) ^^	2

Ultimate Config. as Proposed in Regional Mobility 2030 Plan\*\*

General purpose lanes (Each dir.) ^^	4
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2-3

SEG\* Roadway and Limits

<b>3A II</b>	SH 121 Interchange ^^
--------------	-----------------------

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# HORSESHOE PROJECT

## TxDOT PROJECT TRACKER

*"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."*



### OVERVIEW

The Horseshoe Project will improve traffic flow in the heart of downtown Dallas. The \$798 million project will replace the I-30 and I-35E bridges that cross the Trinity River, as well as reconstruct the interchange. The project will also feature the construction of the Margaret McDermott Bridge, Dallas' second signature bridge designed by Santiago Calatrava. The project was aptly dubbed the "Horseshoe Project" due to its U-shape (see map) and has been given the highest priority due to the increasing bridge maintenance costs.

Within the project limits, I-30 and I-35E carry more than 460,000 vehicles per week day ranking it the 20 most congested roadways in Texas. There is rapid deterioration of bridges built in the 1930s and 1950s which has led to increasing maintenance and repair costs in recent years. Local stakeholders raised the priority to develop a financially attainable solution that addressed the safety and congestion concerns.



PLC photo

Pictured above is an aerial view of the Margaret McDermott Bridge construction on I-30 looking east toward downtown Dallas.

### PROJECT HISTORY

- **Sept. 2012** – Federal Environmental Clearance
- **Oct. 2012** – Receive Final Proposals
- **Nov. 2012** – Conditional Award/Selection
- **Feb. 2013** – Contract Execution
- **Apr. 27, 2013** – Groundbreaking ceremony in downtown Dallas

### PROJECT PROGRESS

- Construction continues on Dallas' second signature bridge, the Margaret McDermott Bridge on I-30 over the Trinity River. Both the EB and WB arches are complete. Crews are currently preparing to start placing the deck.
- Work continues on the second phase of the EB mainlane bridge over the Trinity River.
- Permanent concrete paving continues in the mixmaster under the Houston and Jefferson viaducts.
- The new northbound I-35E bridge in the Mixmaster is complete

### PROJECT FACTS

This project is made possible by legislation passed in 2011, which provided TxDOT with additional tools in the form of "design-build" authorization as well as additional Proposition 12 funding.

The new tools provide the opportunity to close the project funding gap and construct the project at least four years sooner than conventional project development methods could. Utilizing design-build allowed the project to get underway by late-2013 and be completed as early as summer 2017.

**LENGTH:** 5 miles

**LIMITS:** I-30 from Hotel Street west to Sylvan Avenue and I-35E from Eighth Street north to Commerce Street

#### RIGHT OF WAY

- All parcels are acquired and are held in the name of the State of Texas

#### CONSTRUCTION DATES

- Construction began in October 2013 and is scheduled for completion in summer 2017.

### FUNDING

Prop 12 (P2 PE/ROW; P2 TMA; P2 Bridge; P1 Anticipated)	\$604.7 M
Prop 14	\$7 M
SH 121 RTR	\$21.4 M
Cat 10 HPS/DEMO Earmarks	\$106.3 M
Cat 6 Federal Bridge	\$75 M
Cat 7 STP-MM	\$4.45 M

SOURCE: TxDOT

TxDOT graphic





# PRELIMINARY HORSESHOE SCHEMATIC (APRIL 2012)

DALLAS DISTRICT



SOURCE: Texas Department of Transportation.

TxDOT graphic

## PROJECT CONTACTS



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 214-320-6100



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# MIDTOWN EXPRESS

## TxDOT PROJECT TRACKER

DALLAS & FORT WORTH DISTRICTS



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

### OVERVIEW

The Midtown Express (SH 183 Managed Lanes Project) is an interim project that will increase the capacity and reconstruct portions of State Highway (SH) 183, SH 114 and Loop 12. SH 183 has served North Texas' growing transportation needs since the 1940s. The current roadway dates back to 1959, and has remained relatively unchanged since 1973 when an additional mainlane in each direction was added. Today, the highway serves as a primary artery between Dallas and Fort Worth, but it can no longer adequately meet the demand of 150,000 to 170,000 vehicles per day. Plans include increasing the capacity of SH 183 and portions of SH 114 and Loop 12, with the addition of TEXpress (toll managed) Lanes. The TEXpress Lanes will feature dynamic tolling designed to keep traffic moving at 50 mph. The ultimate project for these roadways is not currently funded.



SouthGate Constructors photo archive

November 2016 — Loop 12 at SH 183.

### PROJECT HISTORY

- **1998-2000** – Major Investment Study for future expansion
- **2002** – Unsolicited proposal received for SH 183/I-820 corridor redevelopment between Interstate 35W (I-35W) and I-35E
- **February 20, 2013** – A Request for Qualifications (RFQ) issued
- **November 7, 2013** – TxDOT issued a final Request for Proposals (RFP)
- **May 29, 2014** – Southgate Mobility Partners given conditional award
- **June 24, 2014** – Financial Public Hearings held simultaneously in Dallas County and in Tarrant County
- **November 20, 2014** – The contract between TxDOT and SouthGate executed
- **December 2, 2014** – The project reached Notice to Proceed 1 (NTP1) and **February 5, 2015** – Notice to Proceed 2 (NTP2)

### PROJECT PROGRESS

#### SH 114

- SH 114 is anticipated to be complete in late 2017.
  - Final pavement has been placed from Belt Line Rd. to DFW Airport

#### SH 183

- Construction is 40% complete.
- Utility relocation in Irving is 80% complete.

- The project team recently finished:
  - Deck pours on eastbound SH 183 over the Elm Fork of the Trinity River.
  - Partial demolition of Esters Rd. bridge
- Project team is currently:
  - Placing girders, pouring bridge decks and painting direct connections between SH 183 and Loop 12.
  - Constructing bridges and walls at all major intersections in Irving and Euless

#### Loop 12

- Major traffic switches implemented on north and southbound Loop 12 between I-35E and SH 183.

### MIDTOWN EXPRESS PROJECT (EST. OPERATION 2018)

#### LENGTH

- SH 183 from SH 121 to I-35E: 14.8 miles
- SH 114 from SH 183 to International Parkway: 10.5 miles
- Loop 12 from SH 183 to I-35E: 2.5 miles

#### COST

- \$847.6 million (Design and Construction)

#### FUNDING

- Funding sources include CAT 2, 7, 10 and 12 as well as a pending Transportation Infrastructure Finance and Innovation Act (TIFIA) loan

#### RIGHT OF WAY

- Acquisition is 94% complete

### PROJECT

- Obtain right of way/ relocate utilities
- Reconstruct portions of frontage roads
- Reconstruct portions of mainlanes
- Construct one TEXpress Lane in each direction on SH 183 and Loop 12.
- Construct one TEXpress Lane in each direction on SH 114 from SH 183 to SH 161 and one WB TEXpress Lane on SH 114 from SH 161 to Int'l. Pkwy.

### ULTIMATE PROJECT (EST. OPERATION TBD)

#### COST

- \$2.5 billion (funding not identified)

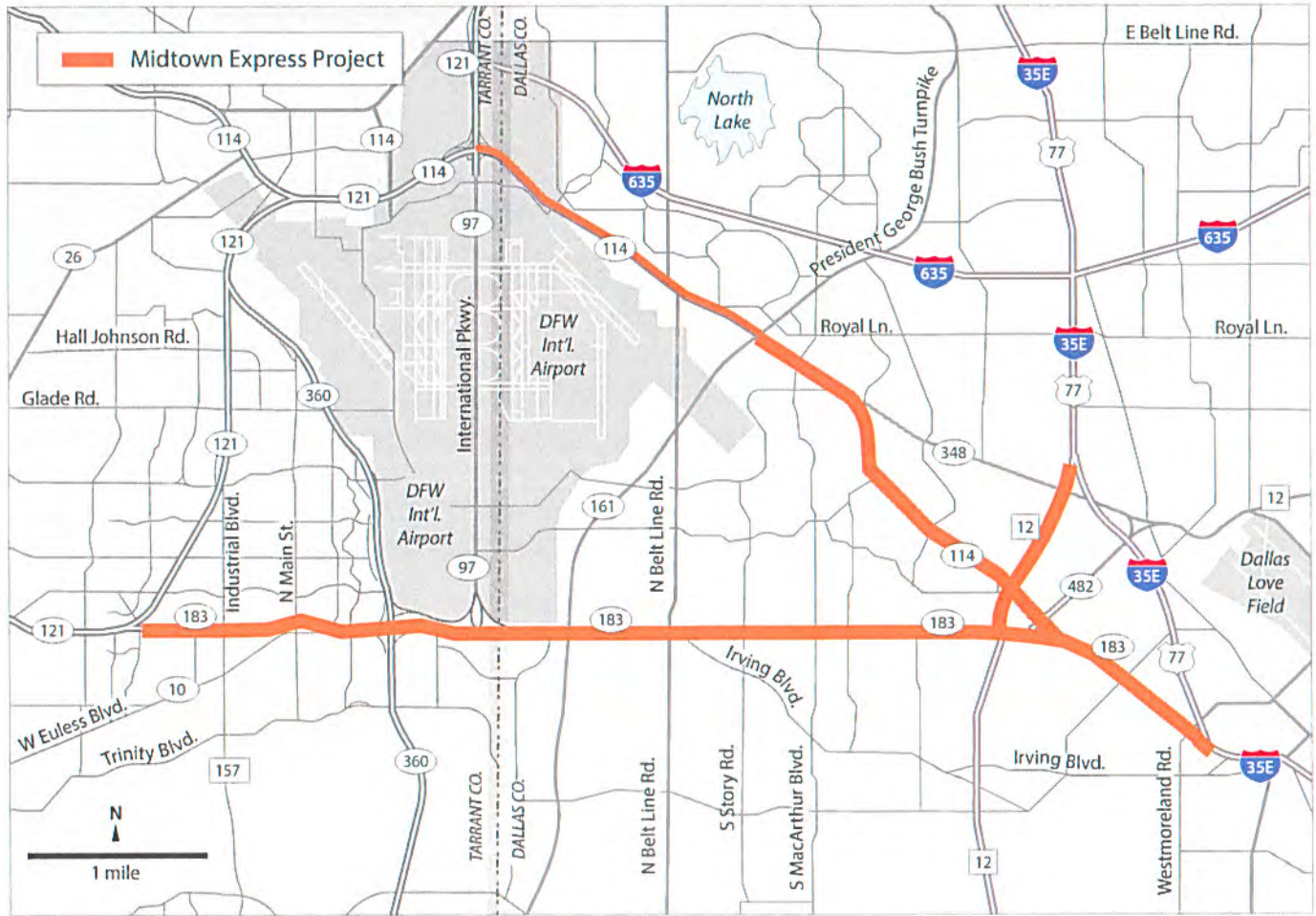
#### PROJECT

- Add one mainlane in each direction in some locations
- Up to three TEXpress Lanes in each direction in some locations
- Continuous frontage roads where applicable
- Diamond Interchange completion

### SCHEDULE

- Construction Start: April 2015
- Substantial Completion (Est.): 2018
- Ultimate construction to begin when funds become available





NOTE: Not to scale.

TxDOT graphic

### SH 183 BETWEEN SH 121 AND I-35E

	Managed Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	2 - 3
Midtown Express (Interim)	1	3	2 - 3
Ultimate Project Configuration	2 - 3	4	2 - 4

### SH 114 BETWEEN INTERNATIONAL PKWY AND ROCHELLE BLVD

	Managed Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	2 - 4	0 - 4
Midtown Express (Interim)	1*	2 - 4	0 - 4
Ultimate Project Configuration	2	4	2 - 4

### LOOP 12 BETWEEN SH 183 AND I-35E

	Managed Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	0 - 3
Midtown Express (Interim)	1	3	0 - 3
Ultimate Project Configuration	2R	4	2 - 3

\* Managed lane in WB direction only from International Pkwy. to SH 161.

TxDOT graphic

## PROJECT CONTACTS



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# SH 360 SOUTH

## TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS



*"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."*

### OVERVIEW

SH 360 has mirrored the growth of southern Tarrant County for decades. The Texas Department of Transportation (TxDOT) first developed and opened portions of SH 360 in 1958, and the department has regularly improved and expanded one of the region's major north-south arteries ever since. South of Interstate 20, TxDOT has completed four projects since 1994 that extend mainlanes to Green Oaks Boulevard SE and extend frontage roads to US 287. Construction on the SH 360 toll lanes south of I-20 to US 287 began in November 2015 as part of a public-public partnership between TxDOT, the North Texas Tollway Authority (NTTA), and the North Central Texas Council of Governments (NCTCOG). The initial SH 360 project will add two toll lanes in each direction from approximately two miles south of I-20 near East Sublett Road to US 287. The project will be built using the design-build construction method, which typically cuts construction time in half.



November 2016 - Future SH 360 bridge over Bowman Branch

### PROJECT HISTORY

- **1994** – First frontage road project south of I-20 (I-20 to New York Avenue)
- **1997** – Frontage road project (New York Avenue to East Broad Street)
- **2003** – Frontage road project (East Broad Street to US 287)
- **2006** – Interchange project at Green Oaks Blvd. including mainlanes from I-20 to Sublett Road
- **Dec. 5, 2013** – The Regional Transportation Council (RTC) approved a resolution to financially backstop TxDOT's \$300 million loan to develop, finance and construct SH 360
- **Jan. 16, 2014** – Environmental clearance received
- **Feb. 19, 2014** – NTTA's Executive Board approved the TxDOT/NTTA Project Development Agreement (PDA)
- **Feb. 27, 2014** – The Texas Transportation Commission (TTC) approved the PDA and authorized TxDOT to issue a Request for Qualifications (RFQ)
- **Mar. 11, 2014** – TxDOT issued an RFQ
- **Sept. 8, 2014** – TxDOT released the final Request for Proposals (RFP)
- **Feb. 26, 2015** – The Texas Transportation Commission conditionally awarded the development contract to Lane-Abrams Joint Venture
- **May 2015** – The contract between TxDOT and Lane-Abrams Joint Venture was executed
- **Oct. 21, 2015** – Groundbreaking held

### PROGRESS

- Paving of mainlanes from Camp Wisdom Road to US 287 is currently ongoing.
- Work continues with the new US 287 mainlane bridges over SH 360.
- The Webb Lynn Road/Lynn Creek Parkway crossover bridge is expected to be completed and open in early 2017. The Broad Street bridge is scheduled for completion in spring 2017, with the Heritage Parkway bridge and Debbie Lane/Ragland Road bridges scheduled for completion in summer 2017.
- In early 2017, detours for bridge construction will occur at Sublett Road/Camp Wisdom Road.

### PROJECT FACTS

#### LENGTH

- Green Oaks Blvd. to US 287: 9.7 miles

#### COST

- Initial project cost: \$330 million with the partnerships

#### INITIAL PHASE

- Sublett Road/Camp Wisdom Road to US 287: Two toll lanes each direction
- Continuous non-tolled frontage roads
- US 287 NB and SB mainlane bridges over SH 360 frontage road
- A portion of US 287 NB frontage road and ramps
- Cross street improvements

### ULTIMATE PHASE

- Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road: Four toll lanes each direction
- Debbie Lane/Ragland Road to US 287: Three toll lanes each direction
- US 287 interchange improvements, will include direct connectors to and from SH 360 northbound.
- Funds for the ultimate phase have not been identified

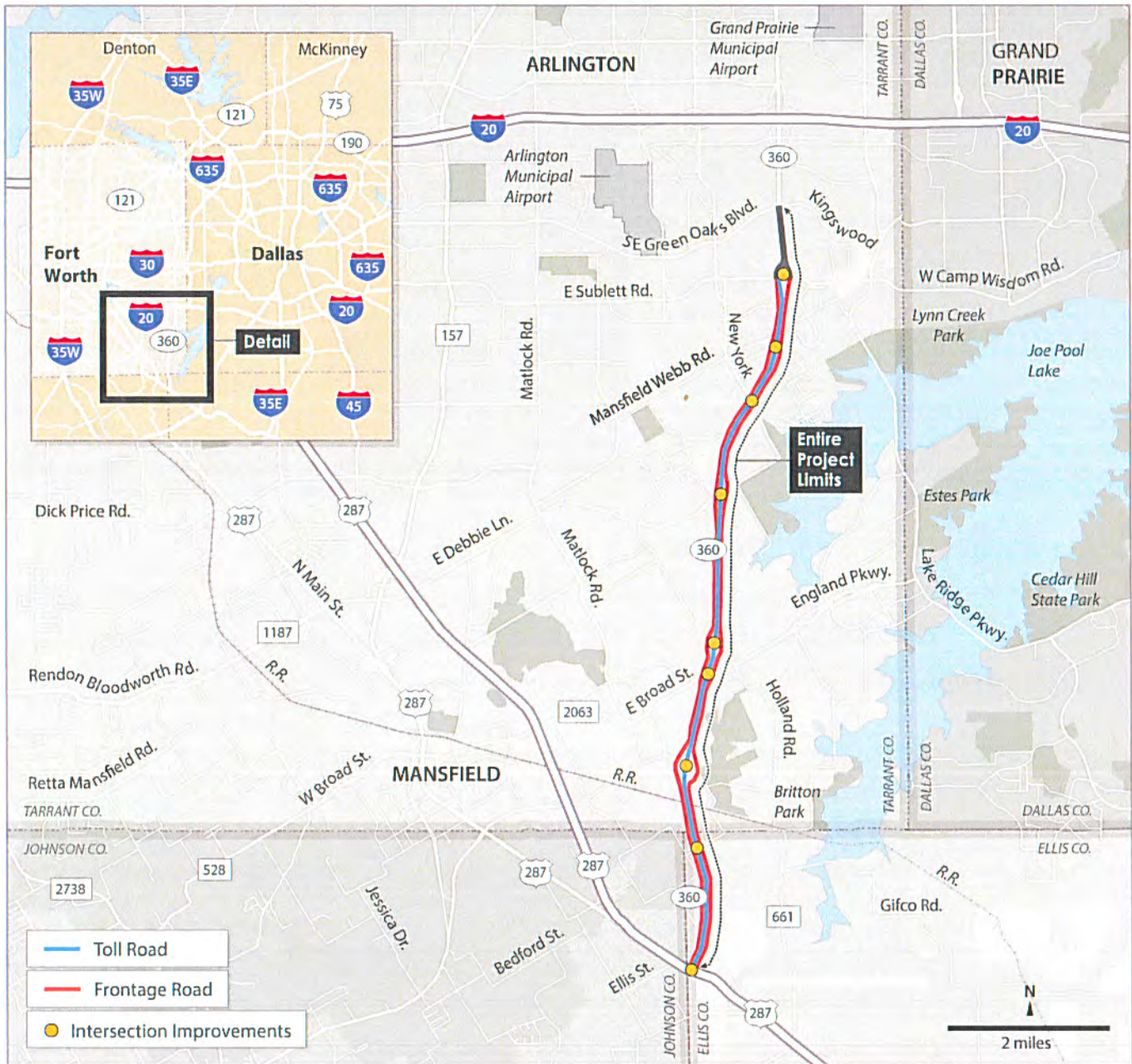
### TRAFFIC COUNTS (VEHICLES PER DAY, 2015)

- At Bardin Road: 89,000
- At Southeast Parkway: 53,000
- At Holland Road: 31,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

### ANTICIPATED SCHEDULE (INITIAL)

- Start of construction: November 2015
- Substantial completion: Spring 2018





NOTE: Project area is not drawn to scale in order to emphasize details.

Roadway and Limits	Existing frontage road lanes (Each direction)	Initial frontage road lanes (Each direction, late 2017)	Initial toll lanes (Each direction, late 2017)	Ultimate toll lanes (Each direction)
SH 360 from Sublett Road/Camp Wisdom to East Broad Street	2	2	2	4
SH 360 from East Broad Street to US 287	1-2	2	2	3

SOURCE: Texas Department of Transportation.

TxDOT graphic

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# I-30/SH 360 INTERCHANGE PROJECT

## TxDOT PROJECT TRACKER

www.keep30360moving.org

*"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."*



### OVERVIEW

Recognizing the growing transportation needs of the Metroplex, the Texas Department of Transportation (TxDOT) started construction on the \$233 million Interstate 30/State Highway 360 Interchange Project in Spring 2016. The improvements to the area will increase safety, connectivity and mobility for motorists. The project will transition the original 1950s Dallas-Fort Worth Turnpike cloverleaf design into a modern, fully-directional interchange with connection ramps for all movements between I-30 and SH 360.

The I-30 and SH 360 mainlanes will also be built with additional auxiliary lanes added to I-30, one lane in each direction added on SH 360 within the project limits, and the Six Flags Drive bridge over I-30 will be rebuilt from two lanes to five lanes (three southbound and two northbound lanes), extending Six Flags Drive north to Avenue H. The construction project limits are on I-30 between Ballpark Way and Great Southwest Parkway and SH 360 between Brown Boulevard/Avenue K and Road to Six Flags Street.



Bridge column construction on the I-30/SH 360 Interchange Project in Arlington. The \$233 million project will increase safety, connectivity and mobility for motorists.

### PROJECT HISTORY TIMELINE

1957 – The Dallas-Fort Worth Turnpike (later to become I-30) completed from Fort Worth to Dallas.

1959 – SH 360 (formerly Watson Road) was constructed from SH 183 to SH 180, crossing the then Dallas-Fort Worth Turnpike.

2007 – TxDOT completed the original schematic and received environmental clearance for improvements to SH 360 from Brown Boulevard/Avenue K to Green Oaks Boulevard (including the I-30/SH 360 interchange).

2010 – Cooper Street to Ballpark Way (2.8 miles) in Arlington - reconstruction of the I-30 mainlanes and construction of I-30 frontage roads, collector-distributor roads, ramps, and cross street bridges at Center Street, Collins Street and Baird Farm Road/AT&T Way.

2010 – Center Street to the Dallas County line - construction of two HOV lanes on I-30 (one lane in each direction).

2015 – TxDOT issued environmental clearance on the re-evaluation for the ultimate improvements to I-30.

March 2, 2016 – I-30/SH 360 Interchange Project groundbreaking event.

### PROJECT FACTS

#### LENGTH

- I-30 - Approx. 2 miles
- SH 360 - Approx 1.5 miles

#### PROGRESS

- Utility relocation underway throughout project along I-30, SH 360 frontage roads, Avenue F and Avenue G

- Constructing bridge substructures for southbound frontage road between Lamar Boulevard and Six Flags Drive, and new direct connector ramps (1) for I-30 eastbound to SH 360 northbound and SH 360 southbound, (2) for SH 360 southbound to I-30 westbound and I-30 eastbound, (3) for SH 360 northbound to I-30 eastbound, and (4) I-30 westbound to SH 360 southbound
- Began constructing I-30 mainlane and collector-distributor structures at Johnson Creek
- Closed I-30 HOV lane until project completion for construction in median
- Placed temporary detour pavement on SH 360 southbound frontage road and on I-30 westbound mainlanes

#### Cost

- \$233 million

#### FINAL CONFIGURATION

- Fully-directional interchange with connection ramps for all movements between I-30 and SH 360
- I-30 and SH 360 mainlanes will be rebuilt with additional auxiliary lanes added to I-30 and an additional lane in each direction on SH 360 within the project limits.
- Rebuilding the Six Flags Drive bridge over I-30 from two lanes to five lanes extending Six Flags Drive north to Avenue H.

#### 2015 TRAFFIC COUNTS (project area)

- I-30 - 133,000 vehicles per day
- SH 360 - 183,000 vehicles per day

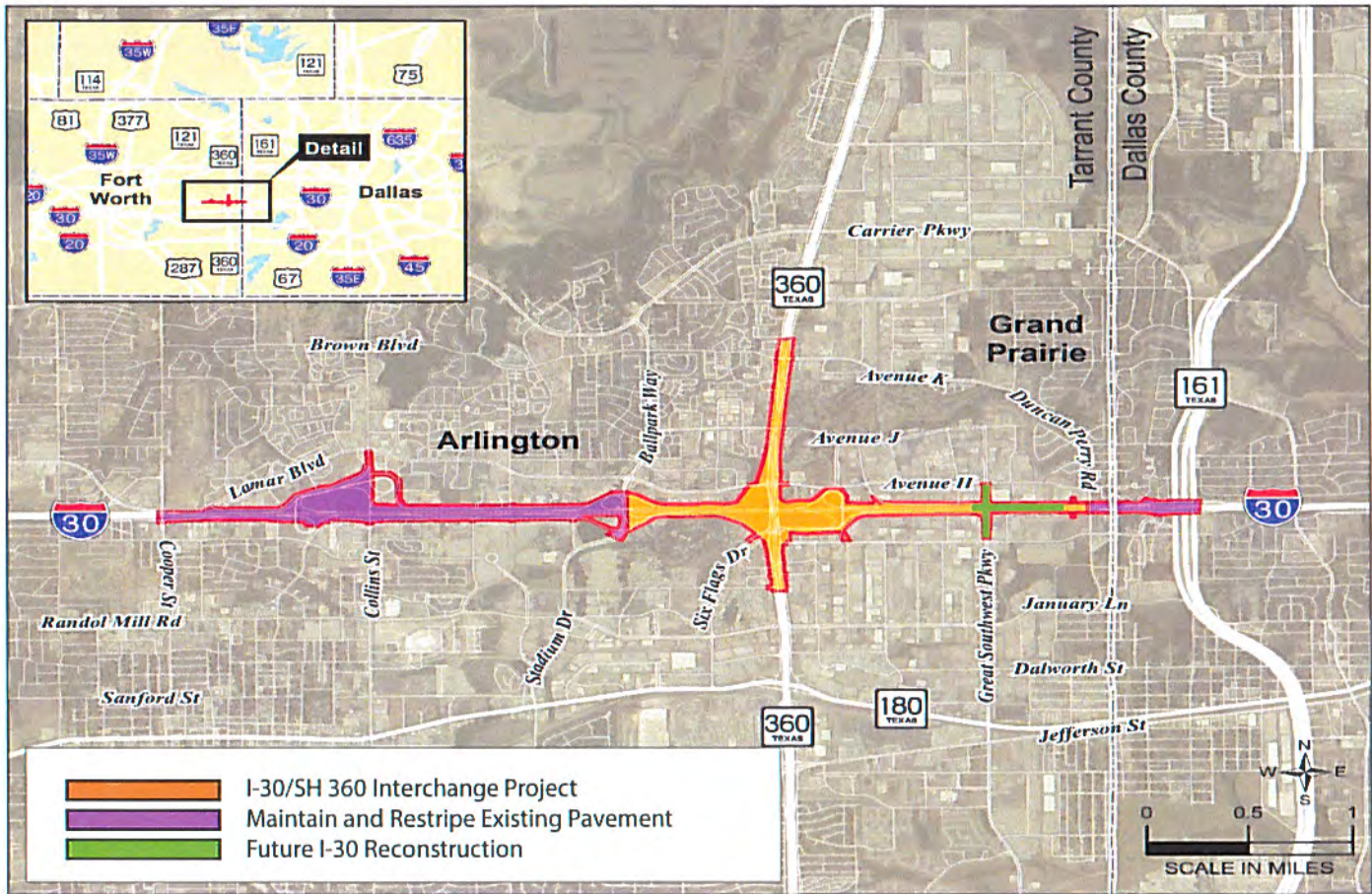
#### ANTICIPATED COMPLETION

- 2020

#### 2035 PROJECTED TRAFFIC

- I-30 is 234,000 vehicles per day
- SH 360 is 235,000 vehicles per day





Roadway and Limits	Existing Facility	Proposed Facility
I-30 from Cooper Street to SH 161		
General Purpose Lanes in Each Direction	3 lanes	3 lanes (plus aux. lanes)
Frontage Road/Collector-Distributor Lanes in Each Direction		
– from Cooper St. to Ballpark Way	2 to 3 lanes discontinuous	2 to 3 lanes discontinuous
– from Ballpark Way to SH 161	2 to 3 lanes discontinuous	2 to 3 lanes discontinuous
Managed Toll/HOV Lanes in Each Direction	1 concurrent lane	1 concurrent lane interim / 2 reversible lanes in ultimate
SH 360 from Brown Blvd./Ave. K to Road to Six Flags St.		
General Purpose Lanes in Each Direction	3 (plus aux. lanes)	3 to 4 (plus aux. lanes)
Frontage Road Lanes in Each Direction	2 to 3 lanes	3 lanes

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