

## AGENDA

**Regional Transportation Council  
Thursday, November 10, 2016  
North Central Texas Council of Governments**

- 11:30 am**      **RTC-Metropolitan Transportation Plan (Mobility 2040) Policy Bundle Workshop**
- 1:00 pm**      **Full RTC Business Agenda  
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**
- 1:00 – 1:05**    1.    **Approval of October 13, 2016, Minutes**  
 Action       Possible Action     Information      Minutes:      5  
Presenter:      Ron Jensen, RTC Chair  
Item Summary: Approval of the October 13, 2016, minutes contained in [Reference Item 1](#) will be requested.  
Background:    N/A
- 1:05 – 1:05**    2.    **Consent Agenda (There are no items on the Consent Agenda)**  
 Action       Possible Action     Information      Minutes:      0
- 1:05 – 1:20**    3.    **Orientation to Agenda/Director of Transportation Report**  
 Action       Possible Action     Information      Minutes:      15  
Presenter:      Michael Morris, NCTCOG
1. Air North Texas 2015-2016 Partner Awards (Mindy Mize)
  2. Regional Transportation Council (RTC) Member Representation at Events
    - RTC Chair Mayor Ron Jensen – Texas Department of Transportation IH 35E Lowest Stemmons Event
  3. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.1](#))
  4. New Motor Vehicle Emissions Budgets for Future Transportation Conformity Analysis ([Electronic Item 3.2](#))
  5. Additional Vehicles Now Available in the AirCheckTexas Replacement Program ([Electronic Item 3.3](#))
  6. Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grants Announcement, Deadline December 15
  7. November Public Meeting Notice ([Electronic Item 3.4](#))
  8. Mobility 2040 Executive Summary (Dan Lamers - Handout)
  9. Shared Mobility Summit and Texas Department of Transportation Mobility Technology Initiatives Briefing
  10. IH 35E Transportation Infrastructure Finance and Innovation Act Loan and TEX Rail Full Funding Grant Agreement
  11. High-Speed Rail Update ([Electronic Item 3.5](#))
  12. Recent Correspondence ([Electronic Item 3.6](#))
  13. Recent News Articles ([Electronic Item 3.7](#))
  14. Recent Press Releases ([Electronic Item 3.8](#))
  15. Transportation Partners Progress Reports

- 1:20 – 1:25**    4.    **Regional Transportation Council Legislative Program**  
 Action       Possible Action       Information      Minutes:      5  
 Presenter:      Amanda Wilson, NCTCOG  
 Item Summary:      The Regional Transportation Council (RTC) will be asked to approve the draft RTC Legislative Program for the 85<sup>th</sup> Texas Legislature.  
 Background:      The RTC Legislation and Finance Partnership Subcommittee met in May 2016 to discuss topics and draft language to include on the RTC Legislative Program. A draft legislative program was presented to the RTC as an information item at its October 13, 2016, meeting and can be found in [Reference Item 4.1](#). Additional information can be found in [Electronic Item 4.2](#). The 85<sup>th</sup> Session of the Texas Legislature begins on January 10, 2017.
- 1:25 – 1:35**    5.    **Unified Transportation Program Rulemaking Comments**  
 Action       Possible Action       Information      Minutes:      10  
 Presenter:      Michael Morris, NCTCOG  
 Item Summary:      The Regional Transportation Council (RTC) will be asked to approve a letter submitting comments on the Texas Department of Transportation proposed amendments to the Texas Administrative Code concerning transportation programs and funding.  
 Background:      House Bill 20 (84R) requires changes to be made to several of the planning and programming processes that the Texas Department of Transportation (TxDOT) uses to prioritize and finance transportation projects. The proposed amendments would implement the performance-based planning requirements related to the Unified Transportation Program. TxDOT has requested comments by November 14, 2016, on the proposed amendments to §16.105, §§16.152-16.154 and §16.160 in Title 43 of the Texas Administrative Code as published in the October 14, 2016, issue of the Texas Register. A letter with RTC comments will be presented at the meeting for approval.
- 1:35 – 2:05**    6.    **Regional 10-Year Plan and Next 10 Years of Projects: Draft Listing**  
 Action       Possible Action       Information      Minutes:      30  
 Presenters:      Adam Beckom and Michael Morris, NCTCOG  
 Item Summary:      Staff will present the proposed regional priorities covering FY2017-FY2026, as the Dallas-Fort Worth region’s response to the House Bill (HB) 20 10-year planning requirement.  
 Background:      In August 2016, the Texas Transportation Commission (TTC) approved the allocation of Categories 2 (MPO selection), Category 4 (TxDOT district selection), and Category 12 (Commission selection) funding for FY2017 to FY2026. In order to allocate the new funding to projects, North Central Texas Council of Governments (NCTCOG) staff is coordinating with the Dallas, Paris (Hunt County), and Fort Worth Texas Department of Transportation (TxDOT) districts in assessing the region’s priorities over the next 10 years. NCTCOG staff is using performance measures consistent with those used to develop

Mobility 2040, along with a review of project timing, environmental status, and estimated construction costs. This effort will also fulfill the legislative HB 20 10-year planning requirement. [Electronic Item 6.1](#) contains the draft list of projects to be constructed over the next 10 years. With the availability of new Category 2 funding, staff proposes to take this opportunity to address the east/west equity within the region. Additional details regarding the performance measures, overall process, and timeline is available in [Electronic Item 6.2](#). No action will be requested at the meeting.

2:05 – 2:15

7. **Waze/Request for Partner Data-Sharing Agreement**

Action       Possible Action       Information      Minutes: 10

Presenter: Tom Bamonte, NCTCOG

Item Summary: Staff will present a strategy to join the Waze Connected Citizens Program and for issuance of a Request for Partners for similar data sharing via the 511DFW data portal. Regional Transportation Council action will be requested at its December 8, 2016, meeting.

Background: The Waze Connected Citizens Program, [Electronic Item 7.1](#), is a transportation data-sharing partnership between public entities and Waze. The region will receive a feed of Waze's roadway incident and traffic jam information and share its road closure and major incident information with Waze. The open data portal already built into 511DFW will be used for the data exchange. In addition, regional partners will get access to tools they can use to make edits on the Waze map to show planned road closures or unusual events such as roads closed due to weather events. The North Central Texas Council of Governments will issue a Request for Partners to explore similar data-sharing partnerships to improve safety, traffic flow, and planning. Additional information is provided in [Electronic Item 7.2](#).

2:15 – 2:25

8. **End of Ozone Season**

Action       Possible Action       Information      Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will provide a summary of 2016 ozone season activity for the Dallas-Fort Worth (DFW) region.

Background: The end of October concluded another ozone season for the DFW region. Staff has been tracking the exceedance days at each monitor and will provide a summary of the 2016 ozone season data for the revised 2015 ozone standard, 70 parts per billion (ppb). The DFW region is classified as "moderate" nonattainment under the current standard and has a 2018 attainment deadline based on the region's 2017 ozone season design value.

2:25 – 2:35

9. **Aviation Application**

Action       Possible Action       Information      Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will provide an overview of the aviation gamification app that was developed in partnership with the University of Texas at Arlington, Airbus Helicopter, Bell Helicopter, Lockheed Martin, and the DFW Aerospace Consortium.

Background: In May 2016, the North Central Texas Council of Governments (NCTCOG) staff began developing an app in partnership with aviation and aerospace agencies to continue to engage students in aviation. The app, FLYBY, is designed to generate interest in aerospace and aviation careers for elementary, middle, and high school students in an effort to build a local talent pipeline for future employment opportunities. The game features aircraft from local aerospace companies – Lockheed Martin’s F35 and C130J, Bell Helicopter’s V-280, and Airbus Helicopter’s H155 and EC255. Players compete in challenging levels, overcoming obstacles and unlocking various aircraft by collecting parts to that specific aircraft. Each level includes aerospace and aviation trivia questions for players to answer and collect points. The online stat board is displayed on the NCTCOG aviation careers website, [www.NCTaviationcareers.com](http://www.NCTaviationcareers.com). Staff will provide an overview of the app, as well as a brief demonstration.

10. **Progress Reports**

Action       Possible Action       Information

Item Summary: Progress Reports are provided in the items below.

- RTC Attendance ([Reference Item 10.1](#))
- STTC Minutes and Attendance ([Electronic Item 10.2](#))
- Local Motion ([Electronic Item 10.3](#))

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

12. **Future Agenda Items**: This item provides an opportunity for members to bring items of future interest before the Council.

13. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, December 8, 2016, at the North Central Texas Council of Governments.**

**MINUTES****REGIONAL TRANSPORTATION COUNCIL  
October 13, 2016**

The Regional Transportation Council (RTC) met on Thursday, October 13, 2016, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Brian Barth, Carol Bush, Mike Cantrell, David L. Cook, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Mojoy Haddad, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Brian Loughmiller, Scott Mahaffey, Ray Smith (representing Maher Maso), Cary Moon, Stan Pickett, George Conley (representing Mark Riley), Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, Tim Welch (representing T. Oscar Trevino Jr.), Oscar Ward, Bernice J. Washington, Duncan Webb, Kathryn Wilemon, W. Jeff Williams, Erik Wilson, and Ann Zadeh (representing W.B. "Zim" Zimmerman).

Others present at the meeting were: Vickie Alexander, David S. Arbuckle, Greg Baker, Melissa Baker, Tom Bamonte, Berrien Barks, Carli Baylor, Bryan Beck, Adam Beckom, Natalie Bettger, Alberta Blair, Tanya Brooks, Bob Brown, Ron Brown, John Brunk, Ken Bunkley, Mo Bur, Loyl Bussell, David Cain, Rickey Callahan, Marrk Callier, Jack Carr, Angie Carson, Dixie Cawthorne, Kirk D. Clennan, John Cordary, Hal Cranor, Clarence Daugherty, Brian Dell, Gordon Dickson, Kim Diederich, Jerry Dittman, David Dryden, Chris Dyser, Mike Eastland, Chad Edwards, Jackson Enberg, Traci Enna, Keineth Fuller, Nora Garcia, David R. Gattis, Richard Grady, Philip Haigh, Tommy Henderson, Rebekah Hernandez, Jesse Herrera, Axel Herrmann, Mark Hilderbrand, Jodi Hodges, Rebekah Hodges, Maritza Kalley, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Paul Knippel, Dan Lamers, James Lance, April Leger, Amanda Long-Rodriguez, Sonny Loper, Paul Luedtke, Rakhshanda Mahar, Mickey Marlow, Steve McCullough, Chad McKeown, Michael Miles, Cliff Miller, Anthony Moffa, Cesar Molina, Amy Moore, Brian Moore, Michael Morris, Mark Nelson, Lance Olaniyan, Kevin Overton, Nick Page, Jamie Patel, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Molly Rendon, Bill Riley, Christina Roach, Tito Rodriguez, Carrie Rogers, Kyle Roy, Greg Royster, Steve Salin, Russell Schaffner, Kelli Schlicher, Lori Shelton, Walter Shumac, Randy Skinner, Patrick Stallings, Shannon Stevenson, Jahnae Stout, Dean Stuller, Rhonda Taylor, Gary Thomas, Jonathan Toffer, Christopher Tolar, Gretchen Vasquez, Mitzi Ward, Sandy Wesch, Cheryl Williams, Amanda Wilson, Brian Wilson, and Ed Wueste.

1. **Approval of September 8, 2016, Minutes:** The minutes of the September 8, 2016, meeting were approved as submitted in Reference Item 1. Mike Cantrell (M); Jungus Jordan (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Transportation Improvement Program Modifications:** A motion was made to approve revisions to the 2017-2020 Transportation Improvement Program provided as Reference Item 2.1.
  - 2.2. **Unified Planning Work Program Modifications:** A motion was made to approve modifications to the FY2016 and FY2017 Unified Planning Work Program provided as Reference Item 2.2.1. A presentation summarizing the modifications was provided in Electronic Item 2.2.2.

Bernice J. Washington (M); Mike Cantrell (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris thanked Regional Transportation Council (RTC) members who represented the RTC at recent events: Councilmember Mike Taylor (National Drive Electric week [Electronic Item 3.1]); Councilmember Lee Kleinman, David Laney, Gary Thomas (Kansas City Transportation Forum in Dallas); Councilmember Lee Kleinman (Dallas Streetcar); and RTC Chair Ron Jensen (upcoming Texas Department of Transportation [TxDOT] IH 35E Lowest Stemmons event on October 18).

Mike Eastland, Executive Director, North Central Texas Council of Governments (NCTCOG), recognized members of the RTC with a gift of chocolates commemorating the 50<sup>th</sup> Anniversary of the Agency. He noted that NCTCOG would not be possible were it not for elected and other policy officials that have been a part of the Agency from the beginning, and thanked members for their commitment to the region.

Mr. Morris noted AirCheckTexas communication materials distributed to members at the meeting. In addition, he noted the upcoming national Association of Metropolitan Planning Organizations (AMPO) Conference in Fort Worth October 25-28. Members interested in attending the AMPO reception on October 27 were asked to contact Amanda Wilson of NCTCOG. He also noted action is proposed on the continued partnership with Tarrant County on the Hemphill/Lamar funding swap at the November 10 RTC meeting. The Federal Highway Administration (FHWA) inactive project list was provided in Electronic Item 3.2 and projects included in the current FHWA 10-Year Preliminary Engineering Audit were provided in Electronic Item 3.3. A copy of the presentation presented as staff testimony at a recent Texas Legislative subcommittee meeting was provided in Electronic Item 3.4. Current air quality funding opportunities for vehicles were provided in Electronic Item 3.5, information on the North Central Texas Energy Forum on October 26 was provided in Electronic Item 3.6, and an ozone season update was provided in Electronic Item 3.7. September public meeting minutes were provided in Electronic Item 3.8, and an automated vehicle fact sheet was provided in Electronic Item 3.9. Electronic Item 3.10 contained an announcement for the next Traffic Incident Management Executive Level Course. Recent correspondence was provided in Electronic Item 3.11, recent news articles in Electronic Item 3.12, and recent press releases in Electronic Item 3.13. Transportation partner progress reports were distributed at the meeting.

4. **BigX Events:** Molly McFadden, Director, North Central Texas Council of Governments (NCTCOG) Emergency Preparedness Department, presented information about the upcoming BigX events. BigX 2016 is a full-scale training exercise that will take place November 11-13, 2016. A video was shown of the previous full-scale exercise in 2013, Urban Shield. During the BigX events, specialized response teams will practice scenarios of real-world emergency events in order to evaluate needed improvements. Over 3,500 individuals are anticipated to participate at over 40 sites in the region. Details were distributed at the meeting in Reference Item 4.1. NCTCOG Executive Board President Lissa Smith, Mayor Pro Tem, City of Plano has offered to host tours for interested elected officials on November 11 and November 12. Ms. Smith discussed the scope of the exercise and noted that this is an opportunity for elected officials to see the results of regional cooperation. She thanked the Regional Transportation Council for its vote to fund \$25,000 for transportation of elected officials to selected events as a backstop if enough funds are not raised to cover the cost of transportation. Ms. Smith read a letter from Congressman Sam Johnson dated September 21, 2016. The letter discussed the Congressman's vote for and the House Bill he cosponsored, the Community Counter Terrorism Preparedness Act that authorizes federal grant funding for law enforcement and emergency providers in major metropolitan areas to conduct counter terrorism exercises and active-shooter training. She

thanked members for their support and extended an invitation for all elected officials to attend events on November 11-12. Lee Kleinman encouraged members to observe the opportunity for first responders to train collaboratively. He expressed his appreciation to Jeff Williams, Mayor, City of Arlington and members of the Arlington Police Department for their support and security coverage during the City of Dallas memorial service for its fallen officers. Molly McFadden thanked local jurisdictions for hosting, staffing, and participating in the upcoming events. Elected officials interested in participating were asked to complete Reference Item 4.2, distributed at the meeting, to indicate the events they would like to attend.

5. **Traffic Signal Data Sharing Agreements:** Tom Bamonte presented an opportunity to work with partner agencies that operate traffic signals on agreements to share traffic signal information with third-party technology companies. Four related automated vehicle technologies were highlighted: 1) autonomous vehicle, 2) connected vehicle, 3) vehicle-to-vehicle, and 4) vehicle-to-infrastructure. The proposed initiative is a hybrid of connected vehicle and vehicle-to-infrastructure technologies. Traffic signal data is received from and sent to vehicles that use connected vehicle technology. Signal phase and timing data must then be refined by a traffic signal data expert that optimizes the data in real time for transmittal to auto manufacturers, application developers, and others for vehicle applications. A video was shown from an auto manufacturer active in this area of technology. Mr. Bamonte noted this is the first of many opportunities for public agencies to work with the private sector to build applications that will improve traffic flow. He discussed security protocols included in the agreements and the current status of efforts. Currently, there is partner agency interest in vehicle-to-infrastructure projects and automotive manufacturer interest for in-vehicle applications based on those projects. A sample agreement has been developed that local entities can use when developing their own data sharing with traffic data experts. Staff has also developed a draft agreement that would give the North Central Texas Council of Governments access to performance reports so that planners can work more effectively on traffic signal issues. Finally, a draft Request for Proposal (RFP) is being developed that will help identify other interested parties in vehicle-to-infrastructure traffic signal projects. If approved, staff plans to move forward and issue a Request for Partners, followed by a vehicle-to-infrastructure pilot program and briefing to traffic engineers in the region. The Regional Transportation Council and Surface Transportation Technical Committee will be provided a progress report in early 2017. Members discussed the concern of exposure to increased security risk and the type of information shared with third-party entities. In addition, Ann Zadeh asked if signalization data sharing is available for users other than motorists. Mr. Bamonte noted this type of data sharing has multiple layers of security and that no personal data from individual drivers is transmitted to third-party agencies. He also noted the Request for Partners will help determine interest in applications both within and without the automotive sphere. A motion was made approve the pursuit of traffic signal data sharing agreements in cooperation with regional partners to support automated vehicle applications in the region. Sandy Greyson (M); Kathryn Wilemon (S). The motion passed unanimously.
6. **Collin County Funding Partnership and Roadway Action Plan Update:** Michael Morris presented a continued funding partnership with Collin County related to the Low-Income Repair and Replacement Assistance Program/Low-Income Projects (LIRAP/LIP). Last year, Collin County entered into a funding partnership with the Regional Transportation Council to exchange LIRAP/LIP funds for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Collin County will continue to use the CMAQ funds for various air quality projects. Details were provided in Reference Item 6.1. In addition, Mr. Morris provided an update on the Collin County Roadway Action Plan, detailed in Electronic Item 6.2.

Four major initiatives were discussed. The first project is US 75 from SH 121 south. Efforts include operational improvements, a partnership with the North Texas Tollway Authority for ramp improvements, and use of shoulders during the peak periods. Some additional revenue may be requested from the Regional Transportation Council if necessary. The second project is the staged construction of the Collin County Outer Loop. Right-of-way must be preserved for the construction of a future two-directional frontage road until corridor volumes increase. The third corridor is US 380 through the center of McKinney. Efforts will include a countywide study, as well as a study for a potential bypass around northern McKinney. The fourth project is the Collin County Strategic Transportation Initiative, which is a study of non-tolled north/south roadway needs and opportunities. A motion was made to approve the continuation of a funding partnership with Collin County to exchange Low-Income Repair and Replacement Assistance Program/Low-Income Projects funds for Congestion Mitigation and Air Quality Improvement Program funds as detailed in Reference Item 6.1. Bernice J. Washington (M); Duncan Webb (S). The motion passed unanimously.

7. **Development of Regional 10-Year Plan Project Map:** Dan Lamers provided an update regarding regional priorities for the 10-year plan. Since adoption of Mobility 2040, staff has been performing analyses to rank and score projects to identify the next 10 years of significant roadway projects. This effort will also fulfil the House Bill 20 10-year planning requirement passed during the 84<sup>th</sup> Texas Legislature. Funding allocations by the Texas Transportation Commission for Category 2 (Urban Mobility Corridors) Category 4 (Statewide Connectivity), and Category 12 (Commission Strategic Priority) have been confirmed. Based on these allocations, projects are being evaluated in three paths: 1) previously unfunded commitments or existing facilities under construction needing next-phase funding, 2) new freeway projects, and 3) new on-system arterial projects. Mr. Lamers highlighted the process of the project selection process for each of the three paths. Projects continue through each of the evaluation options and are balanced to the appropriate funding categories based on available funds.

Adam Beckom summarized the regional funding allocations for FY2017 to FY2026. Total funding to the region is approximately \$6.8 billion and split between Categories 2, 4, and 12. Funds have been distributed using the current east/west equity of 32 percent to the west and 68 percent in the east based on the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) transportation bill. Nine initial funding buckets have been identified. He noted the importance of being sensitive to Proposition 1 funding allocations for years two and three to ensure projects are not funded out of turn. In addition, he discussed the east/west equity status. Currently, based on the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and MAP-21 cumulative totals, the equity share is at 28 percent in the west and 71 percent in the east. Staff is proposing that the equity share be balanced closer to the preferred distribution during this effort. Next, staff will finalize project performance measures and develop a draft project listing and map. Project needs will then be balanced to available resources. Over the next few weeks, staff will finalize consensus on the preliminary project list. Regional Transportation Council action is anticipated in December with final submittal to the Texas Transportation Commission on December 15.

Bernice J. Washington asked if the funds discussed were at risk. Michael Morris noted too often in the past the State has underestimated revenue. When additional funds were made available, the region was able to implement large regional projects while other regions used funding for maintenance. He added, it is better for the region to be ready to implement projects versus potentially losing funds if projects are not ready.



8. **Draft Legislative Program:** Amanda Wilson provided a federal legislative update. Before it recessed, the United States Congress passed a continuing resolution to keep the federal government open through December 9, 2016. Members will return in November and have several options to either pass an omnibus appropriations bill, a series of smaller bills, or a continuing resolution for an extended period of time. Staff will continue to monitor and provide updates to members. Regarding the Texas Legislature, the legislative session begins January 10, 2017. Ms. Wilson noted two meetings of the RTC Legislative and Finance Subcommittee held earlier in the year during which a draft RTC Legislative Program was presented. The draft has been revised based on input from RTC members and North Central Texas Council of Governments (NCTCOG) staff. A marked-up version of the draft RTC Legislative Program was provided in Electronic Item 8 and summarized at the meeting. She noted that staff's effort was to streamline the RTC Legislative Program into three categories. First, recognize and continue progress made toward improving transportation and air quality during recent legislative sessions. This includes supporting the continued full funding of Proposition 1 and Proposition 7 and the ending of diversions; retaining the ability to utilize tools such as debt financing; tolled managed lanes, etc.; continuing to fully appropriate revenues to the Low Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP); retaining eminent domain authority for transportation projects; and supporting efforts to utilize performance-based planning to select transportation projects. Second, invest in further progress toward meeting transportation and air quality needs. This includes authorizing a comprehensive development agreement on IH 635E and identifying additional transportation revenue. Options were included in Electronic Item 8 and members were encouraged to provide feedback on the options. Additionally, appropriating LIRAP's residual balance of previously collected funds (approximately \$200 million), modernizing and increasing the flexibility of LIRAP/LIP funding, and protecting the Texas Emission Reduction Program revenue to ensure funds are utilized on projects that meet the intent of the program including roadway/goods movement transportation projects. Finally, provide support for other topics to be addressed in legislation. This section will allow flexibility to address legislation such as improving air quality, increasing safety, relieving congestion, using innovative technology, maintaining active operations and management of the system, enabling transportation data sharing, and shared mobility solutions. Members were encouraged to provide feedback regarding Electronic Item 8 and it was noted the RTC would be asked to approve the RTC Legislative Program at its November 10 meeting. In addition, Ms. Wilson reminded members that staff will be providing weekly updates to members regarding legislative actions, bills, committee hearings, and bill tracking. Staff will also email members regarding upcoming hearings and potential opportunities to provide testimony. Michael Morris requested that members contact Amanda Wilson or Jungus Jordan, RTC Legislation and Finance Subcommittee Chair, regarding comments. Jungus Jordan noted Electronic Item 8 is consistent with recent RTC discussions and thanked staff for its efforts. He added that he believes local control will be discussed frequently during the upcoming legislative session, but that transportation is one of the areas members can identify as a local control success story. He requested members provide input regarding the draft RTC Legislative Program and noted a workshop including the committee of the whole would be scheduled in the near future.
9. **High-Speed Rail Update:** Michael Morris provided an update on recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth region. Eight tasks to be completed by staff were discussed and details were provided in Electronic Item 9. The first task is review of the federal submittals to the Federal Register Notice for high-speed rail in the Dallas-Fort Worth region. The second task is the creation of a Local Government Corporation solely to implement high-speed rail between Dallas and Fort Worth as a contingency. The third task is

coordination with the Congressional Delegation on the initial federal funding request before the current administration leaves office. Staff has been working with the Congressional Delegation on a mechanism to obtain unused federal funds for high-speed rail to help fund any gap in cost for high-speed rail between Dallas and Fort Worth, if needed. The fourth task is the issuance of a Request for Information (RFI) for high-speed rail. The deadline for responses is November 18, 2016. The fifth task is to issue the Request for Proposals (RFPs) for each of the three segments for station area and high-speed rail alignment planning. The sixth task is to respond to the Federal Railroad Administration's letter to TxDOT. The letter states American Recovery and Reinvestment Act (ARRA) funds are being used to work on the Tier II Environmental document. ARRA funds expire and there is a questions about whether TxDOT can complete the process before the deadline to expend funds. Staff is working with TxDOT to ensure it can complete the environmental review by the deadline, and the RTC will seek financial partners if TxDOT is unable to complete the environmental document by the deadline. The seventh task is related to the Tier II Environmental completion. Mr. Morris noted he had an opportunity to attend an Irving City Council work session regarding how to best advance high-speed rail in the community. Staff will continue to work on the best alignment for high-speed rail to proceed from Dallas through Arlington to Fort Worth, and eventually to San Antonio and Austin. Finally, task eight is staff working with TxDOT consultants to complete ridership forecasts for passenger rail between Dallas and Fort Worth. He noted that action may be necessary on some institutional items that may need to be addressed. Gary Slagel asked if the issue raised by the City of Irving at the previous RTC meeting regarding the use of the Trinity Railway Express (TRE) corridor was resolved. Mr. Morris noted the City of Irving has been asked to take a position that supports high-speed rail between Dallas and Fort Worth and in support of working with North Central Texas Council of Governments (NCTCOG) and TxDOT staffs regarding the best route. NCTCOG will review routes that may have been dismissed prematurely and that are located south of the TRE and north of the IH 30 corridor. This would open up several options and may eliminate a potential fatal flaw since currently all of the corridors from Dallas are on the TRE corridor. Oscar Ward thanked Mr. Morris for attending the Irving work session. He noted the City of Irving is not against high-speed rail, but sensitive to an above-grade rail line in the TRE corridor.

10. **Metropolitan Transportation Plan Policy Bundle Voluntary Measures:** Dan Lamers briefed the Regional Transportation Council (RTC) on the Metropolitan Transportation Plan (MTP) Policy Bundle voluntary measures and schedule. Mobility 2040 includes a voluntary list of policies that local governments and transportation agencies can choose to adopt. These policies aim to encourage the development of alternative, strategic solutions to achieve the goals of the MTP. To encourage the adoption of these policies, entities that voluntarily decide to adopt 50 percent of the eligible policies will receive an offset of local funds for federal transportation projects in the form of Transportation Development Credits (TDCs). The total number of policies and requirements by agency type were reviewed. Details were provided in Electronic Item 10. A survey has been developed and sent to eligible agencies to be completed annually to indicate what policies have been adopted. TDCs would be eligible for existing projects and programs already selected by RTC and for new future projects which follow the existing Transportation Improvement Program (TIP) process. He also noted that for existing projects, no new funding would be available if TDCs are used. A workshop will be held prior to the November 10, 2016, RTC meeting to discuss the voluntary adoption of policies in detail. Special focus will be placed on policies and coordination with school districts. Mr. Lamers reviewed the draft schedule for implementation of the policy bundle voluntary measures. Staff would like to receive early submittal from eligible entities by February 3, 2017, to allow staff an opportunity to work with entities on details. March 3, 2017, is the deadline for agencies to complete the survey and

provide required documentation. Since this process will change the funding source and may be on new projects, projects must go through the TIP modification process due in April 2017. Projects would be eligible to proceed in late August or September. Members and Texas Department of Transportation staff discussed how copper theft is related to transportation. Andy Eads noted he was apprehensive about the adoption of voluntary measures that might put an entity at a competitive disadvantage, which makes the adoption of the measures seem less than voluntary.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 11.1, Surface Transportation Technical Committee meeting attendance and minutes in Electronic Item 11.2, and the current Local Motion in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, November 10, 2016, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:35 pm.

- [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</a> Deadline: First Come, First Served		X				X				Private Sector
<b>NEW!</b> <a href="#">Drayage Truck Incentive Program (DTIP)</a> Deadline: May 26, 2017, 5 pm CST						X				Public Sector, Private Sector, General Public
<b>NEW!</b> <a href="#">Emissions Reduction Incentive Grant (ERIG)</a> Deadline: January 10, 2017, 5 pm CST	X	X	X	X	X	X				Public Sector, Private Sector
<a href="#">Federal and State Incentives and Laws (Including Tax Credits)</a>	X	X	X	X	X		X	X		Private Sector
<a href="#">Propane Vehicle Incentives for Texas</a>	X	X		X		X	X	X		Public Sector, Private Sector
<a href="#">School Bus Rebate Program</a> Deadline: November 1, 2016, 4 pm EST	X									Public Sector, School Districts, Private Sector
<a href="#">Texas Clean School Bus Program</a> Deadline: November 1, 2016, 5 pm CST	X									Public School Districts, Charter Schools
<a href="#">Texas Natural Gas Vehicle Grant Program (TNGVGP)</a> Deadline: May 26, 2017,	X	X	X	X		X				Public Sector, Private Sector

Click the links below for a program description and relevant dates and details.



[NCTCOG Funding Opportunity Archive](#)

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

[CONTACT US](#) | [SITE MAP](#) | [LEGAL](#) | [SYSTEM REQUIREMENTS](#)



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



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 6  
1445 ROSS AVENUE, SUITE 1200  
DALLAS TX 75202-2733

OCT 17 2016

Mr. David Brymer  
Director, Air Quality Division  
Texas Commission on Environmental Quality  
Post Office Box 13087, MC-206  
Austin, Texas 78711-3087

Dear Mr. Brymer:

The purpose of this letter is to notify you that the U.S. Environmental Protection Agency (EPA) will soon announce in the *Federal Register* our determination that the motor vehicle emissions budgets (MVEBs *or* budgets) contained in the latest revision to the Dallas/Fort Worth 2008 8-hour Ozone State Implementation Plan (SIP) are adequate for transportation conformity purposes. This revision incorporates the latest available demographic projections into the MVEBs, and establishes the modeled budget year. The budgets will become effective 15 days after the *Federal Register* publication date.

In a letter dated August 5, 2016, Chairman Bryan W. Shaw submitted to the EPA the Dallas/Fort Worth 2008 8-hour Ozone Attainment Demonstration (AD) SIP, which contains new MVEBs. The AD SIP contains new MVEBs for 2017 (130.77 tons per day (tpd) for nitrogen oxides (NO<sub>x</sub>); and 64.91 tpd for volatile organic compounds (VOCs)).

The EPA is required to make a determination that the MVEBs are consistent with the applicable SIP control strategy, and we have followed the procedure for doing so per 40 CFR 93.118(e)(4). The availability of this SIP revision was posted on the EPA's website for the purpose of soliciting public comments on the MVEBs. The revised MVEBs were made available for public review and comment on September 7, 2016. The EPA received no comment by the close of the comment period on October 6, 2016. We have determined the budgets submitted in this SIP revision are adequate for transportation conformity purposes and, upon the effective date of the subsequent *Federal Register* Notice of Adequacy, they must be used in future transportation conformity determinations. We will be posting our determination on the EPA's website in addition to announcing it in the *Federal Register*.

If you have any questions concerning this action, please contact me at (214) 665-7200 or Guy Donaldson of my staff at (214) 665-7242.

Sincerely Yours,

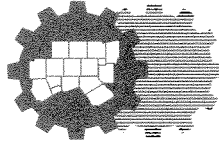
A handwritten signature in black ink, appearing to read "Mark Hansen".

Mark Hansen  
Associate Director for  
Air, Multimedia Division

cc: Ms. Jenny Narvaez  
North Central Texas Council of Governments

Mr. Nick Page  
Texas Department of Transportation

Ms. Barbara Maley  
Federal Highway Administration, Texas Division



## North Central Texas Council Of Governments

August 30, 2016

Mr. Richard A. Hyde, P.E., MC 109  
 Executive Director  
 Texas Commission on Environmental Quality  
 PO Box 13087  
 Austin, TX 78711-3087

Subject: Eligible Replacement Vehicles for the Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program

Dear Mr. Hyde:

As the Regional Administrator for the Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) in the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) wishes to draw attention to an issue concerning eligible replacement vehicles for the program. Based on Texas Administrative Code Chapter 114, Subchapter C, Division 2 §114.64(c)(4)(a) which states that LIRAP replacement vehicles must "be in a class or category of vehicles that has been certified to meet federal Tier 2, Bin 5 or cleaner Bin certification...", the Texas Commission on Environmental Quality (TCEQ) determined that new vehicles with Tier 3 emissions standards are not eligible as replacement vehicles. NCTCOG understands the TCEQ is currently going through the rulemaking process to amend the Texas Administrative Code to include Tier 3 vehicles, but that process is lengthy and will hinder the program's ability to fully maximize potential replacements and emissions benefits.

This is concerning as several of LIRAP's top replacement vehicles have been classified as not eligible resulting in many area dealerships no longer promoting or supporting the program, which in turn limits overall participation. As referenced in Attachment 1: *Federal and California Light-Duty Vehicle Emissions Standards for Air Pollutants, EPA, February 2016*, the highest Tier 3 standard either meets or exceeds Tier 2 Bin 5 emissions standards. Therefore, NCTCOG respectfully requests the TCEQ immediately allow Tier 3 vehicles be eligible to participate in LIRAP as these vehicles meet the statutory and regulatory intent of the requirement.

We look forward to further conversation on these topics and a continued partnership with the TCEQ as we work together towards the common goal of cleaner air. If you have any questions, please feel free to contact Chris Klaus, Senior Program Manager, at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,

Michael Morris, P.E.  
 Director of Transportation

Attachment

SS:kw

cc: David Brymer, Air Quality Division Director, TCEQ  
 Chris Klaus, Senior Program Manager, NCTCOG



# Federal and California Light-Duty Vehicle Emissions Standards for Air Pollutants

## Tier 3 and LEV III Program

Standard <sup>1</sup>		MY Fully Implemented Tier/LEV	Vehicles	Emission Limits at Full Useful Life <sup>2</sup>				
				Maximum Allowed Grams Per Mile				
				NOx + NMOG	CO	PM (Tier/LEV) <sup>3</sup>		HCHO
Bin 0	N/A <sup>4</sup>	2025/2015	LDV, LDT, MDPV	0	0	0	0	0
Bin 20	SULEV20	2025/2015	LDV, LDT, MDPV	0.02	1	0.003	0.01	0.004
Bin 30	SULEV30	2025/2015	LDV, LDT, MDPV	0.03	1	0.003	0.01	0.004
Bin 50	ULEV50	2025/2015	LDV, LDT, MDPV	0.05	1.7	0.003	0.01	0.004
Bin 70	ULEV70	2025/2015	LDV, LDT, MDPV	0.07	1.7	0.003	0.01	0.004
Bin 125	ULEV125	2025/2015	LDV, LDT, MDPV	0.125	2.1	0.003	0.01	0.004
Bin 160	LEV160	2025/2015	LDV, LDT, MDPV	0.16	4.2	0.003	0.01	0.004

[Tier 3 Final Rule](#)

[LEV III Final Order](#)

[CARB ZEV Program](#)

## Tier 2 Program<sup>5,6</sup>

Standard	MY	Vehicles	NOx + NMOG	CO	PM	HCHO
Bin 1	2004+	LDV, LLDT, HLDT, MDPV	0	0	0	0
Bin 2	2004+	LDV, LLDT, HLDT, MDPV	0.03	2.1	0.01	0.004
Bin 3	2004+	LDV, LLDT, HLDT, MDPV	0.085	2.1	0.01	0.011
Bin 4	2004+	LDV, LLDT, HLDT, MDPV	0.11	2.1	0.01	0.011
Bin 5	2004+	LDV, LLDT, HLDT, MDPV	0.16	4.2	0.01	0.018
Bin 6	2004+	LDV, LLDT, HLDT, MDPV	0.19	4.2	0.01	0.018
Bin 7	2004+	LDV, LLDT, HLDT, MDPV	0.24	4.2	0.02	0.018
Bin 8a	2004+	LDV, LLDT, HLDT, MDPV	0.325	4.2	0.02	0.018
Bin 8b	2004-2008	HLDT, MDPV	0.356	4.2	0.02	0.018
Bin 9a	2004-2006	LDV, LLDT	0.39	4.2	0.06	0.018
Bin 9b	2004-2006	LDT2	0.43	4.2	0.06	0.018
Bin 9c	2004-2008	HLDT, MDPV	0.48	4.2	0.06	0.018
Bin 10a	2004-2006	LDV, LLDT	0.756	4.2	0.08	0.018
Bin 10b	2004-2008	HLDT, MDPV	0.83	6.4	0.08	0.027
Bin 10c	2004-2008	LDT4, MDPV	0.88	6.4	0.08	0.027
Bin 11	2004-2008	MDPV	1.18	7.3	0.12	0.032

[Tier 2 Rule](#)

# Federal and California Light-Duty Vehicle Emissions Standards for Air Pollutants

## LEV II Program

Standard	MY	Vehicles	NOx + NMOG	CO	PM	HCHO
ZEV	2004+	LDV, LDT	0	0	0	0
PZEV *	2004+	LDV, LDT	0.03	1	0.01	0.004
SULEV II	2004+	LDV, LDT	0.03	1	0.01	0.004
ULEV II	2004+	LDV, LDT	0.125	2.1	0.01	0.011
LEV II	2004+	LDV, LDT	0.16	4.2	0.01	0.018
LEV II Option 1	2004+	LDV, LDT	0.19	4.2	0.01	0.018
SULEV II	2004+	MDV4	0.2	3.2	0.06	0.008
ULEV II	2004+	MDV4	0.343	6.4	0.06	0.016
LEV II	2004+	MDV4	0.395	6.4	0.12	0.032
SULEV II	2004+	MDV5	0.317	3.7	0.06	--
ULEV II	2004+	MDV5	0.567	7.3	0.06	--
LEV II	2004+	MDV5	0.63	7.3	0.12	--

LEV II Rule

## Tier 1 Program

LDV	1994 2003	LDV	0.91	4.2	0.01	--
LDT1	1994 2003	LDT1	0.91	4.2	0.01	0.8
LDV diesel	1994 2003	LDV	1.56	4.2	0.01	--
LDT1 diesel	1994 2003	LDT1	1.56	4.2	0.01	0.8
LDT2	1994 2003	LDT2	1.37	5.5	0.01	0.8
LDT3	1994 2003	LDT3	1.44	6.4	0.01	0.8
LDT4	1994 2003	LDT4	2.09	7.3	0.12	0.8

Tier 1 Rule

# Federal and California Light-Duty Vehicle Emissions Standards for Air Pollutants

## LEV I Program

Standard	MY	Vehicles	NOx + NMOG	CO	PM	HCHO
ULEV I diesel	2001-2006	LDV, LDT1	0.355	2.1	0.04	0.011
ULEV I	2001-2006	LDV, LDT1	0.355	2.1	n/a	0.011
SULEV I	2001-2006	MDV2	0.372	3.2	0.05	0.006
LEV I diesel	2001-2006	LDV, LDT1	0.39	4.2	0.08	0.018
LEV I	2001-2006	LDV, LDT1	0.39	4.2	n/a	0.018
ILEV		LDV, LDT1	0.39	4.2	0.08	--
ULEV I	2001-2006	MDV2	0.407	2.5	0.04	0.012
LEV I	2001-2006	LDV, LDT1	.456/.61	4.2	0.08	--
SULEV I	2001-2006	MDV3	0.534	3.7	0.06	0.008
ULEV I diesel	2001-2006	MDV2	0.57	2.8	0.05	0.013
ULEV I	2001-2006	MDV2	0.57	2.8	n/a	0.013
SULEV I	2001-2006	MDV4	0.6	4.1	0.06	0.01
ILEV		LDT2	0.63	5.5	0.08	--
LEV I diesel	2001-2006	LDT2	0.63	5.5	0.1	0.023
LEV I	2001-2006	LDT2	0.63	5.5	n/a	0.023
ULEV I	2001-2006	MDV2	0.743	6.4	0.05	0.013
TLEV I diesel	2001-2003	LDV, LDT1	0.756	4.2	0.08	0.018
TLEV I	2001-2003	LDV, LDT1	0.756	4.2	n/a	0.018
LEV I	2001-2006	MDV2	0.83	6.4	0.1	0.027
SULEV I	2001-2006	MDV5	0.83	5.2	0.06	0.013
ULEV I	2001-2006	MDV3	1.067	7.3	0.06	0.016
TLEV I diesel	2001-2006	LDT2	1.1	5.5	0.1	0.023
TLEV I	2001-2006	LDT2	1.1	5.5	n/a	0.023
LEV I	2001-2006	MDV3	1.18	7.3	0.12	0.032
ULEV I	2001-2006	MDV4	1.197	8.1	0.06	0.021
LEV I	2001-2006	MDV4	1.33	8.1	0.12	0.04
ULEV I	2001-2006	MDV5	1.697	10.3	0.06	0.026
LEV I	2001-2006	MDV5	1.93	10.3	0.12	0.052

<sup>1</sup>Doesn't Include Tier 3 transitional bins (Bin 85 and Bin 110)

<sup>2</sup>Tier and LEV III are certified to 150,000 mi life, not 100-120,000 as in previous programs

<sup>3</sup>Starting in 2017, LEV PM standards drop to 0.003g/mi, with 100% certifying by 2021, and drop further starting in 2025

<sup>4</sup>ZEVs are handled separately under CARB's ZEV Program

<sup>5</sup>Prior to Tier 3 and LEV III, NOx and NMOG had separate standards, but are shown here as combined for easier comparison

<sup>6</sup>Doesn't include federal NLEV standards which applied MY 1999 to 2003 LDV and LLDT vehicles

Bryan W. Shaw, Ph.D., P.E., *Chairman*  
Toby Baker, *Commissioner*  
Jon Niermann, *Commissioner*  
Richard A. Hyde, P.E., *Executive Director*



## TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

*Protecting Texas by Reducing and Preventing Pollution*

September 12, 2016

Mr. Michael Morris, P.E.  
Director of Transportation  
North Central Texas Council of Governments  
P.O. Box 5888  
Arlington, Texas 76005-5888

Re: Eligible Replacement Vehicles for the Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP)

Dear Mr. Morris:

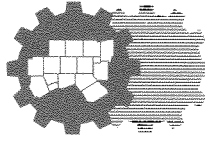
Thank you for your letter dated August 30, 2016, expressing concern over the federal Tier 3 emission standards. These new Tier 3 vehicles meet or exceed the federal Tier 2, Bin 5 or cleaner requirement and are therefore eligible as replacement vehicles in the program. If you have further questions or concerns, please contact Donna Huff at 512-239-6628 or [donna.huff@tceq.texas.gov](mailto:donna.huff@tceq.texas.gov).

Sincerely,

A handwritten signature in black ink that reads "Richard A. Hyde". The signature is written in a cursive, flowing style.

Richard A. Hyde, P.E.  
Executive Director

RAH/das



North Central Texas Council Of Governments

October 20, 2016

Mr. Derek Baxter  
Office of Legal Services  
Texas Commission on Environmental Quality  
PO Box 13087, MC 205  
Austin, TX 78711-3087

Subject: Public Comment on Proposed Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) Revisions to 30 Texas Administrative Code Chapter 114 – Control of Air Pollution from Motor Vehicles, Rule Project Number 2016-031-114-AI

Dear Mr. Baxter:

As the regional administrator for LIRAP in the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) appreciates the opportunity to comment on the Texas Commission on Environmental Quality's (TCEQ) proposed revisions to 30 Texas Administrative Code Chapter 114, Control of Air Pollution From Motor Vehicles. NCTCOG would like to provide the following comments on the proposed revisions to help optimize the program.

**Inclusion of Vehicles Classified Under Tier 3 Standards**

NCTCOG greatly supports TCEQ's proposed rules allowing vehicles classified as Tier 3 under federal vehicle emission standards to qualify as replacement vehicles through LIRAP. Some popular replacement models are already classified as Tier 3, which has limited participation in the program, but should be resolved with the inclusion of these vehicles.

**Federal Register Publication Date References**

Removing references to the Federal Register publication date of Tier 2 and Tier 3 standards in subsection 114.64 allows incorporation of future published changes to the standards and is a positive approach that will reduce the need for future rulemaking in this area. Along these lines, NCTCOG recommends providing flexibility in the rules, automatically allowing potential future tier levels that meet or exceed Tier 2 Bin 5 emissions standards in a way that eliminates the need for further rulemaking when these standards are implemented.

**Tier 3 Bins Eligible for \$3,500 Incentive**

Relating to subsection 114.64(d)(1)(B)(ii), specifying replacement vehicle Tier 3 Bins that qualify for \$3,500 assistance is also an important step to encourage program participants to choose the least polluting models possible and is supported. NCTCOG recommends generalizing the rules such that potential future tier levels that meet or exceed Tier 2 Bin 3 emissions standards are automatically granted \$3,500 in assistance without the need for additional rulemaking.

October 20, 2016

**Additional Modifications to LIRAP**

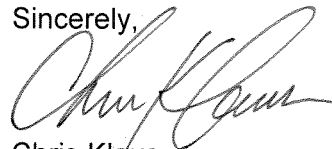
NCTCOG recommends allowing leases for replacement vehicles with a minimum three-year term. Leasing now accounts for nearly one third of new vehicle transactions, and as it grows in popularity, it could negatively affect program participation. The Texas Health and Safety Code and the Texas Administrative Code applicable to LIRAP does not explicitly address leases. In addition, the definition of proof of sale referenced in Texas Transportation Code subsection 503.005 includes both leases and traditional purchases.

NCTCOG also supports increasing the repair assistance amount above the current \$600 limit to help assure the continued relevance of the program as inflation results in higher repair costs over time. The repair assistance amount has not increased since program inception 14 years ago while the total average repair costs over the same timeframe increased by 26 percent.

Changing the requirement that vehicles must have a failing emissions inspection within the preceding 30 days of application date to the preceding 90 days would be consistent with the new single-sticker program timeframe, which now requires vehicle owners obtain a passing vehicle inspection within 90 days prior to expiration of vehicle registration in order to renew. This will not only allow for consistency between the programs, but will also help LIRAP participants by providing additional time to apply for assistance reducing the possibility of needing to obtain a second failing inspection in order to qualify for assistance. As a Regional Administrator, NCTCOG often sees this situation, which is unfortunate as it can be a financial burden for some.

Thank you for this opportunity to comment. We look forward to a continued partnership with the TCEQ as we work together towards the common goal of cleaner air. If you have any questions, please feel free to contact Shannon Stevenson, Program Manager, at (817) 608-2304 or [sstevenson@nctcog.org](mailto:sstevenson@nctcog.org).

Sincerely,



Chris Klaus  
Senior Program Manager

SD:mg

cc: Richard A. Hyde, P.E., Executive Director, TCEQ  
David Brymer, Air Quality Division Director, TCEQ  
Michael Morris, P.E., Director of Transportation, NCTCOG  
Shannon Stevenson, Program Manager, NCTCOG

# TRANSPORTATION PUBLIC MEETINGS

## Regional 10-Year Plan Project List

House Bill 20 was recently passed by the 84th Texas Legislature and requires that regions develop a 10-year plan to identify major projects to be implemented over that time frame. In June 2016, staff began working on the 10-year planning effort in coordination with regional partners and the Texas Department of Transportation District offices. Additionally, the Texas Transportation Commission allocated new funds to the region from Fiscal Year 2017 to Fiscal Year 2026 in August 2016. A draft of the regional 10-year plan project list and map as well as details on the project prioritization process will be presented for public review and comment.

## Public Involvement Techniques

The North Central Texas Council of Governments Transportation Department seeks to inform North Texans about transportation and air quality projects and planning and involve them in the decision-making process. Outreach and communications efforts used by NCTCOG staff to reach and gather input from North Texans are outlined in the Public Participation Plan. Staff will present an overview of the plan as well as address changing communications trends and the enhancement of outreach and communication efforts.

## Other Information to be Highlighted at the Meetings:

- End of 2016 Ozone Season
- Conformity Approval for Mobility 2040

A video recording of the Arlington meeting will be online at [www.nctcog.org/input](http://www.nctcog.org/input).



NCTCOGtrans



North Central Texas  
Council of Governments

MONDAY, NOV. 7, 2016

6:30 PM

Richardson Civic Center  
411 W. Arapaho Road  
Richardson, TX 75080

WEDNESDAY, NOV. 9, 2016

2:30 PM

North Central Texas  
Council of Governments  
616 Six Flags Drive  
Arlington, TX 76011

TUESDAY, NOV. 15, 2016

6:30 PM

Ella Mae Shamblee  
Public Library  
1062 Evans Avenue  
Fort Worth, TX 76104

For anyone wanting to ride transit to the Nov. 9 public meeting, NCTCOG will offer a free connection to the meeting upon request on a first-come, first-serve basis. To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the meeting at 817-608-2365 or [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).



CentrePort/DFW Airport Station  
Arrival Options Nov. 9

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

For special accommodations due to a disability or language translation, contact Carli Baylor at 817-608-2365 or [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) at least 72 hours prior to the meeting. Reasonable accommodations will be made. *Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.*

## High-Speed Rail Between Fort Worth and Dallas: Next Steps Before the End of 2016

TASK	NEXT STEPS	START	FINISH
1. Industry Forum response to Federal Register Notice	Review Federal Submittal for our Region.	September 1, 2016	October 14, 2016
2. Creation of Local Government Corporation as a back-up to TxDOT	NCTCOG continues coordinating meetings with City Attorney staff.  November RTC action on the Commission for High-Speed Rail in the Dallas/Fort Worth Region.	Ongoing	November 18, 2016 (Deal Points)  Spring 2017 (Council Action)
3. Coordinate with Congressional Delegation on initial Federal funding request	Make request for construction gap funding between Fort Worth and Dallas.	Ongoing	November 18, 2016
4. "Request for Information" for High-Speed Rail	Issue RFI with November 18, 2016, deadline, send notice by September 20, 2016, with RFI mailed by October 1, 2016. (on schedule)	Ongoing	November 18, 2016
5. "Request for Proposal" on three segments for station area and High-Speed Rail alignment planning	Issue RFP.	Ongoing	October 28, 2016, issue RFP by September 30, 2016. (on schedule)
6. Resolve FRA response to TxDOT on completion of Tier II Environmental document	Determine RTC funding need, if any.  November RTC action on contingency funding.	September 1, 2016	October 21, 2016
7. Tier II Environmental completion	Respond to Irving questions and expediting Tier II document.	Ongoing	Ongoing
8. Ridership Forecast for MPO High-Speed Rail System	Complete passenger rail forecast including potential payment to the consultants.	Ongoing	October 21, 2016



CITY OF IRVING

COUNCIL RESOLUTION NO. RES-2016-366

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WHEREAS, the proposed Dallas to Houston high-speed rail project is anticipated to connect North Texas to Houston in under 90 minutes at speeds in excess of 200 miles per hour; and

WHEREAS, North Texas is experiencing rapid growth and high levels of traffic congestion along major freeway corridors; and

WHEREAS, the population of Texas is projected to continually increase over the next 30 years, and much of the new population will reside in the North Texas Region; and

WHEREAS, the Federal Railroad Administration, the Texas Department of Transportation, and the Regional Transportation Council are developing an environmental study of possible alignments to extend the high-speed rail project from Dallas to Fort Worth; and

WHEREAS, an environmental impact statement on possible alignments for the high-speed rail project between Dallas and Fort Worth is underway;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF IRVING, TEXAS:

- SECTION I. THAT the City Council, in the spirit of regionalism, hereby supports the Dallas-Fort Worth Core Express Service, a high speed rail project between Dallas and Fort Worth ("Project").
- SECTION II. THAT the City Council encourages the Federal Railroad Administration (FRA), the Texas Department of Transportation (TxDOT), and the Regional Transportation Council (RTC) to explore public private opportunities to fund and expedite the Project.
- SECTION III. THAT the City Council requests city staff to coordinate with the FRA and TxDOT to bring future designs and environmental findings relating to the Project for Council consideration.
- SECTION IV. THAT the City Council will work collaboratively with the FRA, TxDOT, and the RTC on the alignment review process for the Project.
- SECTION V. THAT City Council may not be able to support an alignment for the Project if the TRE is a considered alignment.
- SECTION VI. THAT this resolution shall take effect from and after its final date of passage, and it is accordingly so ordered.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF IRVING, TEXAS,  
on October 13, 2016.



BETH VAN DUYNÉ  
MAYOR

ATTEST:



Shanae Jennings  
City Secretary

APPROVED AS TO FORM:



Kuruvilla Oommen  
City Attorney





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

November 3, 2016

1200 New Jersey Ave., SE  
Washington, D.C. 20590

In Reply Refer To:  
HEPN

Michael Morris, P.E.  
Director of Transportation  
North Central Texas Council of Governments  
P.O. Box 5888  
Arlington, TX 76005

Dear Mr. Morris:

Thank you for the nomination you submitted for the designation of Alternative Fuel Corridors under the Fixing America's Surface Transportation Act and in response to the Department of Transportation's *Federal Register* notice of July 22, 2016.

I am pleased to let you know that after reviewing many nominations, we have designated national alternative fuel corridors, including corridors in your nomination (see enclosures). This initial designation process included only Interstates and major U.S. highways that were separated into two categories:

- (1) Signage-ready – corridors that have sufficient alternative fuel facilities to warrant highway signage developed by the Federal Highway Administration (FHWA) in accordance with regulations in the *Manual on Uniform Traffic Control Devices*; and,
- (2) Signage-pending – corridors that do not meet the conditions for signage at this time. The FHWA will work with corridor sponsors to identify the steps to change the corridor's status to signage-ready.

The FHWA will publish a follow-up *Federal Register* notice formally announcing the designations and establishing a "rolling-designation" process for future nominations. All previously nominated State roads and highways will be considered as part of the rolling designation process. We have developed an Alternative Fuel Corridors Web site with more detailed information on the corridor designations at: [http://www.fhwa.dot.gov/environment/alternative\\_fuel\\_corridors/](http://www.fhwa.dot.gov/environment/alternative_fuel_corridors/).

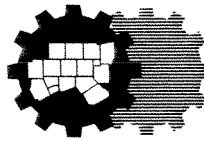
Alternative Fuel Corridors are important to our efforts to improve public access to alternative fuels, improve air quality, and reduce greenhouse gas emissions. We appreciate your help in these efforts and look forward to working with you on future corridor designations. If you have any questions, please contact Ms. Diane Turchetta at 202-493-0158 or [diane.turchetta@dot.gov](mailto:diane.turchetta@dot.gov).

Sincerely yours,

A handwritten signature in black ink that reads "Gloria M. Shepherd".

Gloria M. Shepherd  
Associate Administrator for Planning,  
Environment, and Realty

2 Enclosures



North Central Texas Council Of Governments

October 26, 2016

Mr. Thomas Marrs  
Deputy Director  
Contract Services Office  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701

Dear Mr. Marrs:

On behalf of the North Central Texas Council of Governments (NCTCOG) I want to take this opportunity to express our compliments and appreciation for the collaboration and dedication of you and your staff this past August. Over the last year, NCTCOG and the Texas Department of Transportation (TxDOT) have been working to execute several Non-Construction Advanced Funding Agreements (NCAFA). In mid-July David Millikan, with the Local Government Projects Office of TxDOT, was able to provide guidance to NCTCOG staff for development of scopes of work and facilitated communication regarding the process between NCTCOG and the different divisions within TxDOT.

In early August, NCTCOG began the process of revising scopes of work and resubmitting agreement requests for fifteen NCAFAs needing to be executed by August 31, 2016. TxDOT Contract Services, Local Government Projects Office, and Transportation Planning & Programming staff were collaborative, provided timely and transparent status updates and helped implement solutions to keep agreements moving through the process. In the status updates provided to NCTCOG staff many of the agreements were reviewed the same day as received by TxDOT Contract Services. Their hard work and dedication, specifically that of Charlotte Walthers and her team, was greatly appreciated. Because of their efforts, we were able to achieve our goal to fully execute all priority agreements by the August 31, 2016 deadline.

October 26, 2016

We look forward to continued collaboration and coordination as we work towards developing and executing several agreements for FY2017. We welcome opportunities to discuss ways in which we can continue to foster the collaboration and coordination between Contract Services and NCTCOG contract staff.

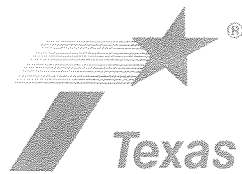
Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Michael Morris, P.E.  
Director of Transportation

EB:tmb

cc: The Honorable Victor Vandergriff, Commissioner, Texas Transportation Commission  
James Bass, Executive Director, TxDOT  
Bill Hale, P.E., Chief Engineer, TxDOT  
Lauren Garduno, P.E., Director of Project Planning & Development, TxDOT  
David Millikan, P.E., Director, Local Government Projects, TxDOT  
Charlotte Walther, Contract Administration Manager, TxDOT  
Dan Kessler, Assistant Director of Transportation, NCTCOG



## Texas Transportation Commission

125 EAST 11TH STREET • AUSTIN, TEXAS 78701-2483

October 6, 2016

Ron Jensen  
Chair, Regional Transportation Council  
Mayor, City of Grand Prairie  
P.O. Box 5888  
Arlington, Texas 76005-5888

Dear Mr. Jensen:

Thank you for your letter to the Commission in support of 2017 Unified Transportation Program (UTP) which was approved by the Commission on August 25, 2016. Thanks to Governor Abbott's leadership, the Texas Legislature's diligent work in the last two legislative sessions, and the voters of Texas overwhelming support during the past two November elections for additional transportation funding, TxDOT is in the unprecedented position of programming \$38 billion in new funding.

TxDOT works diligently with local stakeholders to meet the transportation challenges throughout the state. I look forward to continue working with you as we strive to improve the quality of life for millions of Texas.

Sincerely,

J. Bruce Bugg Jr.  
Commissioner  
Texas Transportation Commission

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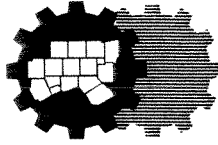
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OUR VALUES: People • Accountability • Trust • Honesty

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

An Equal Opportunity Employer



North Central Texas Council Of Governments

October 3, 2016

Ms. Judy Moore  
Assistant Director- Communications & Outreach  
West Virginia University – National Alternative Fuels Training Consortium  
1100 Frederick Lane  
Morgantown, West Virginia 26508

Dear Ms. Moore:

The North Central Texas Council of Governments (NCTCOG) and West Virginia University Research Corporation (WVU) executed an agreement on December 16, 2015 for the Filling Critical Gaps through Innovative Cradle-to-Grave Training Program funded by the US Department of Energy. Activities included in this agreement were for Budget Period 1 and were to be completed by September 14, 2016. In order to be able to process the extension for activities under this agreement, NCTCOG requested a continuation application from the Department of Energy. The continuation application was approved on September 15, 2016 allowing project activities to proceed for Budget Period 2.

While NCTCOG is working to finalize updates to the Statement of Project Objectives for inclusion of Budget Period 2 activities and funding for the FCG Project, NCTCOG extends the following Limited Notice to Proceed. This letter shall serve as authorization to complete training activities on October 4-5, 2016, in an amount not to exceed \$12,000. This limited Notice to Proceed is issued in good faith prior to agreement of Budget Period 2 updates and with the understanding that expenses will not be reimbursed until issuance of a full Notice to Proceed.

NCTCOG looks forward to continuing work with WVU on this important initiative. If you have any questions, please contact Pamela Burns, Communications Supervisor, at (817) 704-2510 or [pburns@nctcog.org](mailto:pburns@nctcog.org).

Sincerely,

Michael Morris, P.E.  
Director of Transportation

EB:tmb

cc: Donna Leary, West Virginia University Office of Sponsored Programs  
Pamela Burns, NCTCOG  
Filling Critical Gaps, Project File, TRN2332



**Captain Michael Steffen**  
**Commanding Officer**  
Naval Air Station Fort Worth  
Joint Reserve Base  
Fort Worth, Texas 76127-6200

-KD  
ATC  
OK

12 Sep 16

Mr. Michael Morris, P.E.  
616 Six Flags Drive  
Arlington, TX 76011

Mr. Morris,

On behalf of myself, and all personnel at the Naval Air Station Fort Worth, Joint Reserve Base (NAS Fort Worth JRB), please accept my heartfelt thanks for your informative and impactful participation during the 2016 Elected Officials Briefing.

It was inspiring to hear your ideas about how the North Central Texas Council of Governments and regional partners can help ensure the installation continues achieving its mission while also remaining a significant economic driver to our State and local economies. Judging from the feedback received of those who attended, this year's briefing was very successful and most of the credit goes to you and the other speakers who offered a powerful perspective for the path ahead to further compatible development initiatives that support the military in North Central Texas.

In the next year I commit to you that my staff and I will prioritize many points of consideration discussed at the event such as improving transparency between the base and local municipalities, connecting with new residents and businesses, and actively engaging with neighbors in the community, state and local governments for integrated encroachment mitigation strategies that support compatible growth.

Thank you again for your valuable contribution at the briefing and if there is ever an opportunity for NAS Fort Worth JRB to help please do not hesitate to let me know.

Very Respectfully,

M. J. Steffen

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SEP 12 2016

TRANSPORTATION



# Ushering in a Safe, Driverless Future

By [THE EDITORIAL BOARD](#) OCT. 3, 2016  
The New York Times

The idea of getting into a car that drives itself — and may not even have a steering wheel — is enough to scare anyone who's had a bad experience on the road or with technology. Those fears were made all the more real by a fatal crash involving a Tesla Model S that was traveling on autopilot in May. But if regulators and carmakers get it right, driverless cars have the potential to save tens of thousands of lives every year.

More than 35,000 [people died](#) in car crashes last year, up 7.7 percent from 2014, according to the Department of Transportation. Researchers say self-driving cars could theoretically save many of those lives, because most accidents are caused by human fallibility. President Obama [said recently](#) that driverless cars “have gone from sci-fi fantasy to an emerging reality,” while his administration published a [15-point safety checklist](#) it wants automakers and technology companies to voluntarily adopt. Some of the points are obvious: Cars should be programmed to respond to “normal driving” situations like changing lanes and red lights. They should also be safe from hackers, with the companies identifying security weaknesses and issuing software updates. In time the government will need to develop mandatory regulations.

Photo

Automakers and technology companies are in various stages of developing and testing self-driving cars. The car service Uber started a [field trial](#) of automated cars last month in Pittsburgh. The company says engineers will always be at the wheel ready to take control if something goes wrong. Google has been testing self-driving cars for years in California, and Ford recently said it planned to make self-driving cars available for an Uberlike [fleet by 2021](#).

Other companies, including Tesla, Mercedes-Benz and General Motors, are taking an incremental approach by putting increasingly sophisticated automation systems into their conventional cars to make driving less monotonous and safer. Some newer cars, for example, can follow the vehicle in front of them at a safe distance on highways; others brake automatically to avoid collisions. But these technical features can introduce new risks. Drivers could become lulled into taking their eyes off the road and hands off the wheel, and be unable to retake control if the software and sensors malfunction. That appears to be what happened with the [Tesla crash in May](#).

Automakers and technology companies might resist mandatory rules, but they shouldn't. Strong standards will actually help the industry by reassuring people that companies are not using them as crash test dummies and that government has put in place strong safety regulations. As Mr. Obama noted, “the quickest way to slam the brakes on innovation is for the public to lose confidence in the safety of new technologies.”

## **DART seeking developers for Mockingbird Station properties**

By Steve Brown  
DMN Real Estate Editor

Mockingbird Station was Dallas' first transit-oriented development.

Now the commuter rail line that made Mockingbird Station a success is offering a major development opportunity next door.

Dallas Area Rapid Transit has hired a commercial real estate broker to find a developer to build on 11 acres of parking lots it has at Mockingbird Station.

Cushman & Wakefield will solicit proposals from commercial builders that would partner with DART to build on the surface parking lots.

The property — near the northeast corner of Mockingbird Lane and U.S. Highway 75 — is zoned for zoned for high-density apartment, office, retail and hotel development.

DART has previously worked with other developers to build on the prime real estate. But the transit agency has never been able to line up a deal.

The development would have to replace the parking now located on the tracts.

But with land prices soaring in central Dallas, the Mockingbird Station location just east of Southern Methodist University and University Park may attract more builder interest.

"DART sees this as a unique opportunity for one of our parcels of property situated in a prime location," Gary C. Thomas, DART president and executive director, said in a statement. "An aggressive marketing effort to seek developers for the designated areas at Mockingbird Station should provide us with creative solutions benefiting the community and the city, a public/private partnership collaboration and long-term economic benefits for the agency."

Under previous development plans, DART would retain ownership of the land and developers would have rights to build on the property with long-term leases.

"Mockingbird Station is one of the premier transit-oriented developments in Texas and is located in one of the greatest real estate markets in the nation. This is truly a unique opportunity," Cushman & Wakefield senior director Chris Harden said. "We are working closely with DART to select a development project that will enhance the community both culturally and economically and benefit all stakeholders."

Opened in 2001, Mockingbird Station contains shopping, a movie theater, apartments and office space. Last year the project sold to an investment fund headed by California-based CBRE Global Investors.

Mockingbird Station has almost 200,000 square feet of retail and restaurant space, a 10-story, 148,878-square-foot office tower and 211 loft apartments.

## **McKinney working to roll public transit back to city after exit left elderly, disabled stranded**

By Nanette Light

It's been nearly a year since TAPS Public Transit halted service in Collin County. Now, the city is vying for state and federal funds to bring public transportation back.

McKinney has become an urban transit district to tap into state funds. Officials also are pursuing direct recipient status to get federal dollars.

"I would have liked to have come to a resolution a lot faster, but at least we're there," Mayor Brian Loughmiller said.

He's not alone. Some of the city's elderly and disabled residents say the lack of public transportation has created a hardship.

It's unclear what kind of transportation service will be provided when it comes back. City Council members have discussed a need for on-demand rides for the elderly and disabled.

And when public transportation will resume also is uncertain. The city still has to complete administrative requirements to access state dollars as an urban transit district, and it's awaiting approval from the Federal Transit Administration toward its direct recipient status.

Access to the federal dollars require a local match, and the city has budgeted up to \$100,000 toward transit services in its general fund balance for the upcoming year, said Chandler Merritt, director of strategic services for the city.

At one point TAPS provided McKinney with 11 fixed bus routes and paratransit service as well as commuter service connecting to the DART system. But the Sherman-based agency slashed services in October 2015 amid a financial crisis and decided not to return to Collin County.

Recently, Collin County Rides launched to provide a subsidized taxi service through Dallas Area Rapid Transit to residents ages 65 and older or with a disability in Allen, Fairview and Wylie. According to the city of Allen, the service allows residents to travel anywhere in Collin County for any trip purpose.

The program is funded partly by a \$1 million grant DART received from Toyota after TAPS' abrupt exit from Collin County, DART spokesman Mark Ball said.

Earlier this year, those cities took up a proposal from the North Central Texas Council of Governments to provide 90 days of bus service with the bulk of funds coming from the Regional Transportation Council. The cities contributed what they had been paying to TAPS.

"The idea there was to keep something going. We're not shooting for A plus right now. Ideally, we'll get there," said Sarah Chadderdon, principal transportation planner for the North Central Texas Council of Governments.

In February, McKinney passed on the plan to provide temporary bus service to people with disabilities and low-income earners using a contractor through Dallas Area Rapid Transit. The proposal would have required the city contribute about \$8,800 a month for the next three months.

Council members worried about increased costs when the emergency service ended and the expectation for transit service to continue, even if the city had no alternative.

The move has left some residents stranded.

Mann relied on TAPS to get from his McKinney home to work each day in Frisco. For months now, he's bummed rides from friends and family. He's resorted to using a SignUpGenius page to connect with volunteers willing to drive him each day.

Sometimes, he takes Uber to work. A couple of times, he's stayed at a hotel in Frisco when he knew he wouldn't have a ride.

He moved to the northern Dallas suburb in 2011 to be closer to his parents in Gainesville. He researched public transportation options before the move and landed on McKinney.

"Had I known what I was dealing with now, I would never have moved here. Ever," he said.

Joyce Bunting, 78, echoed similar concerns. Her 48-year-old son, Bill, who is paralyzed from the waist down and gets around in a wheelchair, lives with her and her husband. The family came to McKinney in 2003 and built a handicap-accessible home for their son to live with them.

Her son had relied on public transportation to get to and from his part-time job at Market Street in McKinney.

Now, her husband takes him to work. Sometimes, she does.

"We have just been pulling our hair out with this," she said. "We can't take him to and from work indefinitely because we are getting up there. I hate to admit it, but we are."

Loughmiller said he sympathizes with residents.

"Even on a limited basis, we need to do something," he said.

# The nation's highways got deadlier in the first 6 months of 2016

By Curtis Tate

[ctate@mcclatchydc.com](mailto:ctate@mcclatchydc.com)

WASHINGTON

Traffic fatalities increased 10.4 percent in the first half of this year, according to projections from [the National Highway Traffic Safety Administration](#).

From January to June, 17,775 people died on the nation's roadways, compared with 16,100 in the first six months of 2015, the agency estimated.

That estimate would make the first half of 2016 the deadliest on U.S. roads since 2008.

The rate of fatalities per 100 million miles driven also increased to 1.12 from 1.05 in the first half of 2015. It was still well below the rate of 1.38 set in the first half of 2006.

The Federal Highway Administration reported a 3.3 percent increase in miles driven in the first half of this year, an increase of about 50 billion miles.

3.3% Increase in miles driven nationwide in first half of 2016

The National Highway Traffic Safety Administration reported in August [that 2015 saw the largest increase in traffic fatalities in 50 years](#).

This week, the U.S. Department of Transportation and the National Safety Council [announced an effort to end all highway fatalities within the next 30 years](#).

The coalition will initially focus on simple strategies such as increasing seatbelt use, installing rumble strips, educating drivers and redesigning roadways.

Automated vehicle technology could play a big role in reaching the goal.

“Our vision is simple – zero fatalities on our roads,” Transportation Secretary Anthony Foxx said in a statement Wednesday. “We know that setting the bar for safety to the highest possible standard requires commitment from everyone to think differently about safety.”

# Air quality continues to get healthier in Dallas-Fort Worth

BY RICHARD GREENE [mayorgreene@mayorgreene.com](mailto:mayorgreene@mayorgreene.com)

As the DFW area reaches the end of the 2016 ozone season on the last day of this month, it is likely that we will have enjoyed the best air quality that we've experienced in modern times.

Among the 20 air quality monitors scattered throughout the region that measure conditions that can potentially harm our lungs and respiratory system, only one is recording levels that exceed current health standards.

Last year half of those monitors registered non-attainment readings and the year before that, there were just two showing violations.

The major emissions that lead to ozone formation are volatile organic compounds and nitrogen oxides. They are produced from mobile vehicles and stationary sources such as power plants and cement kilns.

Both of these pollutants have been significantly reduced by state and federal regulatory measures. Emissions of NO<sub>x</sub> are 70 percent below where they were 20 years ago and VOC levels have been cut by more than half during that same time period.

The wide fluctuations in ozone levels such as we have experienced during the past three years can be explained by one thing: the weather.

High summer temperatures, bright sunlight, cloudless skies and little air movement create the perfect circumstances for forming ozone.

Even with the continued downward trend in what science calls precursors to harmful air conditions, the principal cause of high readings at those 20 monitors is the one thing government hasn't figured out how to control.

Nevertheless, the Clean Air Act requires an ongoing scientific and medical review of the level of ozone present in the atmosphere that could lead to health problems.

Currently that level is set at 75 parts per billion of air concentration. Any area of any state that exceeds that standard is required to develop a plan to reduce ozone-forming emissions, regardless of weather conditions.

The Texas Commission on Environmental Quality is our agency charged with formulating such a plan.

TCEQ describes its success over time: "Texas' air quality has made huge strides in the past few decades. The state has devoted significant resources for air monitoring and research to advance the science and find innovative ways to improve air quality."

To determine whether any community is in violation, the average readings of the three most recent years must be below the federal standard at *all* the area monitors.

If even one of them exceeds the limit, then the entire nonattainment area is considered to be in violation. There are only two monitors exceeding that average standard in North Texas.

We are certainly not alone in dealing with the stubborn problem, as 43 regions of the country are classified as being in violation of ozone limits. About 120 million people live in these areas.

Our area's challenge to reach compliance is significantly increased by our rapid population growth and the even greater escalation in vehicle miles traveled every year.

If all of this isn't complicated enough for most to keep up with, the future promises us even more perplexity.

The EPA has declared the ozone standard will be lowered to 70 parts per billion as soon as legal challenges and congressional actions potentially effecting that decision have run their courses.

That will take a while longer.

If that lower requirement were applied today, 11 of the area monitors would fail the three-year averaging test. Only five of them are showing readings above the new level this year.

What this means to the average North Texan can be summed up this way: Our air is cleaner, emissions that lead to unhealthy air conditions continue to decline, and new standards will inspire more progress.

*Richard Greene is a former Arlington mayor and served as an appointee of President George W. Bush as regional administrator for the Environmental Protection Agency.*

"OUR AIR IS CLEANER, EMISSIONS THAT LEAD TO UNHEALTHY AIR CONDITIONS CONTINUE TO DECLINE, AND NEW STANDARDS WILL INSPIRE MORE PROGRESS."

# Keep all options open in paying for Texas Transportation

*BY BILL HAMMOND San Antonio Express-News*

Texas troubadour Robert Earl Keen is famous for his hit about the road going on forever, but the fact is Texas roads aren't as limitless as we might hope.

It seems that for far longer than anyone would like, we've been debating how Texas can best meet its ever-increasing demand for new highways, as well as maintenance of existing ones.

If you're stuck in traffic, you just want solutions.

And the problem is only getting worse. The American Society of Civil Engineers predicts the amount of time we spend in traffic will triple by 2020 if we don't quickly invest in infrastructure.

But keeping pace with the demand for roads is a multibillion-dollar proposition, and the old gas tax funding mechanism isn't cutting it. It hasn't for years.

The federal gas tax is the same as it was in 1993, and the state gas tax not since 1991. At the same time, the purchasing power of that revenue has dropped some 28 percent between 1997 and 2014.

The tremendous population boom we've experienced in our state only exacerbates the challenge.

That's why Texas state leaders over the past decade explored other options and rightly included partnerships with private business.

Partnering with the private sector, for example, has meant Texans have seen transportation options developed and delivered far faster in recent years.

Roadways like the LBJ Express and North Tarrant Express in the Dallas-Fort Worth area are examples of what can be accomplished when we keep all options for transportation financing and construction open.

Both of these projects — financed, maintained and managed by the private sector — opened ahead of schedule and under budget, and years earlier than if they had been developed under old funding models. model, the roads are ours — the state owns them.



The companies that develop these projects must shoulder the financial risk and manage the project from design to development to maintenance for the life of their contract with the state.

The money the state receives from these partnerships goes back to the state to help us meet roadway needs across Texas.

Unlike state-financed roads, there are no public bailouts for privately funded highways.

In Central Texas, for example, the Texas transportation Commission was forced to pump more than \$100 million extra into the state-run portion of Texas 130 in its initial years of operation when toll revenue wasn't sufficient to cover operation and maintenance, as well as debt payments.

There are no such bailouts for privately financed and managed tollways.

As lawmakers prepare for the 2017 legislative session, we believe it vital that public-private partnerships remain one of the funding options to address our roadway needs.

In addition, I've opined previously about exploring additional options for increasing infrastructure revenue, including modest increases in vehicle registration fees.

The long-term cost for closing down transportation funding models is far greater than the options I've long urged Texas leaders to embrace.

In fact, TRIP, a national transportation research organization, pegged the cost of Texas' traffic congestion, damage to vehicles from bad roads, and accidents from poor roadway maintenance or safety features at nearly \$2,000 a year for every Texas motorist.

The bottom line is this: Our state economy is humming. But maintaining that positive tune means we must have the infrastructure to support growth and address current needs.

After all, when inadequate highways produce gridlock, it becomes far more difficult for employers to produce, period.

As much as we would like to believe the road goes on forever, if we don't keep all our transportation funding options open, we'll hit a dead end.

*Bill Hammond is CEO of the Texas Association of Business.*

And for all of the discussion — and often misinformation — about these public-private partnerships, it's important to remember that the state and its taxpayers are well protected in these arrangements.

# Transit answer is still elusive

## Details uncertain year after program's exit left elderly, disabled with few options

By NANETTE LIGHT  
Staff Writer [nlight@dallasnews.com](mailto:nlight@dallasnews.com)

Public transportation's return to McKinney is headed in the right direction, but its arrival is too slow for some.

It's been nearly a year since TAPS Public Transit halted service in Collin County. Now, the city is vying for state and federal funds to bring public transportation back.

McKinney has become an urban transit district so that it can tap into state funds. Officials also are pursuing direct recipient status to get federal dollars.

"I would have liked to have come to a resolution a lot faster, but at least we're there," Mayor Brian Loughmiller said.

He's not alone. Some of the city's elderly and disabled residents say the lack of public transportation has created a hardship.

"McKinney for somebody who is totally blind right now wanting to live, work and enjoy the benefits that North Texas offers to the driving public is really no better than a pre-civil rights era Southern town," said Justin Mann, who is blind and relies on rides from friends, neighbors and Uber to get around.

It's unclear what kind of transportation service will be provided when it comes back. City Council members have discussed a need for on-demand rides for the elderly and disabled.

And when public transportation will resume also is uncertain. The city still has to complete administrative requirements to access state dollars as an urban transit district, and it's awaiting approval from the Federal Transit Administration toward its direct recipient status.

Access to the federal dollars requires a local match, and the city has budgeted up to \$100,000 for transportation, said Chandler Merritt, director of strategic services for the city.

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He moved to the northern Dallas suburb in 2011 to be closer to his parents in Gainesville. He researched public transportation options before the move and landed on McKinney.

"Had I known what I was dealing with now, I would never have moved here. Ever," he said.

Joyce Bunting, 78, echoed similar concerns. Her 48-year-old son, Bill, who is paralyzed from the waist down and gets around in a wheelchair, lives with her and her husband. The family came to McKinney in 2003 and built a handicap-accessible home for their son to live with them.

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Loughmiller said he sympathizes with residents.

"Even on a limited basis, we need to do something," he said.

*Twitter: @NanetteLight*

## How DFW Airport became North America's first carbon neutral airport

Dallas Morning News  
October 11, 2016  
Conor Shine, Aviation Writer

On the hottest of summer days, officials at DFW International Airport do something that at first might seem counterintuitive -- they turn off the air conditioners.

In their place, six million gallons of super-cooled water is pumped through pipes in the terminals to keep passengers comfortable.

The high tech solution, along with more prosaic steps like purchasing its electricity from renewable sources, has helped DFW reduce its net emissions to the point where it was recognized last month as the first airport in North America, and one of only 26 in the world, to achieve carbon neutral status.

"This started at the airport probably 15 or 20 years ago. I think it's fair to say it started because we saw an opportunity to be smarter with how we ran the airport from an energy perspective," said airport CEO Sean Donohue, who took over in 2013. "Over the last couple of years, it became apparent we were really on the path to carbon neutrality. We said to ourselves, 'What do we need to do to actually attain (that)?'"

It was no easy task for a 24/7 operation that spans five terminals across 17,000 acres, nearly 2,000 flights per day and is home to 60,000 airport, airline and other employees.

The path to carbon neutrality can be traced back as far as the late 1990s, when the airport began switching its buses over to compressed natural gas fuel, a process that was finished in 2011.

Over the years, the airport has taken various sustainability-minded steps like retooling its central energy plant to be more efficient and adopting a process known as "continuous commissioning," which constantly adjusts heating and cooling systems in the terminals to account for the time of day and passenger flows.

The net effect has been an 18 percent reduction in carbon emissions, despite a 15 percent increase in passenger traffic, according to figures from the airport and the Airport Carbon Accreditation Program.

Altogether, the airport says it has reduced its carbon emissions by 31,000 metric tons since 2010, with more than half of the savings coming from the switch to purchasing only renewable wind energy. At the same time, the airport's annual energy bill has fallen from \$32 million in 2006 to just under \$18 million in the most recent fiscal year.

"This has been a win win," Donohue said. "We've reduced our carbon footprint, but we've also reduced our costs. As a business person, that really resonates."

The airport still produces 146,000 metric tons of carbon emissions annually, which it offsets with renewable energy certificates and carbon offsets from emissions reduction projects at Texas landfills and wastewater treatment plants.

The takeaway, according to the airport's vice president of environmental affairs Robert Horton, is that there's no single solution to reaching carbon neutral status.

"About 70 percent of our (carbon) footprint comes from electricity use. The other 30 percent comes from energy to heat facilities, as well as fuels we use for fleet vehicles. That's why a lot of initiatives centered around efficiency" he said. "We took a balanced approach focused on all the different components."

While the issue of sustainability has become a growing topic of conversation in the airport industry, there's still work to be done, Donohue said.

Only 20 North American airports participate in the Airport Carbon Accreditation Program, an independent system that tracks airport emissions and recognized DFW for its carbon neutral accomplishment. Globally, 156 airports take part, representing about a third of airline passenger traffic.

There's also the issue of airline emissions, which globally represent about 2 percent of all human-induced carbon emissions. Although the airport can't directly affect those emissions, Donohue said his organization has partnered with American Airlines to purchase renewable energy together, helping lower costs for both.

Donohue and Horton said putting DFW Airport on the path to carbon neutrality is key for enabling future growth as passenger volumes increase and eventually a new terminal is built.

Although they're proud the airport was the first to reach the milestone in North America, they said it can't afford to slow down now.

"If we stand still on this, within a couple years it won't be an achievement anymore," Donohue said.

Future steps include engaging rank and file employees more directly in sustainability initiatives, with an emphasis on sustainable decision-making that looks beyond strictly financial measures. The airport is also looking at new types of natural gas with even lower emissions for its fleet of buses and designing new building additions to have no net effect on the airport's emissions.

Later this month, Donohue will travel to the Netherlands where he will join the CEO of the Amsterdam's Schiphol Airport in becoming the first signees of an international sustainable airport pledge.

"You have to commit to it. It can't be one of these fads where you say 'Let's give it a shot' and then leadership changes or you go through a challenging financial period and you say, 'We can't keep investing in this,'" Donohue said. "That's to me the biggest challenge."

<http://www.dallasnews.com/business/dfw-airport/2016/10/11/dfw-airport-became-north-americas-first-carbon-neutral-airport>

# City gives DART a list of priorities to focus on

But Cotton Belt project for the suburbs is not included in resolution

By JULIETA CHIQUILLO  
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On the brink of a vote about its long-term priorities, Dallas Area Rapid Transit is stuck in the middle of a fight between Dallas and the suburbs about where the money should flow first.

The full Dallas City Council passed a resolution Tuesday asking DART to focus on a downtown subway, bus service improvements and a streetcar extension through the central business district.

Not included in the city's list: the 27-mile Cotton Belt rail line that would cross Far North Dallas on its way to DFW International Airport from Plano.

"I am not opposed to the Cotton Belt, but it absolutely shouldn't be prioritized above the transportation needs we have all over our city," said council member Adam McGough.

DART officials have said the agency can tackle the suburban and downtown rail lines at the same time if it gets \$650 million in federal funding to build the subway. The agency's board will decide whether to pursue both projects simultaneously when it votes on its 20-year financial plan later this month.

Some Dallas officials and community leaders are skeptical about the agency's financial forecast. They say the agency will weaken its financial position by trying to do both at once, hurting its ability to secure grant money for the second downtown rail line — known as D2.

That Cotton Belt will require \$1.1 billion, most of which DART plans to take out in debt. Meanwhile, the subway version of D2 will have to get half of its \$1.3 billion cost in federal subsidies or risk a delay of at least seven years, DART officials said.

Dallas doesn't control DART's finances, but it appoints seven of the 15 members in its board and shares an eighth member with Cockrell Hill. The financial plan needs 10 votes to pass.

Council member Sandy Greyson, an author of the Dallas resolution, said the document is a message to the whole DART board.

"Now they know that it was a unanimous vote for having D2 and bus service be the city's priorities, and we want them to be DART's priorities," she said.

The Cotton Belt, whose debut had been delayed to 2035, is now scheduled to open in 2022.

The chair of the council's transportation committee, Lee Kleinman, said he wants the Cotton Belt to be listed as a Dallas priority but decided not to press for it because he didn't think he had enough support. He said he voted for the resolution because he also agrees with the other priorities.

Kleinman urged his colleagues in the council to work with the suburbs on what they want so that D2 can be built as a subway. "One thing we have to keep in mind is that DART is a partnership," he said.

In its resolution, the council also asks DART not only to expedite better bus routes but to implement minimum standards for passenger service.

For example, Dallas suggests that DART rides be no more than twice as long as equivalent car trips and that rail stations in the city be within 3 miles of all service areas.

The council also wants DART to reduce travel times from low-income areas to work centers, hospitals, education centers and grocery stores.

Several Dallas residents addressed the council about existing routes.

Pamala Burch, who lives near Paul Quinn College, now has a car and no longer has to travel nearly two hours on public transit to her job in Las Colinas. But what used to be her nightmarish commute has inspired her and others in Dallas to demand better service in the southern part of the city.

"Transportation is a major issue," she said Tuesday. "We shouldn't just be supporting downtown Dallas."

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# Council approves renaming Union Station for Johnson

The Dallas City Council voted Tuesday to rename Union Station to honor longtime U.S. Rep. Eddie Bernice Johnson.

The train station will now be called Eddie Bernice Johnson Union Station. The renaming coincides with Union Station's 100th anniversary.

The council's unanimous vote came after several council members took turns praising Johnson, a Dallas Democrat and the first woman and first black representative from Dallas.

"She was a pioneer," Mayor Mike Rawlings said. "She is a heroine of Dallas like few have ever been."

Johnson, 80, wasn't present at City Hall for the vote.

Southern Dallas council members Erik Wilson and Casey Thomas proposed the renaming. Wilson has said former Mayor Ron Kirk, for whom the city renamed the Continental Avenue Bridge this year, suggested the idea.

Wilson said Tuesday that Johnson has been "a pillar" for Dallas and excelled in Congress when it was time to "bring home the bacon."

Johnson's advocacy for transportation and Dallas Area Rapid Transit made the renaming especially fitting, he said. DART, Trinity Railway Express and Amtrak trains use the station.

Thomas said he has long watched Johnson from afar and has recently gotten to know her personally. "I've come to admire her even more for her passion, her diligence," he said.

Council member Rickey Callahan said Johnson, a state legislator before she was elected to Congress in 1992, is a Dallas mainstay and deserved the honor.

"It was almost impossible to remember when we didn't know the name Eddie Bernice Johnson," Callahan said.

*Tristan Hallman*



# Look out, drivers: I-30 HOV lane closing in Arlington

BY GORDON DICKSON [gdickson@star-telegram.com](mailto:gdickson@star-telegram.com)

## ARLINGTON

With no more playoff baseball games to tie up traffic in Arlington, state highway officials are stepping up their makeover of the Interstate 30/Texas 360 interchange.

Just days after the Texas Rangers were bounced from the American League Division Series, the Texas Department of Transportation announced Thursday that the high-occupancy vehicle lane in Arlington will close to all traffic today.

The closure of the HOV lane from Cooper Street to Duncan Perry Road is scheduled to begin at 9 a.m., weather permitting, said Texas Department of Transportation spokesman Val Lopez.

It's a long-term change, too.

"The HOV lanes in this area will remain closed for the duration of the project," Lopez said in an email, adding that the project is scheduled for completion in 2020. The closure will allow for the construction of direct-connect ramps between I-30 and Texas 360.

Tarrant County residents who commute to the Dallas area will still be able to use the TEXpress toll lanes. They'll just have to go a few miles farther to the east, near the President George Bush Turnpike, to get on them.

Although baseball season is over (for Rangers fans, at least), the Dallas Cowboys are in the thick of the race for the NFL playoffs.

For fans traveling to and from AT&T Stadium, it's important to note that the T-shaped ramp from the I-30 HOV lane to Baird Farm Road/AT&T Way will be temporarily unavailable.

However, the Cowboys are on the road this weekend against Green Bay and by the time they get back, the ramp is expected to be fixed.

The project includes the reconstruction of the I-30 and Texas 360 main lanes, construction of a new, wider Six Flags Drive bridge over I-30 and extension of Six Flags Drive north to Avenue H.

For more information on the project, visit [Keep30360Moving.org](http://Keep30360Moving.org).

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# People mover idea surfaces

## Hop from Love to DART station just talk so far, aviation chief says

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Out of nowhere Monday afternoon, a brief update about the massive parking garage under construction at Dallas Love Field turned into breaking news about a possible "people mover" connecting the airport with at least one Dallas Area Rapid Transit light-rail station.

Mark Duebner, head of Dallas' Aviation Department, mentioned it to the Dallas City Council's Budget, Finance and Audit Committee when asked about the possibility of one day bringing light rail to Love.

Jennifer Staubach Gates, chair of the committee, wondered if the city would have needed the \$208 million parking garage if DART did a better job reaching Love. Duebner said that DART has two bus drop-offs and pickups at the city-owned airport and that there are ongoing talks about improving bus service to Love.

He then said there are extremely preliminary talks about bringing light rail in some form to Love.

After the meeting, he was again quick to caution that "this is very early. It may not even happen."

But if it does, he said, there could one day be light rail connecting the city-owned airport to a station along the Green Line, probably the Bachman Station along Den-ton Drive.

And, he said, it could be done without DART: Duebner said airport officials are studying whether a rail line could be financed with a passenger facility charge that allows airports to fund federally approved projects.

Runway 18-36 near Den-ton Drive, which was closed in 2011 as part of the Love Field Modernization Program, will be eliminated in January. The former crosswind runway will be reconfigured as a taxiway once it's taken offline early next year.

And when that happens, Duebner said, "it allows us greater flexibility for what we can do on the north end of the airport."

That would include a possible north entrance and exit, which would alleviate congestion at Herb Kelleher Way at Mockingbird Lane.

It could also serve as a route for the proposed people mover, without the need to build a tunnel.

Duebner said a people mover could look something like the Dallas Streetcar, which is far less expensive and much quicker to construct than light rail.

DART spokesman Morgan Lyons said he wasn't aware of the city's renewed interest in a people mover.

That's likely because, again, this is very early. And the ultimate outcome, Duebner said, probably will "be expensive and a challenge."

Twitter: @RobertWilonsky

# Untying downtown tie-up

## I-35E, tollway, Woodall Rodgers convergence is getting a makeover

By *JULIETA CHIQUILLO*

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That miserable stretch of highway north of downtown Dallas where Woodall Rodgers Freeway and the Dallas North Tollway flow into Interstate 35E is getting a makeover. State officials say they can loosen traffic there by 2019 — without redoing a single main lane.

State funds totaling \$100 million were approved for the project this year. This week, the Texas Department of Transportation offered more details about how it will change the 2-mile stretch of I-35E dubbed Lowest Stemmons.

The key problem is the concentration of interchanges with other highways that causes backups when drivers weave and merge into traffic. For example, drivers exiting Woodall Rodgers onto northbound I-35E must negotiate a short distance with cars trying to get on the ramp to the Dallas North Tollway. The reverse is true in the southbound lanes.

Instead of adding lanes to the highway, TxDOT will build two parallel lanes on either side of I-35E. These “collector-distributor” lanes will act like long exit ramps that allow drivers to move to another highway or back onto the I-35E main lanes. Unlike frontage roads, these lanes will bypass intersections with city streets.

Under the proposed plan, your commute on Lowest Stemmons will look like this in a few years:

- › If you’re driving north on I-35E and want to get on the Dallas North Tollway, you’ll exit before the Woodall Rodgers overpass, about a mile before the current exit. A collector-distributor road will take you to the existing tollway ramp.
- › If you’re headed to northbound I-35E from Woodall Rodgers, your entry point will stay the same.
- › If you want to get to the tollway from Woodall Rodgers, you’ll no longer have a connection via I-35E. You’ll have to exit Woodall Rodgers, take city streets north and connect via McKinnon Street.
- › If you’re driving south on I-35E and want to get on U.S. Highway 75, you’ll exit near Hi Line Drive, about half a mile before the ramp to Woodall Rodgers. A collector-distributor road will take you to the ramp.

› If you're exiting the Dallas North Tollway onto southbound I-35E, you'll have two choices. You can pick the frontage road and quickly take a ramp onto the main I-35E lanes, or you can travel down the collector-distributor road and get on Woodall Rodgers.

About 240,000 cars use Lowest Stemmons daily. This year, the stretch ranks as the eighth-most congested highway in Texas.

The redo would increase the average speed during morning rush hour from about 15 mph to 50 mph, TxDOT Dallas District engineer Kelly Selman said during a briefing Tuesday.

A TxDOT simulation of the proposed improvements shows how significantly they could ease peak-hour gridlock, not just on I-35E but also along Woodall Rodgers.

Engineers will work with the existing space, so no right of way will be acquired, Selman said.

The new Lowest Stemmons lanes will tie into the \$800 million Horseshoe project, a reconstruction of the highway section near downtown where I-35E and I-30 connect. That project is scheduled to be completed next year.

In January, TxDOT announced that it had earmarked \$1.3 billion for congestion relief efforts across the state. Regional and state officials identified two Dallas highway sections as priorities: Lowest Stemmons and the I-35E and U.S. 67 interchange south of downtown.

The latter, known as the Southern Gateway, will receive \$264 million from the state. That \$625 million project will add a fifth lane in each direction on I-35E between downtown and U.S. Highway 67 and a second reversible car-pool lane on that same stretch. Along U.S. 67, the project will add a third lane in each direction from I-35E to Interstate

20.

The Southern Gateway is being designed so it can support a deck park in Oak Cliff near the Dallas Zoo, but there's not enough money to proceed with the park. Highway construction is scheduled to begin next year.

Texas Transportation Commission member J. Bruce Bugg Jr. told officials and reporters on Tuesday that attacking congestion is a mandate from voters.

"It's an economic development issue," he said. "It's a quality-of-life issue."

*Twitter: @jmchiquillo*

# DART OKs both proposals

## Unexpected decision calls for Cotton Belt line and downtown underground rail

By JULIE FANCHER  
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A sea of yellow and green — supporters of the Cotton Belt rail line in yellow and downtown subway in green — filled the Dallas Area Rapid Transit board meeting Tuesday night as members finally voted on their 20-year financial plan.

It was standing room only as the DART board voted 12-3 to fund both the Cotton Belt rail line and the subway version of a second downtown light rail, known as the D2 subway, as part of its 2017 20-year financial plan.

DART officials expect to complete the projects in the next six years. Both projects would cost more than \$1 billion each.

Voting no were Sue Bauman, Amanda Moreno Cross and Michele Wong Krause, all of whom represent the city of Dallas. The city appoints seven of the 15 members on DART's board and shares another with Cockrell Hill.

The much-anticipated vote comes after months of discussions over which project would take priority.

At a meeting before the official vote, board Chairwoman Faye Moses Wilkins said the financial plan was one of the most contentious items the board had ever taken a vote on.

"We've been working a long time to develop a regional presence," she said. "It has not been easy."

Earlier this month, DART staff recommended to the board funding both the Cotton Belt and D2 subway at the same time. But the long-range financial plan leaves the subway dependent on \$650 million in federal grant money that may not come through. The agency would take out debt to pay for the Cotton Belt line through the northern suburbs of Addison, Carrollton, Richardson and Plano.

Dallas residents and council members were disappointed by the decision to fund both projects.

Dallas city leaders had unanimously passed a resolution telling the transit agency to prioritize the D2 subway, as well as improvements to the bus service and a streetcar route in the central business district. The Cotton Belt was left out of their resolution.

Supporters of D2 have said they are concerned that funding both projects will weaken DART's financial position by trying to do both at once, hurting its ability to secure grant money. DART officials said if the agency receives only a portion of the federal funding, it could delay the project by seven years. If they receive no federal funding for D2, it could delay the project several more years.

Council member Sandy Greyson, who represents Far North Dallas, was disappointed in the vote.

"I thought it was a bad decision to prioritize the Cotton Belt over the D2 subway because if the funding from the federal government doesn't come through, it's going to be the D2 line that is delayed," Greyson said. "And I believe that is the more important regional priority."

She said she was also disappointed there was nothing in this financial plan that addressed bus service improvements, but she said she was pleased that an amendment to the plan would address her district's concerns about the Cotton Belt.

Residents in some Far North Dallas neighborhoods along the Cotton Belt have long opposed rail service on the route because of the expected noise nuisance to homes near to the track. An amendment was included for community engagement on "operational and aesthetic issues" with the affected residents.

Matt Tranchin, a D2 advocate and a executive director of the Coalition for a New Dallas, said he was disappointed in the decision, but more so in who voted in favor of the long-term plan.

"I think it's incredibly disappointing that a majority of DART board members representing Dallas ignored a unanimous resolution passed by the city that established its transportation priorities and explicitly opposed the Cotton Belt because it would threaten the funding for the subway, the streetcar and potentially improved bus service," he said, noting a majority of the board members representing Dallas were up for reappointment next spring.

Dallas Council member Lee Kleinman, who chairs the council's transportation committee, supported the plan to fund both projects. In a text message he said he was "pleased to see DART enhance the reliability of the system with less impact to the central business district than the previous surface alignment," as well as "fill in the service gap" with the Cotton Belt.

"Our work is cut out for us pursuing an FTA grant and an FRA loan," he said, referring to the Federal Transit Administration and the Federal Railroad Administration.

Earlier in the day, Kleinman sent out a memo on an independent analysis of DART's financial plan that had been commissioned by the city of Dallas at the request of Kleinman and council member Philip Kingston.

Kleinman said that the analysis showed DART could fund both projects. Kingston, who has been an outspoken critic of DART's assertion it could fund both plans, said that the analysis shows it's too risky and that there wasn't enough information available from DART to run a full risk analysis on the D2 project.

Before the vote, he had urged the board to throw its support the D2 subway and focus any energy and excess funds on improving rail and bus routes in the urban core.

After, Kingston called the vote "fantastically disappointing" and a "gut punch that we couldn't get our own appointees to vote with us."

"The point here is not suburbs vs. Dallas as much as they are trying to make it that way," he said. "I'm not trying to hurt the suburbs, I like the suburbs, I really appreciate their participation, but we have to get the core of the system online."

But officials from Addison and Richardson said they were thrilled by Tuesday's vote. The Cotton Belt has long been seen as providing a necessary east-west transit connection between northern suburbs, the airport and existing north-south rail lines that currently connect only in downtown Dallas. Recently it had been considered

as part of DART's 2035 financial plan, even though DART had promised an east-west corridor since its creation in 1983.

"This has been a long time coming, but I'm very proud of the DART board doing what I think they are charged with and that's thinking and acting regionally," Addison Mayor Todd Meier said.

This summer, DART proposed a cheaper version of the full Cotton Belt Route that would lower costs from \$2.9 billion to \$1.1 billion by single-tracking the rail line. Addison, Plano and Richardson have committed to kick in millions of dollars extra so the line can open in 2022.

Meier, who attended the meeting with dozens of Addison residents and the entire City Council, said the town would pitch in \$5 million, after the rail line is completed. That money would come from liquidating several acres of real estate it owns, he said.

For more than a year the Addison City Council, frustrated by the lack of rail service, had talked about potentially leaving the transit agency. The town has been a paying member city of DART since 1983 but does not yet have a rail line.

Meier said he was excited about the prospect of the rail line being an "economic accelerant for our Addison economy."

"We're very excited about it from an economic development standpoint," he said.

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# With \$7B of new projects underway, DART's CEO looks to future developments

Oct 26, 2016, 2:57pm CDT

**Candace Carlisle** Staff Writer *Dallas Business Journal*

It's been less than a month since Dallas Area Rapid Transit (DART) began marketing a high-profile parcel of developable land near Mockingbird Station in Dallas.

In that time, the tract caught the eyes of 30 to 40 developers specializing in a variety of real estate, and drove the rail system one step closer to adding billions in added property value to the tax rolls in participating North Texas communities, said [Gary Thomas](#), DART's president and executive director.

"In a perfect world, if we could have a mixed-use development with some additional retail that compliments what Mockingbird Station already has with some additional residential and hospitality; I'd love to see that," he added.

DART has 64 rail stations throughout its light rail system that span communities throughout the region. Thomas said the staff is prioritizing the available land owned by DART surrounding the rail stations for future development. Not all rail stations have DART-owned land, he added.

That could have a massive economic impact to the 13 participating DART communities in the region. According to a recently released study by The [University of North Texas](#), real estate developments underway within close proximity to the rail line account for more than \$7 billion in new or planned development.

The study looked at real estate projects either planned or underway near the DART rail line that were announced in the past two years.

Thomas said he didn't know how much the development of the 11-acre parcel at Mockingbird Station could potentially have in value, but it would add to the wave of transit-oriented projects.

The executive director said he hopes a developer is awarded the Mockingbird Station project by the end of the year, with plans to get underway on construction by the end of 2017.

*Candace covers commercial and residential real estate and sports business.*

# Panther Island bridges at least a year behind schedule

**Design changes for piers supporting the roadways are causing delays**

BY GORDON DICKSON [gdickson@star-telegram.com](mailto:gdickson@star-telegram.com)

## FORT WORTH

It started with a bang and a fiery explosion. But nearly two years later, construction of three bridges north of downtown Fort Worth leading to the planned Panther Island development has slowed to something more like a simmer.

On Nov. 10, 2014, celebratory fireworks near the banks of the Trinity River marked the kickoff of the project, also known as Trinity River Vision. Mayor Betsy Price praised the construction of the bridges for North Main Street, Henderson Street and White Settlement Road, which are being built on dry land before the Trinity River is rechanneled under them, creating an 800-acre island and a river-walk atmosphere.

Price, answering critics who had questioned whether the \$910 million project would ever get built, declared, "This is not a bridge to nowhere."

Now officials involved in the massive effort say construction of the bridges has fallen about a year behind schedule and likely won't be completed until 2019. The bridges, which are being financed with state highway funds, were originally expected to be completed in 2018 and cost \$65.5 million, although that cost could go up if the delay continues.

The main cause of the delay, officials say, are changes in the design for the steel-reinforced concrete piers that will support the bridges. The changes have been in progress for about a year, slowing work on the bridges to a crawl.

"These are the kinds of modifications that can occur all of the time on a project this size," said Val Lopez, spokesman for the Texas Department of Transportation. "We're taking extra time to make sure everything is done properly. This is something that will stand for the next 100 years. We want to make sure we do this right."

Lopez could not provide a more detailed explanation about the modifications, or say whether they are directly related to the ability of the bridges to safely carry vehicle traffic. In March, he said the delay involved a miscalculation in the amount of steel that would be needed to reinforce the piers.

Officials with Freese and Nichols, the Fort Worth firm handling the project design, declined to be interviewed about the modifications. John Dewar, a Freese and Nichols engineer overseeing the project, referred questions to Lopez.

Officials with the Trinity River Vision Authority, a public body that is a subdivision of the Tarrant Regional Water District, also referred questions about bridge construction to the Transportation Department.

Other partners in the project include the city of Fort Worth and Tarrant County. The Transportation Department has also hired Texas Sterling Construction to perform contracted work.

Tarrant County Judge Glen Whitley said the modifications were described to him not as a design problem but rather as an effort to be abundantly cautious about the bridges, which have an unusual flattop design essentially with most of the supports below the driving surface. He said he was told that designers built scale models to test out the piers and ensure they could support the rest of the bridge.

Whitley added that it was his understanding work on the bridges would resume soon.

"I have been told the models worked like they thought they would work and they have given the green light to get started on it," Whitley said.

## **PROGRESS IN OTHER AREAS**

The delay comes at a time when substantial progress has been made in other areas of the Panther Island project, formerly known as Trinity Uptown.

In September, Congress authorized the expenditure of \$520 million to cover more than half the cost of the project, which is considered one of several crucial flood control and economic development projects under the auspices of the Army Corps of Engineers. The Fort Worth project is one of the larger pieces of a \$5 billion nationwide water improvement package authorized for the corps.

The decision to authorize the funding was a crucial step because it firmly places the project near the top of the federal government's list of flood control and economic development priorities, although the money will not be available until Congress appropriates the funds, most likely over a period of several years.

And there has been significant private-sector interest in the planned 800-acre Panther Island.

This month, a Dallas company confirmed that it had bought nearly 2.5 acres on what will become a part of Panther Island at Fourth and Main Streets for a 300-unit apartment community that is expected to cost \$55 million. The development, Encore Panther Island, would be the first privately funded development for the project. It would be built along the first segment of canal running through the island's interior.

The project is expected to include a water taxi stop and places for kayaks and paddle boards to launch.

"We are dedicated to creating a special pedestrian-focused experience that allows our residents to walk out their front door and walk along the canal to enjoy the boardwalk along Fort Worth's future town lake," Encore Enterprises Chairman Bharat Sangani said.

More than 10,000 residences are planned for the Panther Island District, which will feature 12 miles of urban waterfront, J.D. Granger, executive director of the Trinity River Vision Authority, has said.

## **WORK UNDERWAY**

Although work on the bridges has slowed considerably, there are signs of progress. Early last year, workers installed several V-shaped piers to support the bridge decking for the White Settlement Road and Henderson Street bridges.

Also, some road and ramp work leading to the bridges has been performed, and a traffic circle connecting White Settlement Road and Henderson Street has been completed.

The V-shaped piers for a planned third bridge on North Main Street near LaGrave Field have not yet been installed. Construction of that bridge will not affect the existing North Main Street bridge, also known as the Paddock Viaduct, that is just north of the Tarrant County Courthouse. The Paddock Viaduct was built in 1914.

In making the modifications to the bridge piers, designers have created mockups to test their work, Lopez said.

It's possible the project could be completed in 2018, but it's also possible it could be delayed until 2019, Lopez said. A more precise timeline will be publicized in the coming months as the bridge work resumes, he said.

*This report includes material from the Star-Telegram archives.*

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# DART: A Win, With Caveats

## In expansion, don't lose sight of those you serve

The Dallas Morning News

For as long as many of its riders have been alive, Dallas Area Rapid Transit has been working toward the goal of a regional transportation system that works for Dallas and for the 12 suburban cities that help pay its bills.

It's not always been pretty. But last week's vote by the 15-member DART board to include both a second downtown Dallas rail line and a new east-west commuter rail line from Plano to DFW International Airport was a demonstration of commitment to that vision. And maybe a nod, too, toward the wisdom of its founders who required 10 votes — more than are controlled by either Dallas or the combined suburban cities — to pass its 20-year financial plan.

That will prove to be the wise course, if the agency can, indeed, pay for both projects. But it comes at a real cost: These projects will tax the agency's spending capacity heavily, and use money it might otherwise have for other kinds of improvements that could have a large impact on the people who most depend on public transit to get to work and doctors and shopping.

The suburban line, known as the Cotton Belt, will require a nearly \$1 billion loan, and the agency will spend \$2 billion over the next 20 years to build, finance and operate

the service. Its debt payments will likely continue for years after that.

The downtown line, a long-envisioned upgrade known as D2 that will enable DART to someday run more, and more frequent, trains downtown, won't be cheap, either. Under pressure from Dallas leaders, DART has agreed to run the new line underground and out of the way of burgeoning development in the city's central business district.

That plan will double the price tag to \$1.3 billion. To help pay for the increase, the agency will increase its federal grant request from \$325 million to \$650 million. In an interview with us last week, DART CEO Gary Thomas said the agency is confident that the Federal Transit Administration will look with favor on the bigger request.

We applaud the board's ability to keep both camps happy, and to make a reasonable plan for accommodating Dallas interests and those in the suburbs.

Still, a cautionary note is in order. Compromises that mean both sides get what they want are the easiest kind. They can involve punting harder decisions that may come back to bedevil the agency. What, for example, will come of the D2 if the larger grant is denied? Will the agency still borrow nearly \$1 billion to build the suburban line, or will it be forced to pick one project as a priority over the other?

There is another reason for pause, too: By spending so much on these two rail lines, the agency is left with fewer resources to increase service — especially for buses — for those who are most dependent on transit. Too many jobs in DART's service area remain out of reasonable reach for transit-dependent workers.

That's a priority DART can't lose sight of as it commits its billions to needed rail improvements.

# Grant Will Upgrade Sidewalks, Crosswalks Near 28 DART Stations

\$1.4 million awarded to NCTCOG will improve shoddy sidewalks, install proper crosswalks

By **Ben Russell**  
NBC 5

Dallas Area Rapid Transit riders will benefit from a federal grant aimed at improving access to more than two dozen light rail stations.

The Federal Transit Administration awarded the North Central Texas Council of Governments \$1.4 million to upgrade accessibility to 28 DART stations along the system's Blue and Red lines in Dallas, Garland, Plano and Richardson.

The money will be used to fill in missing sidewalks and make pedestrian crossings safer to make it easier for pedestrians to access rail stations, according to a statement from NCTCOG.

That will be a welcome improvement for passengers like Carlos Samano, who lost his left foot to diabetes and now requires a wheelchair to get around.

At least three times per week, Samano said he uses the elevated Walnut Hill station beside Texas Health Presbyterian Hospital. There are two elevators that take Samano up to the elevated train platform, but he said one of them will often be out of service up to twice a month.

When that happens, Samano said he must wheel himself from one to the other and, in the process, cross five lanes of Walnut Hill Lane that, at one point, does not have a proper crosswalk.

# Levee park gets \$50M

## Mayor: Gift naming it for Harold Simmons a 'watershed moment'

By NAOMI MARTIN

Staff Writer [nmartin@dallasnews.com](mailto:nmartin@dallasnews.com)

For decades, Dallas leaders have talked about creating a park along the Trinity River, but on Monday it came much closer to reality with a \$50 million donation and a proposed name: the Harold Simmons Park.

The check from the billionaire's widow, Annette Simmons, is the largest private donation toward a city project in Dallas history. It will fund one-fifth of the estimated \$250 million cost of the sprawling park between the Trinity levees. The U.S. Army Corps of Engineers will have to approve any construction in that area, which is in a floodplain.

Smiling widely, Mayor Mike Rawlings said Tuesday that the park would finally bridge the longstanding gap between the city's poorer southern sector and the wealthier north.

"This is one of the high points of me being mayor, personally," Rawlings said. "But for a city, it's a remarkable watershed moment. ... The Trinity project in its completion will redefine Dallas for the 21st century. We need a park to do that."

The donation will fund a significant part of park design and construction between the Margaret McDermott Bridge to the south to the Ron Kirk Bridge to the northwest. The McDermott Bridge spans Interstate 30. The Kirk Bridge was formerly known as the Continental Bridge. The space between them will become Simmons Park. It constitutes 155 acres of the 285-acre basin that's considered part of the Trinity River project.

### 'This can be done'

Rawlings called the donation "real financial proof that this can be done." He anticipates the park will be funded mostly through philanthropists in addition to about \$27 million of city money available from a 1998 bond package. Management of the park is proposed to be a public-private partnership with the Trinity Trust, a nonprofit formed in 2004 that has raised \$60 million for Trinity projects including trails and bridges.

"It turns a divider into a connector. What a great thing for a city," said Deedie Rose, chair of the board of the Trinity Trust. "It helps unite a city, and if we ever needed it, we need it now."

Harold Simmons, who built his corporate empire from nothing, died at 82 in 2013. At the time, *Forbes* reported he was worth \$10 billion and ranked as the 40th-wealthiest American. He was known for investing in a nuclear waste dump and "dirty" industrial companies, as well as donating to Parkland Memorial Hospital and Republican politicians. Annette Simmons said her husband loved nature and helping Dallas' residents.

"This gift will begin the creation of a great public space in our city that will be a place to gather, to enjoy nature and promote health and well-being," she said in a news release. "I cannot think of a more lasting and meaningful way to honor Harold's memory and legacy."

### Need for a road

The plan for the park will not affect plans for the controversial Trinity toll road, Rawlings said, though he said the park will obviously need a road so people can get to it. He said the council has been discussing speed limits for the road between 45 and 55 mph, and he doesn't want it to be any wider than four lanes — down from the six-lane highway once proposed.



"We've really decided the park is going to be the client and the partner of this road, but that is on a separate path," Rawlings said. "The details of that road will not impact the grandeur of this park."

But former City Council member Angela Hunt, who led a failed 2007 referendum to scale down the road, said Rawlings' words don't match the plans the city has proposed.

"This is a massive highway project that will detrimentally affect this park," Hunt said. She said the city should use the generous donation to start building the park design that the federal government approved in April 2015, which came after 12 years of studies.

"Now we're poised to throw that out the window and embark on yet another iteration — the ninth iteration — of the park design for the Trinity," she said, adding that starting over could mean another decade before the park is approved.

The donation is one-fifth of the total \$250 million estimated cost of the park. The first \$10 million will be available immediately for design costs. The trust will organize public meetings in the coming months, and the City Council will have to approve the terms of the public-private partnership. Using donations, Rawlings said, private firms are studying how such arrangements work in other cities such as Houston, San Antonio and Tulsa, and then they will provide best practices to Dallas officials.

City Council member Lee Kleinman, the chair of the council's Trinity River and transportation committee, lauded the donation as an important step toward "the green space we so desperately need."

Though ever-changing plans for the road have sparked controversy and division, Kleinman said the park would most likely be welcomed by all council members.

"I can't imagine that the council would not get behind a major donation like this to develop a park for the citizens," Kleinman said. "I'm sure this is something we can all support."

But not all council members were ecstatic. Philip Kingston said while he welcomed the donation, he believes Rawlings' plan doesn't make financial or logical sense. He said the park should be smaller, cost around \$50 million total and include an access road, not a highway of any sort. He doesn't believe the Corps of Engineers will approve Rawlings' plan.

### **Too expensive?**

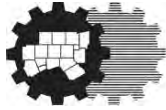
"It's way too expensive, and it's going to get washed away," Kingston said. "In the first flood, we'll lose tens of millions of dollars."

Rawlings disputed that notion, saying the park would be built to withstand floods.

Though the Trinity Trust would be in charge of choosing contractors for the project, Rawlings said the city would probably have some say in the process. The city would want to make sure that minority contractors get some of the business and that other government agencies are included. Rawlings said the trust will probably use competitive bidding because "that's just good hygiene."

The park will take several years to complete, but Rawlings said he wanted it done "sooner vs. later." The Simmons donation provides \$10 million to the trust immediately to fund design and beginning costs. The remaining \$40 million will depend on Annette Simmons' or her representatives' "reasonable satisfaction" by Sept. 15, 2019, that the park has adequate funding and proper plans for governance, management and operations.

*Twitter: @NaomiMartin*



North Central Texas  
Council of Governments

## PRESS RELEASE

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## **\$1.4 Million Federal Grant to Boost North Texas Transit-Oriented Development Planning**

NCTCOG among 16 organizations awarded share of TOD money

**Oct. 24, 2016** (Arlington, Texas) – North Texas’ efforts to improve transit-oriented development have received a \$1.4 million boost. The Federal Transit Administration awarded the North Central Texas Council of Governments a planning grant to help the region enhance accessibility to 28 Dallas Area Rapid Transit stations along the system’s Blue and Red lines.

NCTCOG is leading the effort, partnering with Dallas, Garland, Plano and Richardson in addition to DART. Various Red and Blue Line stations were eligible for this grant, as they are required to be part of an FTA Capital Investment Grant (see Figure 1).

The grant will focus on “last mile” accessibility to transit and parking needs around the stations. For example, filling in missing sidewalks and making pedestrian crossings safer can make it easier for pedestrians to access rail stations. The outcome should be a better understanding of the bicycle and pedestrian infrastructure needs at each station and a plan to address them.

The second element of the plan is a study at select TODs to help planners understand how parking is utilized. The results can inform local policies on parking provisions and allow better management of the parking supply in support of transit-oriented land uses. Additionally, stations may have opened with abundant parking, some of which could be redeveloped to offer TOD.

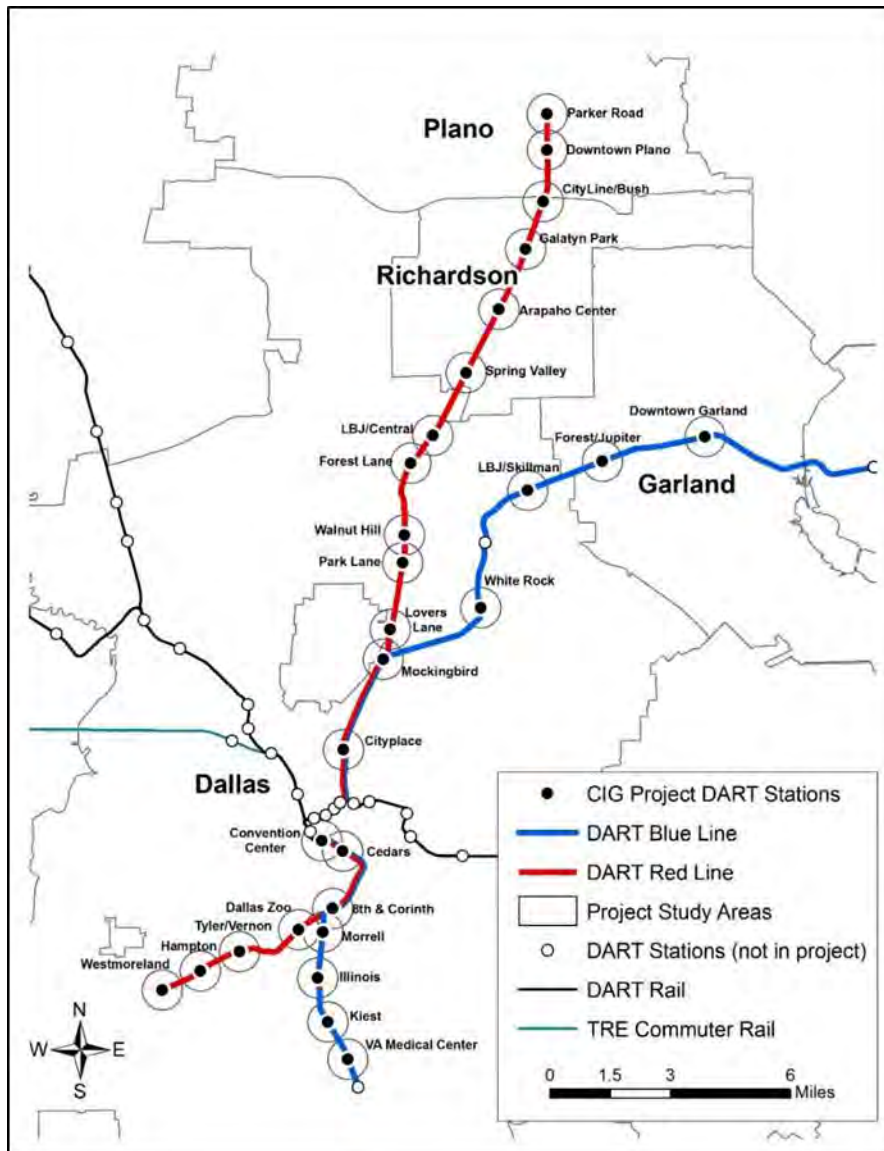
A third component of the plan is a survey, which will be sent to residents and employers and seeks information on transit use in the study area, as well as residents’ transportation preferences.

The study tasks are expected to be completed in two years. The results aim to inform future policies and investment in infrastructure, mixed-use development and improved transit connections for bicyclists and pedestrians.

The study’s transit station areas are economically diverse and include some of the original DART stations, which provide opportunities to learn from TOD success stories and replicate them in other transit station areas in the regional rail system. This grant could help the region improve access to transit, jobs and educational institutions for residents who depend on public transportation to get to work, medical appointments, and other needs. It could also benefit people who prefer transit and active transportation options as alternatives to driving alone.

NCTCOG will pay \$300,000 of the \$350,000 required match, with DART contributing the remaining \$50,000. NCTCOG is one of 16 organizations nationwide that will share \$14.7 million to improve public-transit access as part of the FTA’s Transit-Oriented Development Planning Pilot Project.

Figure 1: Station Study Areas

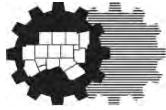


For more information, visit <http://www.nctcog.org/trans/sustdev/tod/>.

**About the North Central Texas Council of Governments:**

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NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit [www.nctcog.org/trans](http://www.nctcog.org/trans).



North Central Texas  
Council of Governments

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### **Become an I-30 Insider**

#### Alternative Commutes Along I-30 Can Earn Rewards Through Pilot Program

**Oct. 12, 2016** (Arlington, Texas) – North Texans who commute on Interstate 30 between Dallas and Fort Worth can become I-30 Insiders and earn rewards for trying alternative commutes. Registration is easy at [www.i30insider.com](http://www.i30insider.com). Rewards can be earned starting Oct. 1 through April 28, 2017, while supplies last.

The purpose of I-30 Insider, a pilot program funded through the federal Value Pricing Pilot Program, is to encourage alternative commuting modes like carpooling, telecommuting or compressed work week along a test corridor through the use of incentives. By choosing an alternative commute, drivers can help improve air quality and traffic congestion by reducing the number of single occupant vehicles on the roads during rush hour.

After registering with Try Parking It, the Dallas-Fort Worth region's commuter ride-match and trip-logging website, users should join the I-30 Insider Challenge. Commuters will earn points for logging alternative commutes along I-30 during morning and evening peak periods and points will accumulate to be exchanged for gift cards to restaurants, retail stores, online retailers and more.

By becoming an I-30 Insider, commuters will also receive full benefits of [www.TryParkingIt.com](http://www.TryParkingIt.com), such as carpool matching, finding mentors to help navigate the transit system or safely walk or bicycle to work, and tracking the resulting benefits of using alternatives to driving alone. Users also earn separate prizes and merchandise discounts through Try Parking It donated by [G.R.E.E.N. Partners](#).

Commuters who carpool or vanpool and use the recently-opened TEXpress Lanes on I-30 can also receive rush-hour discounts on tolls. Drivers will need to get a TollTag through the North Texas Tollway Authority and download the Drive On TEXpress app available in the App Store or Google Play. Visit [www.DriveOnTEXpress.com](http://www.DriveOnTEXpress.com) for more information about the rush-hour discounts.

North Texas commuters who don't use I-30 or can't switch to an alternative commute are eligible to be entered into a drawing for a \$250 Amazon gift card when they register for Try Parking It and take a survey on the I-30 Insider website.

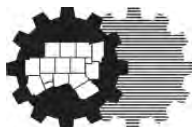
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North Central Texas  
Council of Governments

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### **Planners Seek Public Input on SH 199 Corridor Master Plan Study**

Open house to initiate public involvement process for transportation project

**Oct. 21, 2016** (Arlington, Texas) – Fort Worth, Sansom Park, River Oaks and Lake Worth residents are invited to the first open house on Monday, Oct. 24 at 6 p.m. for the State Highway 199 (Jacksboro Highway) corridor master plan study.

The SH 199 corridor (from IH 820 to downtown Fort Worth) was identified as a vital regional transportation facility in *Planning for Livable Military Communities*, with visionary concepts to balance mobility and accessibility improvements with economic development.

As a next step, a corridor master plan study for SH 199 is being developed to advance these visions into a design. The corridor master plan will use context sensitive solution principles and modern engineering concepts to recommend phased improvements to increase the livability in the corridor, provide transportation options for different users and improve drainage. The plan will study many elements such as landscaping and streetscaping, intersection improvements, water runoff and drainage, economic market analysis, parking, bicycle and pedestrian improvements, public transportation and roadway widening.

The open house will include interactive maps and displays as well as provide opportunities to speak with planners.

A brief background presentation will be given at 6:15 p.m.

More information can be found at [www.nctcog.org/PlanningProjects](http://www.nctcog.org/PlanningProjects).

#### **Open House Details**

**Monday, Oct. 24, 2016**

**6 - 8 p.m.**

River Oaks Community Center  
5300 Blackstone Drive  
River Oaks, TX 76114

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# # #

**DRAFT RTC Legislative Program  
85<sup>th</sup> 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.

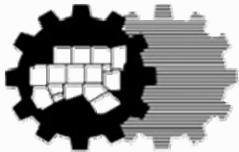
- Improve air quality
- Increase safety
- Plan and implement all modes of transportation
- Relieve congestion
- Maintain local and regional decision-making
- Utilize innovative technology
- Support land use and transportation connections
- Maintain active operations and management of the system
- Enable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



# Legislative Program

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Regional Transportation Council  
November 10, 2016



Amanda Wilson, AICP  
North Central Texas Council of Governments

# Draft RTC Legislative Program

## Continue Progress Made Toward Improving Transportation and Air Quality

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

# Draft RTC Legislative Program

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## Invest in Further Progress Toward Meeting Transportation and Air Quality Needs

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

# Draft RTC Legislative Program

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## Provide Support for Other Topics to be Addressed in Legislation

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

# Draft RTC Legislative Program

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

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

# Contact Information

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[www.nctcog.org/trans/legislative](http://www.nctcog.org/trans/legislative)

DRAFT

10-Year UTP Planning Effort Cost/Revenue Matrix  
FY 2017 - FY 2026

County	Facility	Limits	Comments	Proposed Funding	FY 2017 - FY 2026									Path A, B, or C
					1	2	3	4	5	6	7	8	9	
					Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 4 Hunt	Cat 12 FTW	Cat 12 DAL	Cat 12 Hunt	
					\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Collin	FM 2478	FM 1461 to US 380 (Prosper)	US 380/McKinney Bypass Candidate Project; Collin County Roadway Action Plan #3	\$32,600,000		\$32,600,000								A
Collin	FM 2514	East of Lavon Parkway to North of Drain Dr.	North/South Arterial Candidate Project; Collin County Roadway Action Plan #4	\$9,546,278		\$9,546,278								A
Collin	FM 2514	North of Drain Dr. to Brown St.	North/South Arterial Candidate Project; Collin County Roadway Action Plan #4	\$17,249,746		\$17,249,746								A
Collin	FM 2551	FM 2170 to FM 2514 (Allen/Lucas/Parker)	North/South Arterial Candidate Project; Collin County Roadway Action Plan #4; \$10,800,000 already funded	\$38,099,111		\$38,099,111								A
Collin	North/South Arterial	West of Lake Lavon	Collin County Roadway Action Plan #4	\$200,000,000		\$100,000,000						\$100,000,000		A
Collin	Regional Outer Loop	DNT to SH 121	Collin County Roadway Action Plan #2	\$100,000,000	-	\$100,000,000	-	-						A
Collin	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial	Collin County Roadway Action Plan #4; Other candidate projects TBD	\$50,000,000	-	\$50,000,000	-	-						A
Collin	SH 121	Collin County Outer Loop to N of FM 455		\$50,329,445				\$50,329,445						A
Collin	SH 205	SH 78 to Rockwall Co. Line	North/South Arterial Candidate Project; Collin County Roadway Action Plan #4	\$28,654,950		\$28,654,950								A
Collin	SH 5	Frisco Rd to Spur 399		\$10,000,000		\$10,000,000								A
Collin	SH 5	Spur 399 to FM 546	On Prop 1 List in FY 2018; Widen plus grade separation	\$26,000,000	-	\$26,000,000	-	-						A
Collin	SH 5	FM 546 to SH 121		\$44,000,000		\$44,000,000								A
Collin	US 380	Denton County Line to Hunt County Line	Includes McKinney Bypass; Other candidate projects TBD; Collin County Roadway Action Plan #3	\$252,000,000	-	\$70,000,000	-	-	\$150,000,000			\$32,000,000		A
Collin	US 75	SRT (SH 121) (S) to Exchange Pkwy	Ridgeview Parkway Interchange Reconstruction	\$25,000,000	-		-	-				\$25,000,000		A
Collin	US 75	CR 370 (Rosamond Pkwy) Interchange		\$22,000,000		\$22,000,000								A
Collin	US 75	At FM 455 in Anna	Cost overrun; State funds only	\$2,300,000	-	\$2,300,000	-	-						A
Dallas	IH 20	Cedar Ridge Drive to US 67	Frontage roads and ramp reversals; Enhanced IH 20/SW Center Mall Access	\$20,000,000	-	\$20,000,000	-	-						A
Dallas	IH 30	IH 35E to Central Expressway	CityMAP	\$12,500,000	-		-	-				\$12,500,000		B
Dallas	IH 30	Central Expressway to IH 45	CityMAP	\$12,500,000	-		-	-				\$12,500,000		B
Dallas	IH 30	IH 45 to US 80	CityMAP	\$25,000,000	-		-	-				\$25,000,000		B
Dallas	IH 30	Bass Pro to East of Dalrock	Interim Frontage Roads/Bridges for Bayside	\$125,387,960	-		-	-	\$125,387,960					B
Dallas	IH 30	SH 161 to NW 7th Street	On Prop 1 List in FY 2019; Construct 0 to 4 lane frontage roads	\$27,000,000	-		-	-	\$27,000,000					A
Dallas	IH 30	NW 7th Street to Belt Line Road	On Prop 1 List in FY 2019; Construct 0 to 4 lane frontage roads	\$11,000,000	-		-	-	\$11,000,000					A

10-Year UTP Planning Effort Cost/Revenue Matrix  
FY 2017 - FY 2026

County	Facility	Limits	Comments	Proposed Funding	FY 2017 - FY 2026									Path A, B, or C
					1	2	3	4	5	6	7	8	9	
					Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 4 Hunt	Cat 12 FTW	Cat 12 DAL	Cat 12 Hunt	
					\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Dallas	IH 30	At SL 12	Phased direct connectors as part of the partial IH 30 interchange	\$50,000,000	-	-	-	-	-	-	-	\$50,000,000	-	A
Dallas	IH 30	Great Southwest Parkway to PGBT WE (SH 161)	360 Interchange Under Construction; Frontage Road/Managed Lane Needs	\$10,000,000	-	\$10,000,000	-	-	-	-	-	-	-	A
Dallas	IH 35E	US 67 to IH 20	Southern Gateway Final Phase (Non-tolled Managed Lanes)	\$55,000,000	-	-	-	\$55,000,000	-	-	-	-	-	A
Dallas	IH 35E	IH 30 to North of Oak Lawn	On Prop 1 List in FY 2018; Reconstruct 3/4 lane collector distributor roads, reconstruct 2 frontage roads and interchange at UPRR/SP 366/DNT; Funded through the Congestion Relief Program	\$0	-	-	-	-	\$0	-	-	-	-	A
Dallas	IH 35E	IH 635 to Denton County Line		\$295,000,000	-	\$295,000,000	-	-	-	-	-	-	-	A
Dallas	IH 45 (near US 175)	Lenway St. to Good Latimer	On Prop 1 List in FY 2019; Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	\$20,956,260	-	\$20,956,260	-	-	-	-	-	-	-	A
Dallas	IH 635	At Skillman/Audelia	On Prop 1 List in FY 2019; Interchange improvements	\$65,000,000	-	\$65,000,000	-	-	-	-	-	-	-	A
Dallas	IH 635 (E)	US 75 to Royal/Miller Rd.	Anticipate investment from the private sector	\$50,000,000	-	\$50,000,000	-	-	-	-	-	-	-	B
Dallas	IH 635 (E)	Royal/Miller Rd. to SH 78		\$263,000,000	-	-	-	-	-	-	-	\$263,000,000	-	B
Dallas	IH 635 (E)	SH 78 to IH 30	Does not include the interchange at IH 30	\$450,000,000	-	\$100,000,000	-	\$200,000,000	-	-	-	\$150,000,000	-	B
Dallas	Loop 9	IH 35E to IH 45	\$49M in construction funds have already been approved by the RTC. Propose to fund the remainder through this effort.	\$93,000,000	-	-	-	-	-	-	-	\$93,000,000	-	A
Dallas	SH 161	PGBT/ Belt Line Rd. to SH 183	Non-tolled segment; Widening to 8 mainlanes	\$62,000,000	-	-	-	-	-	-	-	\$62,000,000	-	A
Dallas	SH 183	PGBT-WE to State Loop 12	Under construction; \$220 million for Belt Line B; \$30 million for Irving Wishbone	\$250,000,000	-	\$250,000,000	-	-	-	-	-	-	-	A
Dallas	SH 183	SL 12 to SH 114	Frontage roads	\$70,000,000	-	\$70,000,000	-	-	-	-	-	-	-	A
Dallas	SH 183	SH 114 to Empire Central	Frontage roads	\$50,000,000	-	\$50,000,000	-	-	-	-	-	-	-	A
Dallas	SH 183	Empire Central to IH 35 E	Frontage roads	\$50,000,000	-	\$50,000,000	-	-	-	-	-	-	-	A
Dallas	SH 310 (near US 175)	Pennsylvania Avenue to North of Al Lipscomb Way	On Prop 1 List in FY 2019; Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	\$9,500,000	-	\$9,500,000	-	-	-	-	-	-	-	A
Dallas	SH 78	At Gaston	On Prop 1 List in FY 2019; Intersection improvements	\$4,500,000	-	\$4,500,000	-	-	-	-	-	-	-	A
Dallas	US 175	West of East Malloy Bridge Rd. to Kaufman County Line	On Prop 1 List in FY 2019; Ramp modifications	\$1,800,000	-	\$1,800,000	-	-	-	-	-	-	-	A
Dallas	US 80	IH 635 to Kaufman County Line	Pending IH 30 East Corridor Study	\$205,000,000	-	-	-	\$205,000,000	-	-	-	-	-	B
Dallas	Dallas County Contingency		Contingency for Dallas County projects	\$300,000,000	-	-	-	-	-	-	-	\$300,000,000	-	
Denton	FM 455	West of FM 2450 to East of Marion Road	On Prop 1 List in FY 2019; Widen 2 lane rural highway to 4 lane divided urban	\$33,000,000	-	\$33,000,000	-	-	-	-	-	-	-	A



10-Year UTP Planning Effort Cost/Revenue Matrix  
FY 2017 - FY 2026

County	Facility	Limits	Comments	Proposed Funding	FY 2017 - FY 2026									Path A, B, or C
					1	2	3	4	5	6	7	8	9	
					Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 4 Hunt	Cat 12 FTW	Cat 12 DAL	Cat 12 Hunt	
					\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Denton	Greenbelt/Regional Outer Loop	At FM 428	Upgrade of FM 428 crossing over Elm Fork Trinity River near Aubrey (Future Greenbelt Parkway)	\$50,000,000		\$50,000,000								A
Denton	IH 35E	Corinth Parkway to FM 407	35Express next phase; Replacement of Northbound bridge over Lake Lewisville	\$150,000,000	-	\$150,000,000	-	-	-	-	-	-	-	A
Denton	IH 35E	FM 407 to Dallas County Line		\$164,000,000	-	\$164,000,000	-	-	-	-	-	-	-	A
Denton	US 380	SL 288 to US 377/US 380 Intersection	On Prop 1 List in FY 2019; Add raised median, right turn lanes, and restripe for shared use; Has \$2,000,000 Cat 1	\$15,122,627	-	\$15,122,627	-	-	-	-	-	-	-	A
Denton	US 380	US 377 to CR 26 (Collin County Line)	On Prop 1 List in FY 2019; Widen 4 to 6 divided urban w/intersection improvements; Already has \$14,277,120 Cat 7 (Propose to remove and backfill w/Category 2)	\$87,650,941	-	\$87,650,941	-	-	-	-	-	-	-	A
Ellis	FM 1387	FM 664 to N Midlothian Pkwy		\$25,000,000	-	\$25,000,000	-	-	-	-	-	-	-	C
Ellis	FM 664	At IH 35	Construct interchange	\$25,000,000								\$25,000,000		A
Ellis	FM 664	At IH 45	Construct interchange	\$34,000,000								\$34,000,000		A
Ellis	FM 664	Westmoreland Rd to FM 1378		\$25,000,000		\$25,000,000								A
Ellis	FM 664	IH 35E to IH 45		\$25,000,000	-	\$25,000,000	-	-	-	-	-	-	-	A
Ellis	IH 35E	US 77 North to US 77 South (IH 35E Waxahachie CAP/MAIN Phase 2)		\$42,000,000	-		-	\$42,000,000	-	-	-	-	-	A
Ellis	US 287	at Walnut Grove Road	On Prop 1 List in FY 2019; Construct interchange	\$21,800,000	-		-	\$21,800,000	-	-	-	-	-	A
Hood	US 377	FM 167 to FM 51		\$0	\$0									C
Hood	US 377	Cresson Bypass	\$11M previously committed	\$37,000,000	\$37,000,000									A
Hunt	FM 1570	IH 30 to SH 66	On Prop 1 List in FY 2019	\$15,000,000	-		\$15,000,000	-	-	-	-	-	-	A
Hunt	FM 2642	FM 35 to SH 66		\$15,000,000	-		\$15,000,000	-	-	-	-	-	-	C
Hunt	IH 30	AT FM 1570		\$25,000,000	-		\$25,000,000	-	-	-	-	-	-	C
Hunt	SH 24	University Drive to Jackson Street		\$4,900,000	-		\$4,900,000	-	-	-	-	-	-	C
Hunt	SH 276	West of FM 36 to SH 34	On Prop 1 List in FY 2018; Construct 0 to 5 lane facility on new location (Quinlan Bypass)	\$9,000,000	-		\$9,000,000	-	-	-	-	-	-	A
Johnson	Chisholm Trail Parkway	US 67 Interchange	Possible TxDOT/NTTA Partnership for the US 67 direct connector ramps	\$0	\$0									A
Johnson	FM 157	BU 287P (S of Mansfield) to US 67		\$78,000,000	\$78,000,000									B
Johnson	FM 157	US 67 to 7th St		\$3,948,505	\$3,948,505									C
Johnson	FM 917	BNSF RR in Joshua to SH 174	On Prop 1 List in FY 2019	\$13,000,000	\$13,000,000	-	-	-	-	-	-	-	-	A
Johnson	IH 35W	Ricky Lane to US 67	On Prop 1 List in FY 2018; Reconstruct interchange and convert frontage roads to one way	\$15,000,000	-		\$15,000,000	-	-	-	-	-	-	A

10-Year UTP Planning Effort Cost/Revenue Matrix  
FY 2017 - FY 2026

County	Facility	Limits	Comments	Proposed Funding	FY 2017 - FY 2026									Path A, B, or C
					1	2	3	4	5	6	7	8	9	
					Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 4 Hunt	Cat 12 FTW	Cat 12 DAL	Cat 12 Hunt	
					\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Kaufman	FM 548	SH 205 (Rockwall Co. Line) to North of US 80		\$41,720,000		\$41,720,000								C
Kaufman	US 175	FM 148 to CR 4106	On Prop 1 List in FY 2018	\$11,100,000	-	\$11,100,000	-	-	-	-	-	-	-	A
Kaufman	US 175	Dallas County Line to East of FM 1389	On Prop 1 List in FY 2019; Ramp modifications	\$2,000,000	-	\$2,000,000	-	-	-	-	-	-	-	A
Kaufman	US 80	Lawson Rd. to FM 460	Pending IH 30 East Corridor Study	\$116,982,076	-	-	-	\$116,982,076	-	-	-	-	-	B
Parker	FM 51	At Walnut Creek	On Prop 1 List in FY 2018	\$12,000,000	\$12,000,000	-	-	-	-	-	-	-	-	A
Parker	IH 20	FM 2552 to Centerpoint Dr	IH 20/IH 30 CAP/MAIN (Focus Zone #1)	\$21,000,000	-	-	\$21,000,000	-	-	-	-	-	-	A
Parker	IH 20/IH 30	FM 1187/FM 3325 to Walsh Ranch Parkway	IH 20/IH 30 CAP/MAIN (Focus Zone #2)	\$27,800,000	-	-	\$27,800,000	-	-	-	-	-	-	A
Rockwall	FM 548	SH 205 to Rockwall County Line		\$1,000,000		\$1,000,000								C
Rockwall	IH 30	SH 205 to Hunt Co. Line	Includes 2/3-lane frontage road reconstruction between FM 740 and SH 205	\$232,000,000	-	-	-	\$32,000,000	-	-	\$200,000,000	-	-	B
Rockwall	SH 205/John King Blvd	Collin Co. Line to SH 66/IH 30	North/South Arterial Candidate Project (Collin County)	\$32,115,673		\$32,115,673								A
Tarrant	FM 156	US 81/287 to Watauga Rd. (McElroy)	On Prop 1 List in FY 2018; Widen to 4 lane divided; Currently funded w/\$12,555,000 Cat 7	\$40,000,000	\$40,000,000	-	-	-	-	-	-	-	-	A
Tarrant	IH 20	At Chisholm Trail Parkway	Direct connector ramps only	\$25,000,000	\$25,000,000	-	-	-	-	-	-	-	-	A
Tarrant	IH 20	Matlock Rd. to SH 360	Auxiliary lanes	\$50,000,000	-	-	\$50,000,000	-	-	-	-	-	-	B
Tarrant	IH 20	SH 360 to Great Southwest Parkway (Dallas Co.)	CAP/MAIN; Widen to 8/10 lanes	\$0	\$0	-	-	-	-	-	-	-	-	B
Tarrant	IH 20	IH 820 to US 287	Southeast Corridor; Non-tolled Managed Lanes	\$228,000,000	\$125,000,000	-	\$103,000,000	-	-	-	-	-	-	B
Tarrant	IH 20	US 287 to Park Springs Blvd	Southeast Corridor; Non-tolled Managed Lanes	\$50,000,000	-	-	\$50,000,000	-	-	-	-	-	-	B
Tarrant	IH 30	IH 820 to Camp Bowie Blvd	IH 20/IH 30 CAP/MAIN (Focus Zone #4)	\$150,000,000	\$150,000,000	-	-	-	-	-	-	-	-	B
Tarrant	IH 30	Linkcrest Dr to IH 820	On Prop 1 List in FY 2018-2019; IH 20/IH 30 CAP/MAIN (Focus Zone #3)	\$72,000,000	-	-	\$72,000,000	-	-	-	-	-	-	A
Tarrant	IH 30	Cooper St to Great Southwest Pkwy	Pending High Speed Rail; 360 Interchange Under Construction; Frontage Road/Managed Lane Needs	\$80,000,000	-	-	\$80,000,000	-	-	-	-	-	-	A
Tarrant	IH 35W	SH 121 Interchange		\$0	\$0									
Tarrant	IH 820 (E)	SH 121/ SH 183 Interchange to Trinity Blvd	Segment 4 of North Tarrant Express	\$0	-	-	-	-	-	-	\$0	-	-	A

10-Year UTP Planning Effort Cost/Revenue Matrix  
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					\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Tarrant	IH 820 (E)	Trinity Blvd. to Randol Mill Road	Segment 4 of North Tarrant Express	\$0	-	-	-	-	-	-	\$0	-	-	A
Tarrant	IH 820 (SE)	Meadowbrook Dr. to US 287	Southeast Corridor; Non-tolled Managed Lanes	\$200,000,000	\$70,000,000	-	-	-	-	-	\$130,000,000	-	-	B
Tarrant	IH 820 (SE)	US 287 to IH 20	Southeast Corridor; Non-tolled Managed Lanes	\$150,000,000	-	-	-	-	-	-	\$150,000,000	-	-	B
Tarrant	Lancaster Avenue/SH 180	IH 35W to IH 820	Proposed partnership with the City of Fort Worth, TxDOT, and the RTC	\$50,000,000	\$50,000,000	-	-	-	-	-	-	-	-	A
Tarrant	SH 114	SH 121 (W) to SH 121 (East)		\$0	-	-	-	-	-	-	\$0	-	-	A
Tarrant	SH 114	Trophy Lake Drive to Kirkwood Blvd.	New frontage roads	\$20,000,000	\$20,000,000	-	-	-	-	-	-	-	-	A
Tarrant	SH 121	Stars And Stripes Blvd to FM 2499	LBJ Interchange at DFW Connector	\$70,000,000	-	-	-	-	-	-	\$70,000,000	-	-	A
Tarrant	SH 121	FM 2499 to IH 635	LBJ Interchange at DFW Connector	\$150,000,000	-	-	-	-	-	-	\$150,000,000	-	-	A
Tarrant	SH 121	IH 635 to SH 114	LBJ Interchange at DFW Connector	\$150,000,000	-	-	-	-	-	-	\$150,000,000	-	-	A
Tarrant	SH 121	Hall Johnson to SH 183		\$25,000,000	\$25,000,000	-	-	-	-	-	-	-	-	B
Tarrant	SH 183	SH 121 to SH 360		\$0	\$0	-	-	-	-	-	-	-	-	A
Tarrant	SH 199	North of Nine Mile Road to South of Hangar Cutoff	Was on Prop 1 List in FY 2018 and later funded through Congestion Relief Program	\$0	\$0	-	-	-	-	-	-	-	-	
Tarrant	SH 199	FM 1886 to Lake Worth		\$115,000,000	-	-	\$115,000,000	-	-	-	-	-	-	C
Tarrant	SH 199	Lake Worth to IH 820		\$180,000,000	\$180,000,000	-	-	-	-	-	-	-	-	
Tarrant	SH 199	South of IH 820		\$100,000,000	\$100,000,000	-	-	-	-	-	-	-	-	
Tarrant	SH 360	SH 183 to Post N Paddock Rd.	CAP/MAIN	\$20,000,000	\$20,000,000	-	-	-	-	-	-	-	-	B
Tarrant	SH 360	Brown/Avenue K Pkwy to IH 30	CAP/MAIN	\$0	\$0	-	-	-	-	-	-	-	-	B
Tarrant	SH 360	IH 30 to IH 20	CAP/MAIN; Widen to 8 mainlanes	\$95,000,000	\$95,000,000	-	-	-	-	-	-	-	-	B
Tarrant	SH 360	South of IH 20	Contingency	\$20,000,000	\$20,000,000	-	-	-	-	-	-	-	-	B
Wise	FM 1810	1.5 miles W of US 81/287 to US 287		\$30,000,000	\$30,000,000	-	-	-	-	-	-	-	-	B
Wise	US 287 Interchanges	At CR 4227/4228, Ramhorn Hill, and CR 4838	Remaining interchange to funded with Category 8 funds	\$0	\$0	-	-	-	-	-	-	-	-	C
Wise	US 380/SH 114	FM 1658 to SH 101	To be funded with Category 6 funds	\$0	\$0	-	-	-	-	-	-	-	-	C
<b>Projects Total Cost</b>				<b>\$6,977,063,572</b>	\$1,093,948,505	\$2,209,915,586	\$68,900,000	\$533,800,000	\$1,036,499,481	\$0	\$650,000,000	\$1,384,000,000	\$0	

# **REGIONAL 10-YEAR PLAN AND NEXT 10 YEARS OF PROJECTS**

Regional Transportation  
Council

November 10, 2016



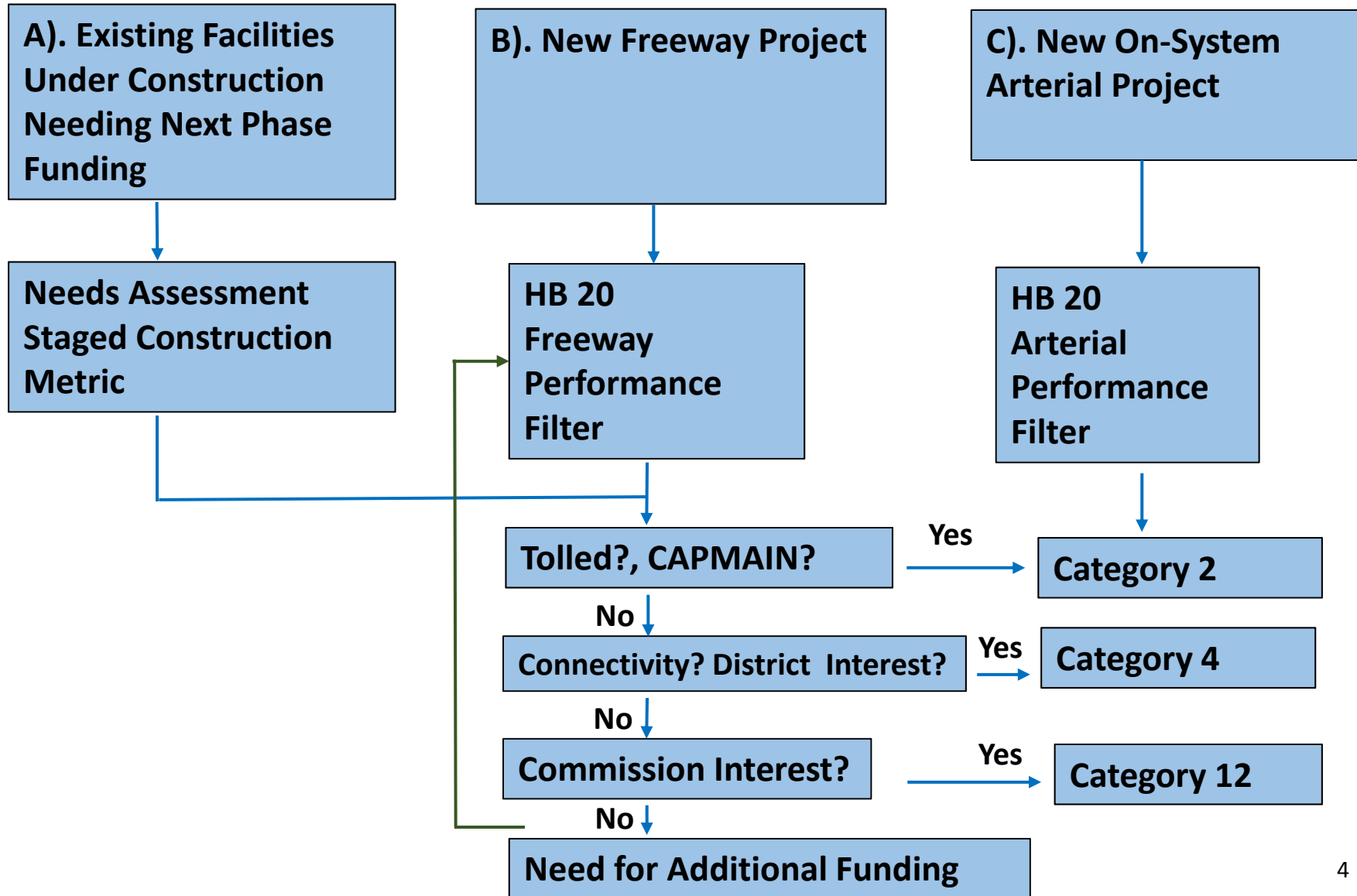
# POLICY SUMMARY

- Thank Texas Transportation Commission for formula funds.
- Thank Legislature and the public for new revenues.
- Assumes legislative minimums are met.
- Adds evidence that urban congestion is not fully addressed.
  - Opens up question on State allocations.
  - Need for innovative funding tools.
  - Need for additional revenues in next Legislative Session.

# REGIONAL FUNDING ALLOCATION FROM FY 2017 to FY 2026

- TIP funding categories for project selection
  - Category 2 – Urban Mobility Corridors (RTC)
  - Category 4 – Statewide Connectivity (TxDOT Districts)
  - Category 12 – Commission Strategic Priority (TTC)
- Projects being evaluated in “three paths”
  - A) Previously unfunded commitments or existing facilities under construction needing next phase funding
  - B) New freeway projects
  - C) New on-system arterial projects

# PROJECT PRIORITIZATION: PROCESS OF FILLING FUNDING BUCKETS



# EAST- WEST EQUITY SHARE (SAFETEA-LU and MAP-21)

- There have been no changes to the funding shares between the Eastern and Western Subregions since the last report in June 2016
- Staff proposes to move the East-West equity balance closer to the preferred distribution through this effort.

<b>East- West Equity Share (SAFETEA-LU and MAP-21)</b>	<b>Cumulative Total (\$ in Millions)</b>	
	<b>WEST</b>	<b>EAST</b>
SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48
MAP-21 East West Equity Total	\$320.98	\$847.62
Cumulative Total	\$970.74	\$2,406.10
Percentage Shares	28.75%	71.25%



# REGIONAL FUNDING ALLOCATION FROM FY 2017 to FY 2026<sup>1</sup>

**DRAFT**

with Equity Share Adjustments

**(MOVE \$100M)**

FUNDING CATEGORY	WEST (\$ IN BILLIONS)	EAST (\$ IN BILLIONS)	TOTAL (\$ IN BILLIONS)
CAT 2: Metropolitan Corridor <sup>2</sup>	<del>\$1.10</del> <b>\$1.20</b>	<del>\$2.32</del> <b>\$2.22</b>	\$3.42
CAT 4: Connectivity Corridor	\$0.49	\$1.04	\$1.53
CAT 12: Strategic Priority "Clear Lane"	\$0.65	\$1.38	\$2.03
<b>TOTAL</b>	<b>\$2.34</b>	<b>\$4.64</b>	<b>\$6.98</b>

- Categories 2, 4, and 12 funds are distributed 32 percent in the West and 68 percent in the East. Formulas are being updated.
- Propose to adjust Category 2 funds to balance the East/West equity

# ALLOCATIONS BY COUNTY

**DRAFT**

West	
County	Programming Target by Congestion Measure <sup>1</sup>
Hood	\$23,936,895
Johnson	\$112,247,476
Parker	\$62,338,475
Tarrant	\$2,102,365,092
Wise	\$34,116,863
<b>Total</b>	<b>\$2,335,004,800</b>

East	
County	Programming Target by Congestion Measure
Collin	\$986,036,416
Dallas	\$2,715,466,616
Denton	\$513,535,215
Ellis	\$126,931,497
Hunt	\$49,228,764
Kaufman	\$168,579,106
Rockwall	\$89,607,585
<b>Total</b>	<b>\$4,649,385,200</b>

**Total Allocation** **\$6,984,390,000**

1: Based on 2040 Forecasted Total Congestion Delay

# PROJECT SELECTION SUMMARY

- The Commission picks Category 12 projects.
- Many projects are not funded (e.g., IH 635 E at IH 30)
- Denton County benefits from IH 35 E improvements in Dallas County.
- Collin County is \$400M more than Denton County.
- Category “A” Projects received priority (Under Construction)
- IH 35 E in Dallas County North of IH 635 to Denton County Line received \$295M (Will get \$200M from innovative finance arrangement from revenue inside the IH 635 interchange)
- Need IH 635 CDA from US 75 to Royal/Miller (Allocating \$50M only)
- Category 12 contingency for \$300M in the East.

# PROJECT SELECTION SUMMARY

- Dallas slightly under-funded for CMAQ/STP-MM; Propose a City of Dallas Bond Program partnership.
- Hunt County under review.
- Rockwall and Ellis Counties over due to ongoing construction projects.
- Projects balance East/West with \$100M credit to the West.
- Projects balance in Categories 2, 4, & 12.
- Projects approximate target totals.
- Estimated “Year of Construction” would still need to occur.
- These are new funds.

# NEXT STEPS

- Finalize draft project listing
- Balance project needs with available resources and YOЕ
- Submit to TxDOT headquarters to fulfill the HB 20 requirements

# TIMELINE

<b>Date</b>	<b>Action</b>
June 2016	TTC announced new Category 2 Funds
July 2016	Introduced 10-year plan process to STTC for information
August 2016	Introduced 10-year plan process to RTC for information
September 2016	NCTCOG Public Meetings: 10-Year Plan Process (September 12, 14, & 20)
October 2016	STTC for information item RTC for information item NCTCOG/TXDOT consensus on preliminary project list
November 2016	RTC first reading NCTCOG Public Meetings: Project List (November 7, 9, and 15)
December 2016	STTC action RTC final action
December 15th 2016	TTC briefing

# CONTACT/QUESTIONS?

## **MTP Coordination:**

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## **Project Funding:**

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Adam Beckom, AICP  
Principal Transportation Planner  
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Connecting Citizens and Governments through Data

Join the Connected Citizens free data exchange program from Waze!

APPLY NOW



Waze and the Traffic Panopticon



Waze is Driving into City Hall



The Secret to 'Smart' Cities



Waze Teams Up With Cities

## Exchange data with Waze to:

### **Know what's happening on your roads**

Partners receive real-time incident information faster than other reporting methods

### **Increase the efficiency of incident response**

Waze accurately pinpoints and verifies where incidents occur, creating faster response and clearing times

### **Reduce traffic congestion in your area**

Reroute Waze users around road closures and incidents in real time

### **Make data-driven infrastructure decisions**

Gain insights into locations with frequent congestion or hazards to drive smarter urban planning





## Take part in the smart solution

Join mobility leaders from around the world to discuss case studies and exchange ideas via in-person summits and an online forum.

The Waze map evolves with every driver and data point added. CCP yields more data, giving Wazers a greater ability to circumvent road closures and traffic jams.

# JOIN OUR GLOBAL PARTNERS

Rio de Janeiro, Los Angeles, Tel Aviv, Boston, Jakarta, Florida, Washington D.C., Barcelona, Kentucky, Sydney, Budapest, Latvia, San Jose, Mexico City and many more!

APPLY NOW

## Fact Sheet

[Overview of program](#) ▢

## Case Studies

[Examples of program impact](#) ▢

## FAQ

- How can Waze data benefit my organization?**
- Why should my organization share information with Waze?**
- How are Connected Citizens partners chosen?**
- Why did Waze create the Connected Citizens Program?**
- What are the criteria to be eligible for membership in the CCP?**
- What type of data does Waze share with Connected Citizens partners?**
- What are the resources available to Connected Citizens partners?**

- What are the goals of the program?**
  
- What kind of data do partners share with Waze?**
  
- How does Waze protect users' privacy?**
  
- We want to share data with Waze. What format do we need to use?**

# **Waze Connected Citizens Program & 511DFW Data Sharing Portal**

**Regional Transportation Council  
November 10, 2016**



**Thomas Bamonte  
North Central Texas Council of Governments**

# Overview

**Transportation Data Today**

**Waze Connected Citizens Program**

**Next Steps**

# Transportation Data Sources

## Traffic Management Centers



# Transportation Data Sources

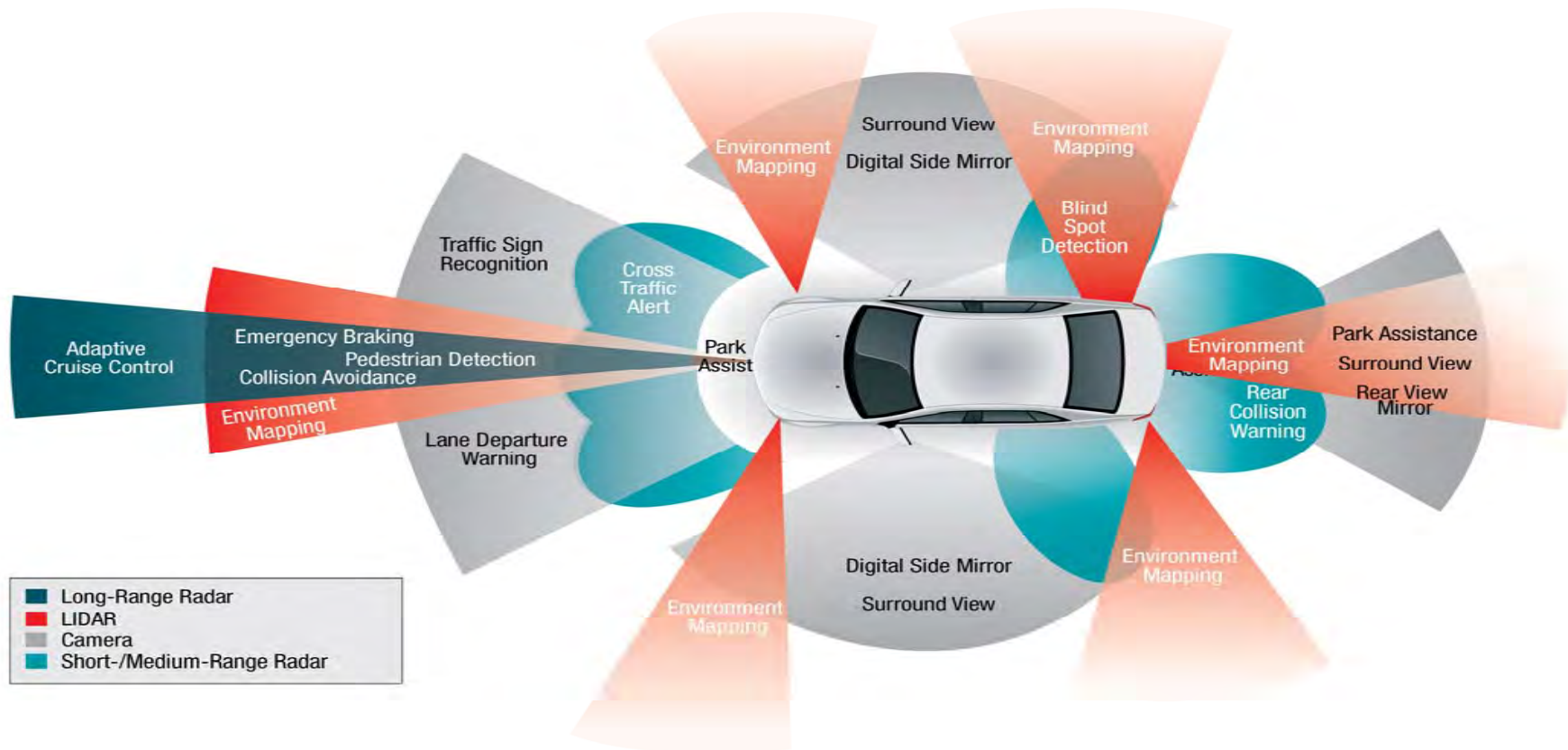
## Travel Navigation Services

Google maps



# Transportation Data Sources

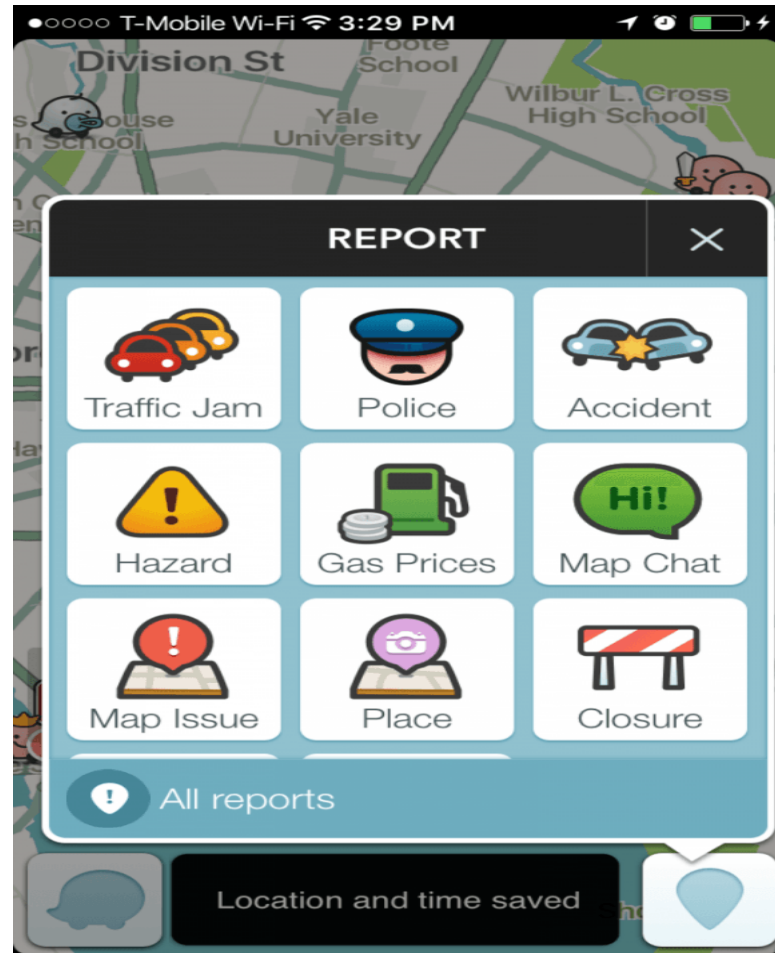
## Vehicles





# Transportation Data Sources

## Motorists

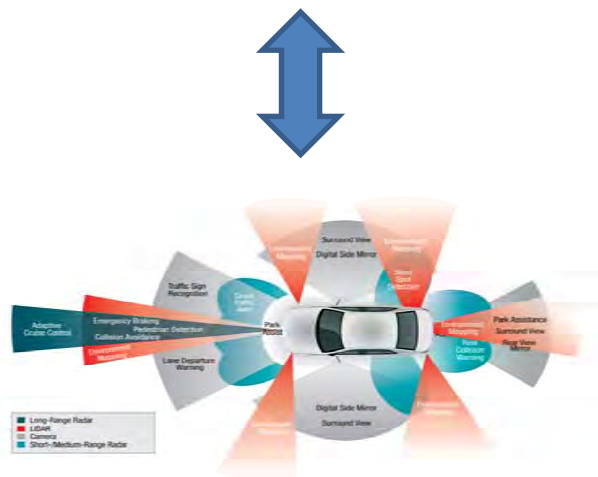
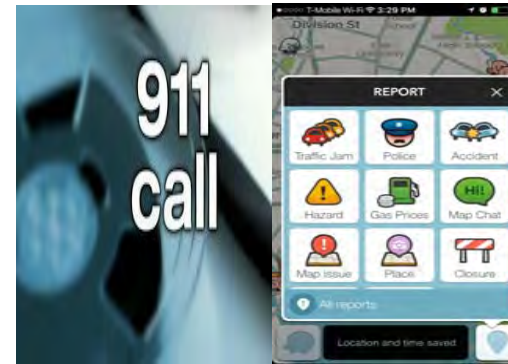


# Transportation Data Flows

## Traffic Management Centers



## Travelers



## Vehicles

## Travel Navigation Services

# Connected Citizens Program (CCP)

Hosted by Waze

Established two years ago

100+ City, DOT, MPO,  
private-sector participants

International scope

No cost to participate



# CCP: Region Shares Information

**Planned road closures**

**Special events**

**Unusual incidents that have major impacts**

- **Severe crashes with lane closures**
- **Weather-related closures**
- **Public emergencies**



# CCP: Waze Shares Information

## Roadway incidents

- Crashes
- Stopped vehicles
- Objects on road

## Traffic congestion

- Reported
- Derived



# Waze Map Editing Tools

The screenshot displays the Waze website interface for a major event. The browser address bar shows the URL <https://www.waze.com/events/lions-vs-rams-2016-10-16>. The page title is "Lions vs. Rams" in Detroit, Michigan, on October 16, 2016. A sidebar on the left lists event details for various streets and times. The main map area shows a satellite view of the event location with a red and white striped boundary. The sidebar lists the following event details:

Street	Time
Beacon St	06:00-10:00
Beaubien St	06:00-10:00
Brush St	06:00-10:00
E Adams St	06:00-10:00
Saint Antoine St	10:00-12:00
Beacon St	10:01-12:00
Beaubien St	10:01-12:00
Brush St	10:01-12:00
E Adams St	10:01-12:00
Beacon St	12:01-17:30
Beaubien St	12:01-17:30
Brush St	12:01-17:30

The map shows the event boundary (red and white striped line) covering areas around Olympia Parking Lot 4, Ford Field, and Comerica Park. The sidebar also includes a "Tell Waze about upcoming events" button and a copyright notice: "© 2006-2016 Waze Mobile. All Rights Reserved. Notices".

# 511DFW: Region's Data Share Portal

The screenshot displays the 511DFW website interface. At the top left is the 511DFW logo. To its right, the current weather is shown as 89° Partly Cloudy. Further right are links for ABOUT | CONTACT | FAQ | FEEDBACK and a Like 38 button. Below this is a user greeting: Hi, you're in Dallas. | Sign In. A navigation bar contains buttons for Select Your Region, Transit Trip Planner, My511, Traffic and Transit Conditions, and Travel Links. Below the navigation bar is an ALERTS section stating: There are no service alerts at this time. The main content area features a map of the Dallas region with various overlays and controls. The map controls include Save Map, Display Map, Clear Map, Show on Map: Active, Set Map on Refresh Rate: 5 minutes, and Go To: Dallas. A toolbar above the map contains icons for Traffic Incidents, Traffic Construction, Transit Incidents, Transit Construction, Special Events, Traffic Speeds, HOV Speeds, Weather Alerts, Weather Forecast, Radar Overlay, Rail, Bus Stops, Message Signs, Traffic Cameras, and Parking Info. The map itself shows major highways (I-30, I-35E, I-635, I-75, I-45, I-20, I-10, I-80, I-820) and surrounding cities like Grapevine, Farmers Branch, Garland, Rowlett, Heath, Sunnyvale, Mesquite, Forney, Balch Springs, Lawson, Irving, University Park, Highland Park, Uptown, South Dallas/Fair Park, Grand Prairie, Oak Cliff, Redbird, and Mesquite. The Google logo is visible in the bottom left corner of the map area, and map data is attributed to ©2016 Google.

# Next Steps

**Enter into Connected Citizens Program agreement with Waze**

**Issue Request to Partners to encourage other data sharing possibilities using 511DFW data portal**

**Work with regional partners to optimize transportation data sharing via 511DFW to improve the efficiency and safety of region's highway system**



# Contact Information

Thomas J. Bamonte, Program Manager

[tbamonte@nctcog.org](mailto:tbamonte@nctcog.org)

817-704-5604

Twitter: [@TomBamonte](https://twitter.com/TomBamonte)



**Regional Transportation Council Attendance Roster**  
**November 2015 - October 2016**

RTC MEMBER	Entity	11/12/15	12/10/15	1/14/16	1/20/16	2/11/16	3/10/16	4/14/16	5/12/16	6/16/16	7/14/16	8/11/16	9/8/16	10/13/16
Monica R. Alonzo (07/15)	Dallas	P	P	P	E	P	P	P	P	P	E	P	P	P
Bruce Arfsten (08/15)	Addison	P	P	P	P	P	P	P	P	P	P	P	P	P
Douglas Athas (06/13)	Garland	P	P	P	E	P	E(R)	P	P	P	P	P	P	P
Brian Barth (09/13)	TxDOT, FW	P	P	P	P	P	P	E(R)	P	P	P	P	P	P
Carol Bush (01/15)	Ellis Cnty	A	A	P	A	P	P	P	P	P	E	P	A	P
Mike Cantrell (1/07)	Dallas Cnty	P	P	E(R)	E	P	P	P	P	P	A	P	P	P
David L. Cook (05/16)	Mansfield	--	--	--	--	--	--	--	E	P	E	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	E	P	P	E(R)	P	P	P	E(R)	E
Andy Eads (1/09)	Denton Cnty	P	P	P	A	P	P	P	P	P	A(R)	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	P	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	P	P	P	P	P	P	E	P
Sandy Greyson (11/11)	Dallas	P	P	P	E	P	E	P	P	P	E(R)	P	P	P
Mojoy Haddad (10/14)	NTTA	A	A	P	A	P	P	P	A	P	P	A	P	P
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	P	P	P	P	P	P	A	P	E
Clay Jenkins (04/11)	Dallas Cnty	P	P	P	P	P	A	P	P	P	E	A	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	E(R)	P	P	P	A(R)	P	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P	P
Lee Kleinman (09/13)	Dallas	E	E(R)	E	P	E	P	P	P	P	P	P	P	P
Brian Loughmiller (04/15)	McKinney	P	P	P	A	A	P	P	P	P	P	E(R)	P	P
David Magness (06/13)	Rockwall Cnty	P	P	E(R)	A	P	P	A	P	P	A(R)	P	P	A
Scott Mahaffey (03/13)	FWTA	E(R)	E(R)	P	E(R)	P	P	E(R)	P	P	P	P	P	P
Matthew Marchant (07/08)	Carrollton	P	P	P	A	P	P	E	P	P	A	P	A	A
Maher Maso (10/08)	Frisco	P	E(R)	P	E	E(R)	P	E(R)	E(R)	P	P	P	P	E(R)
B. Adam McGough (07/16)	Dallas	--	--	--	--	--	--	--	--	--	P	P	P	E
Cary Moon (06/15)	Fort Worth	P	P	P	P	E(R)	P	P	E(R)	P	P	E	P	P
Stan Pickett (06/15)	Mesquite	P	P	P	A	P	E	A	P	P	A	P	E(R)	P
Mark Riley (1/09)	Parker Cnty	P	P	P	P	P	P	P	P	P	E(R)	P	P	E(R)
Kevin Roden (6/14)	Denton	E	P	P	E(R)	P	E	P	P	E	P	E	E(R)	E
Kelly Selman (02/15)	TxDOT, Dallas	E(R)	P	P	P	P	P	E(R)	P	P	P	P	P	P
Gary Slagel (11/15)	DART	P	P	P	P	P	P	P	P	P	P	P	P	P
Lissa Smith (6/12)	Plano	P	P	P	P	A	P	P	P	P	P	P	P	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	P	P	P	P	E(R)	P
Casey Thomas II (07/16)	Dallas	--	--	--	--	--	--	--	--	--	E	A	A	A
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	P	A(R)	P	E	P	P	P	E(R)
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	P	P	P	P	P	P

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster  
November 2015 - October 2016**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>11/12/15</b>	<b>12/10/15</b>	<b>1/14/16</b>	<b>1/20/16</b>	<b>2/11/16</b>	<b>3/10/16</b>	<b>4/14/16</b>	<b>5/12/16</b>	<b>6/16/16</b>	<b>7/14/16</b>	<b>8/11/16</b>	<b>9/8/16</b>	<b>10/13/16</b>
Bernice J. Washington (4/09)	DFW Airport	P	P	P	E	P	P	P	P	E	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	E(R)	P	E(R)	P	P	E	E	P	E	P	P	P	E
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	A	P	E(R)	P	E(R)	E(R)	E(R)	P	E	E	P	P
Erik Wilson (07/15)	Dallas	P	P	P	E	A	P	P	P	P	E	P	A	P
W.B. "Zim" Zimmerman (9/12)	Fort Worth	P	P	A(R)	A(R)	P	P	P	P	E	E(R)	P	P	E(R)

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present  
A= Absent  
R=Represented by Alternate  
--= Not yet appointed

E= Excused Absence (personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster  
September 2015 - September 2016

STTC MEMBERS	Entity	9/25/15	10/23/15	12/4/15	1/22/16	2/26/16	3/25/16	4/22/16	5/27/16	6/24/16	7/22/16	8/26/16	9/23/16
Antoinette Bacchus	Dallas County	P	P	P	P	P	P	P	A	P	P	P	P
Micah Baker	Dallas County	--	--	--	--	--	--	--	--	P	A	P	A
Bryan Beck	Fort Worth	P	P	P	P	A	P	P	A	P	P	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	--	--	--	--	--	--	--	--	P	A	P	P
Kristina Brevard	DCTA	P	P	R	P	R	P	P	P	R	P	P	P
Keith Brooks	Arlington	P	P	P	R	P	A	P	P	P	P	R	P
John Brunk	Dallas	P	P	P	P	A	P	P	P	A	P	P	P
Mohammed Bur	TxDOT, Dallas	A	A	A	A	P	A	A	A	P	P	P	P
Loyl Bussell	TxDOT, FW	P	A	P	P	P	P	P	P	A	P	P	P
Dave Carter	Richardson	P	P	A	P	P	A	P	P	P	P	P	A
Kent Collins	Coppell	--	--	--	--	--	--	--	--	--	--	--	P
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	A	P	P	P	P	P	P
Hal Cranor	Eules	P	P	P	P	P	A	P	A	P	P	P	P
Clarence Daugherty	Collin County	P	P	R	A	P	P	P	A	P	P	R	R
Chad Davis	Wise County	P	A	P	A	P	P	P	P	P	A	P	P
Greg Dickens	Hurst	R	R	R	R	R	A	R	R	R	R	R	A
David Disheroon	Johnson County	P	P	P	P	A	A	A	P	P	P	A	P
Massoud Ebrahim	Greenville	R	R	P	P	P	A	A	P	P	P	P	P
Chad Edwards	DART	A	P	A	P	P	P	P	P	A	A	P	P
Claud Elsom	Rockwall County	P	P	P	P	P	A	P	P	P	P	P	P
Keith Fisher	Keller	R	A	P	P	R	A	P	P	P	R	P	A
Eric Fladager	Fort Worth	P	A	P	P	P	A	A	P	A	A	P	P
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	R	P	R	P
Ann Foss	Arlington	--	--	--	--	--	--	--	--	P	P	P	P
Gary Graham	McKinney	P	P	R	P	R	R	P	R	P	R	P	R
Tom Hammons	Carrollton	A	A	A	A	A	P	A	A	A	A	A	P
Ron Hartline	The Colony	--	--	--	--	--	--	--	--	--	R	P	R
Michael Hasler	Duncanville	P	P	P	P	A	P	P	P	P	P	P	A
Curvie Hawkins	FWTA	P	P	P	P	A	P	A	A	A	P	P	P
Mark Hines	McKinney	--	--	--	--	--	--	--	--	P	A	A	A
Chris Holsted	Wylie	A	A	P	P	A	A	P	P	P	A	P	A
Matthew Hotelling	Flower Mound	P	A	P	P	P	A	P	P	P	P	P	A
Kirk Houser	Dallas	P	P	A	P	P	P	P	P	P	P	P	A
Terry Hughes	Parker County	P	P	P	P	P	A	P	P	P	P	P	P
Jeremy Hutt	Colleyville	P	A	A	R	P	A	R	A	P	P	P	P
Thuan Huynh	Garland	--	--	--	--	P	P	A	P	P	P	P	P
Paul Iwuchukwu	Arlington	P	A	P	A	P	A	P	A	P	P	P	A
Joseph Jackson	Ellis County	P	P	P	P	P	A	A	P	A	P	P	P
Tim James	Mesquite	A	P	A	A	P	P	A	A	P	A	A	A
David Jodray	Fort Worth	P	A	A	A	P	A	R	P	P	A	P	P
Kelly Johnson	NTTA	P	P	A	A	A	A	A	A	A	A	A	A

P =Present      A= Absent  
R =Represented    -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster  
September 2015 - September 2016

STTC MEMBERS	Entity	9/25/15	10/23/15	12/4/15	1/22/16	2/26/16	3/25/16	4/22/16	5/27/16	6/24/16	7/22/16	8/26/16	9/23/16
Tom Johnson	DeSoto	P	P	P	P	P	A	A	P	P	A	P	P
Sholeh Karimi	Grand Prairie	A	P	P	P	A	P	P	P	A	P	P	P
Paul Knippel	Frisco	--	--	--	--	--	--	--	--	P	R	A	P
Chiamin Korngiebel	Dallas	P	P	P	P	P	P	A	A	A	A	A	P
Richard Larkins	Grapevine	A	P	A	P	P	A	P	A	A	A	P	P
Paul Luedtke	Garland	P	P	P	P	P	A	P	A	P	P	A	P
Stanford Lynch	Hunt County	P	P	R	A	P	P	P	P	P	R	P	P
Rick Mackey	TxDOT, Paris	P	A	P	P	P	P	A	P	P	P	P	P
Srini Mandayam	Mesquite	R	R	P	R	P	A	P	A	R	R	R	R
Laura Melton	Burleson	A	A	A	P	A	A	P	A	A	P	P	P
Brian Moen	Frisco	A	A	A	P	A	P	R	A	A	A	A	A
Cesar Molina, Jr.	Carrollton	A	P	R	P	P	A	A	A	P	P	P	A
Lloyd Neal	Plano	P	A	P	P	P	A	A	P	P	P	P	P
Mark Nelson	Denton	R	P	P	A	P	P	P	P	R	P	P	P
Jim O'Connor	Irving	P	P	P	A	P	P	P	P	P	P	P	A
Kenneth Overstreet	Bedford	--	--	--	A	A	A	P	A	A	A	A	R
Kevin Overton	Dallas	P	P	P	P	P	P	P	P	A	P	P	P
Dipak Patel	Lancaster	P	P	P	A	P	A	P	P	P	P	R	P
Todd Plesko	DART	A	P	A	P	A	A	A	A	P	A	P	P
John Polster	Denton County	P	P	P	P	P	A	P	P	P	P	P	P
Daniel Prendergast	Plano	--	--	--	--	--	--	--	P	P	A	P	A
Lisa Pyles	Addison	A	P	A	A	P	P	A	A	A	A	P	A
William Riley	Tarrant County	P	P	P	P	P	P	P	A	P	P	P	P
Greg Royster	DFW Int. Airport	P	A	P	A	P	P	A	P	A	A	P	P
Moosa Saghian	Kaufman County	A	P	P	P	P	P	P	A	P	A	P	A
David Salmon	Lewisville	P	R	A	P	P	P	P	P	P	P	P	P
Elias Sassoon	Cedar Hill	P	P	P	R	R	P	E	P	P	P	P	P
Lori Shelton	NTTA	P	A	P	P	A	A	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	P	P	P	P	P	P	P	P	P	P
Randy Skinner	Tarrant County	P	P	P	A	P	A	A	P	A	P	P	P
Angela Smith	FWTA	A	P	P	P	P	A	P	P	P	A	P	A
Caleb Thornhill	Plano	P	A	A	P	P	P	P	P	A	P	A	P
Mark Titus	Richardson	P	R	A	P	P	P	P	P	P	P	P	A
Timothy Tumulty	Rockwall	A	A	P	P	P	P	A	P	P	A	A	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	A	P	P	R	P	R	P
Daniel Vedral	Irving	A	A	A	P	A	A	A	P	A	P	A	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	A	P	P	P	P	P	P
Jared White	Dallas	P	P	P	P	A	P	P	P	P	P	P	A
Bill Wimberley	Hood County	P	P	P	R	P	P	R	A	P	A	P	P
Mykol Woodruff	TxDOT, Dallas	P	P	A	A	P	P	P	P	P	A	A	A
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

P =Present      A= Absent  
R =Represented    -- =Not yet eligible to attend

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE September 23, 2016**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, September 23, 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: Antoinette Bacchus, Bryan Beck, David Boski, Kristina Brevard, Keith Brooks, Kent Collins, John Brunk, Mohammed Bur, Loyl Bussell, John Cordary Jr., Hal Cranor, Tracy Homfeld (representing Clarence Daugherty), Chad Davis, David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Robyn Root (representing Gary Graham), Tom Hammons, Brian McNulty (representing Ron Hartline), Curvie Hawkins, Terry Hughes, Jeremy Hutt, Thuan Huynh, Joseph Jackson, David Jodray, Tom Johnson, Sholeh Karimi, Paul Knippel, Chiamin Korngiebel, Richard Larkins, Paul Luedtke, Stanford Lynch, Ricky Mackey, Yang Jin (representing Srini Mandayam), Laura Melton, Lloyd Neal, Mark Nelson, James Andrews (representing Kenneth Overstreet), Kevin Overton, Dipak Patel, Todd Plesko, John Polster, William Riley, Greg Royster, David Salmon, Robert Woodbury (representing Elias Sassoon), Lori Shelton, Walter Shumac III, Randy Skinner, Caleb Thornhill, Timothy Tumulty, Gregory Van Nieuwenhuize, David Vedral, Carline Waggoner, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Joaquin Artigas, Tom Bamonte, Carli Baylor, Adam Beckom, Natalie Bettger, Ken Bunkley, Sarah Chadderdon, Hamid Dehghan, Brian Dell, Jory Dille, Jackson Enberg, Kevin Feldt, Joe M. Garcia, Wade Haffey, Clifton Hall, Jill Hall, Heather Haney, Jeff Hathcock, Tommy Henderson, Edgar Hernandez, Rebekah Hernandez, Chris Hoff, Yagnesh Jarmarwala, Nikhil S. Joshi, Nandita Kaundinya, Dan Kessler, Chris Klaus, Robert Kotasek, Dan Lamers, James Lance, April Leger, Amanda Long-Rodriguez, Rushabn Madhani, Chad McKeown, Anthony Moffa, Michael Morris, Jeff Neal, Shawn Poe, Vercie Pruitt-Jenkins, Chris Reed, Christina Roach, Rylea Roderick, Julie Rook, Kyle Roy, Tom Ryden, Russell Schaffner, Dhrumil Shah, Shannon Stevenson, Jahnae Stout, Dean Stuller, Gerald Sturdivant, Farwa Sultan, Soujanya Tirumalai, Elizabeth Whitaker, Greg White, and Amanda Wilson.

1. **Approval of August 26, 2016, Minutes:** The minutes of the August 26, 2016, meeting were approved as submitted in Reference Item 1. John Polster (M); Richard Larkins (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Transportation Improvement Program Modifications:** A motion was made to recommend Regional Transportation Council approval of revisions to the 2017-2020 Transportation Improvement Program as provided in Reference Item 2.1.
  - 2.2. **Unified Planning Work Program Modifications:** A motion was made to recommend Regional Transportation Council approval of modifications to the FY2016 and FY2017 Unified Planning Work Program as provided in Reference Item 2.2.1. Additional information was provided in Electronic Item 2.2.2.

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

3. **Traffic Signal Data Sharing Agreement:** Tom Bamonte presented information regarding traffic signal data sharing that will support the development of in-vehicle applications enabling motorists to travel in the region more safely and efficiently. Four related automated vehicle technologies were highlighted: 1) autonomous vehicle, 2) connected vehicle, 3) vehicle-to-vehicle, and 4) vehicle-to-infrastructure. The proposed initiative is a hybrid of connected vehicle and vehicle-to-infrastructure technologies. Traffic signal data is received from and sent to vehicles that use connected vehicle technology. Signal phase and timing data must then be refined by a traffic signal data expert that optimizes the data in real time for transmittal to auto manufacturers, application developers, etc., for vehicle applications. A video was shown from an auto manufacturer active in this area of technology. Mr. Bamonte highlighted results of sharing traffic signal data to support these types of applications. These include transportation air quality and safety benefits, early-adopter status, attraction of automated vehicle developers to the region, development of in-house Intelligent Transportation System (ITS) expertise, leveraging of private sector expertise, and building on the existing ITS network. He highlighted the center-to-center traffic signal data sharing project that is underway that allows for traffic management centers in the region to share traffic signal information among themselves. The technology being discussed builds on this effort to share data that will support in-vehicle benefits and applications for drivers. Currently, there is partner agency interest in vehicle-to-infrastructure projects and automotive manufacturer interest in in-vehicle applications based on those projects. A sample agreement has been developed that local entities can use when developing their own data sharing with traffic data experts. The sample agreement includes important provisions: 1) voluntary program, 2) non-exclusive, and 3) traffic data expert will pay the cost for developing the data route between the traffic signal data and the expert. Staff has also developed a draft agreement that would give the North Central Texas Council of Governments access to performance reports so that planners can work more effectively on traffic signal issues. Finally, a draft Request for Proposal (RFP) is being developed that will help identify other interested parties in vehicle-to-infrastructure traffic signal projects. If approved, the information will be presented to the Regional Transportation Council (RTC) at its October 13 meeting and an RFP issued on October 14. The first traffic signal vehicle-to-infrastructure pilot project is tentatively planned for mid-November, as well as a briefing for traffic engineers and interested parties. In early 2017, staff will review and move forward with the RFP responses. Sholeh Karimi noted the concern of third parties compromising the integrity of an entity's traffic signal system by bypassing the firewall and directly connecting to an entity's traffic signal cabinet. She recommended that a standard procedure be developed for third-party entities before access to data is granted. Mr. Bamonte noted the model discussed is not hardware. Data is extracted from an entity's software platform. Mr. Morris noted that the pilot project will help to identify issues with the system. He also noted the region and the Metropolitan Planning Organization should be prepared to aid local governments in advancing technology that allows them to participate. Mark Titus discussed the Regional Data Sharing Group, noting this seems like a topic to be vetted by the group. He added that the communication data sharing process should be coordinated. Chad Edwards asked why the Committee was not briefed on this initiative prior to the request for action. Mr. Bamonte noted the request is to allow staff to take the steps necessary to explore and build a program as opposed to approval of a final package. Mr. Bamonte noted that additional information could be presented to both the Regional Transportation Council and the Surface Transportation Technical Committee once the pilot project has occurred, in December or January. A motion was made to authorize staff to pursue traffic signal data-sharing agreements in cooperation with regional partners to support automated vehicle applications in the region. Richard Larkins (M); John Polster (S). The motion passed unanimously.

4. **Development of Regional 10-Year Plan Project Map:** Adam Beckom provided the latest developments regarding the regional 10-year planning and prioritization effort in response to House Bill (HB) 20. The last time the region received Category 2 funds, used to implement mobility and capacity improvements, was in 2004. Those funds were programmed through Fiscal Year (FY) 2020. In June 2016, the Texas Transportation Commission (TTC) announced that new Category 2 funds will be allocated for FY2017 to FY2026 so staff is pursuing the next 10-year planning effort. In addition, the 84<sup>th</sup> Texas Legislature passed HB 20 requiring the Texas Department of Transportation and metropolitan planning organizations to develop a 10-year plan for the use of allocating funds. The plan must be based on performance measures, as well as include project selection criteria. Criteria should consider congestion, safety, economic development opportunities, available funding, effects on the environment (including air quality), socioeconomic effects, and any other factors deemed appropriate by the planning organization. Many of these efforts were included in the development of Mobility 2040. Staff has been inventorying and reassessing projects from the previous 10-year planning efforts and are coordinating with the Texas Department of Transportation (TxDOT) districts to assess project timing and estimated constructions costs. Staff is also reviewing and refining the performance measures used to Mobility 2040 to use as part of this effort and are reviewing the 2027 network year of Mobility 2040 to identify the next set of candidate priority projects. A draft map and project listings will be developed and financially constrained to available funding, and then presented to the public, the Surface Transportation Technical Committee, and the Regional Transportation Council.

Dan Lamers noted performance measures under consideration. During the development of Mobility 2040, performance measures were developed in response to federal legislation national goals and in line with HB 20 requirements. Staff proposes to use similar performance measures to prioritize improvements for the 10-year planning effort. Performance measures criteria include lanes warranted, traffic volume, future traffic volume, crash rates, number of trucks, and environmental justice index. A 2040 All-or-Nothing Weekday Demand map was reviewed at the meeting showing the traffic volumes on facilities in the region for the year 2040 if there were no constraints. Often, there is traffic on a corridor that is not the preferred corridor because the first choice is congested. The analysis tells where the true demand is located so that improvements are not made to secondary choice routes. The results show the corridors with the highest travel demands and the number of lanes needed to meet the demand in corridors. Staff reviews the data to determine corridors in which the all-or-nothing demand is greater than 12 lanes and for which the volume-to-capacity ratios are greater than 1.25. The resulting map includes corridors from the RTC's previous 10-year prioritization effort. For other corridors that meet the initial criteria of lanes warranted and volume-to-capacity ratios, projects are reviewed to determine if they meet the remaining criteria of high crash rate locations, high truck travel percentages, and the environmental justice index. He noted that ranked projects are not new corridors, but projects already included in Mobility 2040. Staff will continue to use this criteria to develop a project listing that will then be financially constrained.

Adam Beckom noted that Category 2 funds were approved in August by the Texas Transportation Commission in the FY2017 Unified Transportation Program (UTP). FY2017 Proposition 1 funds are included in this category and staff will continue to monitor the UTP for future allocations. In addition, project needs will be constrained to the funding identified. The regional funding allocation from FY2017 to FY2026 for Category 2 (including Proposition 1 FY2017 funding), Category 4 (including Proposition 1 FY2017 funding), and Category 12 was highlighted. Funds are distributed based on the current east/west equity percentages related to Surface Transportation Program-Metropolitan Mobility funds, which is



68 percent in the east and 32 percent in the west. A total of approximately \$3.7 billion is available over 10 years, with approximately \$4 billion available including Category 4 and Category 12 funds. One of staff's focus areas is to balance funding to the eastern and western subregions based on The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and Moving Ahead for Progress in the 21<sup>st</sup> Century. Once a new funding split is established for the Fixing America's Surface Transportation Act, staff will continue efforts to balance the equity and report results to the Committee. Currently, the equity balance is at 28.75 percent in the west and 71.25 in the east. Staff proposes to move the east/west equity balance closer to the preferred distribution through this effort. Next, staff will finalize the project performance measures, finalize the draft project listings and map, and balance the project needs with available resources. Once approved, the projects will be submitted to TxDOT headquarters to fulfill the HB 20 requirements. Information will be presented at September public meetings, to STTC in October and RTC in November for information, in December to STTC and RTC for action. The Texas Transportation Commission is expected to take action on December 15.

John Polster asked if the project listings will be provided to members earlier than the October STTC mail out. The schedule was reviewed. Michael Morris noted that staff's deadline is October 15 and it hopes to have a draft set of projects sent out to members. John Polster discussed the Category 12 funds and asked if the Texas Transportation Commission will be using the east/west formula allocation when considering projects. If the east/west formula allocation is not used, he asked if there will be some effort by staff to keep the east/west equity in balance. Mr. Morris noted it is unknown how the Commission will select projects and that there will be a staff effort to balance the equity as part of the process. Mr. Polster asked staff to highlight the environmental justice index process. Mr. Lamers noted the environmental justice analysis requirement ensures that there are not disproportionate, disparate impacts made to low income and minority individuals as a result of implemented projects. He added that additional details of the process used by the North Central Texas Council of Governments are available as part of the Mobility Plan. Antoinette Bacchus asked how partially funded corridors will be prioritized in the next 10 years. Dan Lamers noted since the corridors were previous RTC priorities, they will be used as a starting point. Staff will review those projects in relation to the funding source and funding eligibility for the various categories.

5. **Federal Highway Administration Inactive Project List and Federal Highway Administration 10-Year Preliminary Engineering Audit:** Adam Beckom provided an update on the latest developments to the Federal Highway Administration (FHWA) list of inactive projects. The FHWA defines inactive projects as projects for which no expenditures have been charged against federal funds for the past 12 months. Funds can be at risk if the projects are deemed inactive, and the Texas Department of Transportation (TxDOT) is working with impacted agencies to develop a response or justification to the FHWA. Electronic Item 5.1 contains a list of 21 projects on the FHWA inactive list this quarter. This represents approximately \$900 million in federal funds that are at risk. In addition, Mr. Beckom also discussed the recent FHWA 10-year Preliminary Engineering Audit. The purpose of the audit is to review all projects that have been funded with federal funds for engineering and have not moved on to the next phase of implementation. If a project has not moved to the next phase within 10 years, the State may be required to repay engineering funds to the FHWA. Time extensions are available for reasonable circumstances. He noted the preliminary engineering audit is independent of the federal inactive effort and that projects can be on both lists. In total, 49 projects in the region have federal funding that is subject to the audit. Of those, three projects are at the 10-year limit and TxDOT is working

with the implementing agencies to justify a time extension. The three projects represent approximately \$13 million in obligations to the region. Additional information about projects was provided in Electronic Item 5.2. Responses have been submitted to FHWA and staff is waiting for a response. Mr. Beckom reminded members of the importance of establishing a realistic and achievable project schedule that is timely implemented. Agencies were welcomed to coordinate with TxDOT and North Central Texas Council of Governments staffs if assistance is needed with project delivery guidance. John Polster noted that Electronic Item 5.1 did not include specific names of projects, and staff responded that the correction would be made to the document.

6. **Hemphill/Lamar Connector/SH 199 Project and Partnership with Tarrant County and the Texas Department of Transportation:** Michael Morris presented additional information on the partnership with Tarrant County and the Texas Department of Transportation regarding the Hemphill/Lamar Connector project. At its September 8, 2016, meeting, the Regional Transportation Council (RTC) approved the Hemphill/Lamar Connector/SH 199 partnership and the requested federal funds to enable the City of Fort Worth to move forward with the project. The partnership included working with Tarrant County to place its local funds on projects that benefit from local funds and to swap federal funding for projects that would benefit from federal funds. The partnership is expected to be discussed at the October Tarrant County Commissioners Court meeting. Mr. Morris discussed items that needed approval. He highlighted a map showing the area surrounding IH 820 at SH 199. The County is working to update the arterial streets southeast to downtown Fort Worth. As part of the partnership, improvements may be necessary at several intersections. Approval is requested for \$5 million for northwest intersections (more than Azle Avenue and Boat Club Road). Action includes three specific requests: 1) swap federal and local funds with Tarrant County (details to be approved by the Commissioners Court), 2) \$5 million for intersection improvements (more than Azle Avenue and Boat Club Road), and \$1 million for transit pilot projects in Forest Hill, Everman, and Crowley. The three communities currently have no transit services and the proposed pilot program will allow for potential service in the future, if successful. John Polster asked staff to elaborate on the funding sources to be used. Mr. Morris noted intersection improvements would likely be Congestion Mitigation and Air Quality Improvement Program (CMAQ) or Surface Transportation Block Grant Program (formerly known as Surface Transportation Program-Metropolitan Mobility) funds from the western subregion, and CMAQ funds from the western subregion would likely be used for the transit pilot projects. A motion was made to approve swapping federal and local funds with Tarrant County, \$5 million for northwest intersections (including, but not limited to Azle Avenue and Boat Club Road), and \$1 million for transit pilot projects in Forest Hill, Everman, and Crowley. John Polster (M); Dan Vedral (S). The motion passed unanimously.
7. **High-Speed Rail Update:** Michael Morris provided an update on recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth region and discussed next steps for advancing high-speed rail between Dallas and Fort Worth. Eight tasks to be completed by staff were discussed and details were provided in Electronic Item 7. The first task is review of the federal submittals, for high-speed rail in the Dallas-Fort Worth region, to the Federal Register Notice. The second task is related to work with attorneys from each of the five cities in the central part of the region to create a High-Speed Rail Local Government Corporation to implement high-speed rail if the Texas Department of Transportation (TxDOT) were not to implement. Currently, TxDOT is implementing the environmental document and there has been discussion in the Legislature to see if TxDOT will be the high-speed rail implementer. If not, a Local Government Corporation will be developed solely to implement high-speed rail between Dallas and Fort Worth. The third task is coordination with the Congressional

Delegation on the initial federal funding request before the current administration leaves office. There are federal funds that have been approved in the past that are unused. Staff has been working with the Congressional Delegation on a mechanism to obtain the funds in order to help fund and gap in cost for high-speed rail between Dallas and Fort Worth, if needed. The fourth task is the issuance of a Request for Information (RFI) for high-speed rail. The notice was sent September 20 and the RFI will be mailed by October 1. The deadline for responses is November 18, 2016. The fifth task is to issue the Request for Proposals (RFPs) for each of the three segments for station area and high-speed rail alignment planning from downtown Dallas to Loop 12, Loop 12 to IH 820 in Arlington, and IH 820 to Fort Worth. The RFPs will be to engage architects, engineers, and planners to begin looking at more detail than what is in the environmental, document such as revenue streams from parking, mixed-use developments, and some work on station locations. The sixth task is to respond to the Federal Railroad Administration's letter to TxDOT. The letter states American Recovery and Reinvestment Act (ARRA) funds are being used to work on the Tier II Environmental document. ARRA funds expire and there is a questions about whether TxDOT can complete the process before the deadline to expend funds, and how TxDOT's plans to proceed if the deadline is not met. Staff is working with TxDOT to ensure it can complete the environmental review by the deadline, and the RTC will seek financial partners if TxDOT is unable to complete the environmental document by the deadline. The seventh task is related to the Tier II Environmental completion. Staff is working to respond to the City of Irving's questions/concerns expressed at the September RTC meeting. Irving noted it would be passing a resolution related to the proposed high-speed rail route in the Trinity Railway Express corridor. Finally, staff is working with TxDOT consultants to complete ridership forecasts for passenger rail between Dallas and Fort Worth based on the recommendation in the Mobility Plan, the inclusion of the Houston to Dallas high-speed rail train, and the inclusion of the high-speed rail recommendation from the Tier 1 report from Oklahoma City to Austin and San Antonio. John Polster asked which five cities were involved in the Local Government Corporation discussions. Mr. Morris noted that the five cities include Dallas, Irving, Grand Prairie, Arlington, and Fort Worth.

8. **Fast Facts:** Kristina Ronneberg highlighted current air quality funding opportunities available for vehicles. Currently, \$50 million is available through the Texas Commission on Environmental Quality for the Texas Emission Reduction Plan for the retrofit of school buses or the replacement/repower of gasoline or diesel engines with alternative fuel vehicles. Details were provided in Electronic Item 8.1.

Jody Loza provided an update on the current ozone season. To date, the region has experienced 16 exceedance days and the regional design value is 80 parts per billion. Additional information was provided in Electronic Item 8.2.

Kenny Bergstrom discussed an upcoming Compressed Natural Gas Fuel System Inspector Training scheduled for October 4 and 5 at the Dallas/Fort Worth International Airport. Details, including registration information, were provided in Electronic Item 8.3.

Jody Loza noted the United States Department of Transportation issued a positive transportation conformity of Mobility 2040 and the 2015-2018 Transportation Improvement Program. A copy of the correspondence was provided in Electronic Item 8.4.

Lori Clark noted when the Fixing America's Surface Transportation (FAST) Act passed, it included a provision titled Section 1413 which required the United States Department of Transportation (US DOT) to designate corridors around the country for development of

alternative fueling infrastructure. At the end of July, the US DOT issued a 30-day notice requesting nominations of corridors. Staff submitted both a series of corridors within the region and corridors connecting the Dallas-Fort Worth urban area to other areas of the State and in neighboring states. The full submittal was provided in Electronic Item 8.5.

Tom Bamonte discussed the \$50,000 Smart State Grant. At the September 8, 2015, meeting, the Regional Transportation approved \$50,000 for the North Central Texas Council of Governments to participate in an emerging Smart City/Smart State initiative. The first meeting of the group is scheduled for October 20, 2016.

The current Local Motion was provided in Electronic Item 8.6 and transportation partner progress reports were provided in Electronic Item 8.7.

Dan Kessler introduced new Transportation Department staff: Jackson Enberg, Anthony Moffa, and Clifton Hall.

9. **Other Business (Old and New):** There is no discussion on this item.
10. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 28, 2016, at the North Central Texas Council of Governments.

The meeting adjourned at 2:55 pm.



November 2016

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

## DART Blue Line extended to Education Corridor

Dallas Area Rapid Transit's Blue Line was extended by three miles with the opening of two new stations at Camp Wisdom and the University of North Texas at Dallas on October 24. This provides DART rail customers access to UNT - Dallas.

## Calendar

### November 2, 8:30 am TRTC

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

### November 4, 11 am DRMC

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

**November 10, 1 pm**  
**Regional Transportation Council**  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**December 2, 1:30 pm**  
**Surface Transportation**  
**Technical Committee**  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

## Become an I-30 Insider, earn rewards



NCTCOG graphic

North Texans who commute on Interstate 30 between Dallas and Fort Worth can become I-30 Insiders and earn rewards for trying alternative commutes. Registration is easy at [www.i30insider.com](http://www.i30insider.com).

Rewards can be earned through April 28, 2017, while supplies last. The purpose of I-30 Insider, a pilot program funded through the federal Value Pricing Pilot Program, is to encourage alternative commuting modes like carpooling, telecommuting or compressed work week along a test corridor through the use of incentives.

By choosing an alternative commute, drivers can help improve air quality and traffic congestion by reducing the number of single-occupant vehicles on the roads during rush hour. After registering with Try Parking It, the Dallas-Fort Worth region's commuter ride-match and trip-logging website, users should join the I-30 Insider Challenge. Commuters will earn points for logging alternative commutes along I-30 during morning, and evening peak periods, and points will accumulate to be exchanged for gift cards to restaurants, retail stores, online retailers and more.

Find carpool matches at [www.TryParkingIt.com](http://www.TryParkingIt.com). Those using the TEXpress Lanes on I-30 can receive rush-hour toll discounts with a TollTag and the Drive On TEXpress app. North Texas commuters who don't use I-30 or can't switch to an alternative commute are eligible to be entered into a drawing for a \$250 Amazon gift card when they register for Try Parking It and take a survey on the I-30 Insider website.



North Central Texas  
Council of Governments

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

## \$1.4M federal grant to boost region's transit-oriented development planning

North Texas' efforts to improve transit-oriented development have received a \$1.4 million boost. The Federal Transit Administration awarded the North Central Texas Council of Governments a planning grant to help the region enhance accessibility to 28 Dallas Area Rapid Transit stations along the system's Blue and Red lines.

NCTCOG is leading the effort, partnering with Dallas, Garland, Plano and Richardson in addition to DART. Various Red and Blue Line stations were eligible for this grant, as they are required to be part of an FTA Capital Investment Grant (see Figure 1).

The grant will focus on "last mile" accessibility to transit and parking needs around the stations. For example, filling in missing sidewalks and making pedestrian crossings safer can make it easier for pedestrians to access rail stations. The outcome should be a better understanding of the bicycle and pedestrian infrastructure needs at each station and a plan to address them.

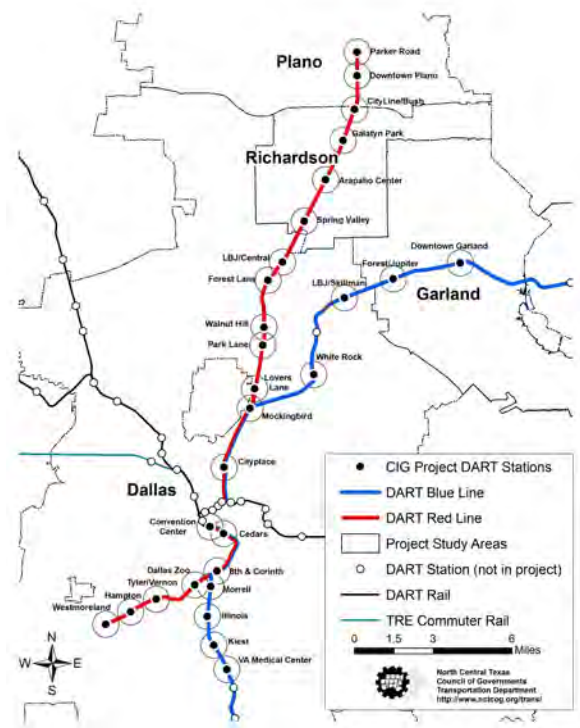
The second element of the plan is a study at select transit-oriented developments to help planners understand how parking is utilized. The results can inform local policies on parking provisions and allow better management of the parking supply in support of transit-oriented land uses. Additionally, stations may have opened with abundant parking, some of which could be redeveloped to offer TOD.

A third component of the plan is a survey, which will be sent to residents and employers and seeks information on transit use in the study area, as well as residents' transportation preferences. The study tasks are expected to be completed in two years. The results aim to inform future policies and investment in infrastructure, mixed-use development and improved transit connections for bicyclists and pedestrians. The study's transit station areas are economically diverse and include some of the original DART stations, which provide opportunities to learn from TOD success stories and replicate them in other transit station areas in the regional rail system.

This grant could help the region improve access to transit, jobs and educational institutions for residents who depend on public transportation to get to work, medical appointments and other needs. It could also benefit people who prefer transit and active transportation options as alternatives to driving alone.

For more information, visit [www.nctcog.org/trans/sustdev/tod](http://www.nctcog.org/trans/sustdev/tod).

Figure 1: Station Study areas



NCTCOG graphic

## **ELECTRIC VEHICLES**

### **DFW's NDEW event an electrifying success**

The regional National Drive Electric Week event was a major success, gathering EV owners, enthusiasts, industry professionals and those who were simply curious to celebrate EVs in North Texas.

The event drew 128 electric vehicles in one place, topping last year's total of 116 and setting the Texas mark for the second year in a row.

State Rep. Giovanni Capriglione and Regional Transportation Council Member Mike Taylor spoke about the impact of electric vehicles on the regional economy and on air quality, and 12 public, nonprofit and industry exhibitors displayed their vehicles and talked with approximately 350 attendees. Several of those exhibitors also provided opportunities to win extended experiences with EVs — a weekend each with the Nissan LEAF, Chevy Volt, and BMW i3 and 24 hours with a Tesla Model S.

This event was the largest outside of California, and the fourth-largest by attendee registration in the nation. Visit the [Facebook album](#) at <http://bit.ly/2f6hmlM> for photos of the event.

### **Don't miss out on alt fuel funding from TERP**

Time is running out to apply for many of the Texas Commission on Environmental Quality's Texas Emissions Reduction Plan funding opportunities.

Open opportunities include three programs scheduled to expire in the next year, meaning that this may be your last chance to transition your fleet to alternative fuel vehicles (through the Texas Clean Fleet Program or the Texas Natural Gas Vehicle Grant Program), build or expand a natural gas fueling facility (through the Clean Transportation Triangle Program).

More information about these funding opportunities is available at [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding) or [www.tceq.texas.gov/airquality/terp](http://www.tceq.texas.gov/airquality/terp).

NCTCOG offers FREE application assistance and will help guide applicants through the TERP application process. Contact NCTCOG staff members at 817-695-9249 or at [aggrants@nctcog.org](mailto:aggrants@nctcog.org) for help.

### **Remember SmartWay this holiday season**



With so many choices to be made this holiday season, consider using the services of commercial companies affiliated with SmartWay.

This program encourages freight carriers, shippers and logistics providers participating to practice shipping strategies that are more sustainable. The SmartWay brand sends a clear signal to suppliers, customers and the general public about a company's environmental commitment. Since 2004, SmartWay partners have saved over 7 billion gallons of fuel, lowered fuel costs by \$24.9 billion and reduced carbon emissions by 72.8 million metric tons.

To find companies that participate in SmartWay, visit [www.epa.gov/smartway](http://www.epa.gov/smartway). Additional information about NCTCOG's SmartWay efforts can be found at [www.nctcog.org/smartway](http://www.nctcog.org/smartway).

## Transportation Resources

### Facebook

Facebook.com/nctcogtrans

### Twitter

Twitter.com/nctcogtrans

### YouTube

YouTube.com/nctcogtrans

### Instagram

Instagram.com/nctcogtrans

### Publications

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

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

**Texas Department of Transportation**  
TxDOT.gov

## By the Numbers

# 128

The number of electric vehicles that gathered at this year's National Drive Electric Week Event in Grapevine. This was the second consecutive record established at the event.

# PUBLIC *Involvement*

## Public meetings: 10-year project list, outreach

Residents are encouraged to provide input on a series of transportation topics during public meetings in November.

The regional 10-year plan project list and public involvement techniques will be presented at 6:30 pm Nov. 7 in Richardson, 2:30 pm Nov. 9 in Arlington and 6:30 pm Nov. 15 in Fort Worth.

Progress made during the 2016 ozone season, which ended for North Texas on October 31, and conformity approval for Mobility 2040, the region's long-term transportation plan, will also be highlighted.

For more information on presentation topics or to watch a video recording of the Arlington meeting, visit [www.nctcog.org/input](http://www.nctcog.org/input).

## Fact sheet: Automated vehicles

With the ever-growing population of North Texas, and an increasing number of vehicles in the region, solutions are needed to make roads safer and more efficient for daily commuters.

Automated vehicle technology has seen substantial advancements over the years, and the North Central Texas Council of Governments intends to play a significant role in the deployment of this technology in North Texas.

NCTCOG has published a new automated vehicle fact sheet, which is available online. This fact sheet includes information about autonomous vehicles, benefits of this technology and NCTCOG's role in its deployment in the region.

For more information on this subject, visit [www.nctcog.org/factsheets](http://www.nctcog.org/factsheets).

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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.