

**AGENDA**

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
Friday, May 26, 2017  
North Central Texas Council of Governments**

**1:30 pm Full STTC Business Agenda  
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

- 1:30 – 1:35**     1.   **Approval of April 28, 2017, Minutes**  
 Action             Possible Action     Information            Minutes:     5  
Presenter:        Loyl Bussell, STTC Chair  
Item Summary:   Approval of the April 28, 2017, meeting minutes contained in [Reference Item 1](#) will be requested.  
Background:     N/A
- 1:35 – 1:35**     2.   **Consent Agenda (There are no items on the Consent Agenda)**  
 Action             Possible Action     Information            Minutes:     0
- 1:35 – 1:45**     3.   **Transportation Alternatives Set-Aside Program Project Selection**  
 Action             Possible Action     Information            Minutes:    10  
Presenter:        Karla Weaver, NCTCOG  
Item Summary:   Staff will provide information regarding the Transportation Alternatives Set-Aside Program (TA Set-Aside) applications received and evaluation process. A recommendation of projects to select for funding will also be provided and action to recommend Regional Transportation Council (RTC) approval of selected projects will be requested.  
Background:     The North Central Texas Council of Governments (NCTCOG) opened a Call for Projects on December 12, 2016, with the option of additional funds to be added. Applications were due on February 24, 2017.
- Projects eligible for funding included active transportation (pedestrian and bicycle) and Safe Routes to Schools projects that will substantially improve safety and the ability for students to walk and bicycle to school. The RTC approved the eligible and ineligible project types and a methodology for project evaluation screens and scoring. [Electronic Item 3.1](#) provides additional information on project scoring. [Reference Item 3.2](#) reflects NCTCOG staff project recommendations. [Electronic Item 3.3](#) contains public comments on the Dallas Road Transit-Oriented Development Corridor/Cotton Belt Trail Extension project.

1:45 – 1:55

4. **Metropolitan Transportation Plan Policy Bundles, Transportation Development Credits, and Early Partnerships**

Action       Possible Action       Information      Minutes: 10

Presenters: Michael Morris and Adam Beckom, NCTCOG

Item Summary: Staff will brief the Committee on results from the Metropolitan Transportation Plan (MTP) Policy Bundle survey, including the plan to distribute available Transportation Development Credits (TDCs). The Committee will also be asked to recommend Regional Transportation Council approval of a proposed partnership with the City of Dallas involving use of the City's TDC allocation for construction of the IH 35E deck plaza.

Background: Recommendations in Mobility 2040, the region's current MTP, consist of policies, programs, and projects that reflect regional priorities and support Mobility 2040 goals. As construction of infrastructure projects alone cannot achieve the goals of Mobility 2040, a voluntary list of policies available for adoption by local agencies was designed to encourage the development of alternative, strategic solutions. By voluntarily adopting 50 percent of these policies, participating agencies are slated to receive TDCs to offset local funds for federal transportation projects. MTP Policy Bundle applications have been completed and reviewed, and staff will present a recommendation for distributing TDCs to successful entities.

The City of Dallas is one of several agencies in the region that qualify for TDCs under this program. Utilization of its TDC allocation is urgently needed as a funding solution for the deck plaza over IH 35E from Marsalis Avenue to Ewing Avenue. The larger Texas Department of Transportation (TxDOT) project to reconstruct IH 35E provides the City of Dallas an opportunity to improve neighborhood and community connectivity with the deck plaza. The Regional Transportation Council previously approved up to \$40 million to help the City of Dallas fund the deck plaza. This funding requires a 20 percent local match from the City.

In April 2017, the Texas Transportation Commission approved the best value proposer for the IH 35E reconstruction project. TxDOT intends to sign a contract with the proposer by July 2017. For the deck plaza or portions of the deck plaza (e.g., foundations, abutments) to be included in the larger reconstruction project, the City of Dallas must commit funding to the project by June 2017. [Reference Item 4](#) includes a recommendation for TDC distribution for successful policy bundle participants and for a funding partnership to aid Dallas in responding to TxDOT regarding its local commitment to the deck plaza.

1:55 – 2:05

5. **Draft FY2018 and FY2019 Unified Planning Work Program, Including Studies Proposed for Funding through the 2017-2018 CMAQ/STBG Funding Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Vickie Alexander, NCTCOG

Item Summary: Staff will present a summary on the development of the proposed FY2018 and FY2019 Unified Planning Work Program (UPWP), including studies proposed for funding through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) Funding Program.

Background: North Central Texas Council of Governments (NCTCOG) staff, in cooperation with local governments and transportation agencies, is developing the draft FY2018 and FY2019 UPWP. This document identifies NCTCOG staff work activities to be performed between October 1, 2017, and September 30, 2019. In coordination with the UPWP development, staff has identified studies proposed for funding under the Planning and Other Studies portion of the Regional Transportation Council's 2017-2018 CMAQ/STBG Funding Program. The individual projects proposed for funding under this Program, as well as staff recommendations on local government and transportation agency project submittals for consideration of inclusion in the UPWP, are provided in [Electronic Item 5](#). The draft UPWP document must be submitted to the Texas Department of Transportation for review by June 1, 2017, and the final document submitted by August 1. A copy of the draft FY2018 and FY2019 UPWP will be provided to Surface Transportation Technical Committee (STTC) concurrent with the submittal of the draft document to the Texas Department of Transportation. STTC action on the UPWP and proposed studies under the 2017-2018 CMAQ/STBG Funding Program will be sought at the June meeting.

2:05 – 2:15

6. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Transit Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will brief the Committee on the proposed list of projects to fund under the Transit Program in 2017-2018 through the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Funding Program.

Background: In March 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. After coordination with partnering agencies, projects have been identified to fund through the Transit Program. Details of the proposed projects, funding, and timing will be presented at the meeting. A draft list of transit projects and funding amounts received to date is provided in [Electronic Item 6](#).

2:15 – 2:25

7. **High-Speed Rail**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update on the Dallas to Fort Worth high-speed rail effort.

Background: The Regional Transportation Council (RTC) has adopted regional policies guiding the development of high-speed rail implementation within the Dallas-Fort Worth region. North Central Texas Council of Governments staff continues to coordinate with project partners to ensure the efforts are consistent with the adopted RTC high-speed rail policies and with all transportation partners, consultants, and the public to ensure successful high-speed rail service implementation. This item will include:

- federal initiatives in transportation
- local government corporation (as backstop)
- congressional involvement on funding
- congressional involvement on Environmental Impact Statement
- role of other high-speed rail technologies
- reviewing path forward on high-speed rail including monitoring State Legislature
- ridership forecasts
- private-sector interest

2:25 – 2:35

8. **Legislative Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Rebekah Hernandez, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

Background: The first session of the 115th United States (US) Congress convened on January 3, 2017, and the Texas Legislature convened on January 10, 2017. Transportation and air quality issues will be a focus for both the US Congress and Texas Legislature. Several topics will be highlighted.

2:35 – 2:45

9. **Mobility Plan Status Report**

Action       Possible Action       Information      Minutes: 10

Presenters: Kevin Feldt and Natalie Bettger, NCTCOG

Item Summary: Work continues on the region's next long-range transportation plan, Mobility 2045. Staff will present a brief overview of the progress to date including special initiatives. In addition, staff will provide an update on the TEXpress lanes.

Background: The last comprehensive update of the Metropolitan Transportation Plan (MTP) occurred in 2016 with the adoption of Mobility 2040. Staff has continued MTP development with a variety of efforts. Development will continue over the next 12 months with draft recommendations expected later this year. The Regional Transportation Council is expected to take

action on Mobility 2045 in June 2018. Two components of Mobility 2045 will be managed lanes and people-mover systems. Staff has received considerable support for continuing to implement people-mover technology in the region as noted in [Electronic Item 9.1](#). Mobility 2045 will reassess existing recommendations and include new demographics, financial forecasts, technology advances, and planning initiatives. In addition, North Central Texas Council of Governments staff will provide an update on the TEXpress lanes and address the following items: IH 635 East environmental approval by the Texas Department of Transportation, IH 635/IH 35E “Y” Connection opening and revenue sharing, Comprehensive Development Agreement legislative update, and performance measures for the North Tarrant Express and IH 635. [Electronic Item 9.2](#) contains related correspondence and [Electronic Item 9.3](#) contains updated information.

2:45 – 2:55

10. **Dallas-Fort Worth Clean Cities Annual Report Results**

Action       Possible Action       Information      Minutes: 10

Presenter: Kenney Bergstrom, NCTCOG

Item Summary: Staff will highlight the results of the 2016 Dallas-Fort Worth Clean Cities (DFWCC) Annual Report and progress made toward meeting United States Department of Energy (US DOE) petroleum reduction goals.

Background: The North Central Texas Council of Governments (NCTCOG) has been the host organization for DFWCC, a US DOE initiative to increase energy security and reduce petroleum consumption in the transportation sector since 1994. Clean Cities coalitions are required to complete annual reporting to DOE every March. To help ensure a better response rate from local fleets, NCTCOG and DFWCC linked the annual report to the Clean Fleet Policy, approved by the Regional Transportation Council on December 11, 2014, and also created the Outstanding Fleet Recognition Program. Detailed information on the DFWCC Annual Report is provided as [Electronic Item 10](#).

2:55 – 3:05

11. **Technology Instructions for Participating in the June 23 Meeting Remotely**

Action       Possible Action       Information      Minutes: 10

Presenter: Michael Bort, NCTCOG

Item Summary: Staff will provide information and instructions for optional remote participation by Surface Transportation Technical Committee (STTC) members in the June STTC meeting.

Background: Air North Texas' Clean Air Action Day is June 23, 2017, the same day as the next STTC meeting. To support this initiative, a WebEx option for the June meeting will be provided so STTC members can participate in the meeting remotely without having to drive to the North Central Texas Council of Governments office. Members will be provided instruction on

viewing and listening to the presentations via WebEx. Participation in agenda items will be conducted through the chat box and conference call line. Voting on action items will be conducted via the conference call line. This remote participation is an optional opportunity being offered for the first time; members may choose to attend the meeting in person.

3:05 – 3:20

12. **Fast Facts**

Action       Possible Action       Information      Minutes: 15

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

1. *Kimberlin To* – Clean Air Action Day Reminder, June 23, 2017 ([Electronic Item 12.1](#))
2. *Daniel Snyder* – 2016 Bicycle and Pedestrian Traffic Count Report ([Electronic Item 12.2](#))
3. *Kathryn Rush* – Safe Routes to School Brochure ([Electronic Item 12.3](#))
4. *Kimberlin To* – Compressed Natural Gas Station Safety and Inspection Training, June 1, 2017 ([Electronic Item 12.4](#))
5. *Huong Duong* – Environmental Protection Agency 2017 SmartWay Affiliate Challenge Honoree Award ([Electronic Item 12.5](#))
6. *Allix Philbrick* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 12.6](#))
7. *Jenny Narvaez* – Ozone Season Update ([Electronic Item 12.7](#))
8. *Jenny Narvaez* – Southern Transportation and Air Quality Summit Reminder, August 29-30, 2017 ([Electronic Item 12.8](#))
9. *Carli Baylor* – April Public Meeting Minutes ([Electronic Item 12.9](#))
10. Written Progress Reports:
  - Local Motion ([Electronic Item 12.10](#))

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

14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on June 23, 2017, at the North Central Texas Council of Governments**. Members will be provided an opportunity to participate in the meeting remotely.

**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
April 28, 2017**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, April 28, 2017, 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, David Boski, Kristina Brevard, Keith Brooks, Mohammed Bur, Loyl Bussell, Dave Carter, Kent Collins, John Cordary Jr., Allen Harts (representing Hal Cranor), Clarence Daugherty, Duane Hengst (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Eric Fladager, Chris Flanigan, Andy Richardson (representing Ann Foss), Robyn Root (representing Gary Graham), Brian McNulty (representing Ron Hartline), Michael Hasler, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Ted Kantor (representing Joseph Jackson), Tim James, Tom Johnson, Sholeh Karimi, Richard Larkins, Alonzo Linan, Wayne Kirchner (representing Paul Luedtke), Stanford Lynch, Yang Jin (representing Srin Mandayam), Laura Melton, Brian Moen, Cesar J. Moline Jr., Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Moosa Saghian, David Salmon, Elias Sassoon, Lori Shelton, Randy Skinner, John Brunk (representing Chelsea St. Louis), Caleb Thornhill, Mark Titus, Daniel Vedral, Caroline Waggoner, and Jimmey Bodiford (representing Bill Wimberley).

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Adam Beckom, Natalie Bettger, Bob Brown, Ron Brown, Ken Bunkley, Donna Coggeshall, Shawn Conrad, Michael Copeland, David Dryden, Brian Flood, Christie Gotti, Jill Hall, Heather Haney, Alan Hendrix, Nicholas Hernandez, Rebekah Hernandez, Chris Hoff, Brandi Kelp, Mark Kinnaman, Chris Klaus, Dan Lamers, April Leger, Chad Marbut, Mark Middleton, Mindy Mize, Jenny Narvaez, Donato Perez, Dean Radeloff, Chris Reed, Amy Rideout, Christine Roach, Kyle Roy, Samuel Simmons, Mark Stephens, Marian Thompson, Mitzi Ward, Amanda Wilson, and Kate Zielke.

1. **Approval of March 24, 2017, Minutes:** The minutes of the March 24, 2017, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** There following item was included on the Consent Agenda.
  - 2.1. **Federal Functional Classification System Amendments:** Staff requested a recommendation for Regional Transportation Council approval of two amendments to the currently approved Federal Functional Classification System as detailed in Reference Item 2.1.

A motion was made to approve the item included on the Consent Agenda. Michael Hasler (M); John Polster (S). The motion passed unanimously.

3. **Traffic Signal Grants Selection Criteria and 511DFW/Waze Grants Selection Criteria:** Tom Bamonte sought approval for a recommendation for Regional Transportation Council (RTC) approval of selection criteria for the Traffic Signal and 511DFW/Waze data sharing grant programs. The programs encourage regional partners to make their traffic signal data and highway/traffic condition data accessible to various software platforms in order to improve travel, safety, and environmental quality. Eligibility for the traffic signal data sharing

program was highlighted and included: 1) public entities with jurisdiction over traffic signals and 2) public entities willing to make traffic signal data accessible consistent with regional policies/practices. Proposed evaluation criteria are heavily weighted on the quality of the proposed technical solution (60 percent) and also includes the amount requested (10 percent) and timely implementation (30 percent). Of particular interest is a project's connectivity with other data-sharing jurisdictions. Partnering with neighboring jurisdictions was encouraged. Grants will be for \$25,000 or less. Details were provided in Reference Item 3.1. Mr. Bamonte also highlighted efforts towards the use of 511DFW as the common portal for sharing data with travel navigation services and other developers. Until the effort is fully implemented, staff is encouraging entities to work together to learn best practices for sharing and processing data to optimize travel navigation services and local entity operations. Details on information that should be shared, to whom it should be shared, and how to share data were highlighted. Local entities were encouraged to join the Waze Connected Citizens Program, 2) coordinate transportation data sharing with 911 operations, and 3) utilize .xml data feeds. Similar to Traffic Signal data sharing, eligibility for 511DFW/Waze data sharing includes public entities with jurisdiction over highway/streets or transit systems, and public entities willing to make highway and traffic or transit conditions data accessible consistent with regional policies/practices. Proposed evaluation criteria are also heavily weighted on the quality of the proposed technical solution (60 percent) and includes the amount requested (10 percent) and timely implementation (30 percent). Details were provided in Reference Item 3.2. A motion was made to recommend Regional Transportation Council approval of the evaluation criteria for the Traffic Signal and 511DFW/Waze data sharing grant programs detailed in Reference Item 3.1 and Reference Item 3.2, respectively. John Polster (M); Mike Hasler (S). The motion passed unanimously.

4. **Southern Dallas County Funding Partnership:** Adam Beckom presented a proposed partnership among Dallas County, the Cities of Lancaster and Hutchins, and the Regional Transportation Council (RTC) to assist in funding two projects in southern Dallas County. Jefferson Avenue/Pleasant Run Road and Wintergreen Road have important regional benefits. These projects provide connections to intermodal facilities, connection to IH 45, and future connection to Loop 9. The total proposed funding for the partnership is approximately \$28 million, with \$18 million from the RTC and \$10 million from the City of Lancaster, City of Hutchins, and Dallas County. The projects are expected to begin construction in Fiscal Year (FY) 2019 using \$10.5 million for the Jefferson Avenue/Pleasant Run Road project and \$17.5 million for the Wintergreen Road project. The proposed projects are included as part of the Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program allocations through the Strategic Partnership program. The partnership leverages local and federal funding, improves access to intermodal facilities, and improves access for Environmental Justice communities. Discussions regarding the partnership were finalized in March 2017, and public meetings were held earlier in April. If approved by the RTC in May, staff anticipated inclusion of the projects in the Transportation Improvement Program/Statewide Transportation Improvement Program in the August timeframe. A motion was made to recommend Regional Transportation Council approval of the proposed funding partnership with Dallas County, City of Lancaster, and the City of Hutchins for the Jefferson Avenue/Pleasant Run Road project and the Wintergreen Road project as detailed in Reference Item 4, as well as approval to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate these changes. Antoinette Bacchus (M); John Polster (S). The motion passed unanimously.



5. **2019-2022 Transportation Improvement Program Development:** Adam Beckom provided an update on efforts related to the development of the 2019-2022 Transportation Improvement Program (TIP). The development process involves a review of all active projects and solicitation of information on locally funded projects. Necessary adjustments will be made to the projects, including staging, funding, and scope changes. Staff will then develop revised project listings and balance the projects against the available revenue using allocations in the latest Unified Transportation Program. A Mobility Plan and air quality review will also be conducted to ensure the proposed projects are consistent with the appropriate documents. Information will then be presented for public review and comment. Lastly, the final project listings will be submitted to partners. North Central Texas Council of Governments (NCTCOG) staff meetings with local partners to receive input and updates on projects will be held in person or by conference call. Attendees should include project managers that can provide status of the project and fiscal managers that can provide information on expenditures and invoicing. Texas Department of Transportation (TxDOT) staff will be included to help set realistic expectations for project implementation. Project status information should be realistic and provided for start and end dates by phase. In addition, information regarding local match availability will be requested. Status of Local Project Advance Funding Agreements with TxDOT, interlocal agreements with NCTCOG, and invoicing is necessary. Staff will also request monthly reporting to the Revenue and Project Tracking System for Regional Toll Revenue projects. Mr. Beckom reminded members that this is an opportunity to request changes to project scope, limits, funding, and implementing agencies. He noted that special focus will be placed on projects that are at risk of losing federal funds such as projects on the Federal Highway Administration Inactive List and Preliminary Engineering Audit list, projects in the Transportation Alternative Program, as well as the Regional Transportation Council (RTC) 10-Year Milestone Policy list. In addition, projects placed into the first year of the Transportation Improvement Program will also be reviewed closely and TxDOT will be asked to concur that the projects can be implemented in the first fiscal year. NCTCOG staff will begin meeting with implementing agencies in May and begin financial constraint and analysis of projects over the summer. It is anticipated that draft listings will be presented to the Committee in February 2018 and to the RTC in March. Final action is anticipated in the April/May timeframe. Once approved, the final document will be submitted to TxDOT in the summer of 2018. State approval is anticipated in August, and federal approval by October 2018. John Polster requested that a copy of the presentation be provided to members following the meeting. Details were provided in Electronic Item 5.
  
6. **2045 Demographics:** Donna Coggeshall, Research and Information Services (RIS) Department, presented information regarding the development of the North Central Texas Council of Governments (NCTCOG) demographic forecast for the year 2045. Development of the forecast is a joint effort between the NCTCOG Transportation Department and RIS Department. The long-range demographic forecast for the region provides a base for the Metropolitan Transportation Plan, as well as for local government and partner agency planning. The forecasting process is data-driven and includes input and feedback from stakeholders. The current NCTCOG forecast extends to the year 2040 and work has begun on the development of a forecast that will encompass an additional five years, taking the forecast out to 2045. The forecast is being developed, in part, to support upcoming efforts related to the development of Mobility 2045, the 2019-2022 Transportation Improvement Program, and the corresponding air quality conformity analysis. Ms. Coggeshall highlighted the demographic forecast methodology. The process includes determining the 2045 control totals, projecting growth in each county, and developing anticipated urbanization patterns. It was noted that control totals are compared to other sources. For example, long-range county level projection data from the State Demographers Office, as well as data purchased from

the Perryman Group is used for comparisons. Between the years 2040 and 2045, an additional 570,000 people and 330,000 jobs are anticipated in the region. Dallas County and Tarrant County population increases appear to be flattening off as the counties fill, but Collin County and Denton County population rates are expected to continue to increase. Tarrant County is expected to experience the largest share of growth. Ms. Coggeshall highlighted the 2045 demographic forecast timeline and noted that local review is expected during May and June. Local feedback will be incorporated in July. The NCTCOG Executive Board will be asked to approve the five-year extension of the forecast at its August meeting since the 2040 forecast is the official demographic forecast. No changes are being made to the 2040 figures. In closing, Ms. Coggeshall highlighted data resources used in the forecast development. John Polster asked if discussions with local governments would be at the traffic survey zones level, once the populations have already been allocated to counties and the number is fixed. Ms. Coggeshall noted that information was correct and added that in this effort there are county level control totals and staff can provide each city with its share of the change. Chad Edwards discussed local review and asked how development that has occurred since 2013 will be accounted in the forecast. Ms. Coggeshall noted if it was known, the development was captured in the 2040 demographics. She clarified that NCTCOG is not updating the 2040 forecast, just extending the forecast by five years. Kristina Brevard asked if there would eventually be an amendment to the 2040 data. Ms. Coggeshall noted this would occur during the development of the next forecast. Michael Morris added the purpose of the demographic forecast is to develop Mobility 2045. If there are new developments that are occurring, the developments can be added in the new 2045 demographics which impact the Metropolitan Transportation Plan. If an interim demographic forecast is needed for another purpose, it can be addressed through a technical assistance request. Mr. Edwards asked how this affects the interim years, such as the 10-Year Plan, if the demographics are not changing. Mr. Morris noted interim demographic changes are not needed to develop Mobility 2045, which is the basis of the current effort. Mr. Edwards asked if the base year was changing. Mr. Morris stated no, there is no new census data.

7. **Legislative Update:** Rebekah Hernandez provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Regarding federal legislation, the Fiscal Year (FY) 2017 appropriations bill was to expire by close of business the day of the meeting. Prior to the meeting, the House and Senate approved a one-week continuing resolution and the President was expected to sign the bill by midnight, allowing another week to approve a bill that would continue funding through September 2017. Regarding the 85<sup>th</sup> Texas Legislature, upcoming dates of interest were highlighted. Related to the State budget, both the Senate and the House have passed their version of an appropriations bill and a Conference Committee has been announced. The Conference Committee is tasked with developing one version of the bill on which the House and the Senate will vote. Currently, the versions differ in overall spending but agree on State spending and Texas Department of Transportation (TxDOT) funding. The main difference between the bills is the House proposes to use the rainy day fund for other purposes (not transportation), but the Senate is opposed and instead proposes to delay the transfer of funds to the State Highway Fund by one budget cycle. In addition, the Senate version includes a high-speed rail rider that states TxDOT would not be able to use funds for a private high-speed rail project. The Senate version also includes less funding for the Texas Emissions Reduction Plan (TERP). Related to air quality, House Bill (HB) 2321 modernizes and adds flexibility to the Low Income Vehicle Repair, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and Local Initiative Projects (LIP) programs and was approved by the House. HB 402 expands LIP projects and has passed out of the House. Related to emissions, two bills have been filed that would either limit or eliminate the motor vehicle emissions and inspection program. HB 2568 would limit the program to

approximately 10-year old vehicles and older. The bill passed out of the House Committee. HB 2569 would eliminate the program and is pending in Committee. Regarding TERP, Senate Bill (SB) 26 would extend the expiration dates of the program and update some of the programs. The bill was approved in the Senate mid-March but was recently referred to a House Committee. Ms. Hernandez noted that more than 20 high-speed rail bills have been filed. Most would require additional regulations. SB 977 would prohibit State money for private high-speed rail and was approved by the Senate. SB 979 now relates to property owners being able to repurchase property if it is not used for high-speed rail and was approved by the Senate. SB 981 would require a private high-speed rail company to have a facility compatible with all technology and has been placed on the Senate Intent calendar. Other bills would require additional security or reports on all projects. Related to Comprehensive Development Agreements (CDAs), HB 2861 is the statewide CDA bill that includes the three projects from the North Texas region. The bill passed out of Committee April 20 and reported from Committee on April 27. Regarding transit, SB 385 would require voter approval of local acceptance and use of federal funds for commuter rail projects. The bill passed out of the Senate Committee and was recently placed on the Senate Intent calendar for May 1. Finally, Ms. Hernandez highlighted additional topics of interest. SB 1588 would end the vehicle safety inspection and was approved in the Senate Committee. SB 88 would prohibit red light cameras and passed the full Senate. HB 62 would prohibit texting and driving and has passed the House but there has been no recent action. Related to automated vehicles, SB 2205 recently passed out of the House floor and focuses on general automated vehicle regulations. Finally, SB 312 (TxDOT Sunset) passed the Senate and was left pending in House Committee. Clarence Daugherty asked about Senate action on HB 2321. Ms. Hernandez noted the Senate version (SB 2003) was heard in the Senate Natural Resources Committee recently and was left pending to see how the House proceeds.

8. **High-Speed Rail Station Planning Update:** Kevin Feldt provided an update on recent progress regarding the station area planning of three high-speed rail stations in the region. North Central Texas Council of Governments (NCTCOG) staff is continuing efforts to investigate alignment alternatives, assist in environmental process completion, direct the process to create a local government corporation, and coordination of the the three station-area planning studies. NCTCOG's role regarding the three station area planning studies is to identify the best alignment between Fort Worth and Dallas and to coordinate with consultants on the best station locations in those areas. Corridors are analyzed based on length, percent on or adjacent to transportation facilities, percent adjacent to residential, whether the alignments meet the one-seat ride policy and the three-station policy, and others. The station area planning has been divided into three studies. The Arlington and Fort Worth station area studies are being conducted for each of the cities. Current study and coordination efforts were highlighted, as well as location criteria for each study. Completion of the studies are expected by July 1. Staff will continue coordination with local governments and stakeholders, complete NCTCOG's portion of the alignment studies, complete the analysis on the station locations, and develop recommendations. Additional information will be provided to members in the coming months.
9. **Mobility 2045:** Kevin Feldt provided an overview of upcoming efforts for the development of Mobility 2045, air quality conformity, and the 2019-2022 Transportation Improvement Program (TIP). He noted new Environmental Protection Agency (EPA) motor vehicle emission budgets were found adequate in November 2016. The region has a two-year grace period after the budgets are found adequate to reach attainment, which expires November 2018. As a result, staff has determined that this is an appropriate time to develop a new four-year Metropolitan Transportation Plan (MTP). The new MTP, Mobility 2045, will have a

base year of 2018 and a horizon year of 2045. Staff efforts will focus on ensuring consistency with environmental documents, the 10-Year Plan, Fixing America's Surface Transportation Act requirements, and 85<sup>th</sup> Texas Legislature outcomes. The revenue and demographics forecasts will be extended to 2045, federal and State performance measures will be updated, and the document will include updated policies, programs, and projects. Mobility 2045 will also include projects requiring any federal and State funding through 2021. Mr. Feldt noted that emerging technologies will be some of the more significant changes in the document since adoption of Mobility 2040. These include automated vehicle implementation, data sharing, "for-hire" private transportation roles, modern mover systems, and shared vehicles. In addition, new federal funding sources for freight, critical freight corridors, consistency with the Texas Department of Transportation (TxDOT) Freight Plan, and regional HAZMAT routes will be included. Within the coming weeks, North Central Texas Council of Governments staff will begin coordinating with regional TxDOT districts, transportation authorities, local governments, and the public. As a reminder, this effort will occur in parallel to air quality conformity and development of the 2019-2022 TIP. The TIP must be consistent with and fund the first four years of the MTP. Regarding air quality conformity, 2018 will be the base analysis year, with the interim years of 2027 and 2037. The new 2015 ozone National Ambient Air Quality Standards attainment year will be announced in October 2017 and the deadline for attainment will be 2021 if classified as marginal and 2024 if classified as moderate. Mr. Feldt reviewed the proposed schedule. He noted TIP action in the April/May timeframe and Mobility 2045 and air quality conformity action in the May/June timeframe. This allows time for review prior to the air quality conformity determination deadline of November 2018. Chris Klaus highlighted information presented earlier in the meeting regarding legislative bills that would change the current vehicle inspection and maintenance program. He discussed air quality conformity requirements and noted the motor vehicle emission budgets assume full implementation of the inspection and maintenance program. The bill would increase the number of model years that would be exempt from vehicle inspections. Staff estimates the exempt vehicles could allow up to 10 tons per day of additional emissions in the region. Staff will continue to monitor this bill. John Polster suggested legislative officials should be made aware of the efforts that would be necessary if such a bill passed. Shawn Poe asked the deadline for new projects to be included in Mobility 2045. Staff noted that if entities anticipate using federal or State funds to implement a project, they should communicate with Christie Gotti for inclusion of the project in the TIP. In addition, entities should coordinate with their local TxDOT district to ensure funding is possible. Unless entities plan for a project to let or require federal action between now and the next three years, it is preferred that entities hold on proposing new projects for Mobility 2045.

10. **Fleets for the Future Update and Bootcamp Invitation:** Bailey Muller presented an update on the Fleets for the Future project, a cooperative procurement opportunity to coordinate the large-scale purchase of alternative fuel vehicles in order to reduce fleet purchase costs. Total cost of ownership remains the number one factor for fleet managers in their vehicle acquisition decisions. Many people believe alternative fuel vehicles are more expensive with their total cost of ownership because of their greater initial purchase cost. However, lower fuel prices and maintenance costs make the total cost of ownership comparable to traditional fuel vehicle ownership. In addition, tax incentives further increase the value of alternative fuel vehicle purchases. Ms. Muller noted the North Central Texas Council of Governments (NCTCOG) regional procurement effort will focus on local public fleets and staff plans to release a vehicle bid Request for Proposals to organize a cooperative procurement in order to obtain volume discounts that fleets could not access individually. The procurement would be for light and heavy-duty vehicles and would consider propane, electric, plug-in hybrid electric, natural gas vehicles options. Based on local fleet

demand, options will be narrowed to certain vehicles in order to obtain volume discounts. To better align with municipal budget cycles, NCTCOG anticipates procuring vehicles through the vehicle bid contract in October 2017. However, because it is a volume based discount, staff will ask fleets to sign soft commitments to determine potential discounts. A Fleets for the Future bootcamp for procurement staff and fleet managers is scheduled from 10 am-2 pm on May 24, 2017, at the North Central Texas Council of Governments. Details were provided in Electronic Item 10.1. A letter encouraging fleets to participate was recently mailed to local governments and was provided in Electronic Item 10.2. Additional details are also available at [www.nctcog.org/f4f](http://www.nctcog.org/f4f).

11. **Clean Air Action Day, June 23, 2017:** Whitney Vandiver presented information on Air North Texas Clean Air Action Day, scheduled for June 23, 2017. Air North Texas is a regional air quality public awareness campaign that seeks to promote air quality public education. Clean Air Action Day is an annual event that encourages North Texans to do at least one thing to help improve air quality on that day. As in the past, Clean Air Action Day occurs on the June Surface Transportation Technical Committee (STTC) meeting date. Examples of clean air actions are carpooling, bringing lunch to work, using mass transit, biking/walking, combining errands, and others. STTC members can also participate by carpooling or joining the meeting remotely instead of attending in person. Additional details regarding attending remotely will be provided to members at a later time. Members can also encourage their entities to become Air North Texas partners by submitting the partner agreement provided in Electronic Item 11.2. This year, entities are encouraged to implement a Clean Air Action Day challenge at their organization within each department. The department within an organization with the highest percentage of participation will be recognized, and the organization with the highest participation will also receive recognition. Ms. Vandiver noted that specific directions will be provided to members by email. Entities that will be implementing a challenge were asked to notify North Central Texas Council of Governments staff by June 5, 2017. Clean Air Action Day challenge materials are available by request at [airnorthtexas@nctcog.org](mailto:airnorthtexas@nctcog.org). Details were provided in Electronic Item 11.1.
12. **Fast Facts:** Carli Baylor noted that March public meeting minutes were provided in Electronic Item 12.1. Topics presented at the meetings included Unified Planning Work Program (UPWP) modifications, development of the new UPWP, and several funding allocation updates.

Carli Baylor also highlighted a May public meeting notice distributed at the meeting in Reference Item 12.12. The notice included information on May 9, 10, and 15 public meetings and topics.

Carli Baylor also noted that Electronic Item 12.2 contained a listing of various 2017 Spring outreach events at which interested citizens can learn more information about air quality and transportation projects.

Amy Hodges highlighted current air quality funding opportunities for vehicles. The Environmental Protection Agency (EPA) has opened a Request for Proposals for the 2017 Clean Diesel Funding Assistance program. Eligible projects include vehicle and equipment replacements, engine replacements, and exhaust control technologies. The deadline for proposals is June 20. In addition, funding remains available for the Texas Natural Gas Vehicle Grant and Rebate Grants programs. Electronic Item 12.3 contained a link to the web site that provides information on a variety of funding opportunities.

Jenny Narvaez provided an ozone season update. She noted that as of the day of the meeting, the region had experienced no exceedances and the design value was at 74 parts per billion. Additional details were provided in Electronic Item 12.4.

Lori Clark highlighted information regarding a new proposed rate structure for street lighting that has been proposed to the Public Utility Commission by Oncor. A provision in the proposed rate structure could affect street lighting. Details were provided in Electronic Item 12.5.

Mark Kinnaman noted the Transportation Improvement Program (TIP) modification deadline for the August TIP/Statewide TIP cycle was close of business the day of the meeting.

Adam Beckom provided an update regarding the region's east/west equity percentages. Currently the west is at 31.8 percent and the east at 68.2 percent. Since all Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users funds are expended, staff will close out the east/west balance for this funding bill and present the information at a future meeting. Details were provided in Electronic Item 12.6.

Camille Fountain highlighted the May 4, 2017, Traffic Incident Management Executive Level Course announcement. Details were provided in Electronic Item 12.7. Members were reminded that attendance at Incident Management training is one of the scoring components for upcoming Incident Management related funding opportunities and is also used as a component for attending crash reconstruction workshops. In addition, Ms. Fountain noted the deadline for the Texas Department of Transportation 2017 Highway Safety Improvement Program Call for Projects is May 8.

Tom Bamonte presented information on the May 16, 2017, North Texas Smart Cities Summit. Details were provided in Electronic item 12.8.

Kevin Feldt noted that Electronic Item 12.9 contained North Central Texas Council of Governments comments on the DFW Core Express Study Alternatives Analysis Report released by the Federal Railroad Administration. Comments focused on various deficiencies in the areas of cooperation, partnership, alignment evaluation, regional policies, and ridership methodology.

The current Local Motion was provided in Electronic Item 12.10 and transportation partner progress reports were provided in Electronic Item 12.11.

13. **Other Business (Old and New):** Natalie Bettger noted the Texas Department of Transportation is conducting a series of meetings to gather input on its online project tracker tool. The local meeting will be held in Dallas on May 9, 2017. Additional details were provided to members following the meeting.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on May 26, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:05 pm.

# TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

2017 Call for Projects  
Recommendations  
for the North Central Texas Region

Karla Weaver

Surface Transportation Technical Committee

May 26, 2017



North Central Texas  
Council of Governments

## What is the Transportation Alternatives Set-Aside Program?

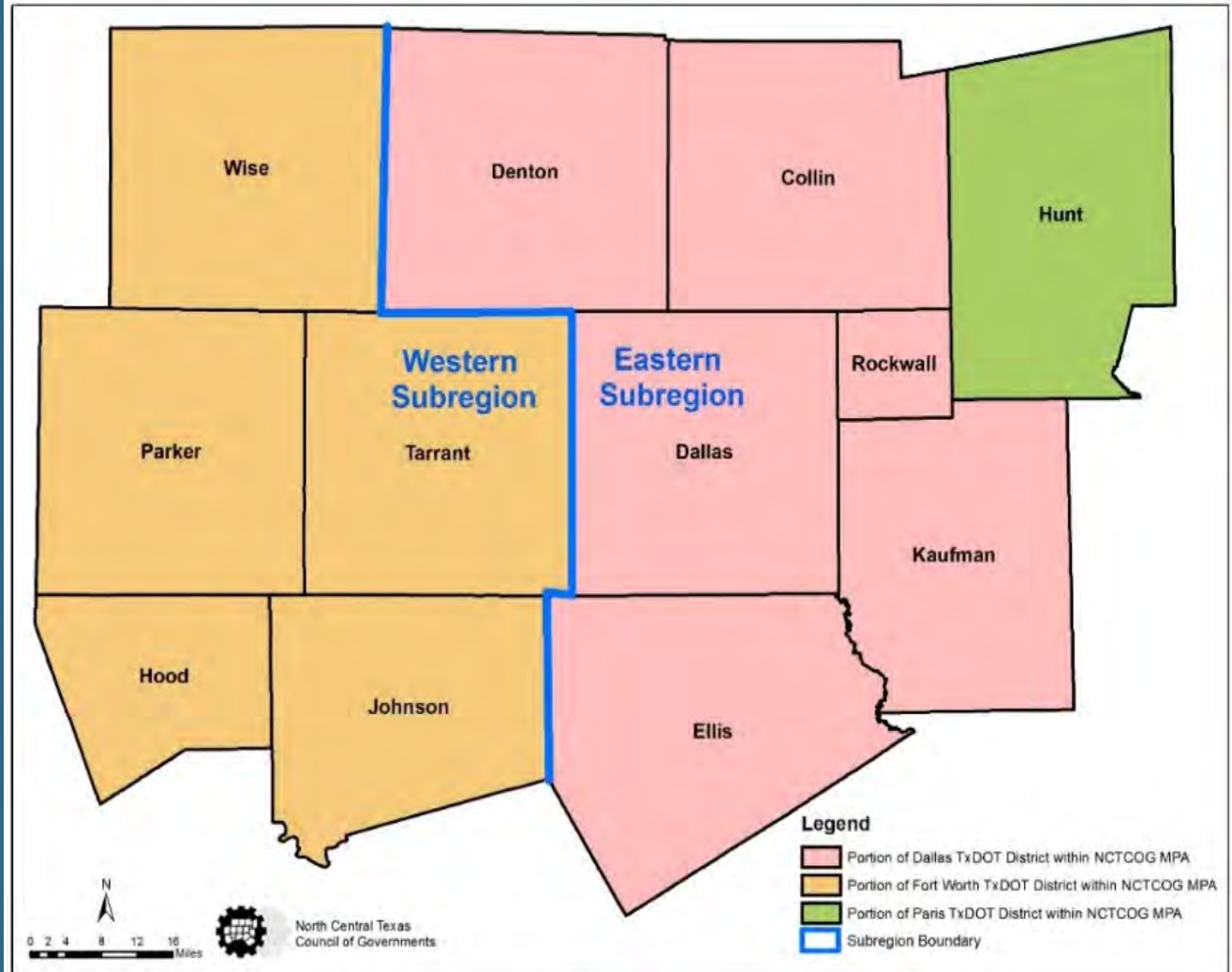
### **FAST Act: Fixing America's Surface Transportation** (Current federal transportation funding bill)

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





# Eligible Project Area



## Eligible Project Activities

### 2017 Call for Projects (North Central Texas)



#### Active Transportation

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

#### Safe Routes to School

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

# Federal Funding Allocation for Fiscal Years 16, 17, 18, and 19

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



= additional funds were identified after the program launch in Dec. 2016

# Federal Funding Award Per Project

<i>Maximum Federal Funding Award per Project</i>	<i>Minimum Federal Funding Award per Project</i>
<b>\$ 5,000,000</b>	<b>\$ 150,000</b>

A family of four is riding bicycles on a paved path outdoors. From left to right: a young boy in a pink shirt and grey helmet, a young girl in a green tank top and grey helmet, a man in a light blue shirt, and a woman in a pink tank top. They are all smiling and looking forward. The background consists of tall trees with green leaves under a bright sky. A semi-transparent blue banner with a halftone pattern is overlaid across the middle of the image, containing the text "Evaluation and Scoring".

# Evaluation and Scoring

# Evaluation and Scoring Criteria for Active Transportation Projects

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

# Evaluation and Scoring Criteria for Safe Routes to School Projects

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

# Additional Considerations

## Active Transportation Applications and Safe Routes to School Applications

Category	Scoring (pts)	Description
<b>Project Readiness and Other Factors</b>	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community.
<b>Project Innovation</b>	5	Project implements innovative or new treatments and technology that can serve as a model for the region.



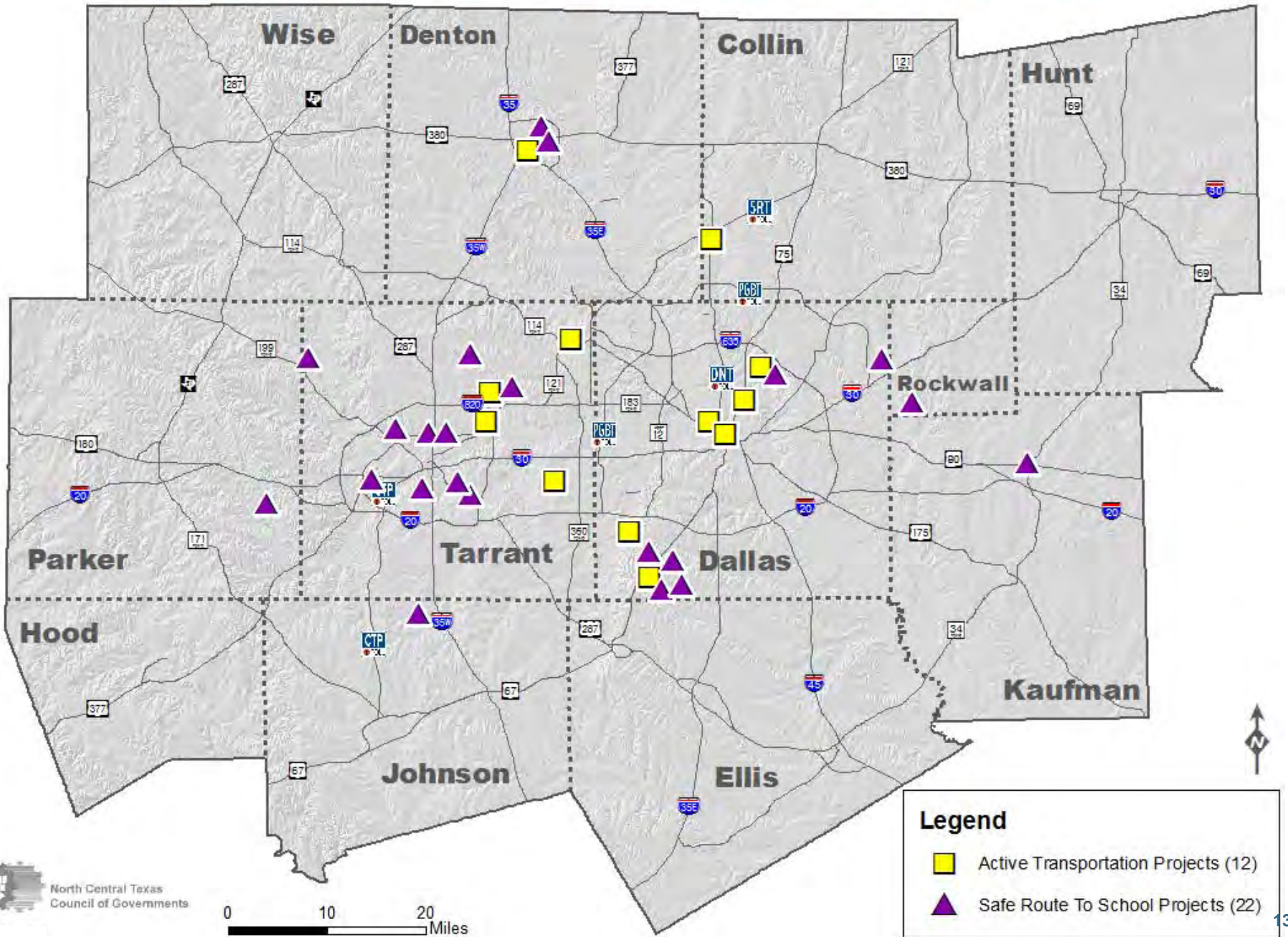
# 2017 TA Set-Aside Applications Received and Requested Federal Funding

Funding Categories	Western Region (Fort Worth District)	Eastern Region (Dallas District)	Total
Active Transportation	\$ 10,956,589	\$ 23,581,601	\$ 34,538,190
Safe Routes to School	\$ 12,264,968	\$ 9,520,911	\$ 21,787,879
<b>Total Requested Federal Funding</b>	<b>\$ 23,221,557</b>	<b>\$ 33,102,512</b>	<b>\$ 56,324,069</b>
<b>Total Number of Applications</b>	31	30	61



# Recommended Projects

# 2017 TA Set-Aside Recommended Projects **DRAFT**



## Recommended Project Scoring Tables

- Tables are provided with detailed scoring information.
- Please note: shaded projects are recommended to have reduced funding based on ineligible expenses or various cost factors.

\$

- Reduced amounts were confirmed with the recommended agency.



# 2017 TA Set-Aside Funding Recommendations

## *Fort Worth District: Active Transportation*

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

\$

= highlighted projects indicate reduced funding based on reductions in project scope, design costs, or other project elements.

**DRAFT**

# 2017 TA Set-Aside Funding Recommendations

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

	Nominating Entity	Project Name	Recommended Federal Funds
1	City of Fort Worth*	CC Moss Elementary School SRTS	\$ 310,736
2	City of Fort Worth*	Diamond Hill Elementary School SRTS	\$ 676,906
3	City of Fort Worth*	WJ Turner Elementary School SRTS	\$ 541,572
4	City of Fort Worth*	ML Phillips Elementary School SRTS	\$ 551,405
5	City of Fort Worth*	D. McRae Elementary School SRTS	\$ 383,734
6	City of Burleson	Irene Street & Gardens to Johnson Safe Routes Project	\$ 1,721,019
7	City of Fort Worth*	Bonnie Brae Elementary School SRTS	\$ 310,677
8	City of Fort Worth*	Daggett Elementary/ Montessori School SRTS	\$ 428,775
9	City of Keller	Whitley Road Safe Routes to School	\$ 775,039
10	City of North Richland Hills	Smithfield Middle School	\$ 211,137
11	City of Aledo	Old Annetta Road - Safe Routes to School	\$ 833,880
12	Azle ISD	Walnut Creek Elementary Pedestrian Walkway	\$ 301,116
* = projects to be consolidated for funding agreement			<b>Total</b>
			<b>\$ 7,045,996</b>

# 2017 TA Set-Aside Funding Recommendations

## *Dallas District: Active Transportation*

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

**DRAFT**

# 2017 TA Set-Aside Funding Recommendations

## *Dallas District: Safe Routes to School*

	Nominating Entity	Project Name	Recommended Federal Funds
1	City of Denton*	Ginnings Elementary School Sidewalk Project	\$ 525,142
2	City of Denton*	Lee Elementary School Sidewalk Project	\$ 237,169
3	City of Terrell	Dr. Bruce Wood ES Connection Extensions	\$ 534,380
4	City of Heath	SRTS Trail Project - Smirl & Hubbard	\$ 380,228
5	City of Cedar Hill*	Group 4 - Sidewalk and Crosswalk Improvements	\$ 129,981
6	City of Cedar Hill*	Group 1 - Sidewalk and Crosswalk Improvements	\$ 757,518
7	City of Cedar Hill*	Group 2 - Sidewalk and Crosswalk Improvements	\$ 594,745
8	City of Dallas	Lake Highlands Trail Northern Extension	\$ 1,597,200
9	City of Rowlett	Miller Rd. and Chiesa Rd. Sidewalk	\$ 349,348
10	City of Cedar Hill*	Group 3 - Sidewalk and Crosswalk Improvements	\$ 77,616
* = projects to be consolidated for funding agreement			<b>Total</b>
			<b>\$ 5,183,327</b>



# Recommended Federal Funding

<b>Funding Categories</b>	<b>Western Region (Fort Worth District)</b>	<b>Eastern Region (Dallas District)</b>	<b>Total</b>
<b>Active Transportation (12 Projects)</b>	\$ 7,836,983	\$ 14,177,118	\$ 22,014,101
<b>Safe Routes to School (22 Projects)</b>	\$ 7,045,996	\$ 5,183,327	\$ 12,229,323
<b>Total Recommended Federal Funding (34 Projects)</b>	<b>\$ 14,882,979</b>	<b>\$ 19,360,445</b>	<b>\$ 34,243,424</b>









# Recommended Federal Funding, cont.

<b>Funding Categories</b>	<b>Western Region (Fort Worth District)</b>	<b>Eastern Region (Dallas District)</b>	<b>Total</b>
<b>2016 TAP Carryover (FY 16)</b>	\$ 1,444,697	\$ 2,804,412	\$ 4,249,109
<b>2017 TA Set-Aside Funds Available (FY 17, 18, 19)</b>	\$ 7,890,720	\$ 15,317,280	\$ 23,208,000
<b>Total TA Set-Aside Funds Recommended</b>	(34%) \$ 9,335,417	(66%) \$ 18,121,692	\$ 27,457,109
<b>CMAQ Funds Recommended</b>	\$ 5,547,562	\$ 1,238,753	\$ 6,786,315
<b>Total Recommended TA Set-Aside and CMAQ Funding</b>	<b>\$ 14,882,979</b>	<b>\$ 19,360,445</b>	<b>\$ 34,243,424</b>



Schedule

# Schedule

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

# Questions?



## Contact Information

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# DRAFT

## Fort Worth TxDOT District: 2017 Transportation Alternatives Set-Aside Program Active Transportation Projects

#	Nominating Entity	Project Name	1. Regional Network Connectivity (25 Points)		2. Mobility (20 Points)		3. Safety (15 Points)		4. Reducing Barriers (10 Points)		5. Congestion Reduction (10 Points)		6. Destination Density (5 Points)		7. Air Quality Benefit (5 Points)		8. Equity (5 Points)		9. Local Network Connectivity (5 Points)		Subtotal	10. Project Readiness and Other Factors (20 Points)			11. Project Innovation (5 Points)	Project Score	Requested Funding			Recommended Funding		
																																Total
1	City of Grapevine	Dallas Road TOD Corridor / Cotton Belt Trail Extension	25	High	20	High	10	Medium	10	High	5	Medium	5	High	4	High	2	Medium	5	High	86	20	High	5	High	<b>111</b>	\$ 7,246,135	\$ 5,000,000	\$ 2,246,135	\$ 7,246,135	\$ 5,000,000	\$ 2,246,135
2	City of North Richland Hills	NRH Active Transportation Project for Trail / On-Road	19	Medium	10	Low	10	Medium	10	High	3	Medium	3	Medium	2	Medium	2	Medium	3	Medium	62	15	High	5	High	<b>82</b>	\$ 771,618	\$ 617,294	\$ 154,324	\$ 771,618	\$ 617,294	\$ 154,324
3	City of Richland Hills	Richland Hills TRE Connection	16	Medium	20	High	8	Medium	3	Low	5	Medium	5	High	3	Medium	2	Medium	4	High	66	10	Medium	1	Medium	<b>77</b>	\$ 2,096,401	\$ 1,677,121	\$ 419,280	\$ 2,096,401	\$ 1,677,121	\$ 419,280
4	City of Arlington	Julia Burgen Linear Park Trail System	19	Medium	5	Low	12	High	7	Medium	5	Medium	3	Medium	4	High	3	Medium	4	High	62	9	Medium	1	Medium	<b>72</b>	\$ 1,295,036	\$ 647,518	\$ 647,518	\$ 1,085,136	\$ 542,568	\$ 542,568
<b>TOTAL RECOMMENDED</b>																									\$ 11,409,190	\$ 7,941,933	\$ 3,467,257	\$ 11,199,290	\$ 7,836,983	\$ 3,362,307		
<b>Projects Not Recommended for Funding</b>																																
5	City of Benbrook	Clear Fork Bridge	16	Medium	0	Low	8	Medium	10	High	2	Low	1	Low	2	Medium	0	Low	3	Medium	42	10	Medium	0	Low	<b>52</b>	\$ 561,950	\$ 449,560	\$ 112,390			
6	City of Arlington	Citywide Pedestrian Safety Improvements	12	Low	0	Low	8	Medium	3	Low	1	Low	0	Low	0	Low	3	Medium	0	Low	27	12	Medium	5	High	<b>44</b>	\$ 699,241	\$ 559,393	\$ 139,848			
7	City of Benbrook	Dutch Branch Park Pedestrian / Bicycle Access Project	6	Low	0	Low	5	Low	8	High	1	Low	1	Low	1	Low	0	Low	0	Low	22	5	Low	0	Low	<b>27</b>	\$ 2,507,129	\$ 2,005,703	\$ 501,426			
<b>TOTAL REQUESTS RECEIVED</b>																									\$ 15,177,510	\$ 10,956,589	\$ 4,220,921					

Highlighted projects indicate reduced funding based on reductions in project scope, design costs, or other project elements.

# DRAFT

## Fort Worth TxDOT District: 2017 Transportation Alternatives Set-Aside Program Safe Routes to School Projects

#	Nominating Entity	Project Name	1. Implements a Local Plan (20 Points)		2. Safety (20 Points)		3. Congestion Reduction (20 Points)		4. Equity (20 Points)		5. Community Support and Stakeholder Involvement (15 Points)		6. Air Quality Benefits (5 Points)		Subtotal	7. Project Readiness & Other Factors (20 Points)			8. Project Innovation (5 Points)	Project Score	Requested Funding			Recommended Funding		
																					Total	Requested TA Set-Aside Federal Funding	Local Match	Total	Recommended TA Set-Aside Federal Funding	Local Match
1	City of Fort Worth	CC Moss Elementary School SRTS <sup>1</sup>	10	Medium	19	High	14	Medium	18	High	15	High	5	High	81	10	Medium	3	Medium	94	\$ 634,886	\$ 507,909	\$ 126,977	\$ 634,886	\$ 310,736	\$ 324,150
2	City of Fort Worth	Diamond Hill Elementary School SRTS <sup>1</sup>	10	Medium	19	High	16	High	20	High	13	High	3	Medium	81	5	Low	3	Medium	89	\$ 988,166	\$ 790,533	\$ 197,633	\$ 988,166	\$ 676,906	\$ 311,260
3	City of Fort Worth	WJ Turner Elementary School SRTS <sup>1</sup>	10	Medium	16	High	14	Medium	18	High	15	High	5	High	78	5	Low	3	Medium	86	\$ 730,940	\$ 584,752	\$ 146,188	\$ 730,940	\$ 541,572	\$ 189,368
4	City of Fort Worth	ML Phillips Elementary School SRTS <sup>1</sup>	10	Medium	17	High	14	Medium	16	High	15	High	5	High	77	5	Low	3	Medium	85	\$ 742,256	\$ 593,805	\$ 148,451	\$ 742,256	\$ 551,405	\$ 190,851
5	City of Fort Worth	D. McRae Elementary School SRTS <sup>1</sup>	10	Medium	16	High	16	High	20	High	13	High	3	Medium	78	5	Low	1	Low	84	\$ 684,865	\$ 547,892	\$ 136,973	\$ 684,865	\$ 383,734	\$ 301,131
6	City of Burleson	Irene Street & Gardens to Johnson Safe Routes Project	5	Low	18	High	12	Medium	12	Medium	15	High	4	High	66	12	Medium	5	High	83	\$ 2,151,274	\$ 1,721,019	\$ 430,255	\$ 2,151,274	\$ 1,721,019	\$ 430,255
7	City of Fort Worth	Bonnie Brae Elementary School SRTS <sup>1</sup>	10	Medium	15	High	14	Medium	18	High	13	High	3	Medium	73	5	Low	1	Low	79	\$ 469,948	\$ 375,958	\$ 93,990	\$ 469,948	\$ 310,677	\$ 159,271
8	City of Fort Worth	Daggett Elementary/ Montessori School SRTS <sup>1</sup>	10	Medium	18	High	20	High	0	No	13	High	4	High	65	5	Low	1	Low	71	\$ 753,341	\$ 602,673	\$ 150,668	\$ 753,341	\$ 428,775	\$ 324,566
9	City of Keller	Whitley Road Safe Routes to Schools	10	Medium	13	Medium	5	Low	4	Low	15	High	5	High	52	15	High	2	Medium	69	\$ 968,799	\$ 775,039	\$ 193,760	\$ 968,799	\$ 775,039	\$ 193,760
10	City of North Richland Hills	Smithfield Middle School	20	High	8	Medium	16	High	6	Low	3	Low	3	Medium	56	5	Low	1	Low	62	\$ 263,921	\$ 211,137	\$ 52,784	\$ 263,921	\$ 211,137	\$ 52,784
11	City of Aledo	Old Annetta Road - Safe Route to School	5	Low	13	Medium	14	Medium	4	Low	8	Medium	3	Medium	47	12	Medium	2	Medium	61	\$ 1,069,483	\$ 855,586	\$ 213,897	\$ 1,042,350	\$ 833,880	\$ 208,470
12	Azle ISD	Walnut Creek Elementary Pedestrian Walkway	3	Low	13	Medium	12	Medium	10	Medium	15	High	2	Medium	55	5	Low	0	Low	60	\$ 376,395	\$ 301,116	\$ 75,279	\$ 376,395	\$ 301,116	\$ 75,279
<b>TOTAL RECOMMENDED</b>																				\$ 9,834,274	\$ 7,867,419	\$ 1,966,855	\$ 9,807,141	\$ 7,045,996	\$ 2,761,145	
<b>Projects Not Recommended for Funding</b>																										
13	City of Cleburne	Cleburne Safe Routes to School	0	No	9	Medium	6	Low	16	High	6	Medium	2	Medium	39	7	Medium	0	Low	46	\$ 1,307,834	\$ 1,046,267	\$ 261,567			
14	City of Arlington	Jones Academy - Lincoln Dr	0	No	4	Low	10	Medium	0	No	0	No	4	High	18	5	Low	0	Low	23	\$ 415,181	\$ 332,144	\$ 83,036			
15	City of Arlington	Webb Elementary - Center St & Slaughter St	0	No	4	Low	7	Low	0	No	0	No	4	High	15	5	Low	0	Low	20	\$ 28,730	\$ 22,984	\$ 5,746			
16	City of Arlington	Key Elementary - Garden Ln, Beverly Ln, & Arbrook Blvd	0	No	1	Low	8	Medium	0	No	0	No	2	Medium	11	8	Medium	0	Low	19	\$ 298,839	\$ 239,071	\$ 59,768			
17	City of Arlington	Speer Elementary - W Sanford St	0	No	4	Low	8	Medium	0	No	0	No	4	High	16	3	Low	0	Low	19	\$ 1,404,357	\$ 1,123,486	\$ 280,871			
18	City of Arlington	Gideon Elementary - Grindstone Ct & Mansfield Webb Rd	0	No	4	Low	6	Low	0	No	0	No	3	Medium	13	5	Low	0	Low	18	\$ 413,522	\$ 330,818	\$ 82,704			
19	City of Arlington	Wimbish Elementary - Oakwood Ln	0	No	3	Low	7	Low	0	No	0	No	3	Medium	13	5	Low	0	Low	18	\$ 45,390	\$ 36,312	\$ 9,078			
20	City of Arlington	Dunn Elementary - Woodside Drive	0	No	3	Low	6	Low	0	No	0	No	2	Medium	11	5	Low	0	Low	16	\$ 133,971	\$ 107,177	\$ 26,794			
21	City of Arlington	Davis Elementary - Running Creek Dr	0	No	1	Low	4	Low	0	No	0	No	2	Medium	7	8	Medium	0	Low	15	\$ 126,688	\$ 101,351	\$ 25,338			
22	City of Arlington	Icenhower Intermediate - S Collins St	0	No	2	Low	4	Low	0	No	0	No	1	Low	7	8	Medium	0	Low	15	\$ 194,792	\$ 155,833	\$ 38,958			
<b>Ineligible Projects</b>																										
	City of Arlington	Peach Elementary - Brown Blvd.	Project is not eligible. Project improvements are located outside of the school attendance boundary.																	\$ 103,002	\$ 82,402	\$ 20,600				
	City of Arlington	Kennedale High School - Sublett Rd	Project is not eligible. Eligible projects include schools with grades K-8.																	\$ 1,024,630	\$ 819,704	\$ 204,926				
<b>TOTAL REQUESTS RECEIVED</b>																				\$ 15,331,210	\$ 12,264,968	\$ 3,066,241				

Highlighted projects indicate reduced funding based on reductions in project scope, design costs, or other project elements.

<sup>1</sup> = Projects to be consolidated for funding agreement.

# DRAFT

## Dallas TxDOT District: 2017 Transportation Alternatives Set-Aside Program Active Transportation Projects

#	Nominating Entity	Project Name	1. Regional Network Connectivity (25 Points)		2. Mobility (20 Points)		3. Safety (15 Points)		4. Reducing Barriers (10 Points)		5. Congestion Reduction (10 Points)		6. Destination Density (5 Points)		7. Air Quality Benefit (5 Points)		8. Equity (5 Points)		9. Local Network Connectivity (5 Points)		Subtotal	10. Project Readiness and Other Factors (20 Points)		11. Project Innovation (5 Points)		Project Score	Requested Funding			Recommended Funding		
			Total	Requested TA Set-Aside Federal Funding	Local Match	Total	Recommended TA Set-Aside Federal Funding	Local Match																								
1	City of Dallas	Trinity Strand Trail Phase 2	25	High	20	High	15	High	10	High	10	High	5	High	5	High	3	Medium	3	Medium	96	8	Medium	5	High	109	\$ 7,074,496	\$ 5,022,892	\$ 2,051,604	\$ 7,074,496	\$ 5,000,000	\$ 2,074,496
2	City of Denton	Sycamore - Welch Active Transportation Connection	19	Medium	20	High	15	High	8	High	7	Medium	5	High	4	High	3	Medium	5	High	86	12	Medium	5	High	103	\$ 1,446,858	\$ 1,157,486	\$ 289,372	\$ 953,135	\$ 762,508	\$ 190,627
3	City of Dallas	Lake Highlands Trail Phase 2A, 2B	25	High	15	Medium	12	High	10	High	6	Medium	3	Medium	5	High	2	Medium	4	High	82	5	Low	3	Medium	90	\$ 5,143,710	\$ 4,114,968	\$ 1,028,742	\$ 5,439,150	\$ 4,079,294	\$ 1,359,856
4	City of Dallas	Union Bikeway Connector	19	Medium	15	Medium	15	High	8	High	10	High	5	High	5	High	1	Low	0	Low	78	6	Medium	5	High	89	\$ 762,687	\$ 610,150	\$ 152,537	\$ 762,687	\$ 610,150	\$ 152,537
5	City of Dallas	Ridgewood Trail Lighting	25	High	20	High	11	High	0	Low	2	Low	0	Low	0	Low	3	Medium	4	High	65	5	Low	2	Medium	72	\$ 859,100	\$ 687,280	\$ 171,820	\$ 859,100	\$ 687,280	\$ 171,820
6	City of Plano	Legacy Drive / Dallas Parkway Pedestrian / Bicycle Crossing	12	Low	0	Low	10	Medium	10	High	7	Medium	5	High	4	High	0	Low	5	High	53	10	Medium	5	High	68	\$ 444,730	\$ 355,784	\$ 88,946	\$ 444,730	\$ 355,784	\$ 88,946
7	City of Cedar Hill	South Clark Rd. Trail Veloweb Connection	16	Medium	0	Low	8	Medium	3	Low	3	Medium	3	Medium	3	Medium	3	Medium	5	High	44	15	High	4	High	63	\$ 1,504,501	\$ 1,053,151	\$ 451,350	\$ 1,504,501	\$ 1,053,151	\$ 451,350
8	Dallas County	FM 1382 Sidepath	25	High	0	Low	8	Medium	5	Medium	0	Low	1	Low	2	Medium	3	Medium	5	High	49	12	Medium	0	Low	61	\$ 2,464,598	\$ 1,971,678	\$ 492,920	\$ 2,036,189	\$ 1,628,951	\$ 407,238
<b>TOTAL RECOMMENDED</b>																									\$ 19,700,680	\$ 14,973,389	\$ 4,727,291	\$ 19,073,988	\$ 14,177,118	\$ 4,896,870		
<b>Projects Not Recommended for Funding</b>																																
9	City of Farmers Branch	On-Street Bicycle Network: Wayfinding Signs and Sharrows	12	Low	5	Low	5	Low	0	Low	6	Medium	1	Low	3	Medium	3	Medium	3	Medium	38	10	Medium	1	Medium	49	\$ 384,000	\$ 307,200	\$ 76,800			
10	City of Dallas	Katy Trail Bridges	15	Medium	5	Low	8	Medium	2	Low	4	Medium	0	Low	0	Low	2	Medium	5	High	41	5	Low	0	Low	46	\$ 2,002,000	\$ 1,601,600	\$ 400,400			
11	Town of Little Elm	FM 423 East Trail	12	Low	0	Low	5	Low	4	Medium	0	Low	2	Medium	2	Medium	0	Low	4	High	29	10	Medium	0	Low	39	\$ 629,738	\$ 440,817	\$ 188,921			
12	City of Frisco	Parkwood Sidewalk	12	Low	0	Low	8	Medium	3	Low	1	Low	3	Medium	1	Low	1	Low	0	Low	29	8	Medium	0	Low	37	\$ 774,215	\$ 619,372	\$ 154,843			
13	City of Seagoville	Malloy Bridge Road Sidewalk Project	8	Low	11	Medium	5	Low	0	Low	1	Low	2	Medium	1	Low	2	Medium	0	Low	30	5	Low	0	Low	35	\$ 83,600	\$ 66,880	\$ 16,720			
14	City of Seagoville	Mathis Street Sidewalk Project	8	Low	11	Medium	5	Low	0	Low	1	Low	2	Medium	1	Low	2	Medium	0	Low	30	5	Low	0	Low	35	\$ 177,100	\$ 141,680	\$ 35,420			
15	City of Frisco	Rowlett Creek Trail Extension	16	Medium	0	Low	5	Low	0	Low	1	Low	2	Medium	2	Medium	0	Low	4	High	30	5	Low	0	Low	35	\$ 538,335	\$ 430,668	\$ 107,667			
<b>Ineligible Projects</b>																																
	City of Dallas	Trinity Forest Spine Trail	Project is not eligible. Application lacks required documentation for Railroad Right-of-Entry and TxDOT District Engineer Letter of Consent.																			\$ 9,999,990	\$ 4,999,995	\$ 4,999,995								
<b>TOTAL REQUESTS RECEIVED</b>																									\$ 34,289,658	\$ 23,581,601	\$ 10,708,057					

Highlighted projects indicate reduced funding based on reductions in project scope, design costs, or other project elements.



# DRAFT

## Dallas TxDOT District: 2017 Transportation Alternatives Set-Aside Program Safe Routes to School Projects

#	Nominating Entity	Project Name	1. Implements a Local Plan (20 Points)		2. Safety (20 Points)		3. Congestion Reduction (20 Points)		4. Equity (20 Points)		5. Community Support and Stakeholder Involvement (15 Points)		6. Air Quality Benefits (5 Points)		Subtotal	7. Project Readiness & Other Factors (20 Points)			8. Project Innovation (5 Points)	Project Score	Requested Funding			Recommended Funding		
																					Total	Requested TA Set-Aside Federal Funding	Local Match	Total	Recommended TA Set-Aside Federal Funding	Local Match
1	City of Denton	Ginnings Elementary School Sidewalk Project <sup>1</sup>	20	High	10	Medium	16	High	16	High	8	Medium	3	Medium	73	5	Low	0	Low	78	\$ 692,803	\$ 554,242	\$ 138,561	\$ 656,427	\$ 525,142	\$ 131,285
2	City of Denton	Lee Elementary School Sidewalk Project <sup>1</sup>	20	High	11	Medium	10	Medium	16	High	8	Medium	2	Medium	67	8	Medium	0	Low	75	\$ 313,871	\$ 251,097	\$ 62,774	\$ 296,461	\$ 237,169	\$ 59,292
3	City of Terrell	Dr. Bruce Wood ES Connection Extensions	20	High	15	High	5	Low	16	High	10	Medium	3	Medium	69	3	Low	2	Medium	74	\$ 999,599	\$ 699,720	\$ 299,880	\$ 763,400	\$ 534,380	\$ 229,020
4	City of Heath	SRTS Trail Project - Smirl & Hubbard	20	High	12	Medium	10	Medium	2	Low	8	Medium	4	High	56	15	High	0	Low	71	\$ 842,450	\$ 631,838	\$ 210,613	\$ 506,970	\$ 380,228	\$ 126,742
5	City of Cedar Hill	Group 4 - Sidewalk and Crosswalk Improvements <sup>1</sup>	5	Low	11	Medium	14	Medium	16	High	5	Medium	3	Medium	54	11	Medium	0	Low	65	\$ 179,718	\$ 143,774	\$ 35,944	\$ 162,476	\$ 129,981	\$ 32,495
6	City of Cedar Hill	Group 1 - Sidewalk and Crosswalk Improvements <sup>1</sup>	5	Low	17	High	8	Medium	10	Medium	7	Medium	3	Medium	50	11	Medium	3	Medium	64	\$ 980,744	\$ 784,595	\$ 196,149	\$ 946,897	\$ 757,518	\$ 189,379
7	City of Cedar Hill	Group 2 - Sidewalk and Crosswalk Improvements <sup>1</sup>	5	Low	16	High	10	Medium	10	Medium	7	Medium	1	Low	49	11	Medium	3	Medium	63	\$ 777,077	\$ 621,662	\$ 155,415	\$ 743,431	\$ 594,745	\$ 148,686
8	City of Dallas	Lake Highlands Trail Northern Extension	10	Medium	13	Medium	11	Medium	10	Medium	6	Medium	5	High	55	4	Low	2	Medium	61	\$ 1,996,500	\$ 1,597,200	\$ 399,300	\$ 1,996,500	\$ 1,597,200	\$ 399,300
9	City of Rowlett	Miller Rd. and Chiesa Rd. Sidewalk	0	No	12	Medium	10	Medium	16	High	7	Medium	1	Low	46	14	Medium	0	Low	60	\$ 436,685	\$ 349,348	\$ 87,337	\$ 436,685	\$ 349,348	\$ 87,337
10	City of Cedar Hill	Group 3 - Sidewalk and Crosswalk Improvements <sup>1</sup>	5	Low	11	Medium	10	Medium	14	Medium	7	Medium	2	Medium	49	11	Medium	0	Low	60	\$ 112,475	\$ 89,980	\$ 22,495	\$ 97,020	\$ 77,616	\$ 19,404
<b>TOTAL RECOMMENDED</b>																				\$ 7,331,922	\$ 5,723,456	\$ 1,608,468	\$ 6,606,267	\$ 5,183,327	\$ 1,422,940	
<b>Projects Not Recommended for Funding</b>																										
11	City of Allen	Pebblebrook Drive & Sycamore Creek Road Sidewalks	0	No	9	Medium	14	Medium	6	Low	8	Medium	2	Medium	39	5	Low	0	Low	44	\$ 610,099	\$ 488,079	\$ 122,020			
<b>Ineligible Projects</b>																										
	City of Richardson	Springridge Elementary	Project is not eligible. Work activities are related to routine maintenance and operations.																	\$ 2,149,620	\$ 1,719,696	\$ 429,924				
	City of Carrollton	Davis Elementary School	Project is not eligible. Work activities are related to routine maintenance and operations.																	\$ 941,027	\$ 752,821	\$ 188,205				
	City of Carrollton	Rainwater Elementary School	Project is not eligible. Work activities are related to routine maintenance and operations.																	\$ 1,046,074	\$ 836,859	\$ 209,215				
<b>TOTAL REQUESTS RECEIVED</b>																				\$ 12,078,742	\$ 9,520,911	\$ 2,557,832				

Highlighted projects indicate reduced funding based on reductions in project scope, design costs, or other project elements.

<sup>1</sup> = Projects to be consolidated for funding agreement.

## DALLAS ROAD TOD CORRIDOR AND COTTON BELT TRAIL EXTENSION

## WRITTEN COMMENTS RECEIVED

<b>Name and Title</b>	<b>Agency, City Represented</b>	<b>Comments</b>
Larry and Denise Francis	DNL Capital, L.L.C	Attachment 1
Christian and Melanie Ross	Eightninety Designs, LLC	Attachment 2
Kevin and Jennifer Mitchell	Citizens	Attachment 3
Dave Buhr	Citizen	Attachment 4
Roy and Karen Robertson	Grapevine Parks Board	Attachment 5
Paul and Tiffany Slechta	Citizens	Attachment 6
Robert D. Winkler Jr.	Mid-Cities Knuckleheads Bicycle Group	Attachment 7
Terry Musar	Citizen	Attachment 8

## WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

### **Jay Gurley, May 11, 2017**

I support the City of Grapevine's Dallas Road TOD Corridor / Cotton Belt Trail Extension project and encourage full funding of this project.

Comment: I am a regular bicycle rider and over the past 4 years I have had 2 accidents because of bad automobile drivers. One of them fractured my pelvis and it took 4 months before I was riding again. Trails like the Cottonbelt are highly desirable to keep pedestrians and cyclists separate and safe.

### **Scott Hardeman, May 11, 2017**

I support the project in Grapevine to connect the Dallas Road TOD Corridor/Cotton Belt trail extension.

### **Doug Ritter, May 11, 2017**

As a cyclist who rides on this trail almost every weekend, I'd urge you to vote for this extension.

### **Charlie Stevens, May 11, 2017**

I am in support of the City of Grapevine's Dallas Road TOD Corridor / Cotton Belt Trail Extension project and the requested full funding.

### **Susan and Ray Harris, May 11, 2017**

We are 28 year residents of Grapevine and constant users of the existing hike and bike trail system in the city. My wife and I fully support the construction of the Dallas Road/Cotton Belt Trail extension and ask that you fund the project fully. Providing more opportunities for citizens to get out and exercise is a positive use of public funds.

### **Sean Tanner, May 11, 2017**

I support the City of Grapevine's Dallas Road TOD Corridor / Cotton Belt Trail Extension project and the requested full funding

### **John Gannon, May 11, 2017**

I use this trail weekly. It's an asset to Grapevine and all connected communities.

### **Ashley Tanner, May 11, 2017**

I am in support of the City of Grapevine's Dallas Road TOD Corridor / Cotton Belt Trail Extension project and the requested full funding.

### **Travis Smith, May 11, 2017**

I am in support of the City of Grapevine's Dallas Road TOD Corridor / Cotton Belt Trail Extension project and the requested full funding.

**Krystyna Plut, May 12, 2017**

I am in support of the City of Grapevine's Dallas Road TOD Corridor / Cotton Belt Trail Extension project and the requested full funding.

**Clarence Muller, May 12, 2017**

I support the City of Grapevine's Dallas Road TOD Corridor / Cotton Belt Trail Extension project and the requested full funding. Please let me know if we can assist in any way!

**Jeff Nielson, May 12, 2017**

I am in support of the City of Grapevine's Dallas Road TOD Corridor / Cotton Belt Trail Extension project and the requested full funding. I currently use the Cotton Belt Trail System for hiking and cycling. I'm a full supporter of the NTCOG mission to increase and improve cycling and pedestrian networks. Thanks for all you are doing. It is nice to see this continued growth in our regional trail system and bikeways.

**Gary Clinkingbeard, May 12, 2017**

I support the City of Grapevine's Dallas Road TOD Corridor / Cotton Belt Trail Extension project and the requested full funding. Please let me know if we can assist in any way!

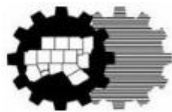
**Debra Tridico, May 13, 2017**

I am in support of the City of Grapevine's Dallas Road TOD Corridor / Cotton Belt Trail Extension project and the requested full funding.

# METROPOLITAN TRANSPORTATION PLAN (MTP) POLICY BUNDLE, TRANSPORTATION DEVELOPMENT CREDITS (TDC), AND EARLY PARTNERSHIPS

Surface Transportation Technical Committee

May 26, 2017



North Central Texas  
Council of Governments  
Transportation Department

# MTP POLICY BUNDLE PROCESS: SUMMARY OF AGENCY RESPONSES

	<b>Submitted Responses</b>	<b>Met Policy Requirements</b>
Cities	12	9
Transit Agencies	2	2
School Districts	3	0
Total	17	11

# MTP POLICY BUNDLE PROCESS: ALLOCATION OF TDCS

- Staff proposes the following allocation of TDCs based on population:

## Award of 8,000,000 TDCs Each

City of Dallas

City of Fort Worth

Fort Worth Transportation Authority

## Award of 5,000,000 TDCs Each

City of Arlington

City of Plano

## Award of 3,000,000 TDCs Each

City of Grapevine

City of Lewisville

City of McKinney

City of Mesquite

Denton County Transportation Authority

City of Richardson

# MTP POLICY BUNDLE PROCESS: NEXT STEPS

- What is the process for submitting projects?
  - Talk to Transportation Improvement Program (TIP) Team Staff for assistance
- What type of projects are eligible?
  - Must be new projects, not previously selected projects, including TAP
- Process for FY 2018 submissions:
  - To be considered, Agencies must submit responses to the survey
    - Current Agencies that applied this year will need to resubmit
    - To request submission form, go to:  
<http://www.nctcog.org/trans/mtp/policybundle/>
  - Early Submittal Deadline (NCTCOG staff will review) – February 2, 2018
  - Deadline for Submittal of Complete Survey – March 2, 2018
  - Additional information is located the MTP Policy Bundle page at:  
<http://www.nctcog.org/trans/mtp/policybundle/>



# EARLY PARTNERSHIPS

# PROJECT AND PARTNERSHIP BACKGROUND

- As part of the reconstruction of IH 35E, the City of Dallas is proposing the construction of a deck plaza over IH 35E from Marsalis Avenue to Ewing Avenue.
- The Regional Transportation Council (RTC) previously approved up to \$40,000,000 in federal funds to help the City fund the project, with a 20 percent local match required.
- In order to include the deck plaza component in the larger reconstruction project, the Texas Department of Transportation needs a City funding commitment by June 28, 2017.

# SOUTHERN GATEWAY DECK PLAZA COSTS AND CONCEPT



# SOUTHERN GATEWAY FUNDING OPTIONS

- Option #1: Cash Match
  - The RTC contributes \$28,310,400 in federal funds.
  - The City of Dallas pays the 20 percent local match (\$7,077,600) in cash.
- Option #2: Use TDCs as Placeholder/Contingency
  - The RTC contributes \$35,388,000 in federal funds temporarily.
  - The City of Dallas utilizes its TDCs temporarily.
  - Upon approval of the City's Bond Program, the TDC match will be removed and replaced with a local cash match, thereby reducing the RTC's commitment to \$28,310,400.

# OPPORTUNITIES FOR QUALIFYING AGENCIES

- In addition, the City of Grapevine has contacted staff to discuss potential projects on which to utilize its TDCs.
- Other qualifying agencies can contact the TIP Team to discuss the use of their TDCs.
  - Adam Beckom – [abeckom@nctcog.org](mailto:abeckom@nctcog.org) or 817-608-2344
  - Brian Dell – [bdell@nctcog.org](mailto:bdell@nctcog.org) or 817-704-5694

# REQUESTED ACTION

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

**PROJECT SUBMITTALS FOR FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM**

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
<b>City of Balch Springs</b>				
	Update Balch Springs Master Thoroughfare Plan	Assistance is requested for updating the Master Thoroughfare Plan and determining future transportation needs based on the City's adopted 2036 Comprehensive Plan.	Barks	Include in the UPWP as part of Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support. Staff activities will be limited to travel forecast support and technical assistance. Funding source will be TPF.
<b>City of Cedar Hill</b>				
	Express Bus (Cedar Hill City Center/Downtown Dallas)	Assistance is requested with determining the need and cost to provide express bus service to downtown Dallas. Conceptually, the service would begin at the future rail station identified in the City Center Development Plan.	Chadderdon	<p>Include in the UPWP as part of Subtask 4.01, Metropolitan Transportation Planning, Metropolitan Transportation Plan Development and Monitoring. Staff will evaluate the rail component as part of Mobility 2045 development. Funding source will be TPF.</p> <p>Also include in the UPWP as part of Subtask 3.05, Public Transportation Planning and Management Studies. Other transit options, including express bus, will be evaluated as part of a Southwest Dallas County transit feasibility assessment. Funding source will be TPF.</p>

**PROJECT SUBMITTALS FOR FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM**

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
<b>City of Dallas</b>				
Regional Conceptual Study of Harry Hines Corridor		A regional conceptual study is requested of the Harry Hines corridor from downtown Dallas at Moody Street to Loop 12 (Northwest Highway) to identify opportunities to provide multimodal transportation options and enhance the sustainability/livability of the corridor.	Wesch	<p>Include in the UPWP as part of UPWP Subtask 5.01, Regional Transportation Studies, Corridor Studies/Environmental Studies Support. NCTCOG will conduct this conceptual study in two phases. Funding source for Phase 1 will be TPF.</p> <p>This project is also proposed for \$1,000,000 of STBG Program funding in FY2019 under the 2017-2018 CMAQ/STBG Funding Program: Planning and Other Studies. These funds will be utilized to carry out Phase 2.</p>
McKinney Avenue Transit Authority M-Line Extension to Knox		A feasibility study is requested to recommend alignments and stops; evaluate the cost of implementation, operation and maintenance; identify funding sources, and develop a project schedule for the proposed streetcar extension.	Chadderdon	<p>Include in the UPWP as part of Subtask 5.01, Regional Transportation Studies, Corridor Studies/Environmental Studies Support.</p> <p>This project is proposed for \$1,000,000 of STBG Program funding in FY2018 under the 2017-2018 CMAQ/STBG Funding Program: Planning and Other Studies.</p>
Bishop Arts Transportation Plan		Assistance is requested for development of a Neighborhood Transportation Plan for the Bishop Arts District, bounded by Davis, 9th, and	Barks	Include in the UPWP as part of Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive



**PROJECT SUBMITTALS FOR FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM**

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
		Tyler Streets and Zang Boulevard. It is expected that the assistance of consultant will also be required.		Transportation Planning Studies and Technical Support. Staff activities will be limited to travel forecast support and technical assistance. The City of Dallas will lead this project and procure consultant services. Funding source will be TPF.
North Access to Love Field Study		Assistance is requested to evaluate northern ingress to Love Field Airport in order to mitigate congestion on Herb Kelleher Way and Mockingbird Lane.	Huffman	Include in the UPWP as part of Subtask 5.09, Regional Aviation Planning and Education, Surface Access to Aviation. Funding source will be TPF.
Comprehensive Citywide Transportation Plan		Assistance is requested for planning and modeling support for developing a Comprehensive Citywide Transportation Plan. Several individual plans have been approved since 2005, when the City's previous Comprehensive Plan was adopted. The new Comprehensive Citywide Plan will integrate City and partner agency plans and outline the City's long-term transportation vision.	Barks	Do not include in the UPWP. City has indicated since initial submittal that no modeling or technical support will be needed for this effort. Small ad hoc requests for technical assistance will be conducted as routine technical assistance in Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support.
<b>City of Fort Worth</b>				
US 377 Capmain Study (IH 820 - SH 114)		An analysis of existing asset and opportunities to increase turning capacity in the corridor is requested.	Thompson	Include in the UPWP as part of Subtask 5.05, Congestion Management Planning and Operations, Regional Traffic Signal Retiming and Minor Intersection

**PROJECT SUBMITTALS FOR FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM**

<b>Submitting Agency</b>	<b>Project</b>	<b>Description</b>	<b>Lead Manager</b>	<b>Staff Recommendations</b>
				Improvement Program. Funding source will be CMAQ and RTC Local funds and TDCs.
Lake Arlington Shoreline Trail Alignment Study		A study is requested to identify the preferred alignment of the Lake Arlington Shoreline Trail from Village Creek to the connection with the City of Arlington's bike/pedestrian facilities and ultimately the Trinity Trails System and the Fort Worth-to-Dallas spine trail, as part of the regional Veloweb.	Weaver	Do not include in the UPWP. City is requesting preliminary design and cost estimates for largely recreational loop trail around the lake, which is not on the Veloweb. Not eligible for UPWP funding.
<b>City of Grapevine</b>				
Thoroughfare Plan Update		As a result of new developments that have occurred in the City of Grapevine, assistance is requested in updating the Thoroughfare Plan adopted by the City in February 1987.	Barks	Include in the UPWP as part of Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support. Staff activities will be limited to travel forecast support and technical assistance. Funding source will be TPF.
<b>City of North Richland Hills</b>				
Traffic Signal Light Coordination Systems		A Cost-Benefit Analysis between two types of traffic signal light control systems: Coordinated Control and Adaptive Control is requested. The resulting information will help guide	Bettger	Do not include in the UPWP. A benefit-cost analysis for coordinated control and adaptive control has already been completed by FHWA and can be obtained from the FHWA website.

**PROJECT SUBMITTALS FOR FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM**

<b>Submitting Agency</b>	<b>Project</b>	<b>Description</b>	<b>Lead Manager</b>	<b>Staff Recommendations</b>
		municipalities in implementing the most beneficial system for their needs.		
<b>City of Plano</b>				
Travel Demand Model for City of Plano		City is requesting a portion of the NCTCOG regional travel demand model pertaining to Plano, as well as technical assistance and training.	Mirzaei	Include in the UPWP as part of Subtask 2.01, Travel Forecasting Support, Regional Travel Model. Activities will be limited to technical support and training. The request for remote access to the regional travel model is pending ongoing assessment of available technologies by NCTCOG. Funding source will be TPF.
<b>City of Wylie</b>				
Collin College Regional Transportation Study		Assistance is requested with a traffic study to project future traffic volumes, forecast levels of service, and assist with programming future intersection signalization and capacity improvements around the new Collin College campus. Study would also look at pedestrian routes and how they integrate with existing infrastructure.	Barks	Include in the UPWP as part of Subtask 5.02, Subarea Studies and Local Government Assistance, Comprehensive Transportation Planning Studies and Technical Support. Staff activities will be limited to travel forecast support and technical assistance. Funding source will be TPF.  Assistance with pedestrian routes and integration will be included in work activities on the Downtown Wylie Pedestrian Access and Streetscape Plan noted below.

**PROJECT SUBMITTALS FOR FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM**

Submitting Agency	Project	Description	Lead Manager	Staff Recommendations
Downtown Wylie Pedestrian Access and Streetscape Plan		Assistance is requested with providing a streetscape plan that would enhance the destination experience and identify how pedestrian and vehicle traffic can safely coexist.	Weaver	Include in the UPWP as part of Subtask 5.03, Land-use/Transportation Initiatives. Funding source will be STBG Program funds and TDCs.
<b>Denton County Transportation Authority</b>				
BNSF Commuter Rail Segmented Ridership Projections and Land-use Study		An update is requested of ridership projections in DCTA's Long Range Service Plan along the BNSF rail corridor, as well as the conduct of a Land-use Study among communities along the corridor.	Chadderdon	Include in the UPWP as a carryover project as part of Subtask 5.01, Regional Transportation Studies, Regional Passenger Rail Innovative Finance Initiative. Funding source will be RTR.
A-Train Extension Feasibility Study		A feasibility study is requested of both northbound and southbound extensions of the DCTA A-Train. A northbound extension would leverage City-owned property to address future needs. A southbound extension would address connections and transfer capabilities to DART Orange line, DFW Airport and others.	Chadderdon	Include in the UPWP as part of Subtask 4.01, Metropolitan Transportation Planning, Metropolitan Transportation Plan Development and Monitoring. Staff will perform technical analysis as part of Mobility 2045 development. Funding source will be TPF.
Long Range Service Plan Update		An update to critical sections of the LRSP is requested using NCTCOG 2045 model data and information on new service types and new areas of service, e.g. high intensity bus corridors, ridership data projections, innovative transit solutions, options with communities not currently members of DCTA.	Chadderdon	Include in the UPWP as part of Subtask 3.05, Public Transportation Planning and Management Studies. Staff activities will be limited to assistance through in-house modeling, demographic analysis, and other technical analysis. Funding source will be TPF.
US 380 Corridor Rail Feasibility Study		A study is requested to explore options for introducing commuter rail parallel to the US 380	Chadderdon	Include in the UPWP as part of Subtask 4.01, Metropolitan Transportation

**PROJECT SUBMITTALS FOR FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM**

<b>Submitting Agency</b>	<b>Project</b>	<b>Description</b>	<b>Lead Manager</b>	<b>Staff Recommendations</b>
		corridor. Initial idea is for a joint-use East-West rail corridor for both passenger and freight operators.		Planning, Metropolitan Transportation Plan Development and Monitoring. Staff will perform technical analysis as part of Mobility 2045 development. Funding source will be TPF.
Community Demographic Study		Two studies are requested: 1) study to identify key demographic indicators for Denton County, DCTA member cities, and secondary cities that would include population, age, race, sex, race, population characteristics, housing, families and living arrangements, education, health, household income, means of transportation, purchasing habits, activity habits, etc.; and 2) demographic study of train and bus ridership.	Chadderdon	Do not include the first study in the UPWP. Higher priority projects indicated by DCTA.  Include the second study in the UPWP as part of Subtask 2.01, Travel Forecasting Support, Regional Travel Data Collection. Activities will be conducted as part of the transit on-board survey to begin in FY2019. Funding source will be STBG Program and/or local funds and TDCs.
<b>Fort Worth Transportation Authority</b>				
Rail Planning Assistance		Technical assistance is requested for general planning support for future rail corridor studies and other capital project developments; may include system and/or corridor planning and costing, travel modeling, ridership forecasting, transit-oriented development and environmental studies. Consultant assistance may be requested.	Chadderdon	Include in the UPWP as part of Subtask 3.05, Public Transportation Planning and Management Studies. Staff activities will be limited to technical assistance. Funding source will be TPF.

**PROJECT SUBMITTALS FOR FY2018 AND FY2019 UNIFIED PLANNING WORK PROGRAM**

<b>Submitting Agency</b>	<b>Project</b>	<b>Description</b>	<b>Lead Manager</b>	<b>Staff Recommendations</b>
<b>NCTCOG</b>				
	High Speed Rail Core Express	Contingency funding is requested to supplement ARRA funding that may expire for the continuation of the Environmental Impact Statement work effort on the Core Express service in order to reach completion and receive a Record of Decision, if NCTCOG is unsuccessful in extending the ARRA funding deadline.	Feldt	<p>Include in the UPWP as part of Subtask 5.01, Regional Transportation Studies, High Speed Rail, to support the completion of the environmental document without interruption.</p> <p>This project is proposed for an additional \$2,000,000 of STBG Program funding in FY2018 under the 2017-2018 CMAQ/STBG Funding Program: Planning and Other Studies. The RTC has previously approved \$3,000,000 in STBG Program funds, for a total of \$5,000,000.</p>
<b>Tarrant County</b>				
	Northwest Tarrant County Transportation Subarea Study	A study initiated to evaluate transportation needs in northwest Tarrant County.	n/a	Inventory in the UPWP as part of Chapter IX, Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area. NCTCOG will not provide work assistance. This is provided as an inventory of other planning projects that will occur within the region.

**CMAQ/STBG Funding Program  
Transit Program**

<b>Agency</b>	<b>Project</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>Funding Source</b>	<b>Total Federal Funding<sup>2</sup></b>
Dallas Area Rapid Transit (DART)	Cotton Belt Corridor Regional Rail Project (#4) <sup>1</sup> from DFW Terminal B to Shiloh Station in Plano		\$ 20,000,000	\$ 40,000,000	\$ 30,000,000	\$ 10,000,000	CMAQ & STBG	\$ 100,000,000
Fort Worth Transit Authority (FWTA)	7th Street District Circulator Electric Buses and Charging Stations (in Fort Worth)	\$ 2,880,000					CMAQ	\$ 2,880,000 <sup>3</sup>
DART <sup>4</sup>	IH 30 High Intensity Bus Pilot Service from the western terminus of IH 30 managed lanes to Downtown Dallas	\$ 13,000,000					CMAQ	\$ 13,000,000 <sup>5</sup>
FWTA/Denton County Transit Authority (DCTA)	IH 35W High Intensity Bus Pilot Service from the Fort Worth Intermodal Transportation Center (ITC) to Texas Health Presbyterian Park-n-Ride in Denton		\$ 1,000,000				CMAQ	\$ 1,000,000 <sup>5</sup>
Plano	Legacy Transportation Management Association	\$ 300,000	\$ 400,000				CMAQ	\$ 700,000
DART	Carpenter Ranch Station on the Orange Line in Irving			\$ 11,000,000			CMAQ	\$ 11,000,000
<b>Total Funding by Fiscal Year (FY)</b>		<b>\$ 16,180,000</b>	<b>\$ 21,400,000</b>	<b>\$ 51,000,000</b>	<b>\$ 30,000,000</b>	<b>\$ 10,000,000</b>		<b>\$ 128,580,000</b>

<sup>1</sup> This project replaces the \$100M placeholder in the Transportation Improvement Program (TIP) with the actual project to be implemented; NCTCOG staff is coordinating with Coppell and the Dallas Fort Worth International Airport regarding their participation in the corridor.

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

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

<sup>4</sup> To be refined through future coordination efforts with transit agencies.

<sup>5</sup> Propose to move buses from one corridor to the other with phased pilot service.

SENIOR DEMOCRATIC WHIP

COMMITTEE ON SCIENCE, SPACE  
AND TECHNOLOGY  
RANKING MEMBER

COMMITTEE ON TRANSPORTATION  
AND INFRASTRUCTURE  
SUBCOMMITTEE ON WATER  
RESOURCES & ENVIRONMENT  
SUBCOMMITTEE ON AVIATION  
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT

CONGRESSIONAL BLACK CAUCUS  
CHAIR, 107TH CONGRESS



*Eddie Bernice Johnson*  
Congress of the United States  
30th District, Texas

PLEASE RESPOND TO:

WASHINGTON OFFICE:  
2468 RAYBURN BUILDING  
WASHINGTON, DC 20515-4330  
(202) 225-8885

DALLAS OFFICE:  
1825 MARKET CENTER BOULEVARD  
SUITE 440  
DALLAS, TX 75207  
(214) 922-8885

WWW.HOUSE.GOV/EBJOHNSON/  
REP.E.B.JOHNSON@MAIL.HOUSE.GOV  
TWITTER.COM/REPBJ  
FACEBOOK.COM/CONGRESSWOMANEBJTX30  
YOUTUBE.COM/REPBJ  
FLICKR.COM/REPBJ

April 28, 2017

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

**RE: Medical District People Mover**

Dear Mr. Morris:

The Dallas Medical District is home to some of Dallas' most important hospitals and research institutions. Institution such as Parkland Memorial Hospital, UT Southwestern Medical Center, and Children's Medical Center are world-class institutions that continue to develop in response to the growing needs of the residential and business communities in Dallas.

As you know, these medical institutions often work cooperatively to offer a comprehensive range of services to patients. However, often times this requires patients, doctors, and other medical professionals to move between the various buildings and campuses at street level using a complex system of buses and ground transportation. The efficient movement of people and services between these facilities is of the utmost importance if we are to continue to meet the growing needs of the medical community.

For this reason, I am asking that we consider working together to lay the groundwork for developing a rail-based people mover throughout the Dallas Medical District. This would allow for the efficient movement between these medical institutions, while increasing ground capacity for ambulances and other ground-based services, and enhancing the overall capacity in the Dallas Medical District.

Thank you for your serious consideration. If you have any questions or require additional input, please do not hesitate to contact me at (202) 225 – 8885.

Sincerely,

*Eddie Bernice Johnson*  
EDDIE BERNICE JOHNSON  
Member of Congress

RECEIVED

APR 28 2017

TRANSPORTATION





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

April 26, 2017

The Honorable Roberto Alonzo  
Texas House of Representatives  
P.O. Box 2910  
Austin, TX 78768

Dear Representative Alonzo:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your leadership on transportation and air quality issues in the Texas Legislature. The RTC would like to express support for House Bill (HB) 2861 by Representative Phillips, which authorizes the Texas Department of Transportation to enter into a Comprehensive Development Agreement (CDA) for various highway projects throughout Texas, including three projects in the DFW area.

HB 2861 would authorize CDAs for the Interstate Highway (IH) 635 East project in Dallas County, the IH 30 project in Tarrant County, and the IH 35E project in Dallas and Denton Counties. These projects will help continue the progress made toward improving the region's transportation system, which is a top priority for the RTC.

As the region continues to grow, so does the need to accommodate rising travel demand, provide choices and balance transportation investments. Authorizing the use of a CDA allows for more transportation investments like managed lanes that provide extra capacity, reliable travel times, and pay for their continued maintenance over time. In addition, leveraging public dollars with private funding opportunities has greatly impacted the region. Billions of dollars in transportation projects throughout the region have been made possible through innovative funding and partnerships.

Again, the RTC expresses support for HB 2861. If you have any questions, please feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at [mmorris@nctcog.org](mailto:mmorris@nctcog.org) or (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Jensen", is written over a light gray circular stamp.

Ron Jensen, Chair  
Regional Transportation Council  
Mayor, City of Grand Prairie

RH:ch

cc: The Honorable Larry Phillips, Representative, State of Texas  
Michael Morris, P.E., Director of Transportation, NCTCOG

# Tolled Managed Lane Comprehensive Development Agreements with the Private Sector: Project Cost and Revenue

---

Number of projects: 2

LBJ Express (opened September 2015)

North Tarrant Express (opened October 2014)

Centerline Miles: 26.6

Cost: \$4.7 Billion

Public Sector Contribution: \$1.1 Billion

Additional Benefits: Maintenance, Capacity Improvements,  
Revenue Bands

Impacts: Projects would not have been built by this time

## Tolled Managed Lane Benefits at the Two-Year Point After Opening

---

General purpose lane usage is already 10% higher

Congestion (speeds below 50 mph) in general purpose lanes has been reduced from 29% to 8%

Managed lane speed option at 70 mph

~67% of the revenues are in the peak periods

## Tolled Managed Lane Users

---

Over 4 million users to date

33% of the users are new every month

15% of the vehicles are luxury brands

More than 70% of users rate the facilities favorably

500,000 users per weekday

98% of the users are casual users with the average bill at  
\$10/month

# DFW Clean Cities 2016 Annual Report Results



**Surface Transportation  
Technical Committee**  
May 26, 2017

**Kenny Bergstrom**  
Communications Coordinator  
[kbergstrom@nctcog.org](mailto:kbergstrom@nctcog.org)



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

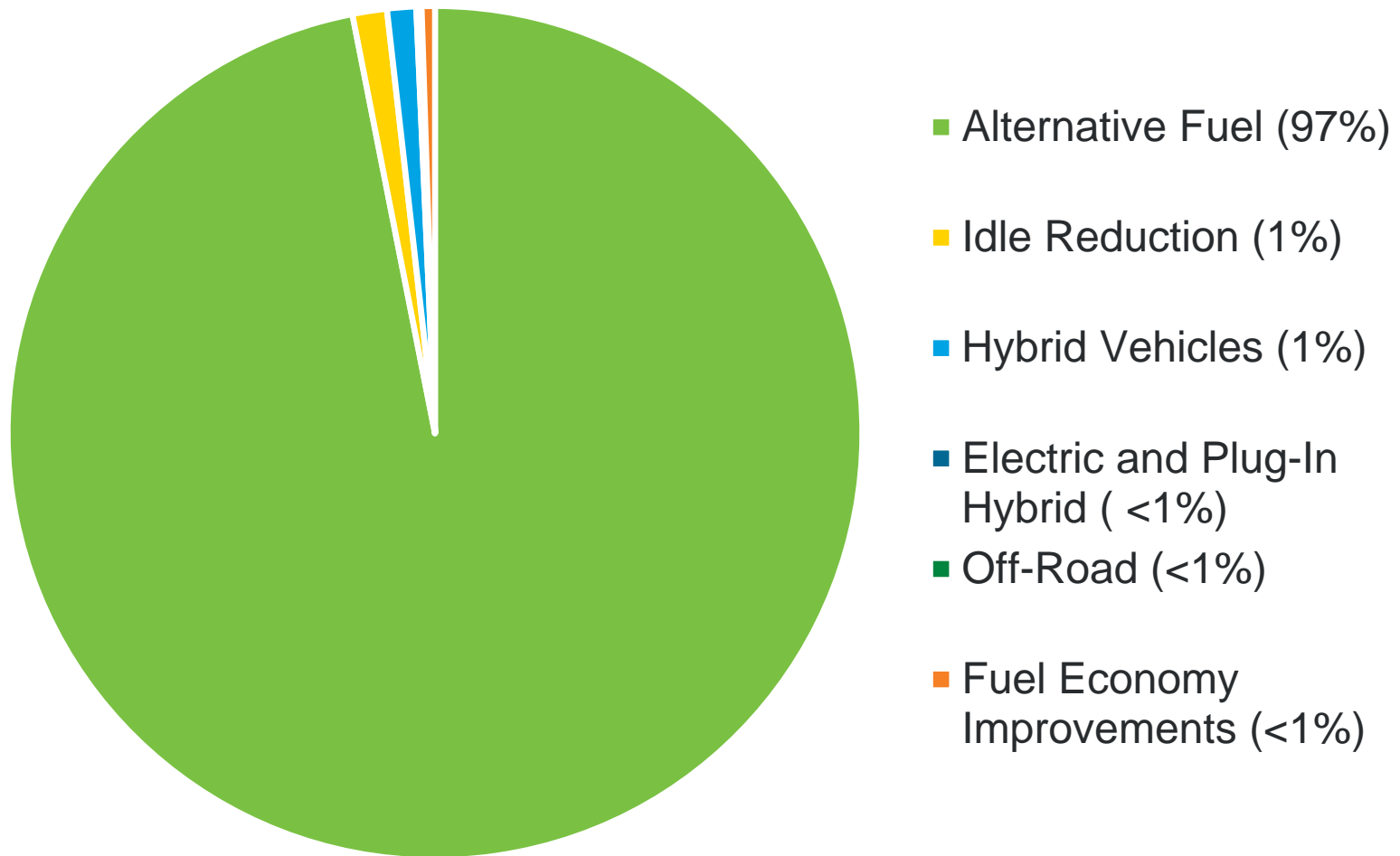
**DFW Clean Cities Goal to Increase Petroleum Reduction by 15% Every Year**

**Combined Effort with Clean Fleet Policy**

**Reports Collected Every March**

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

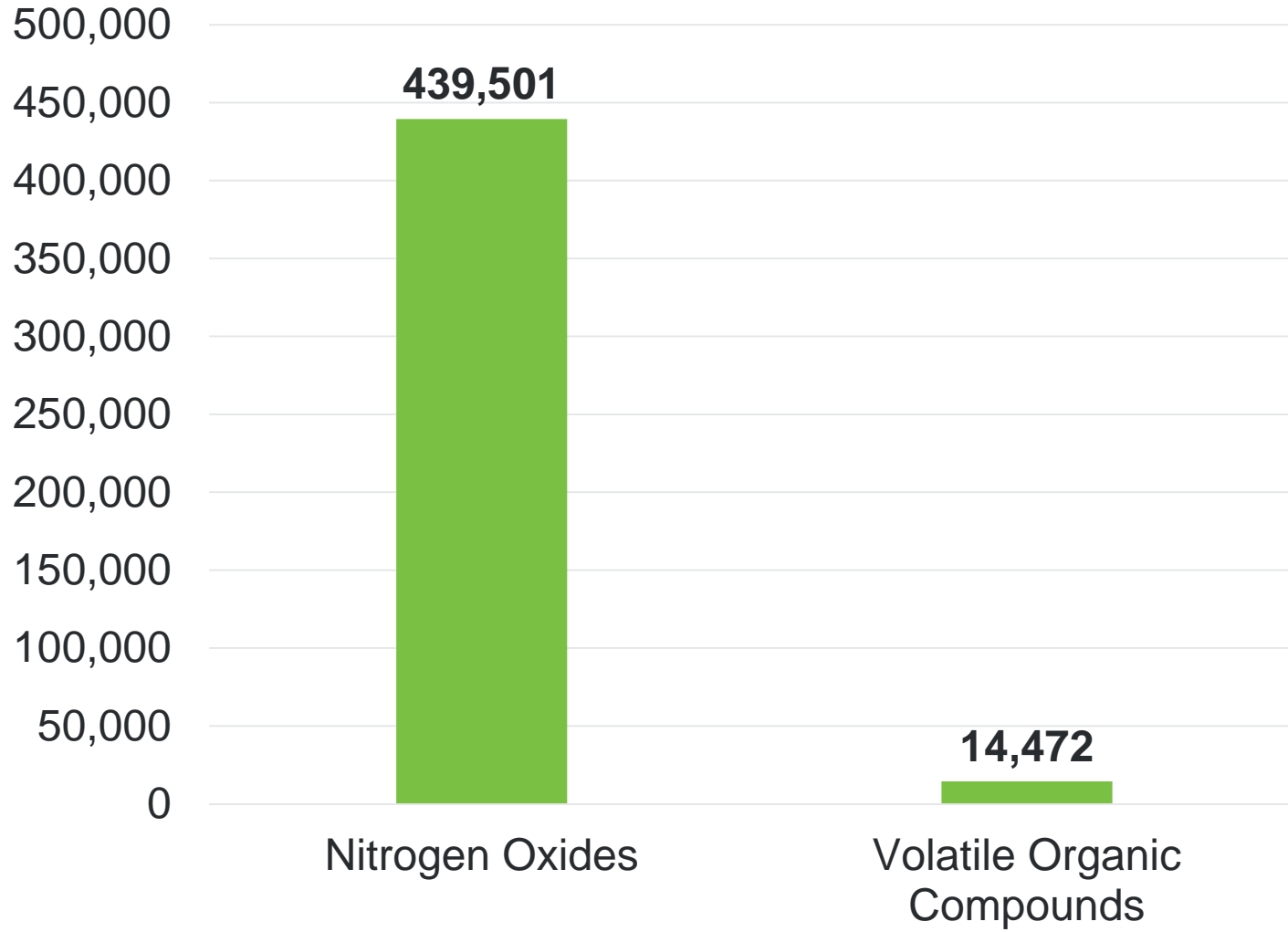
## 2016 Gallons of Gasoline Equivalent Reduced: 25,450,518



# DFW Clean Cities 2016 Annual Report Results

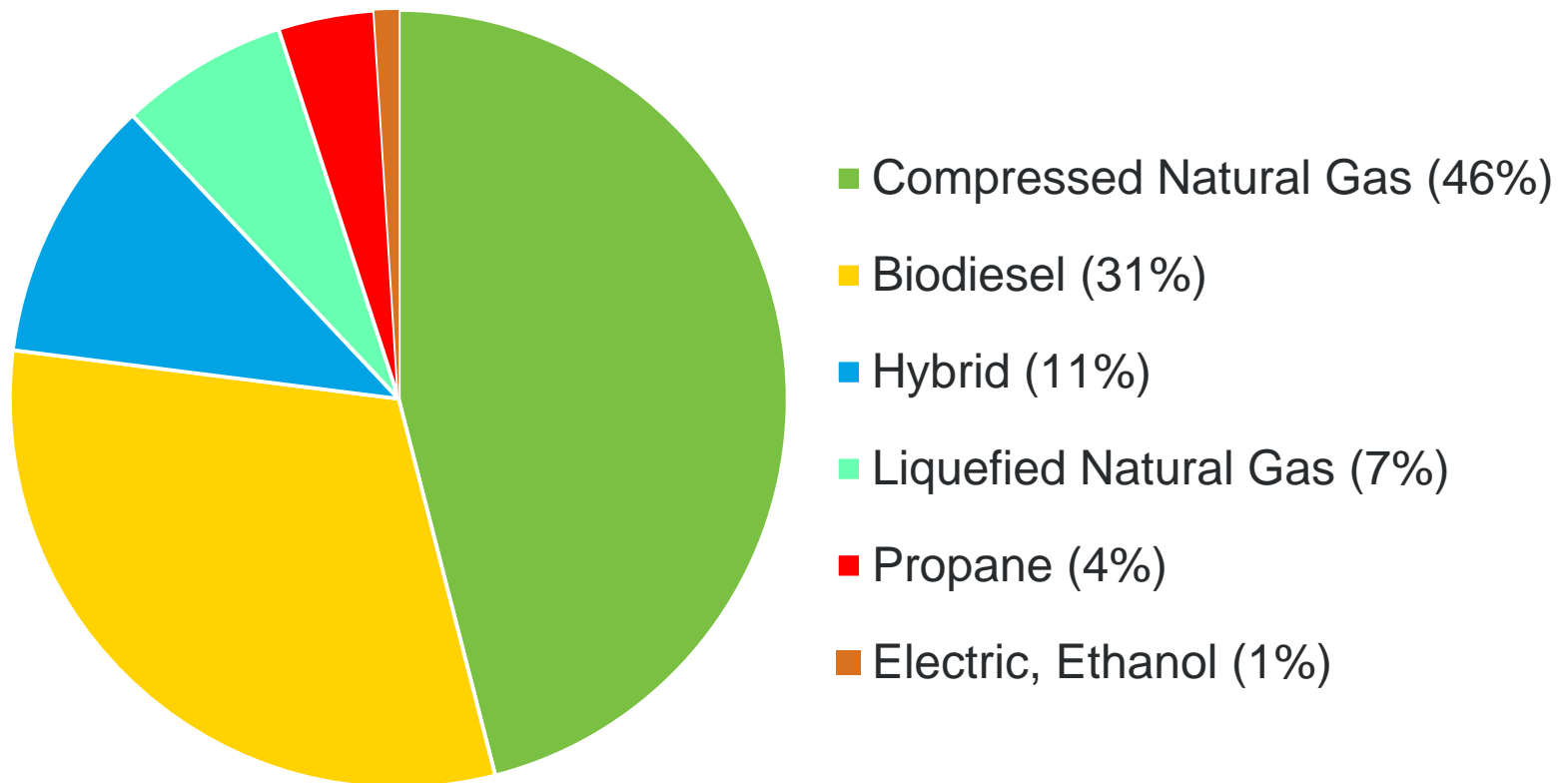


## ■ Criteria Pollution Reductions (Pounds per Year)

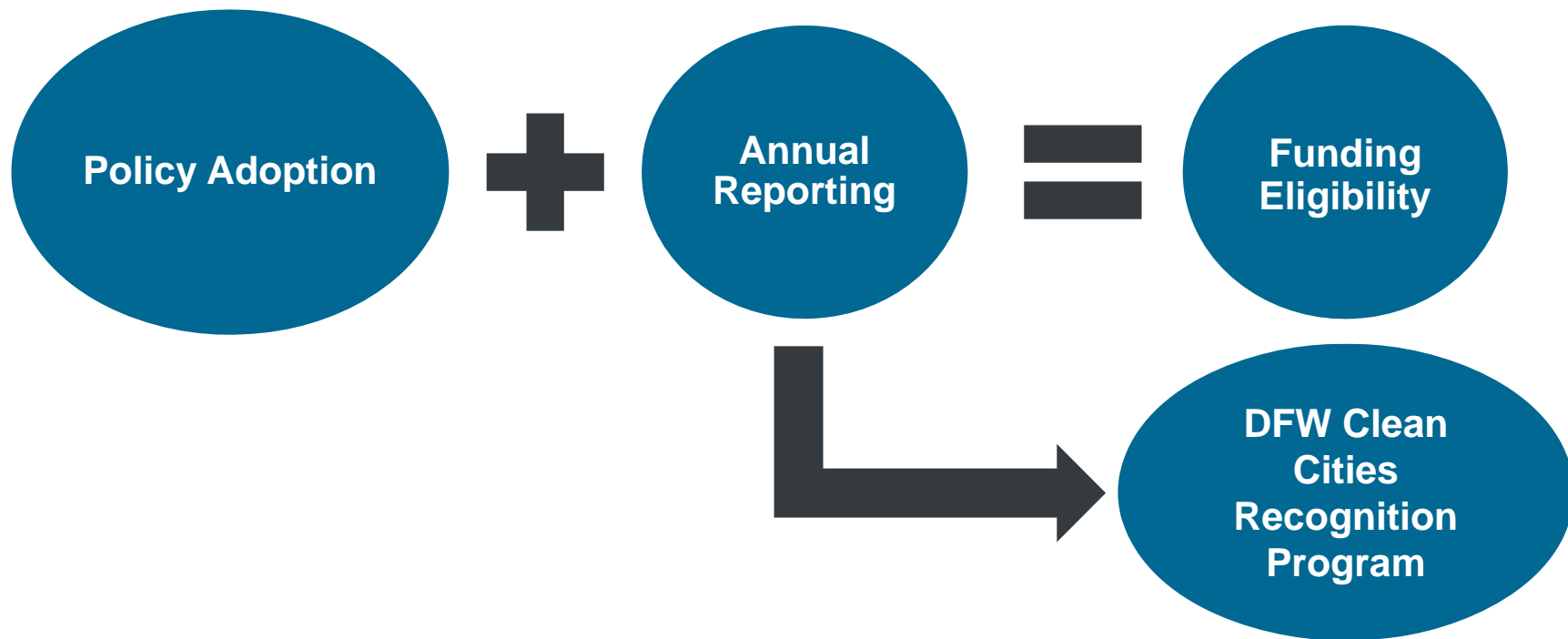




## Emissions Reduced By Vehicle Type



## RTC Funding Eligibility



**2016 Reduction Short of 15 percent goal**

**Accurate Data Gathering Critical**

**Additional Fleet Engagement**

**Clean Fleet Policy + Annual Report = Recognition**

**Emissions Reduced Aid Transportation Conformity**

# Contact Information



**Pamela Burns**  
**Communications Supervisor**  
**DFW Clean Cities Coordinator**  
817-704-2510  
[pburns@nctcog.org](mailto:pburns@nctcog.org)

**Kenny Bergstrom**  
**Communications Coordinator**  
**DFW Clean Cities Staff**  
817-704-5643  
[kbergstrom@nctcog.org](mailto:kbergstrom@nctcog.org)

DFW Clean Cities Website  
[www.dfwcleancities.org](http://www.dfwcleancities.org)

NCTCOG Funding Website  
[www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding)

Clean Fleet Policy Website  
[www.nctcog.org/fleetpolicy](http://www.nctcog.org/fleetpolicy)



Dallas-Fort Worth  
CLEAN CITIES

## Clean Air Action Day STTC Challenge

On Friday, June 23, 2017, Air North Texas invites North Texans to participate in Clean Air Action Day (CAAD) by doing at least one thing to help improve air quality. Example clean air actions include: carpooling, vanpooling, using mass transit, biking or walking, telecommuting, taking lunch to work, reducing idling, and combining trips. These are just a few examples of the simple things that make a difference in improving air quality. Participants can view the full list of actions and make Clean Air Action Day commitments at [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday).

This year, we encourage Surface Transportation Technical Committee (STTC) member organizations to support this effort by hosting Clean Air Action Day challenges within your organizations. Details about the challenge structure and implementation are below.

### Challenge Overview

We ask that you challenge each department within your organization to participate in Clean Air Action Day. The department within your organization with the highest percentage of participation should be rewarded with a prize. Calculating participation by percentage will keep it fair for smaller departments.

NCTCOG can offer prizes, which will be dependent upon total participation. We suggest that your organization offer some kind of reward as well, such as a pizza or ice cream party. Furthermore, the organization with the highest participation will receive recognition from NCTCOG.

Details about how to implement challenges are below.

### Challenge Implementation Details

1. Notify Air North Texas staff that you will be implementing a challenge at your organization by filling out the attached form and returning it by **June 5, 2017** to [airnorthtexas@nctcog.org](mailto:airnorthtexas@nctcog.org).  
Additionally, you may request CAAD Challenge artwork, materials, template notification email, etc. from Air North Texas staff at [airnorthtexas@nctcog.org](mailto:airnorthtexas@nctcog.org).
2. Notify organization about CAAD Challenge by **June 5, 2017**. Include details about CAAD, rewards for the winning department, and request that they follow the instructions below.
  - a. Submit CAAD commitment form at [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday) no later than Sunday, June 25, 2017.
  - b. Request that employees be sure to fill in the "Company/Government Entity/Organization" AND "Department" fields.
3. When the challenge has ended, Air North Texas staff will compile commitment data for each participating organization and provide it to your organization's challenge lead/coordinator no later than Wednesday, June 28, 2017. Once you have the information about your department participation, you may reward the winning department on a date that works best for your organization.

Air North Texas staff will follow up with the Challenge contact for feedback about how the Challenge worked or did not work for you organization and will share results of the Challenge at an STTC meeting that falls after Clean Air Action Day.

## STTC Clean Air Action Day Challenge Participation Form

Please fill out and return to [airnorthtexas@nctcog.org](mailto:airnorthtexas@nctcog.org) by June 5, 2017.  
Call Whitney Vandiver at 817-704-5639 for assistance.

Entity:

Challenge contact person:

Contact's email:

Contact's phone number:

Number of departments:

Rewards for winning department:

Description of challenge plans:



## **AIR NORTH TEXAS PARTNER AGREEMENT**

**WHEREAS**, the Regional Transportation Council, comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be a forum for cooperative decisions on transportation; and,

**WHEREAS**, the \_\_\_\_\_ is a \_\_\_\_\_ that supports the Regional Transportation Council and the goals and mission statements of the *Air North Texas* campaign; and,

**WHEREAS**, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone and air quality impacts the public and economic health of the entire region; and,

**WHEREAS**, the primary goal of air quality management is the protection of public health and welfare, reducing and improving the health impacts caused predominantly by mobile-source emissions with the assistance of partnering entities while preserving the economic vitality of the region; and,

**WHEREAS**, the North Central Texas Council of Governments has formed alliances with public and private entities in the region to assist and support in the development of the *Air North Texas* campaign elements, and the dissemination of information; and,

**WHEREAS**, the *Air North Texas* campaign is a collaborative initiative involving partners from public, private and non-profit entities that will promote a consistent regional message; and,

**WHEREAS**, the *Air North Texas* campaign is committed to increasing air quality awareness to citizens and residents in the North Texas region; and,

### **AIR NORTH TEXAS PARTNERS PLEDGE TO ACKNOWLEDGE AND ACCOMPLISH THE FOLLOWING, AS IT APPLIES OR AS APPROPRIATE:**

#### **Section 1.            *Air North Texas Goal and Mission Statement***

- 1.1**     A voluntary effort and creative platform to develop a regional brand to generate increased awareness that will foster behavioral changes to improve air quality
- 1.2**     An all-inclusive branding effort that will serve to bridge existing and developing air quality programs into one comprehensive and mutually complementary initiative

## **Section 2.**

### ***Air North Texas Support to Partners***

- 2.1 Promotion and placement of partner logos on [www.airnorthtexas.org](http://www.airnorthtexas.org)
- 2.2 *Air North Texas* partners will be promoted and recognized throughout the run of the campaign as a regional partner, generating consistent brand visibility
- 2.3 Sample press releases are available for download online
- 2.4 Advertising collateral and campaign materials are available for download online
- 2.5 Partner recruitment tools will be provided to aid in the process of soliciting new and potential members
- 2.6 Shared results generated from the annual performance evaluation process
- 2.7 Shared results generated from audience survey

## **Section 3.**

### ***Partners Support to Air North Texas (where applicable and as appropriate)***

#### **3.1 Branding**

- 3.1.1 Placement of the *Air North Texas* brand/logo on relevant printed collateral for air quality efforts and initiatives, or where applicable
- 3.1.2 Provide a link to the official *Air North Texas* campaign Web site on your Web site. *Air North Texas* Web site buttons are available for download or the URL can be listed that shows the link: [www.airnorthtexas.org](http://www.airnorthtexas.org)

#### **3.2 Implementation**

##### **3.2.1 Air Quality Education and Outreach**

- a. Plan, host and/or participate in one or more public event to generate awareness of the *Air North Texas* campaign
- b. Plan, host and/or support one or more press, promotional, or partner recognition event for media or other stakeholders
- c. Recruit and encourage general public audience to sign up as an *Air North Texas* member to promote clean air



### **3.2.2 Shared Resources (non-monetary)**

- a. Assist new and existing partners by providing guidance and resources needed to fulfill partner commitments (resources may be in the form of promotional/educational materials, marketing collateral, and services)
- b. Provide discounted or complementary services to *Air North Texas* partners for article placement, advertising, conference registrations and/or other events that promote the partnership and/or campaign

### **3.2.3 Media Relations**

- a. Issue one or more press release(s) announcing your membership and participation in the *Air North Texas* campaign. Sample press releases and boilerplate information are available for download on our Web site
- b. Each quarter, publicize your organization's involvement with the *Air North Texas* campaign. Sample advertising collateral are available for download from the Air North Texas Web site

### **3.2.4 Regional Partner Recruitment and Solicitation**

- a. Inform your members or constituents about the partnership and promote the benefits of being involved in the regional initiative
- b. Publish articles or other informational materials endorsing the partnership
- c. Identify and provide opportunities for *Air North Texas* partners to communicate with your members or constituents about the *Air North Texas* campaign and the partnership
- d. Recruit new *Air North Texas* partner(s) to assist in the planning and implementation of this regional air quality collaborative effort

### **3.2.5 Progress Reporting / Annual Recognition**

- a. Provide an annual status report on implemented tasks
- b. Share and exchange information with *Air North Texas* partners highlights and successes of your promotional efforts

- c. Qualify and/or participate in annual recognition event for partners and members of the *Air North Texas* community
- d. Distribute a survey about the *Air North Texas* campaign's overall performance to your member and/or constituents

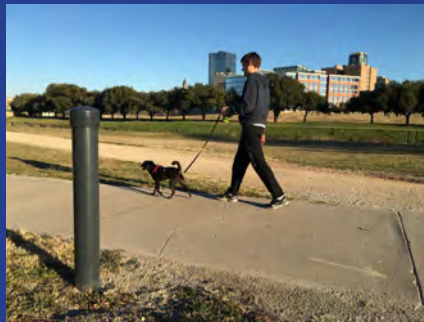
This partner agreement is a non-binding mutual expression of cooperation to support the principles outlined in section 1. This agreement is not intended to confer or create a financial obligation or expectation of payment to or from an Air North Texas Partner, the North Central Texas Council of Governments, or the Regional Transportation Council.

Execution Date \_\_\_\_\_

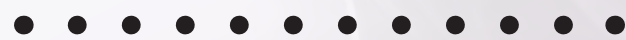
\_\_\_\_\_  
Name

Title

Entity



2016  
North Central Texas



# Bicycle and Pedestrian Traffic Count Report



North Central Texas  
Council of Governments

May 2017

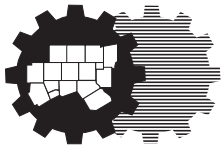
## What is NCTCOG?

The North Central Texas Council of Governments is a voluntary association of cities, counties, school districts, and special districts which was established in January 1966 to assist local governments in **planning** for common needs, **cooperating** for mutual benefit, and **coordinating** for sound regional development.

It serves a 16-county metropolitan region centered around the two urban centers of Dallas and Fort Worth. Currently the Council has **238 members**, including 16 counties, 169 cities, 22 independent school districts, and 31 special districts. The area of the region is approximately **12,800 square**

**miles**, which is larger than nine states, and the population of the region is about **7 million**, which is larger than 38 states.

**NCTCOG's** structure is relatively simple; each member government appoints a voting representative from the governing body. These voting representatives make up the **General Assembly** which annually elects a 15-member Executive Board. The **Executive Board** is supported by policy development, technical advisory, and study committees, as well as a professional staff of 324.



NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

**North Central Texas Council of Governments**  
**P. O. Box 5888**  
**Arlington, Texas 76005-5888**  
**(817) 640-3300**

### **NCTCOG's Department of Transportation**

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation

Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

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Prepared in cooperation with the Texas Department of Transportation and the U. S. 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."*

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		<b>Stephen Terrell</b> Mayor, City of Allen	

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## Surface Transportation Technical Committee

**Loyl Bussell, P.E.**  
Chair, Texas Department of Transportation, Fort Worth District

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## Introduction

As the North Central Texas region continues to grow and congestion is projected to worsen, the importance of bicycling and walking increases.

The objective of the North Central Texas Council of Governments' (NCTCOG) annual bicycle and pedestrian traffic count report is to provide regional stakeholders and the public a better understanding of how much activity is occurring on shared-use paths throughout the region and the contributing factors related to usage.

Four new counters were installed in 2016, in addition to the 26 permanent count stations included in the 2015 report. The Tarrant Regional Water District (TRWD) expanded their system of count stations along the Trinity Trails at Kelly Field in west Fort Worth. The City of Plano deployed a new counter along the Rowlett Trail at the border between Plano and Allen. The City of Allen installed their first count equipment in November, 2016 along the Watters Trail near Dr. E. T. Boon Elementary School and along the Cottonwood Trail near US 75.

In many cases, NCTCOG and partner agencies identified shared-use paths with significant value as active transportation corridors, connecting to major destinations and transit stations. Agencies that purchased their own equipment agreed to share data, which is included in this report. The City of Dallas has 26 permanent counters installed and maintained by the Parks and Recreation Department. For purposes of reporting counts on more transportation-oriented corridors, this report includes 14 of the 26 count stations in Dallas due to their close proximity to origins and destinations where residents can make active transportation trips. The remaining 12 count stations in Dallas are located on paths primarily used for recreation (e.g. loops within parks).

Exhibit 1 identifies the number of count stations per agency as reported in this document, while Exhibit 2 identifies the existing shared-use path corridors with equipment collecting data. All count stations in the North Central Texas region are on shared-use paths, with the exception of one permanent on-street bicycle counter installed on the Bellaire Drive bike lanes in Fort Worth.

The permanent equipment utilizes inductive loop and passive-infrared sensor technology to distinguish bicyclists from pedestrians, as well as their direction of travel.

data for some counters. This report reflects the first full calendar year for count stations in Dallas for which data is available.

*Exhibit 1: Counters by City (2016)*

Agency	Number of Installed Permanent Counters
City of Allen	2
City of Dallas <sup>1</sup>	14
City of Denton	2
City of Fort Worth <sup>2</sup>	1
Tarrant Regional Water District <sup>3</sup>	4
City of North Richland Hills	1
City of Plano	7
Total	31

<sup>1</sup> Dallas has 26 counters, 14 of which are reported by NCTCOG for transportation purposes.

<sup>2</sup> Fort Worth counter is the only permanent on-street bicycle counter.

<sup>3</sup> Tarrant Regional Water District counters are located in Fort Worth

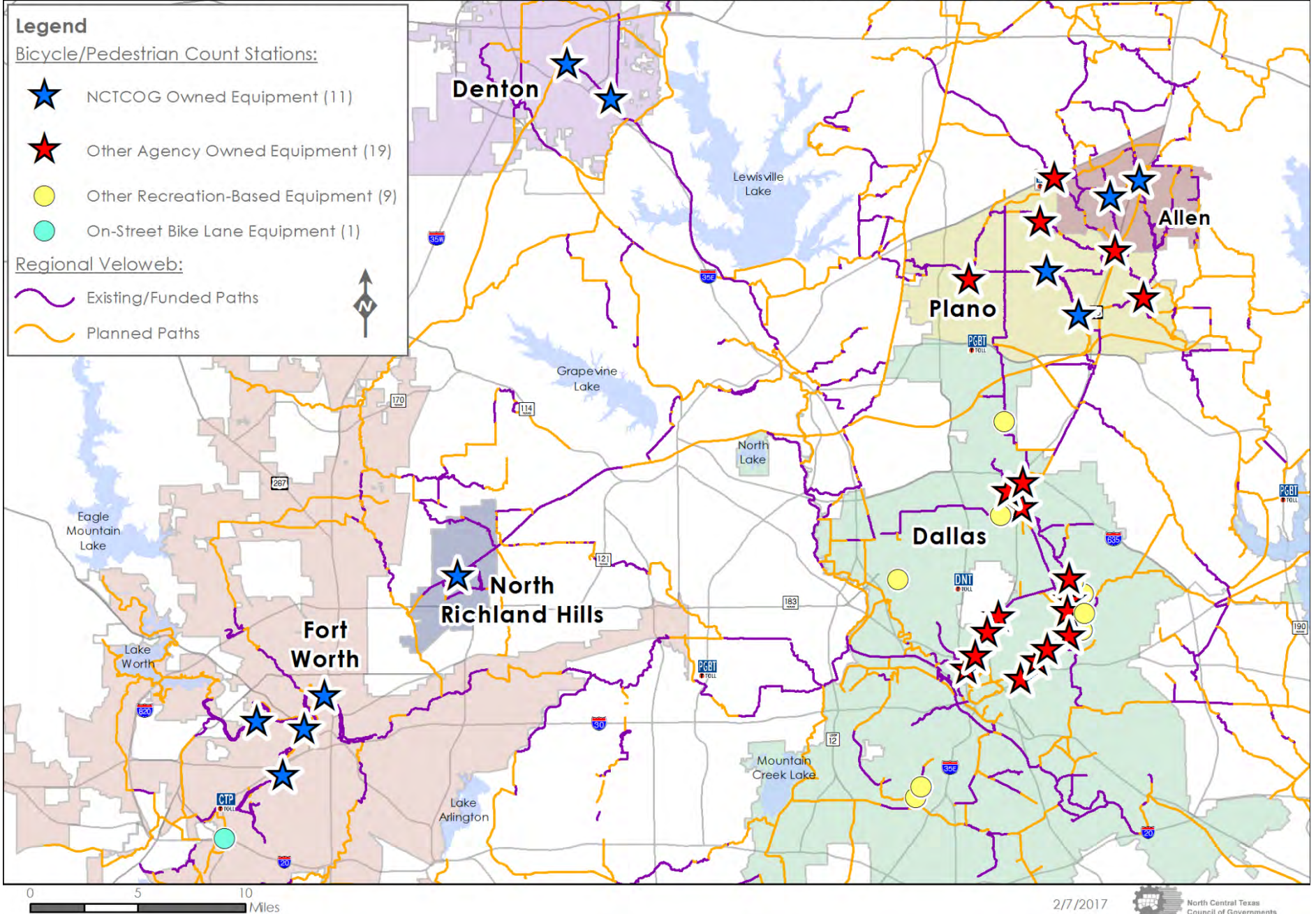
During 2016, there were several instances in which some count equipment failed to collect data due to battery failure or unusual traffic counts resulted due to infestations of insects. These gaps and adjustments to the data are noted in the report. Statistics are not available for the full year due to partial year



*Installation of a permanent count station in Fort Worth.*

Exhibit 2:

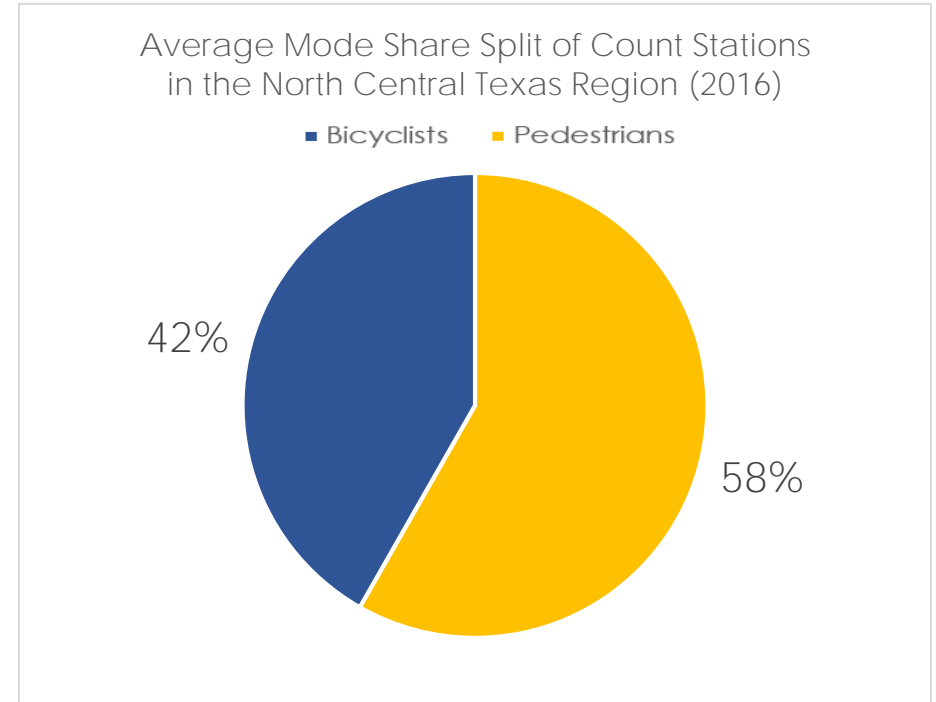
# Bicycle and Pedestrian Count Stations in the North Central Texas Region (2016)



## Mode Share Split

In 2015 the regional average mode share split of all count stations in the region combined was 50 percent bicyclists and 50 percent pedestrians. However, in 2016 the proportion of pedestrian traffic for all counters in the region combined increased to 58 percent, with bicyclists representing 42 percent of the total traffic counts (see Exhibit 3). This may be partially explained by the addition of new count locations in Allen that experienced a very high proportion of pedestrian activity. Also some count locations that typically have high volumes of bicyclists had equipment failures and did not report data for the full year.

*Exhibit 3:*

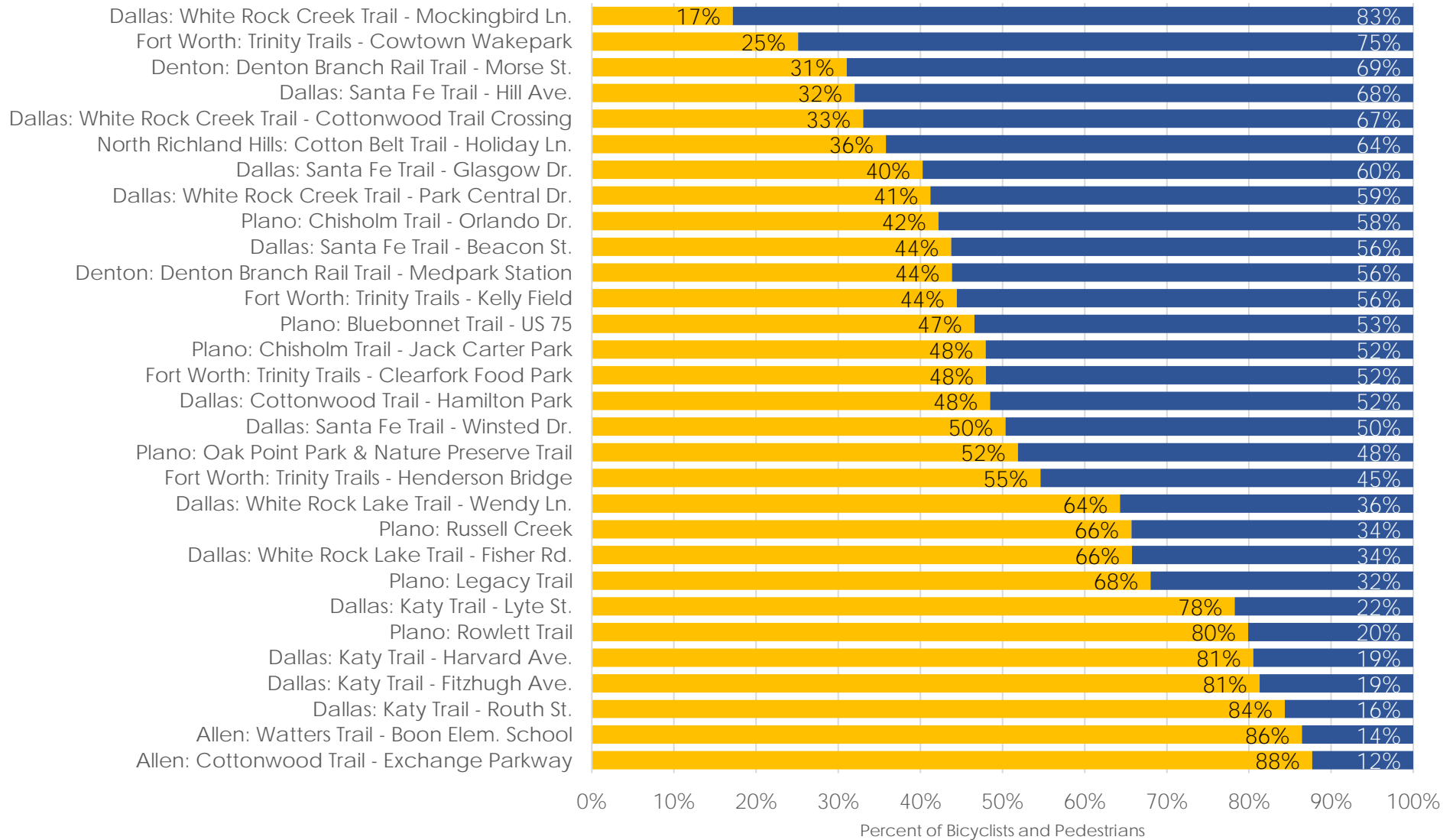


The area in which a shared-use path is located has a large influence upon the ratio of pedestrians to bicyclists who use the corridor. Paths with count stations located further from nearby development or population density, such as portions of the Trinity Trails at Cowtown Wakepark in Fort Worth, experience a lower percentage of pedestrians and a higher percentage of bicyclists. Corridors in dense residential and commercial/office areas, such as the Katy Trail in Dallas, have a high proportion of pedestrians (as high as 84 percent). Exhibit 4 identifies the average mode share split (the percentage of bicyclists versus percentage of pedestrians) for each of the count stations located on shared-use paths. While the mode share for each count location did not significantly change from 2015, the two new count stations recently installed in Allen reported the highest pedestrian mode share in the region (86-88 percent).

Exhibit 4:

## Mode Share Split by Count Station (2016)

■ Pedestrians ■ Bicyclists



Note: On-Street Count Station in Fort Worth only monitors bicycle activity and was not included.

## Average Traffic Counts

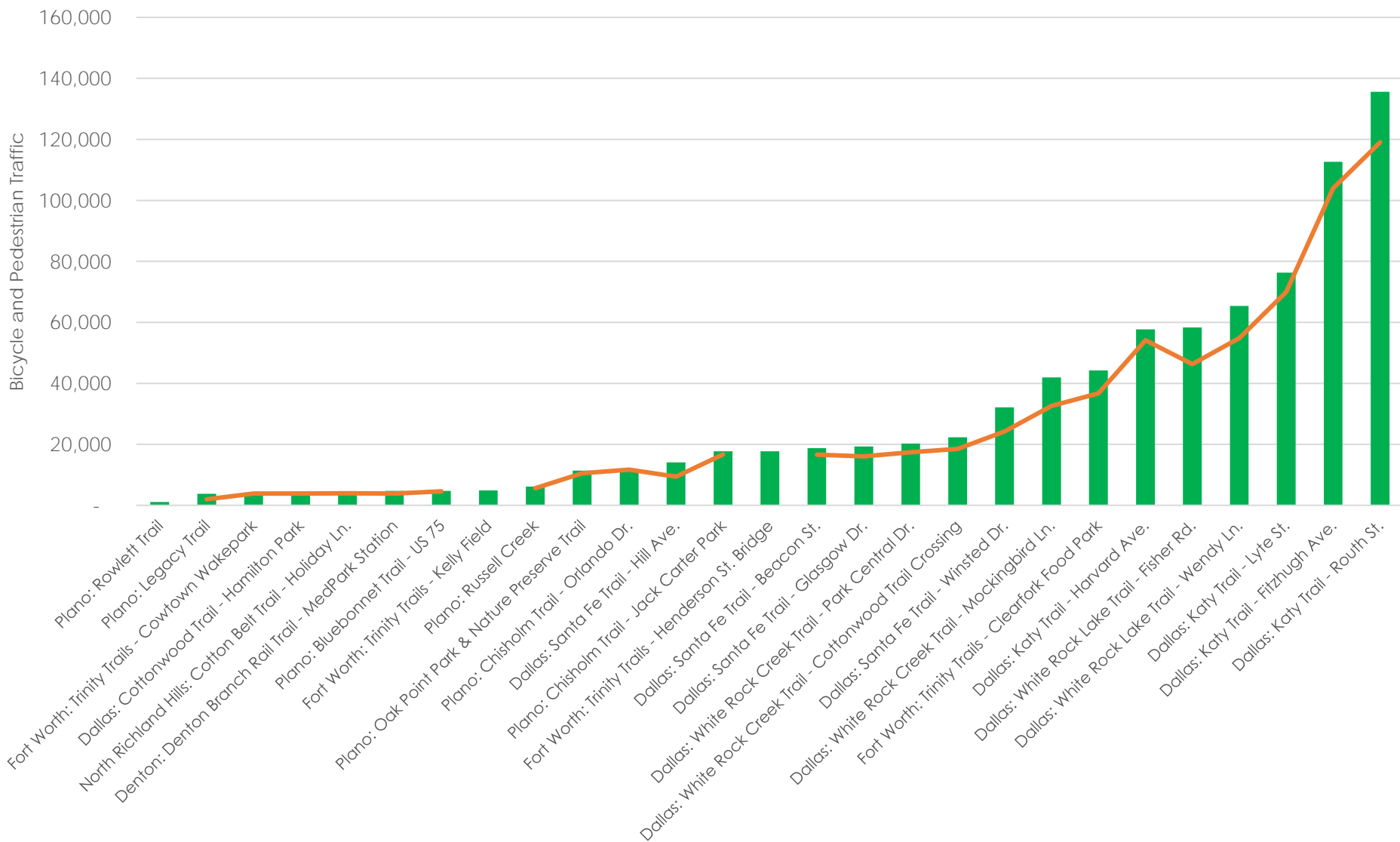
As the climate fluctuates with the seasons, so does bicycle and pedestrian activity. In 2015, the months of August, September, and July had the highest traffic counts respectively. In contrast, most count stations in 2016 recorded higher traffic counts in October 2016 than in October 2015. Exhibit 5 compares the total bicycle and pedestrian traffic counts in October 2015 and October 2016. The average temperature in both months was similar, with October 2015 being 71.3 degrees and October 2016 being 73.5 degrees. Locations collected data ranging from over 1,000 traffic counts to over 135,000 traffic counts over the course of October 2016.



Exhibit 5:

## Total Traffic by Count Station October 2016 and 2015

2016 2015



Note: Count stations that did not collect data during October are omitted.

A standard metric used in the transportation planning and engineering fields is annual average daily traffic (AADT). This is a measure of the average number of motor vehicles traveling a roadway. By applying the same methodology to bicyclists and pedestrians, seasonal variation of traffic counts throughout a year is averaged to develop one statistic that summarizes how much bicycling and walking activity is occurring at a specific location.

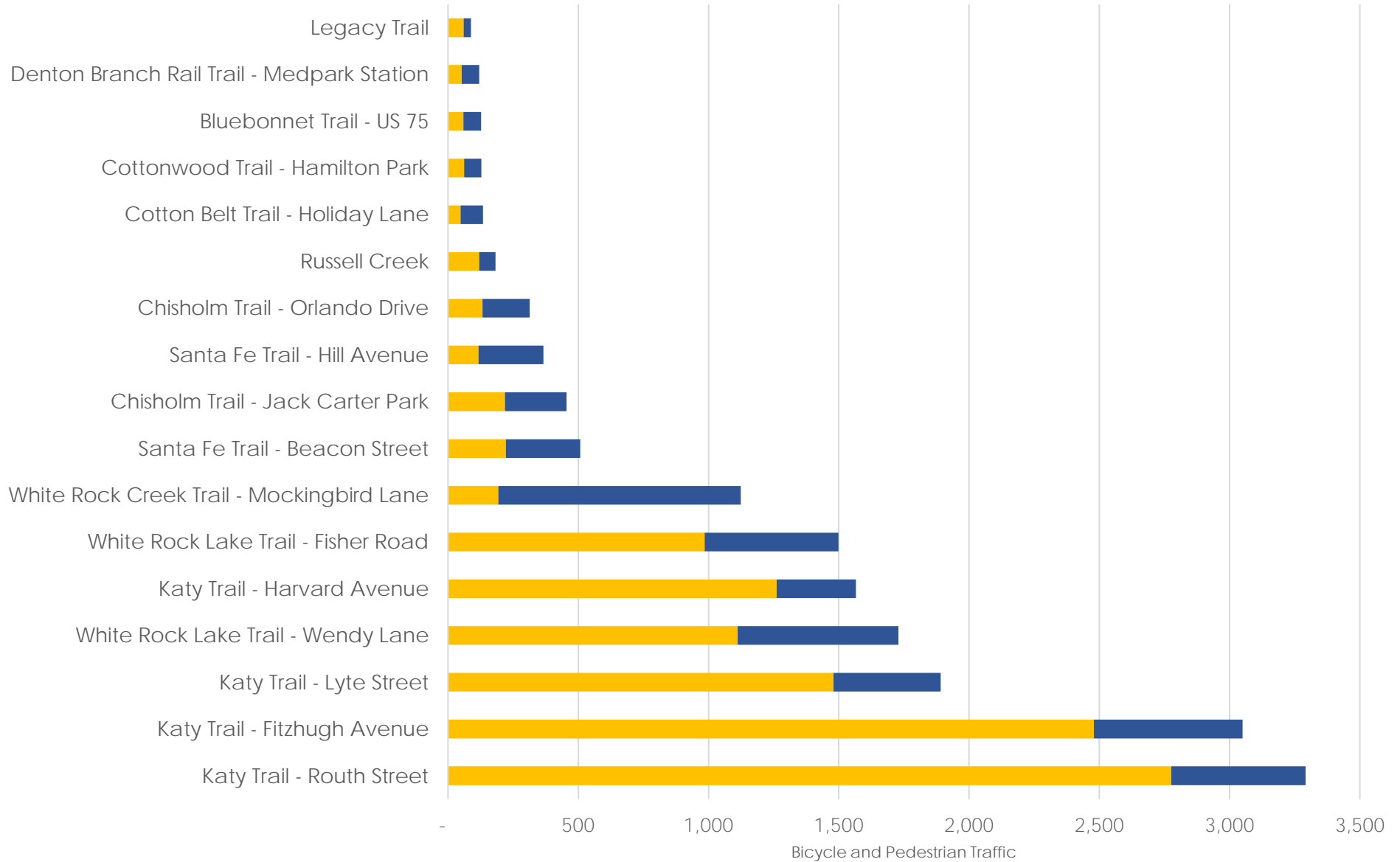
Seventeen count stations in the region collected 365 days of uninterrupted data in 2016. Exhibit 6 identifies bicycle and pedestrian AADT in 2016 for these 17 locations. Count stations that collected partial year data in 2016 were omitted. Two locations along the Katy Trail in Dallas averaged more than 3,000 bicycle and pedestrian traffic counts per day, which was the highest in the region while four other count stations in Dallas averaged more than 1,300 traffic counts per day.

Exhibits 7-11 chart the average daily traffic by month among the count station locations for each city involved in collecting bicycle and pedestrian traffic data.

Exhibit 6:

## Annual Average Daily Bicycle and Pedestrian Traffic (2016)

■ Pedestrians ■ Bicyclists



Note: Exhibit 6 reflects count stations that collected 365 days of uninterrupted data in 2016. Count stations that collected partial year data are omitted.

Exhibit 7:

## Dallas Count Stations Average Daily Traffic by Month (2016)

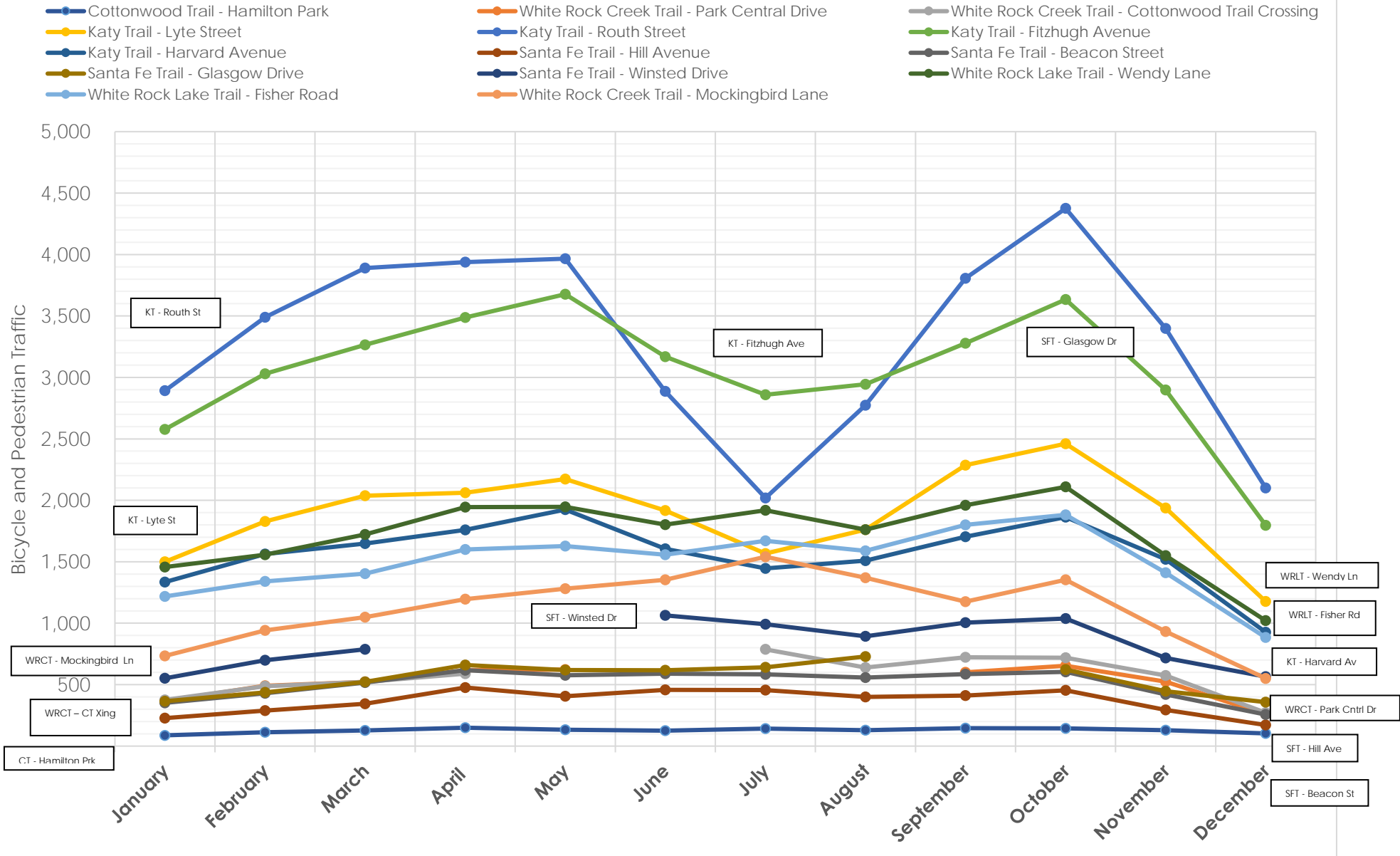


Exhibit 8:

### Denton Count Stations Average Daily Traffic by Month (2016)

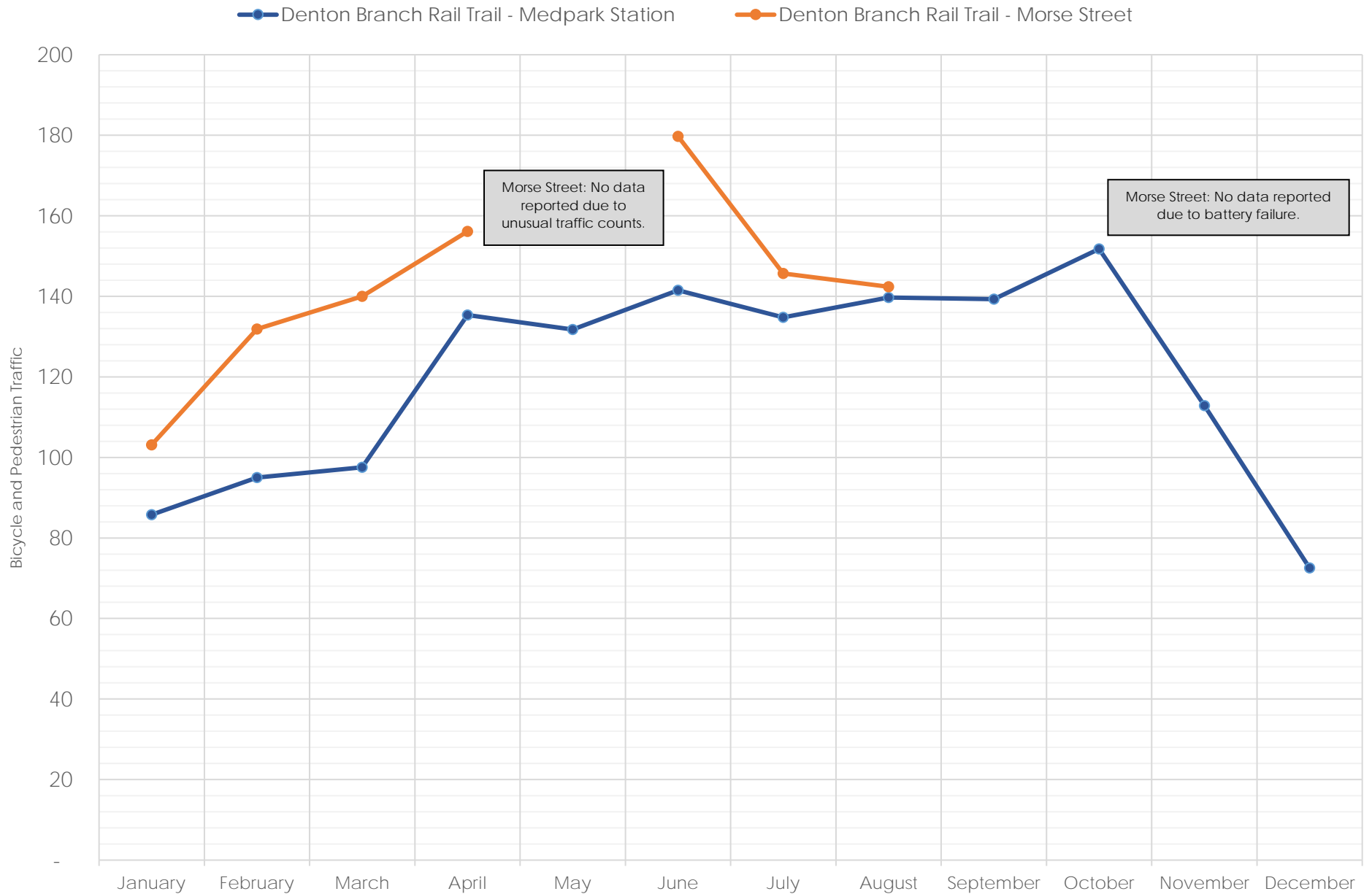


Exhibit 9:

### Fort Worth Count Stations Average Daily Traffic by Month (2016)

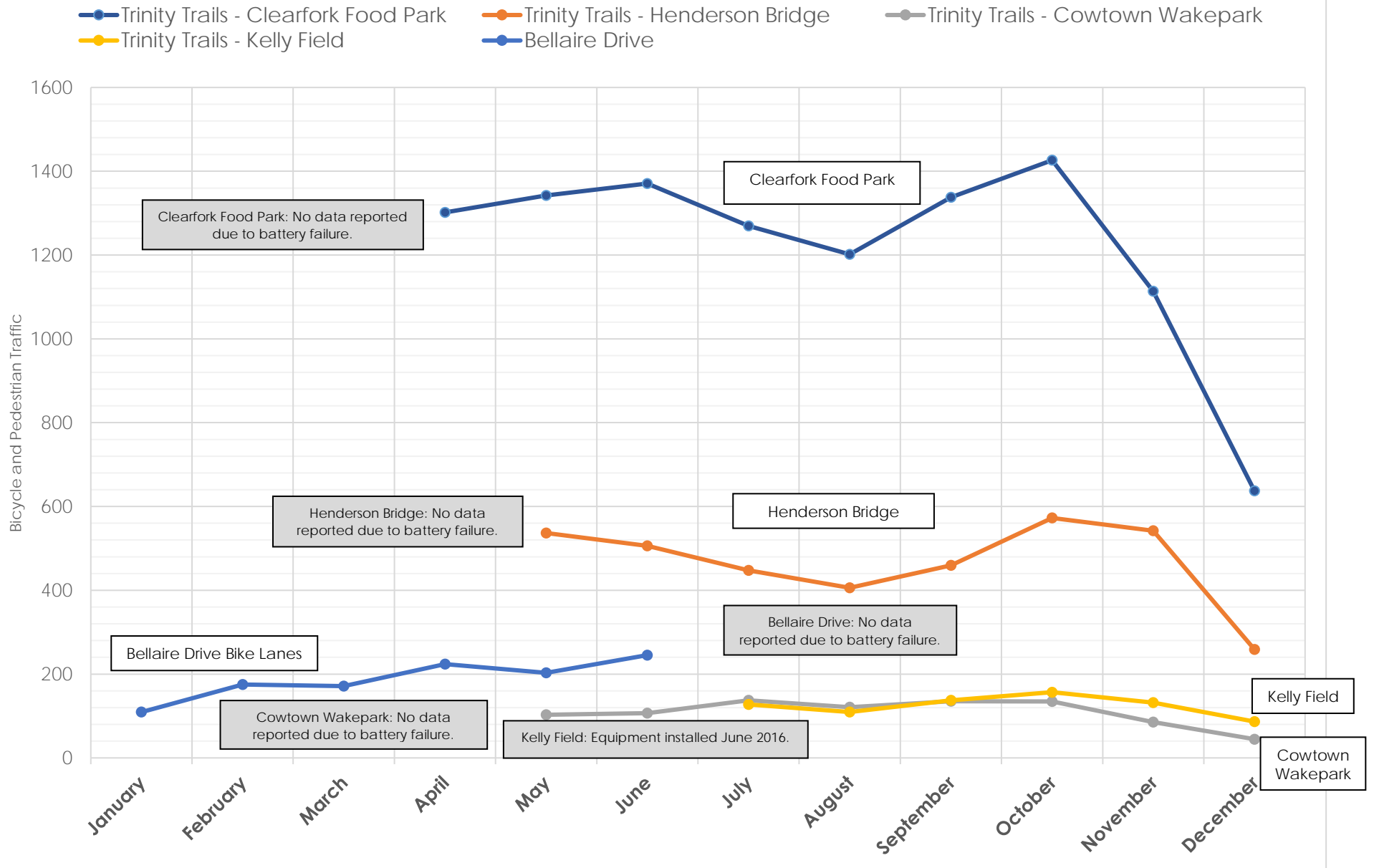


Exhibit 10:

### North Richland Hills Count Station Average Daily Traffic by Month (2016)

—●— Cotton Belt Trail - Holiday Lane

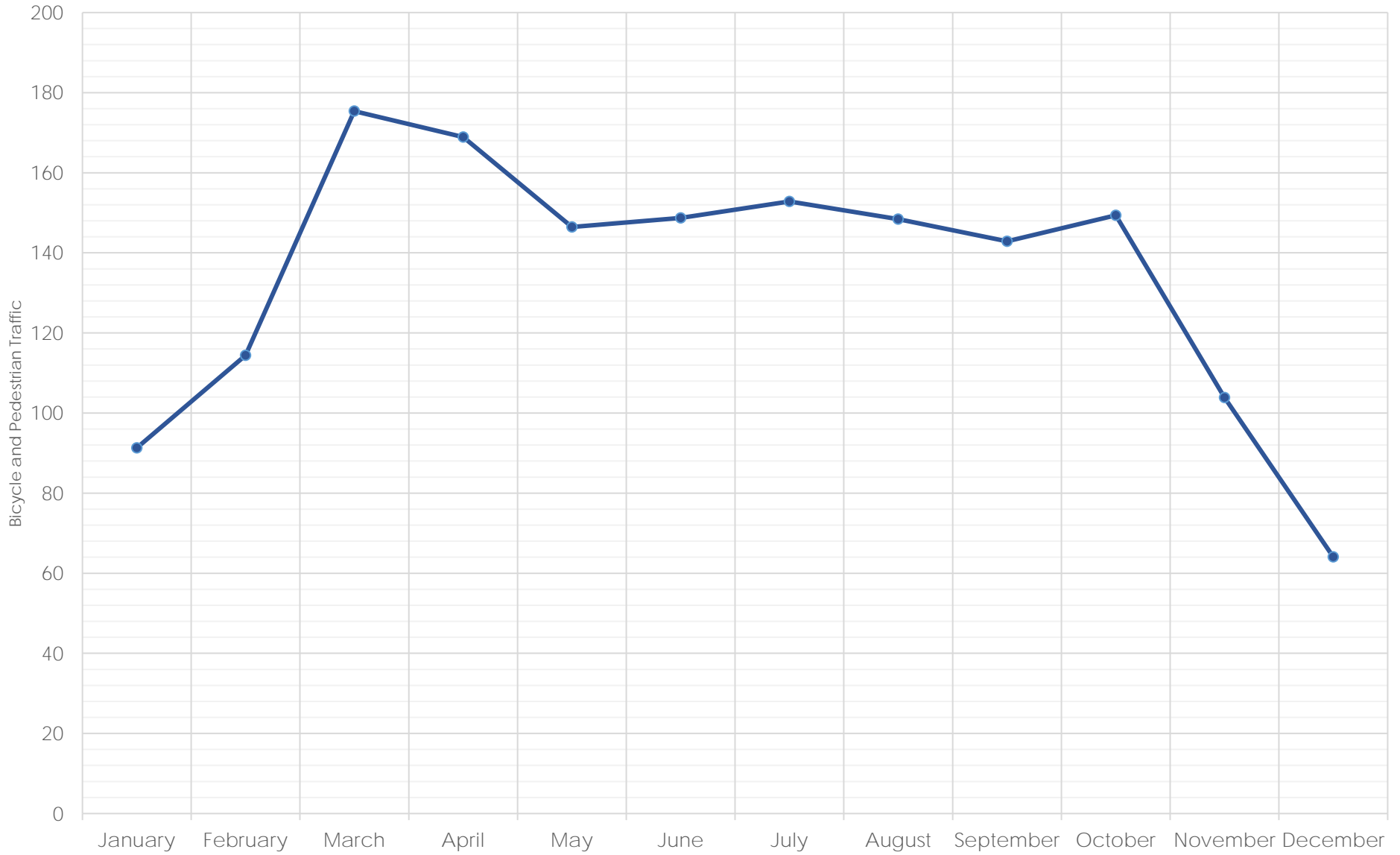
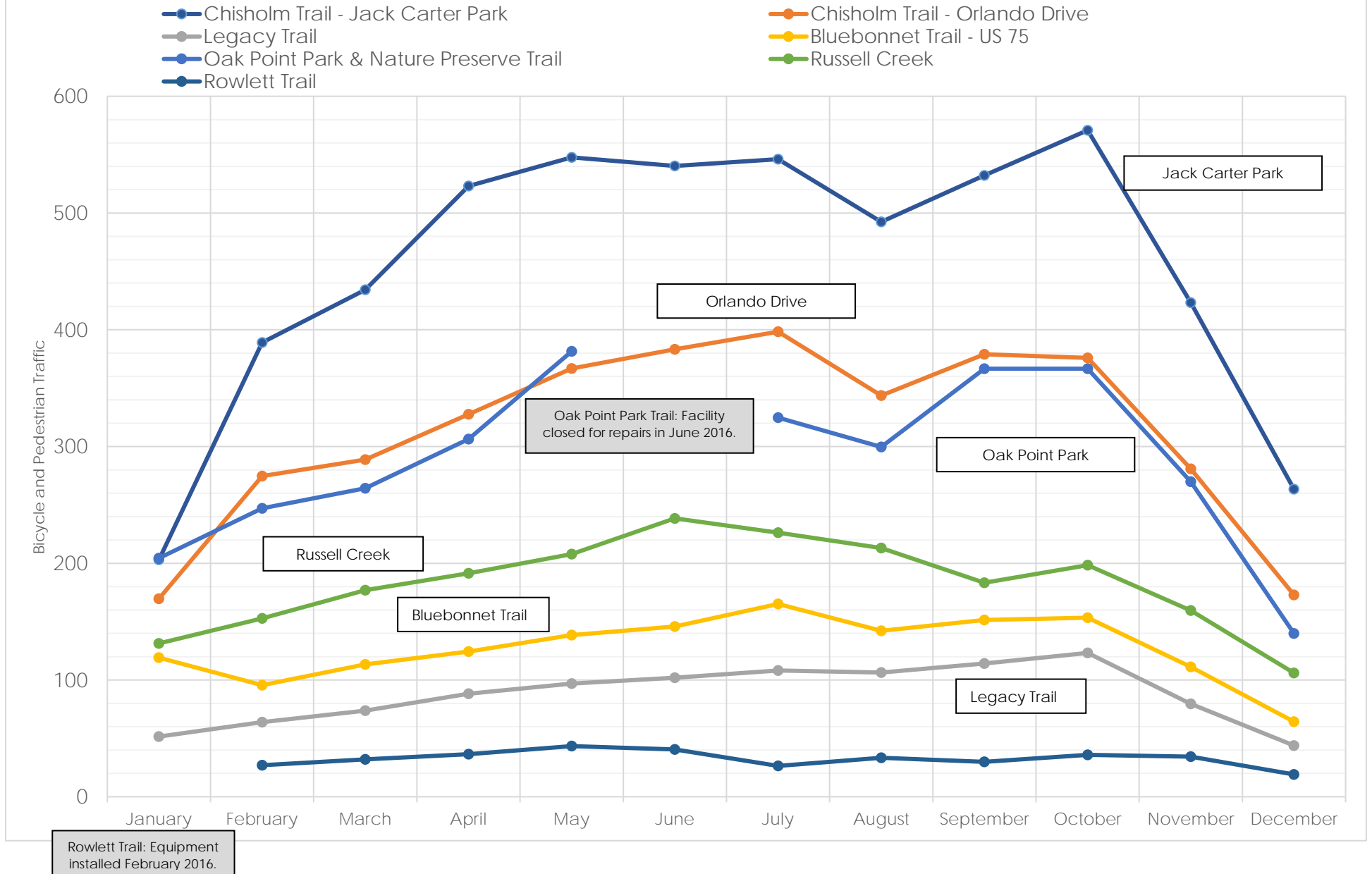


Exhibit 11:

## Plano Count Stations Average Daily Traffic by Month (2016)





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## Land Use and Active Transportation Traffic Counts

Count stations in the North Central Texas region are installed primarily in urban and suburban locations. After reviewing two years of data there are two general findings related to the influence of development density and the surrounding land uses on bicycle and pedestrian traffic:

- Dense urban areas experience higher pedestrian activity than bicyclist activity (both volume and proportion).
- Paths located in areas with limited development closely accessible by pedestrians nearby generally have a high proportion of bicycling activity.

Exhibits 12-15 summarize the surrounding land uses within a half-mile of four count stations across the region. These four count stations in Denton, Plano, Fort Worth, and Dallas serve as examples of the diversity of urban and suburban locations where shared-use paths are located.



*NCTCOG staff assessing the accuracy of count stations.*

Exhibit 12:

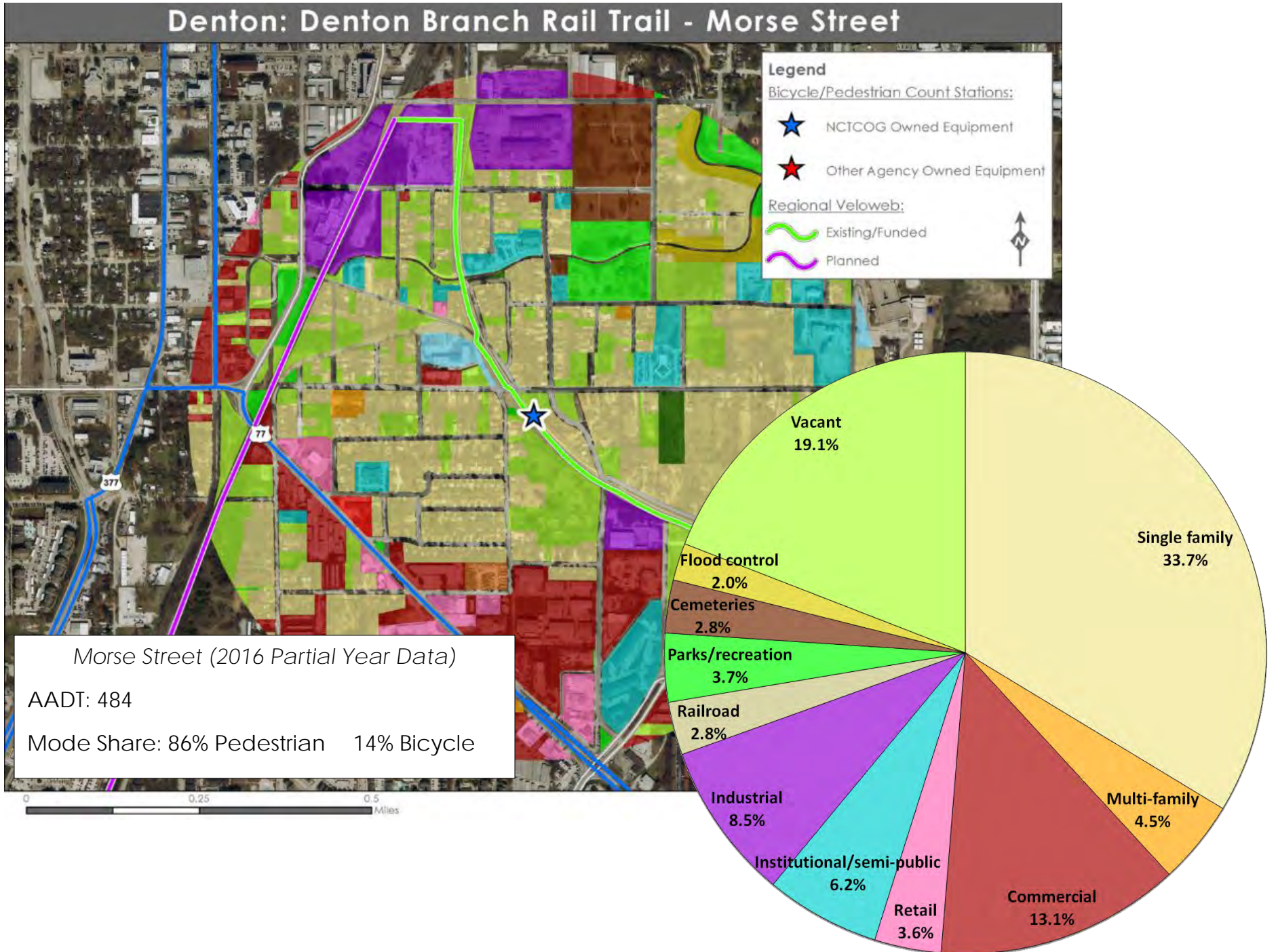
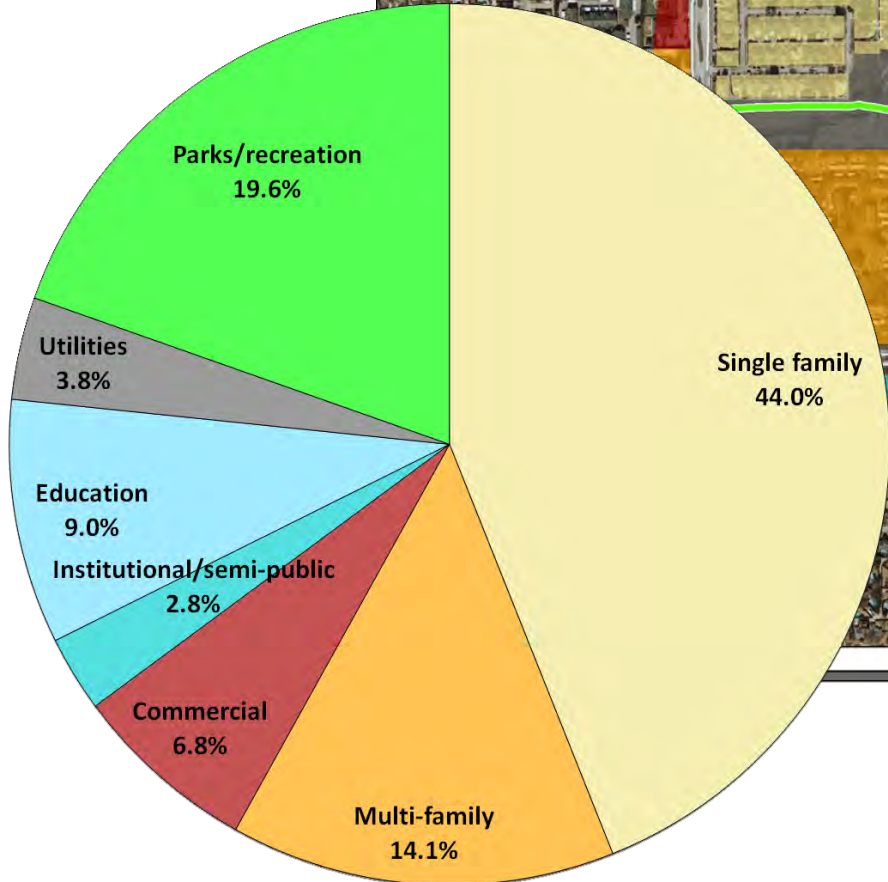
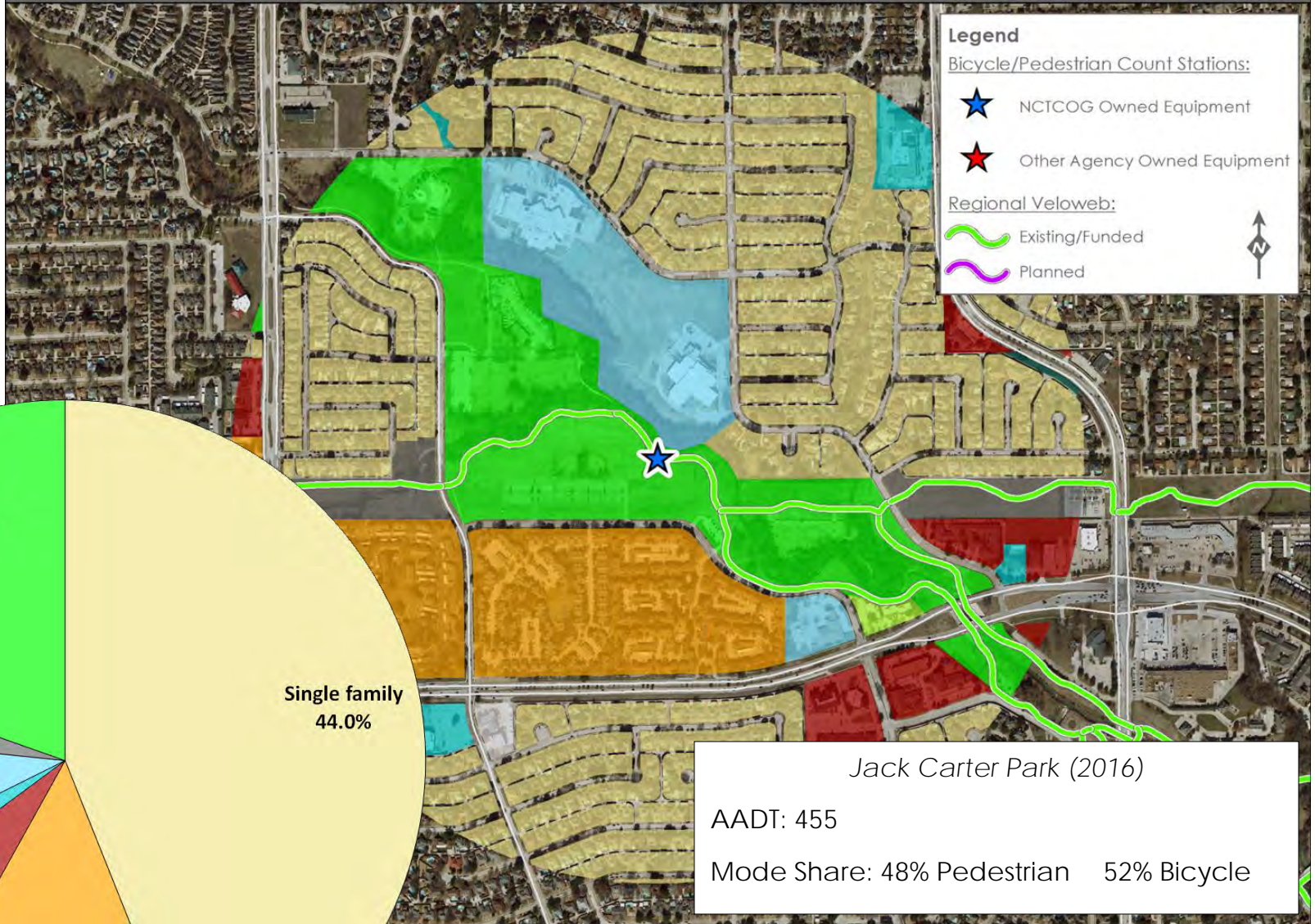


Exhibit 13:

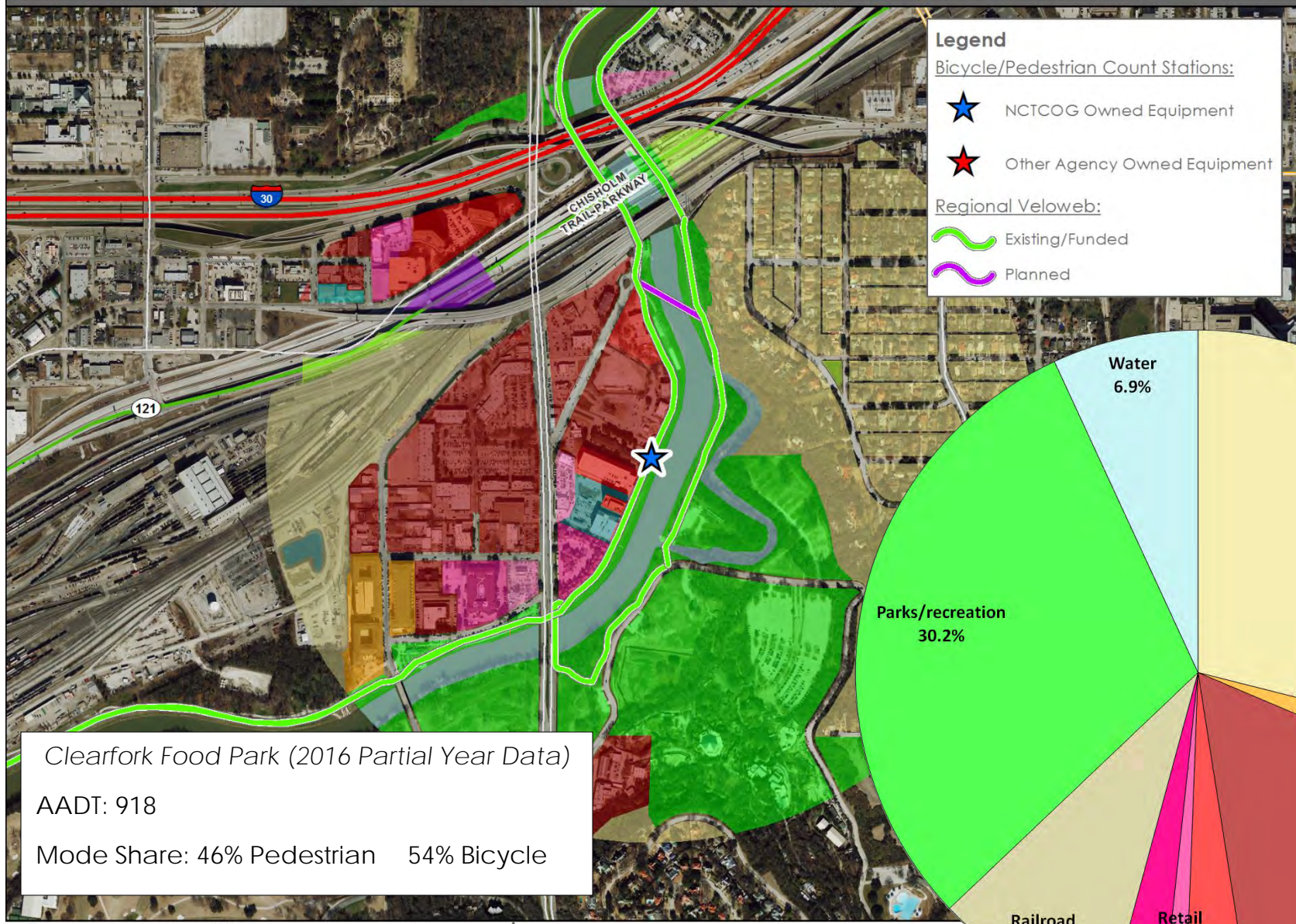
### Plano: Chisholm Trail - Jack Carter Park



Jack Carter Park (2016)  
AADT: 455  
Mode Share: 48% Pedestrian 52% Bicycle

Exhibit 14:

# Fort Worth: Trinity Trails - Clearfork Food Park



Clearfork Food Park (2016 Partial Year Data)  
 AADT: 918  
 Mode Share: 46% Pedestrian    54% Bicycle

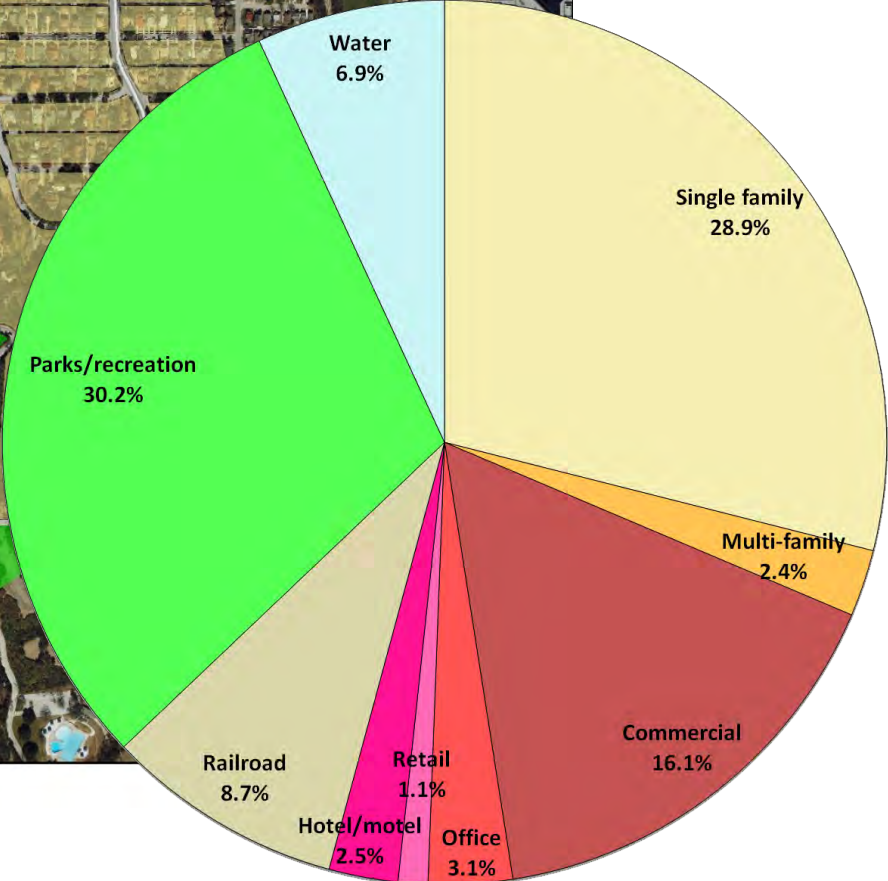
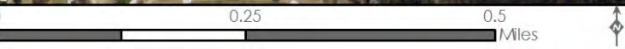
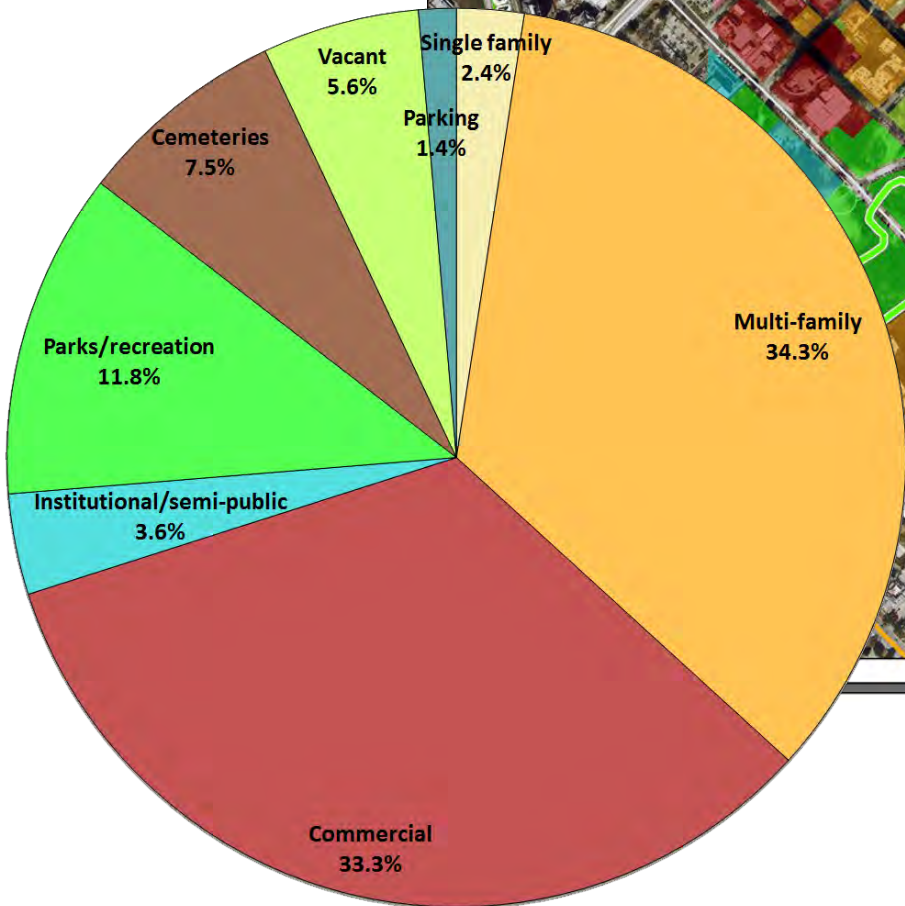
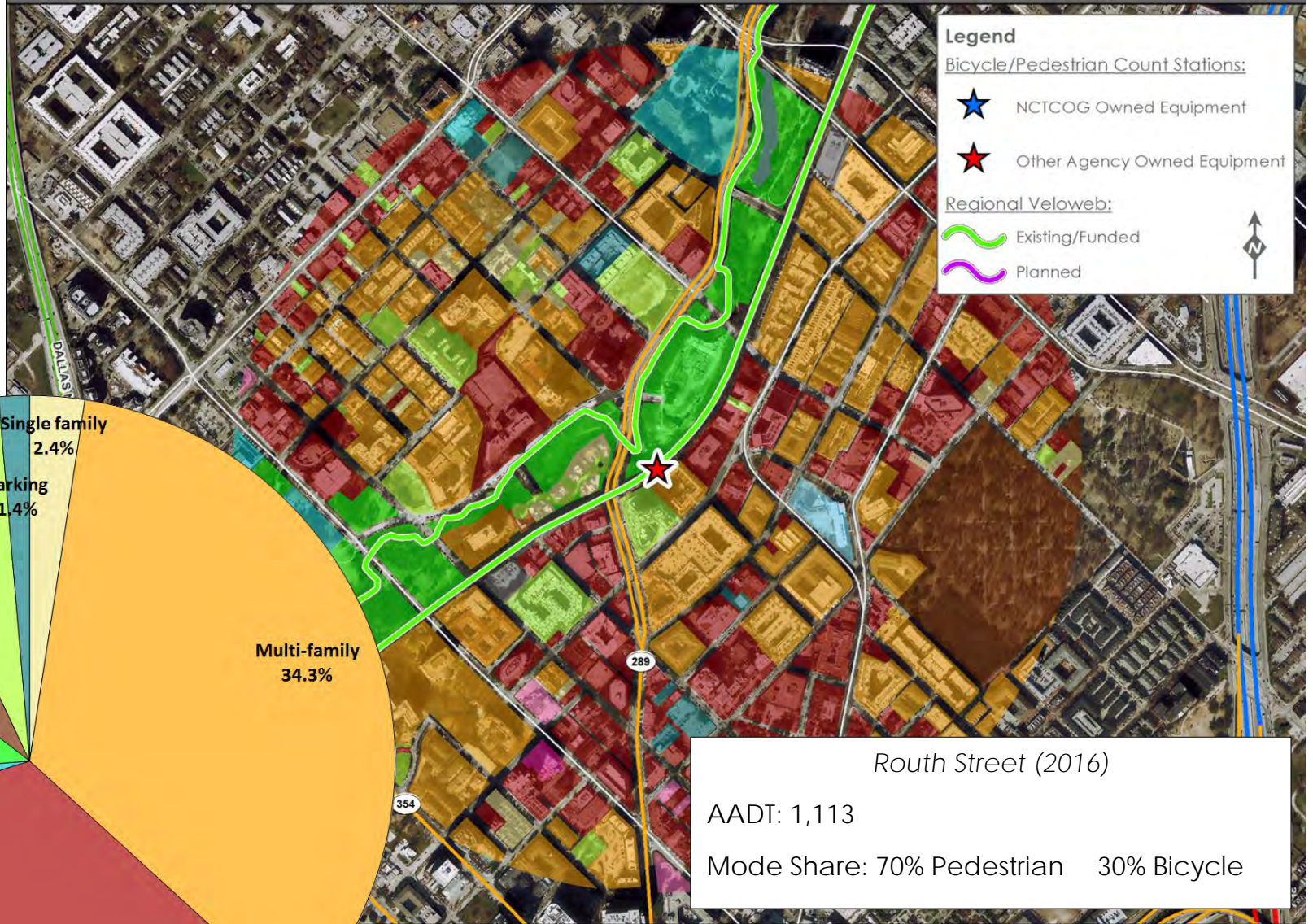


Exhibit 15:

### Dallas: Katy Trail - Routh Street



Routh Street (2016)  
AADT: 1,113  
Mode Share: 70% Pedestrian 30% Bicycle

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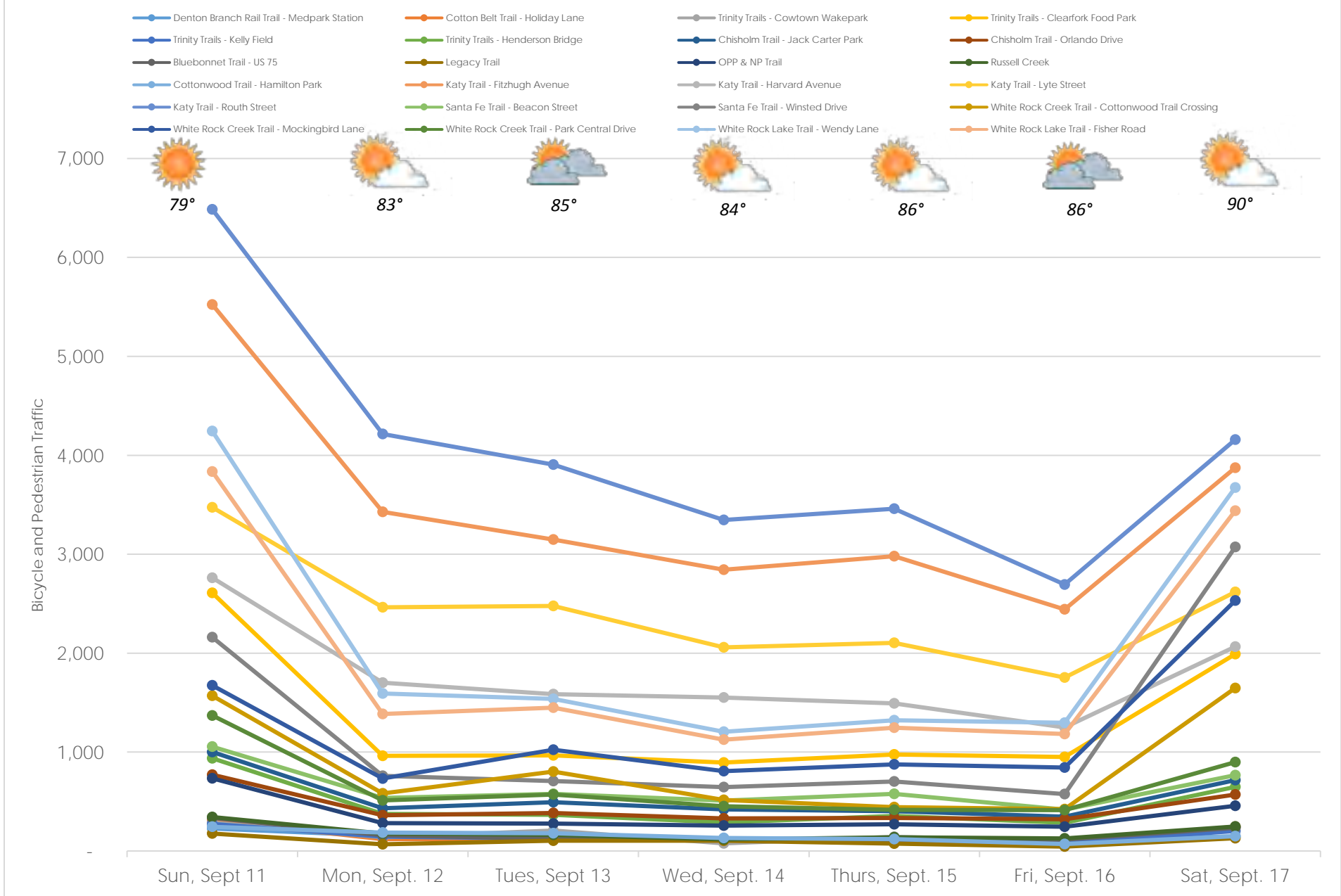
## Sample Week Data

While understanding the traffic patterns and travel behaviors of bicyclists and pedestrians by month can inform planners when activity is at its peak, understanding when bicyclists and pedestrians travel by day of the week provides additional insight. The week of September 11, 2016, as shown in Exhibit 16, is a representative snapshot of weekly travel patterns. This specific week is highlighted since it is consistent with the National Bicycle and Pedestrian Documentation Project, a nationwide effort to establish a consistent model of data collection for people using active transportation. On this week, the highest traffic counts recorded at count stations across the North Central Texas region were on Sunday, September 11 and Saturday, September 17.



Exhibit 16:

## Total Daily Traffic During the Week of September 11, 2016



Note: The Bellaire Drive Bike Lanes and Denton Branch Rail Trail at Morse Street were not collecting data during this time.

## Summary

Understanding where North Texans are walking and bicycling will allow NCTCOG and regional stakeholders to make more data-driven decisions.

In 2015, the 26 count stations monitored by NCTCOG recorded nearly 4.3 million bicycle and pedestrian traffic counts. In 2016, all 31 of the count stations recorded over 7.4 million bicycle and pedestrian traffic counts in total. The traffic count total would have been higher if not for battery failures and gaps in data collection among several counters. As more count equipment is installed and as all equipment locations record data throughout the year, this number is expected to greatly increase.

## Limitations of Data

The amount of bicycle and pedestrian traffic registered by counting equipment presented in this report does not represent unique individuals. Similar to motor vehicle counts, the equipment counts the number of times bicyclists and pedestrians pass by each count station. The technology used by the count equipment, primarily the passive-infrared sensor, is unable to

distinguish the number of pedestrians who may walk side-by-side and in large groups. Therefore, the data in this report should be interpreted as slightly conservative. NCTCOG validated the accuracy of six NCTCOG-owned count stations in 2015 and developed a unique correction factor for each mode at each location. NCTCOG staff observed the count stations for four hours and compared the manually recorded data to that collected by the equipment. Results from the validation process found pedestrians to have a higher error rate (ranging from 3-30 percent) than bicyclists (ranging from 4-8 percent). Correction factors were applied to the following six count stations:

1. Chisholm Trail – Jack Carter Park
2. Chisholm Trail – Orlando Drive
3. Denton Branch Rail Trail – Medpark Station
4. Denton Branch Rail Trail – Morse Street
5. Trinity Trails – Henderson Street Bridge
6. Trinity Trails – Clearfork Food Park

## Short Duration Count Data

In addition to the permanent count equipment collecting bicycle and pedestrian traffic counts continuously throughout the year, mobile count equipment can be deployed to collect short duration counts to capture a snapshot of activity at many locations for geographic coverage.

NCTCOG has mobile equipment available for loan to local jurisdictions to conduct short-term counts of bicyclists and pedestrians on either shared-use paths or streets. This equipment is typically installed for two to three weeks at each location.

Agencies interested in borrowing NCTCOG's mobile counting equipment can contact NCTCOG staff. Additional information about the loan program can be found online at:

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

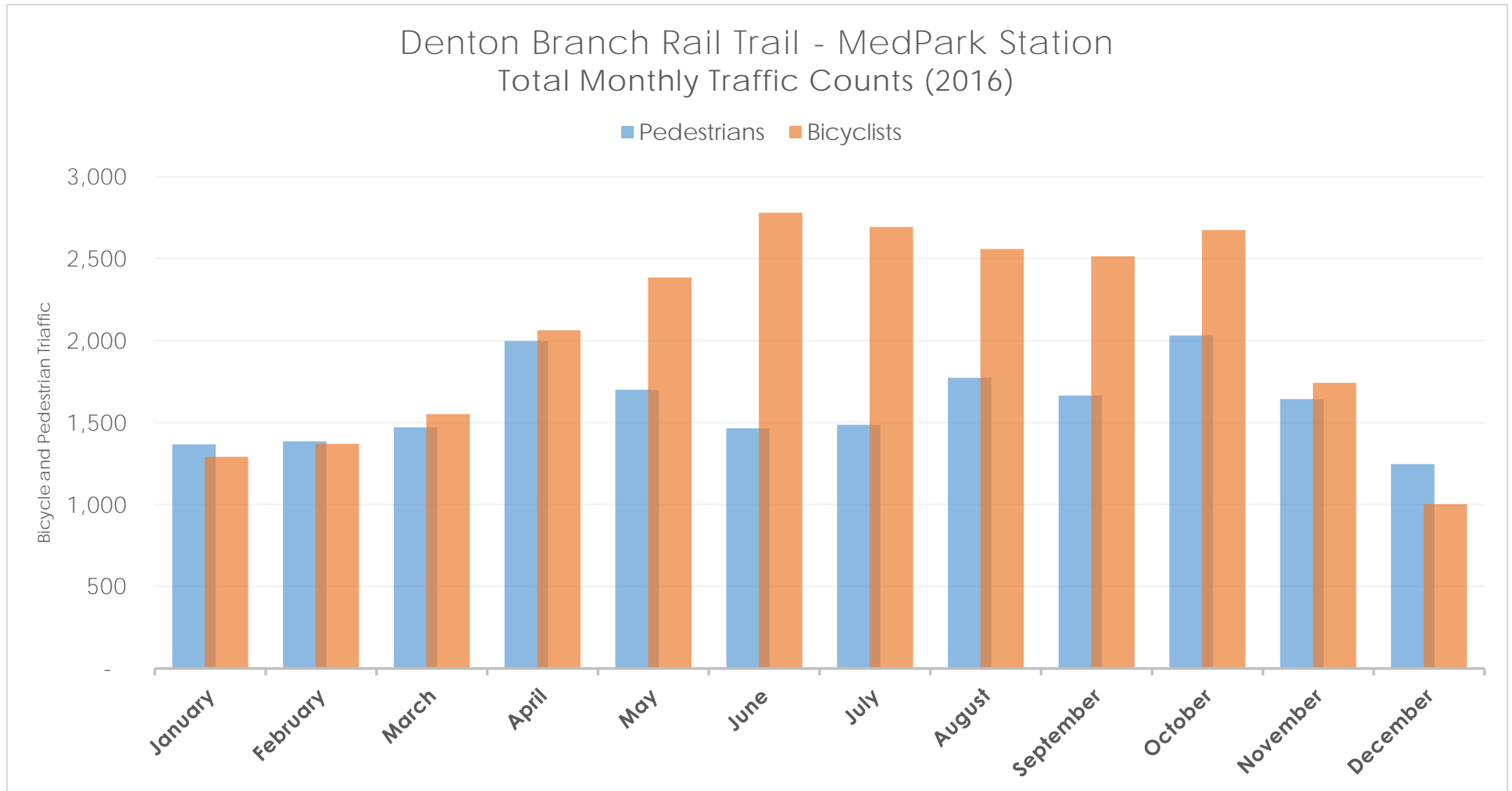


*Installation of a mobile counter on the John Barfield Trail  
in North Richlands Hills*

Appendix:  
Individual Count Station Summaries

# Denton

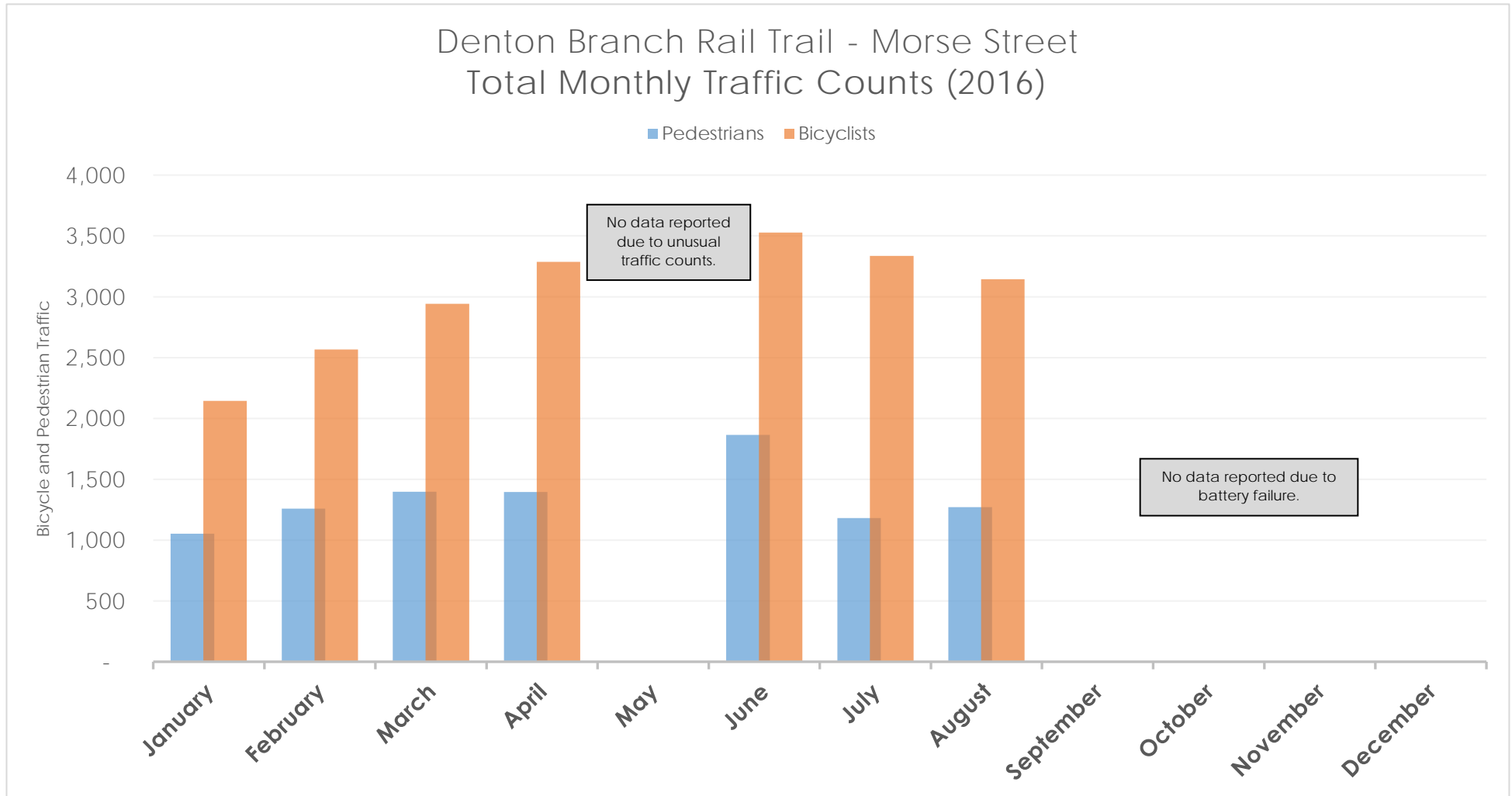
Exhibit 17:



2016 Annual Traffic	
Pedestrians	19,230
Bicyclists	24,626
Total Traffic	43,856

# Denton

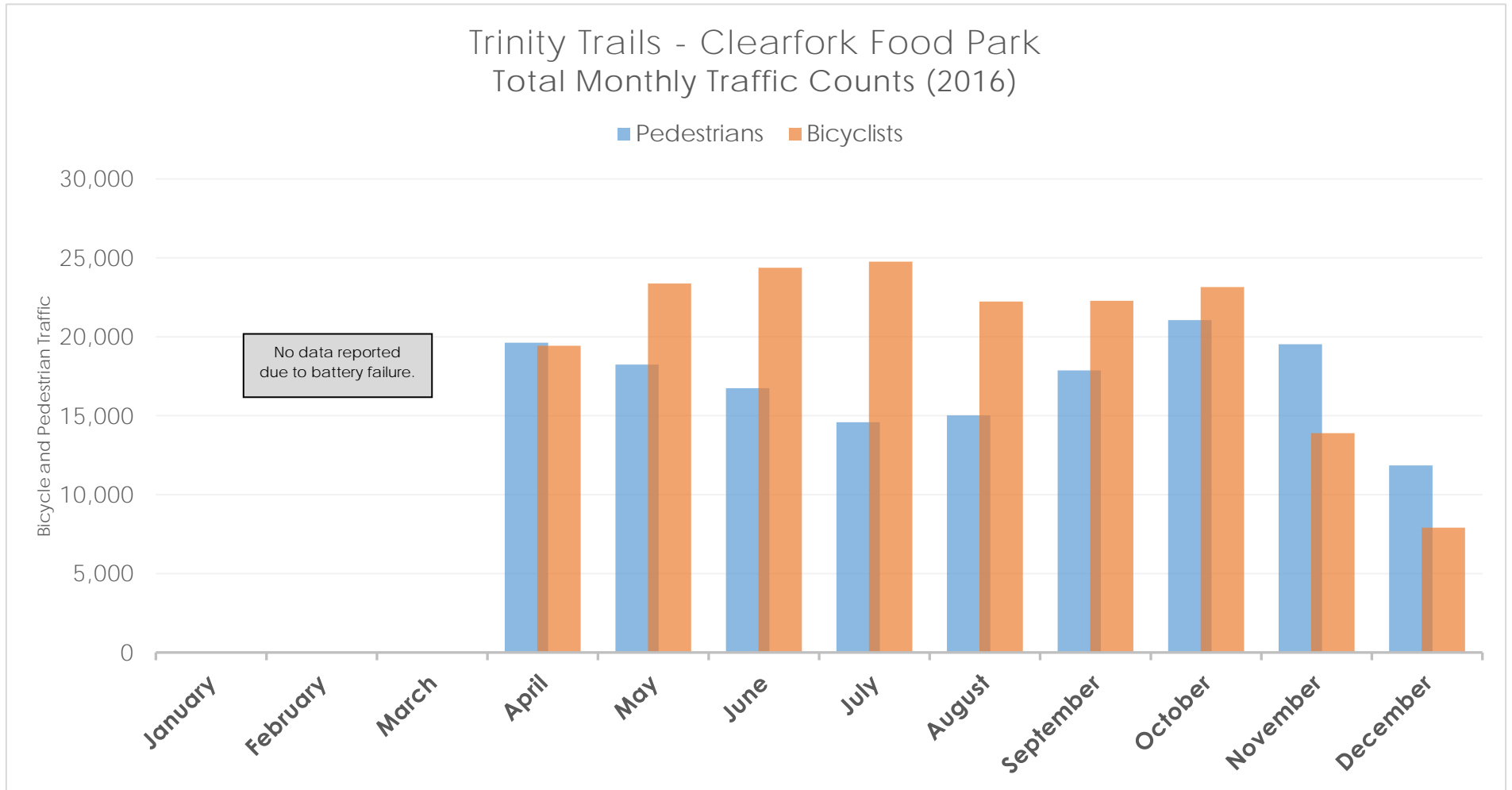
Exhibit 18:



2016 Annual Traffic (partial year)	
Pedestrians	9,421
Bicyclists	20,945
Total Traffic	30,366

# Fort Worth

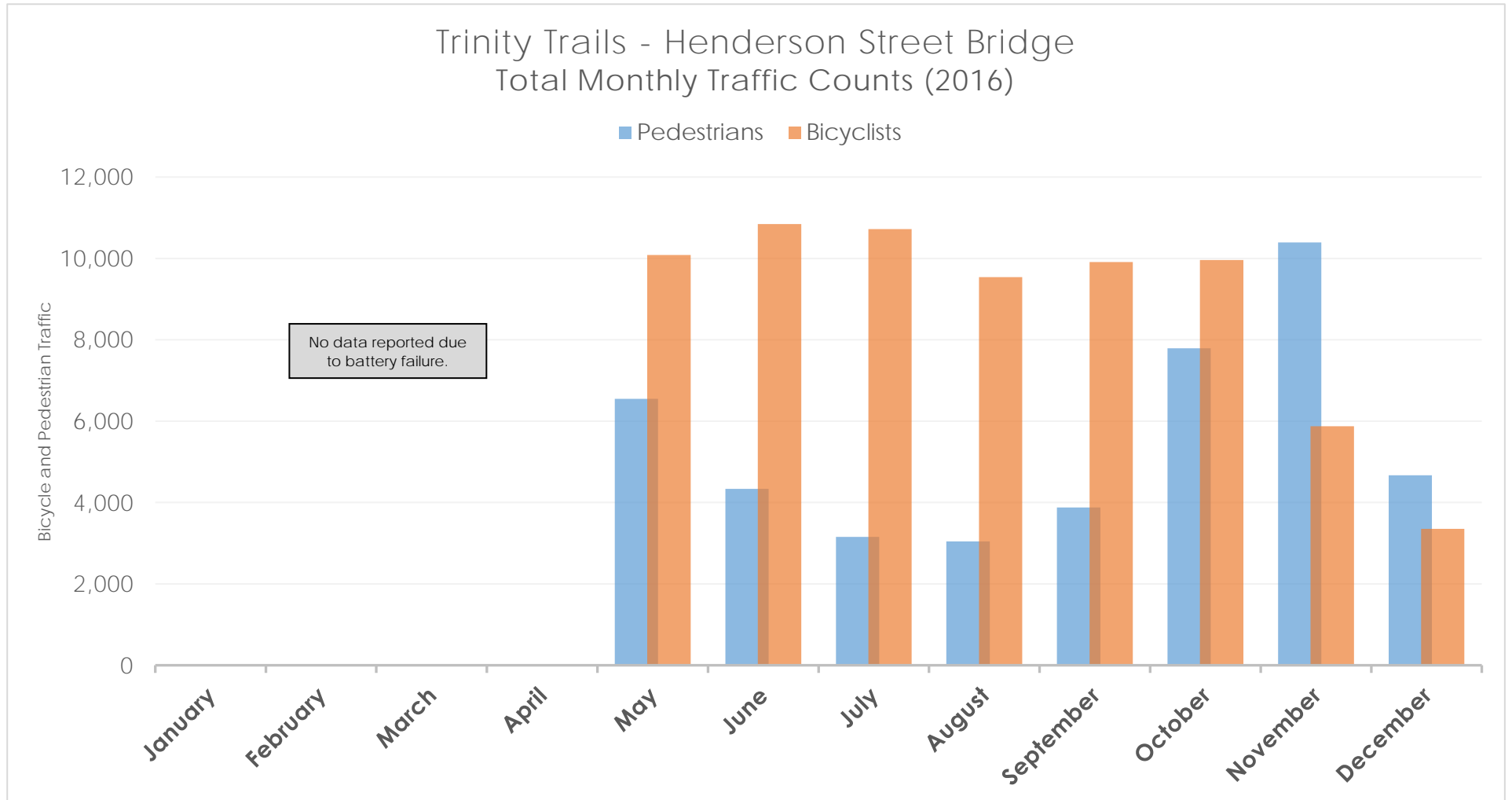
Exhibit 19:



2016 Annual Traffic (partial year)	
Pedestrians	154,514
Bicyclists	181,387
Total Traffic	335,901

# Fort Worth

Exhibit 20:

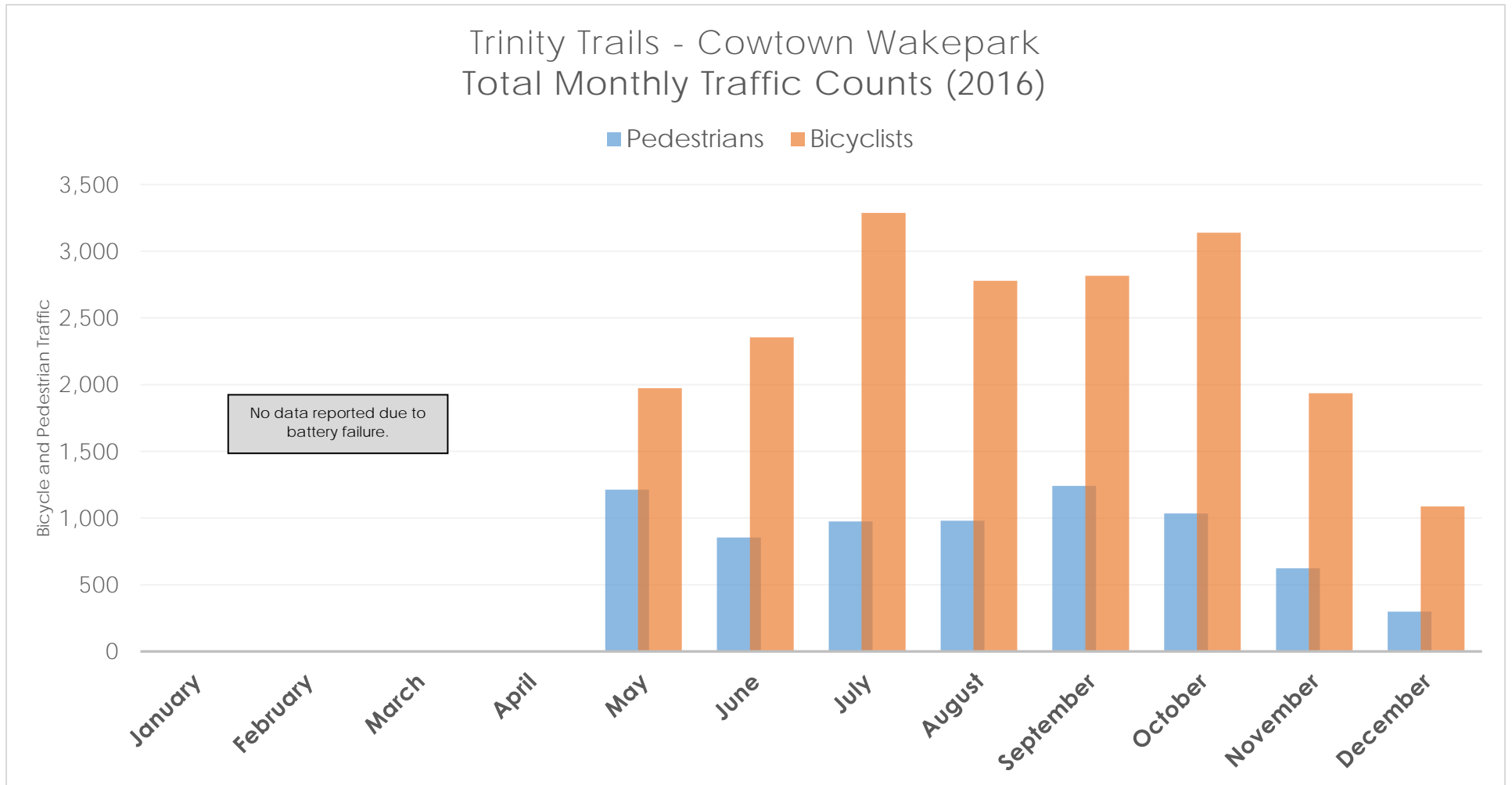


2016 Annual Traffic (partial year)	
Pedestrians	43,822
Bicyclists	70,283
Total Traffic	114,105



# Fort Worth

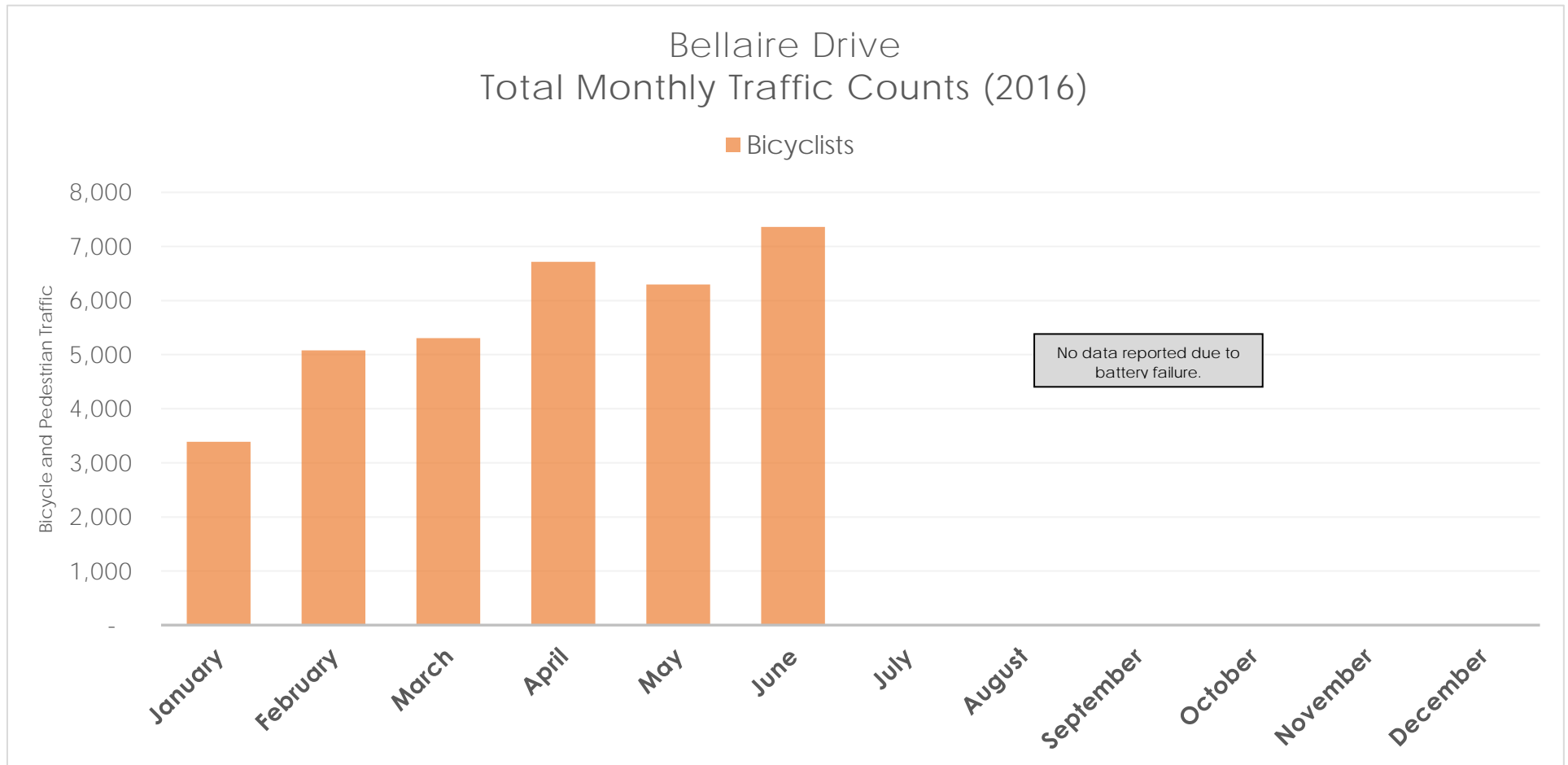
Exhibit 21:



2016 Annual Traffic (partial year)	
Pedestrians	7,219
Bicyclists	19,366
Total Traffic	26,585

# Fort Worth

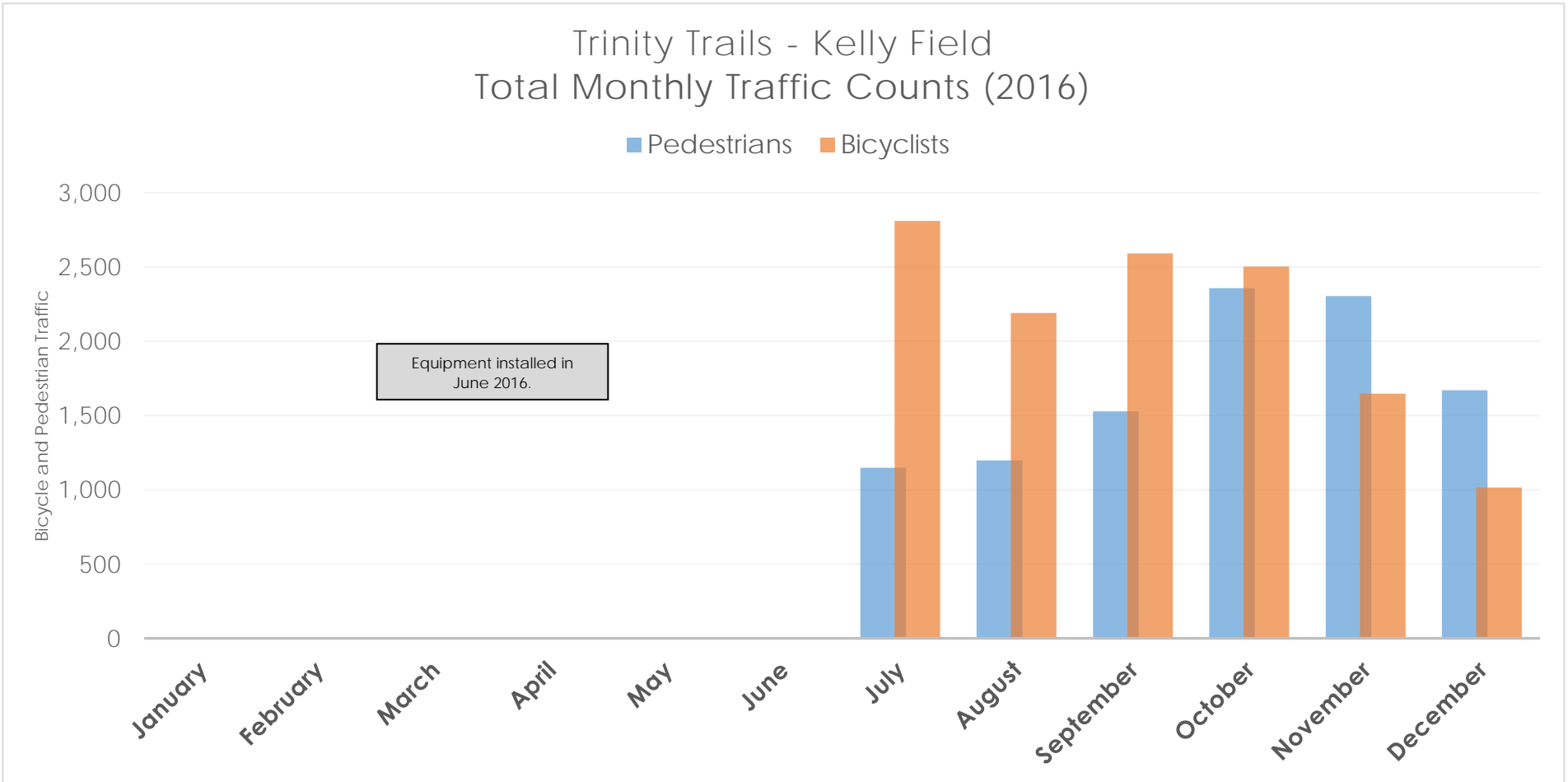
Exhibit 22:



2016 Annual Traffic (partial year)	
Bicyclists	34,143
Total Traffic	34,143

# Fort Worth

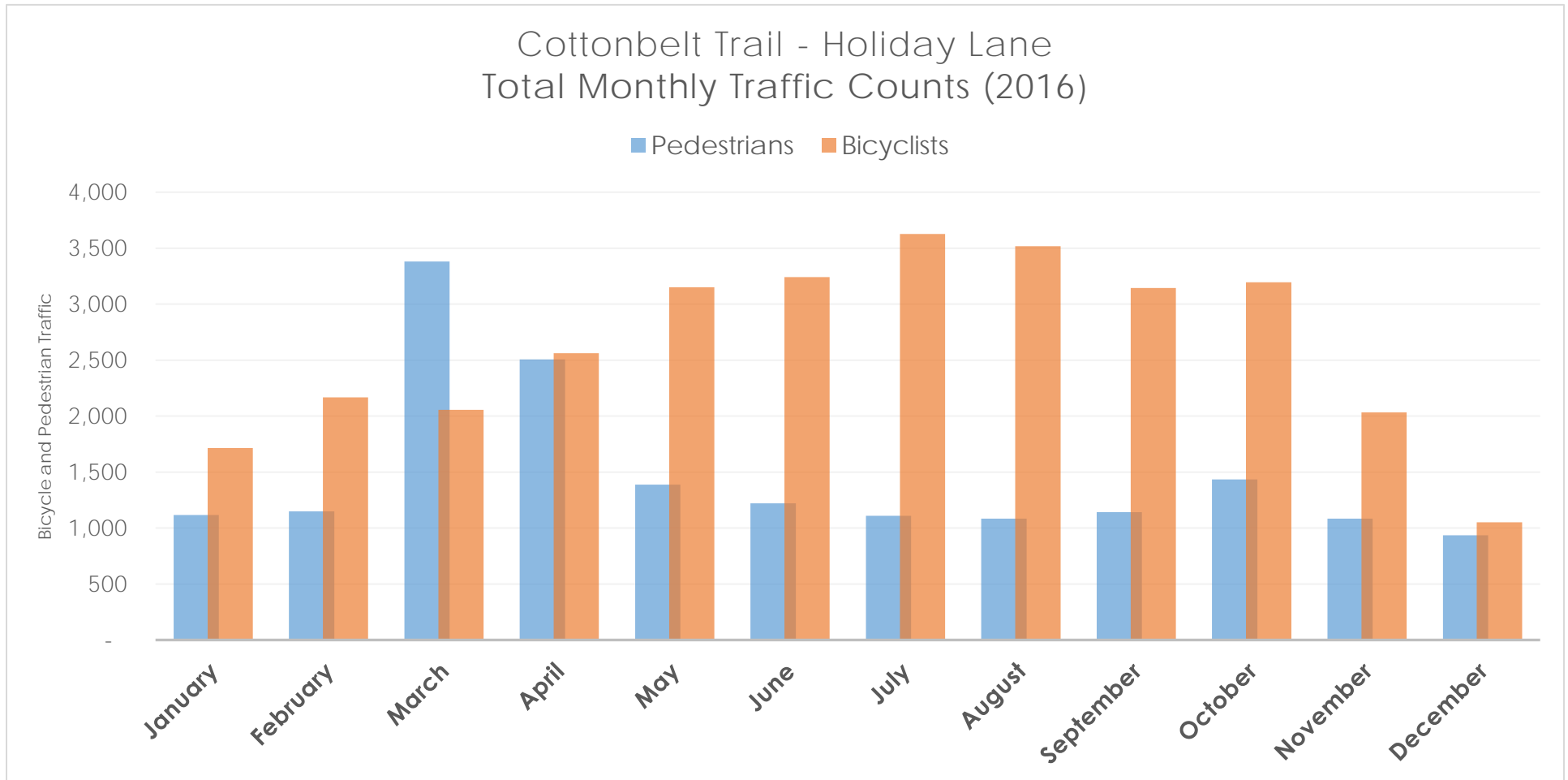
Exhibit 23:



2016 Annual Traffic (partial year)	
Pedestrians	10,206
Bicyclists	12,760
Total Traffic	22,966

# North Richland Hills

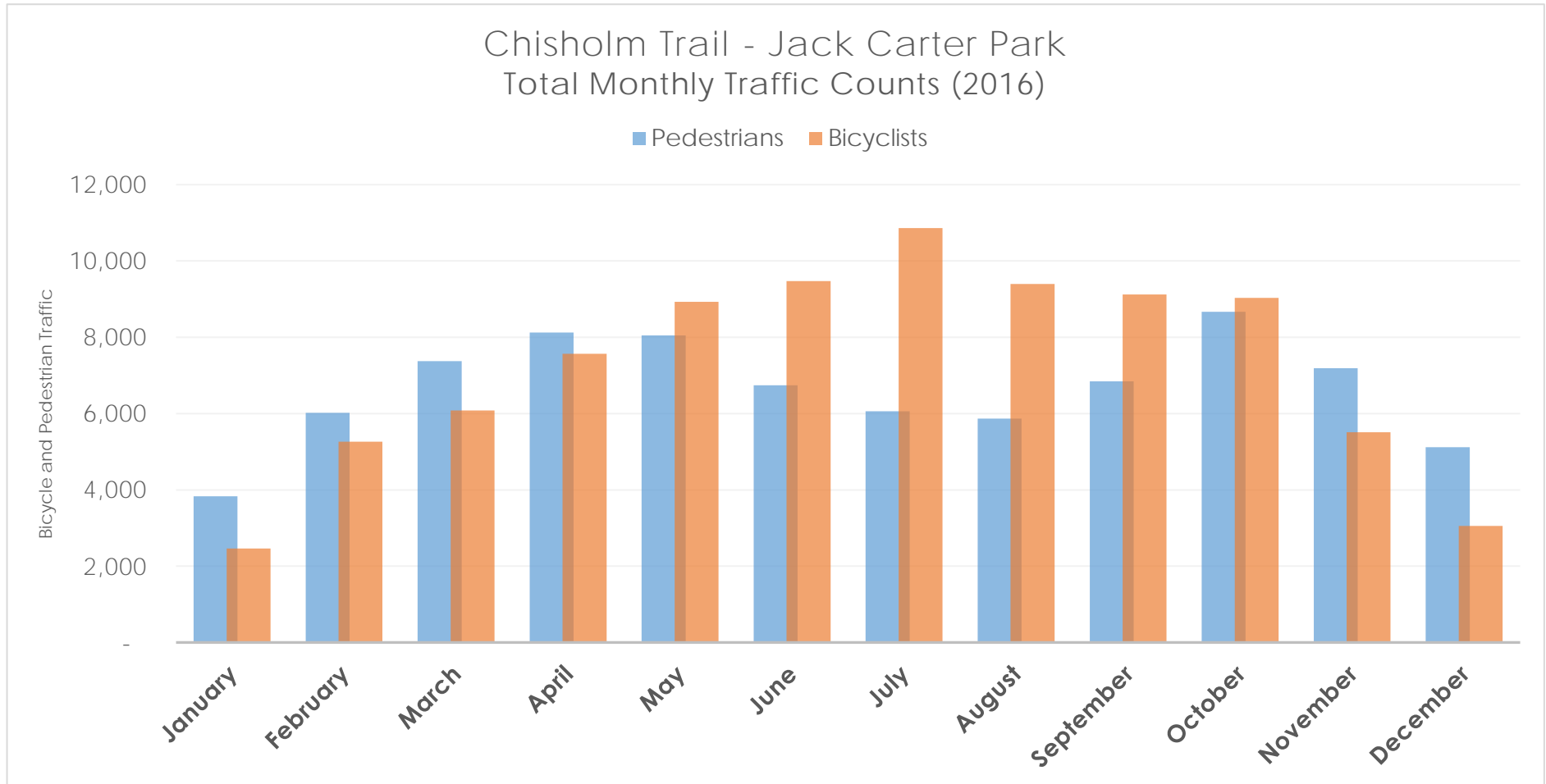
Exhibit 24:



2016 Annual Traffic	
Pedestrians	17,551
Bicyclists	31,463
Total Traffic	49,014

# Plano

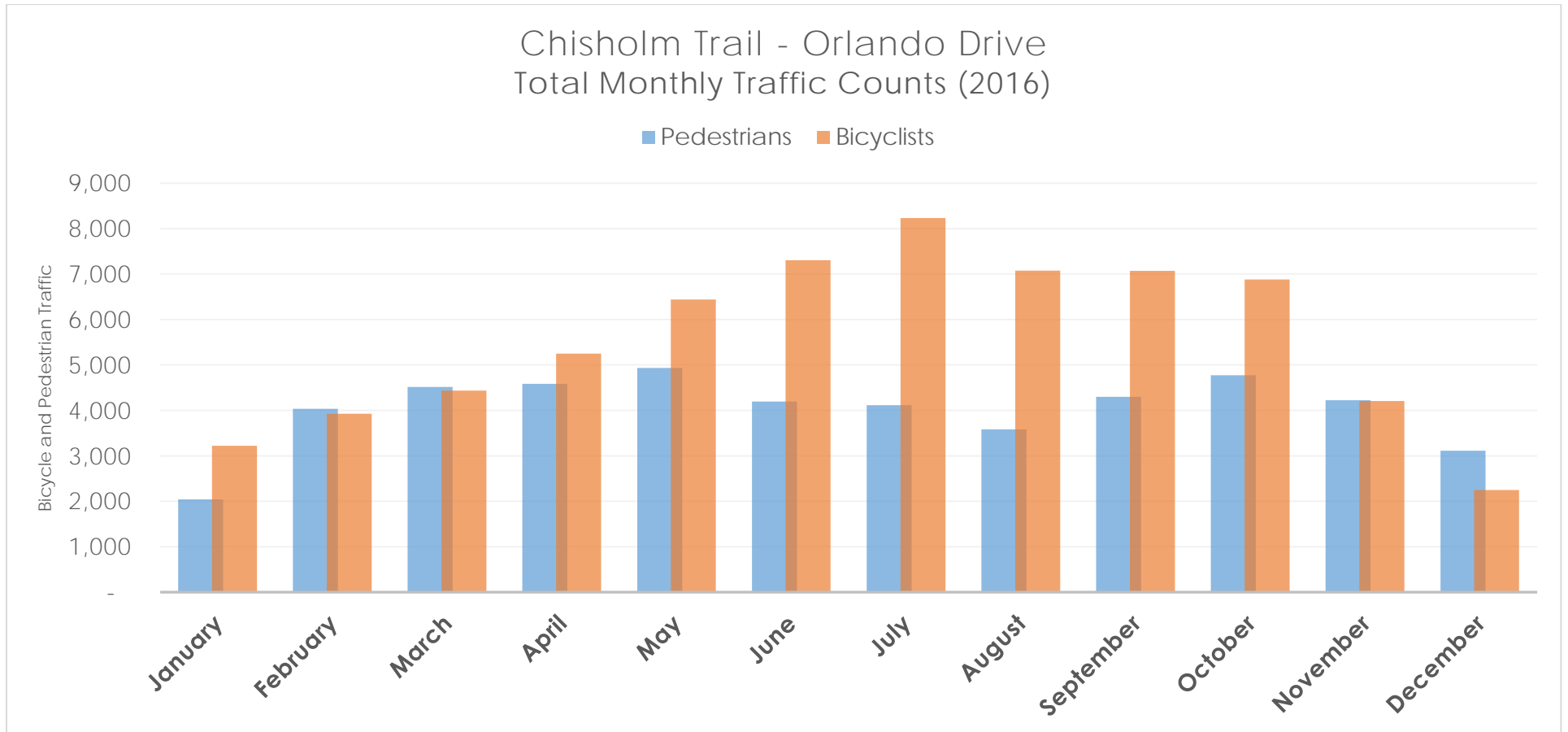
Exhibit 25:



2016 Annual Traffic	
Pedestrians	79,890
Bicyclists	86,755
Total Traffic	166,646

# Plano

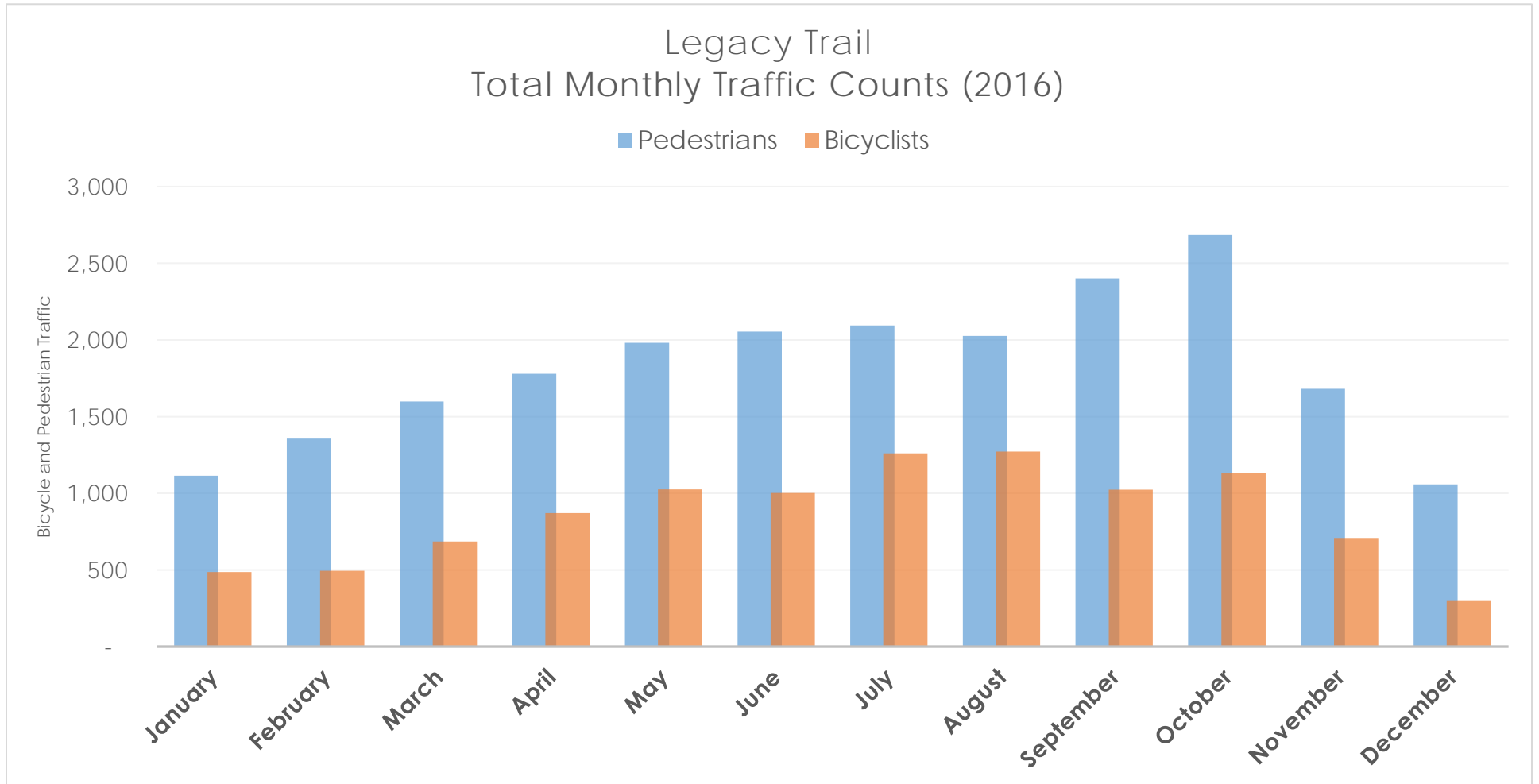
Exhibit 26:



2016 Annual Traffic	
Pedestrians	48,411
Bicyclists	66,284
Total Traffic	114,695

# Plano

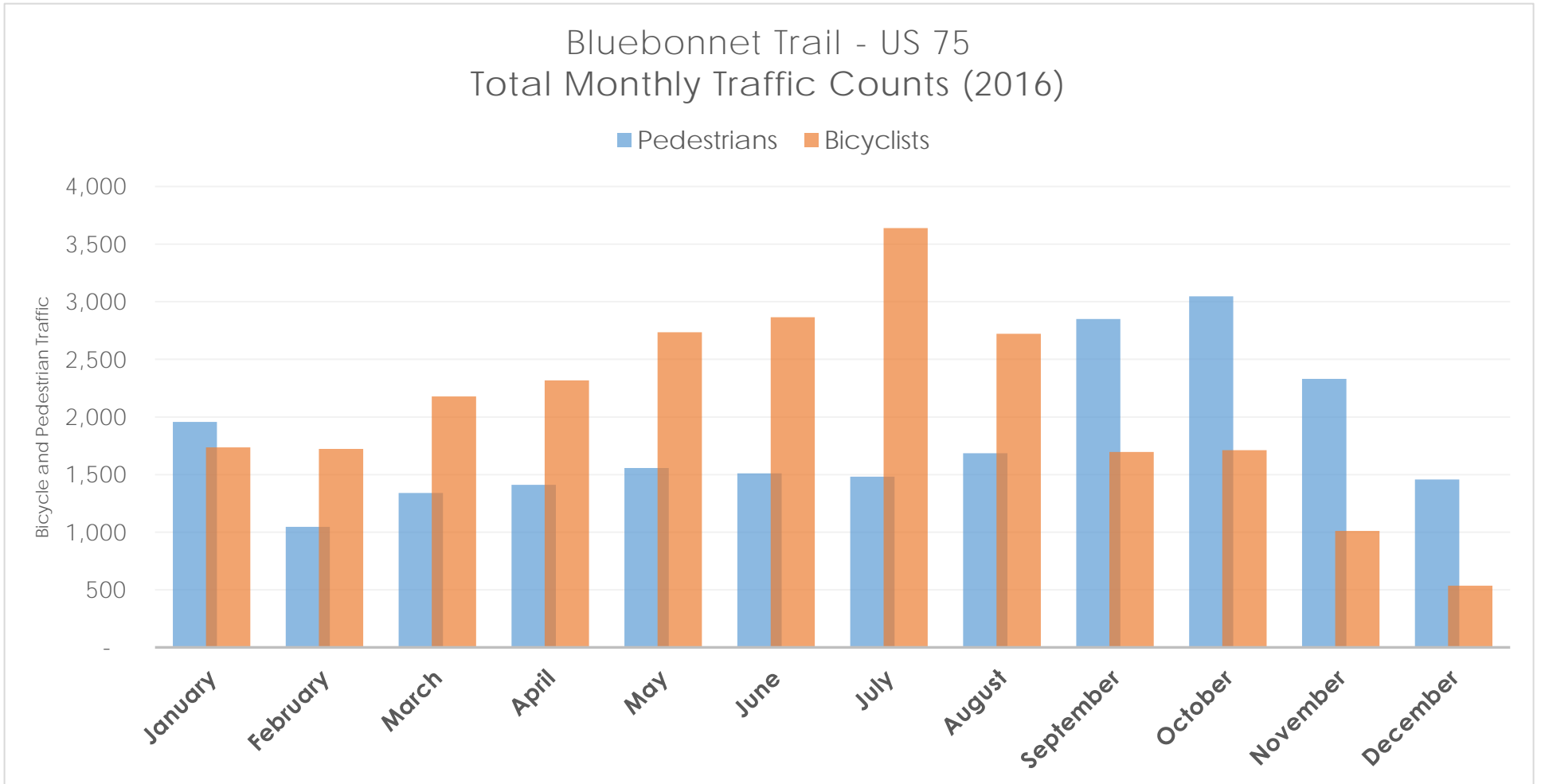
Exhibit 27:



2016 Annual Traffic	
Pedestrians	21,831
Bicyclists	10,266
Total Traffic	32,097

# Plano

Exhibit 28:

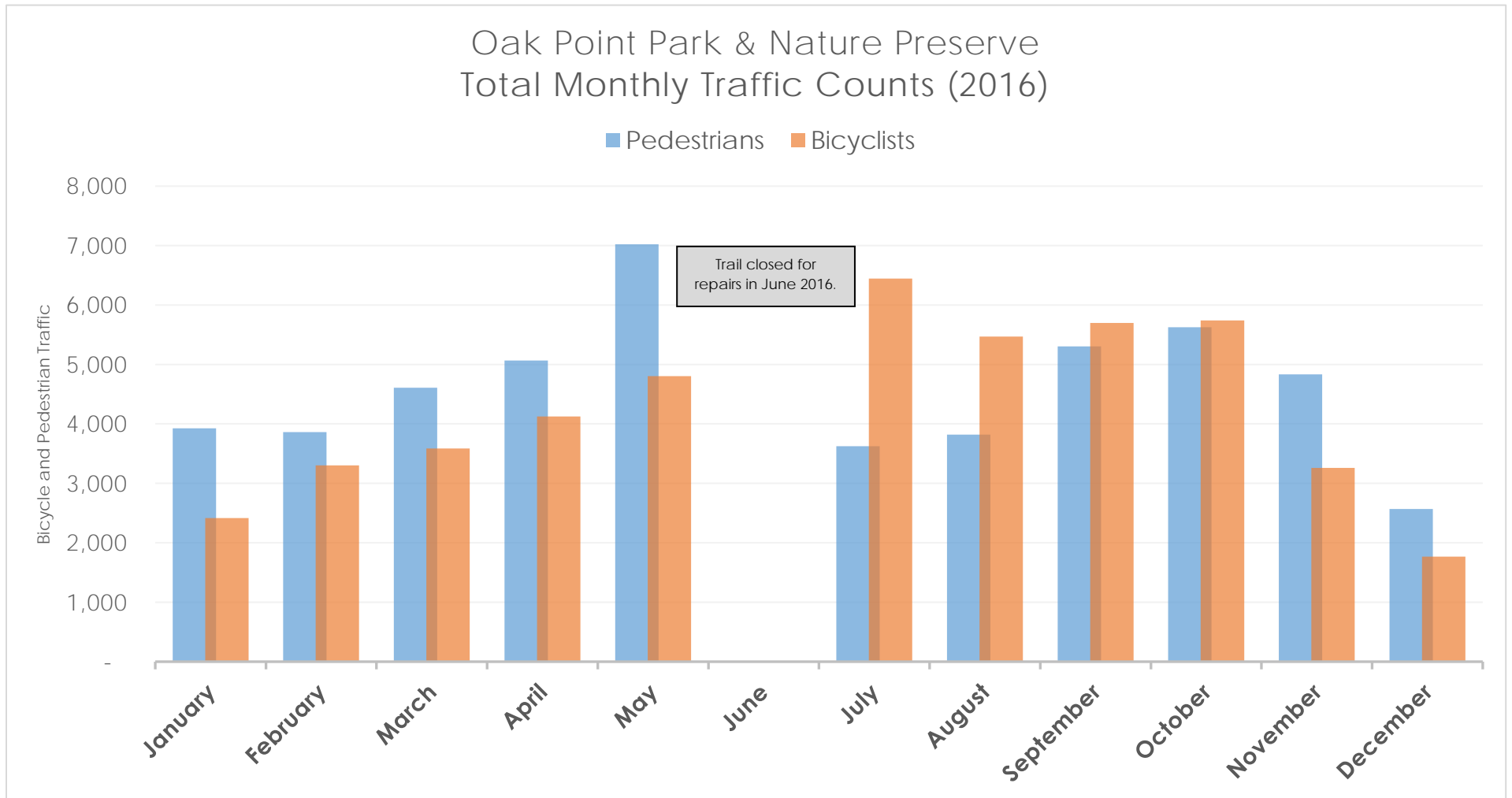


2016 Annual Traffic	
Pedestrians	21,675
Bicyclists	24,868
Total Traffic	46,543



# Plano

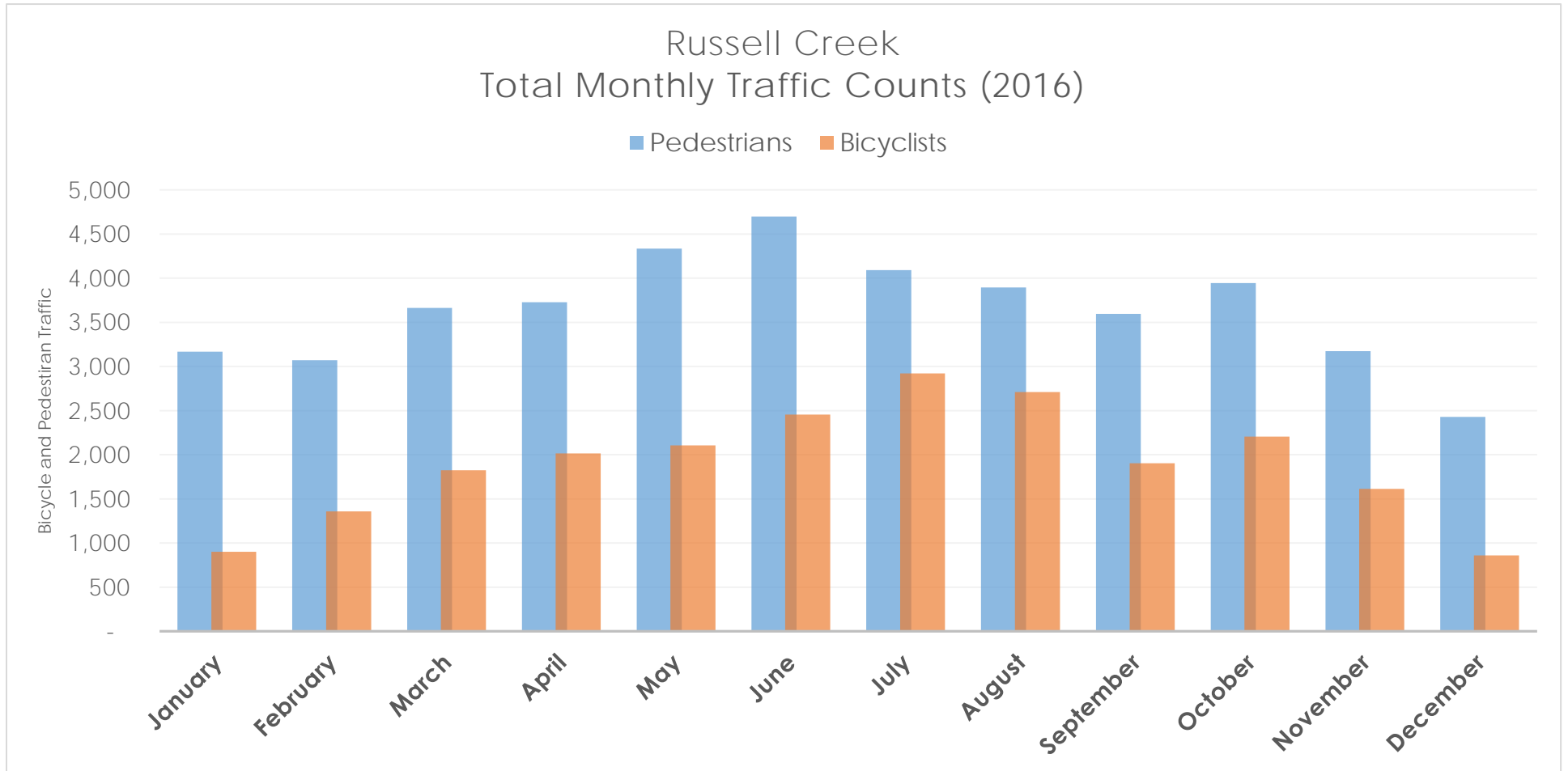
Exhibit 29:



2016 Annual Traffic (Partial Year)	
Pedestrians	50,258
Bicyclists	46,617
Total Traffic	96,875

# Plano

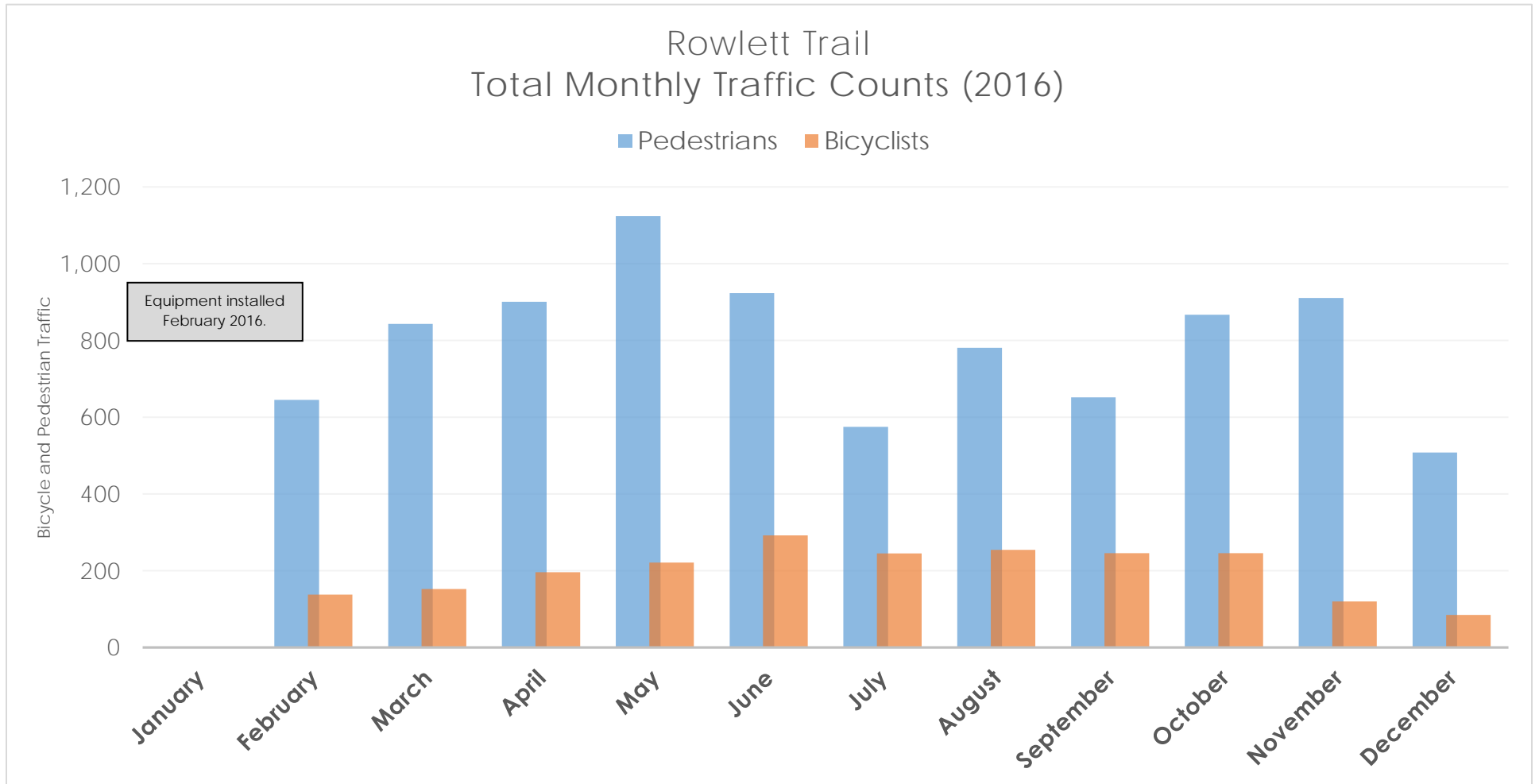
Exhibit 30:



2016 Annual Traffic	
Pedestrians	43,793
Bicyclists	22,876
Total Traffic	66,669

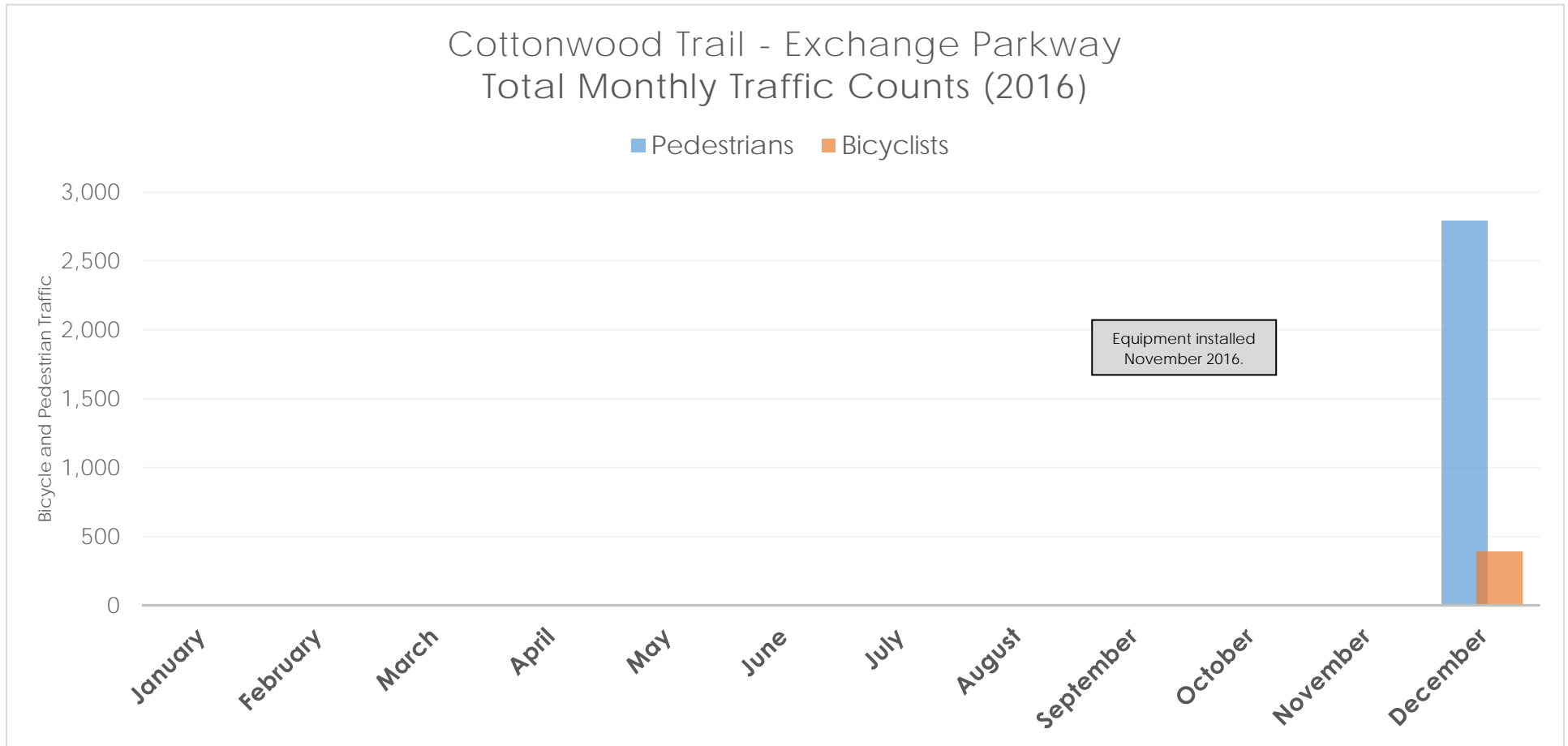
# Plano

Exhibit 31:



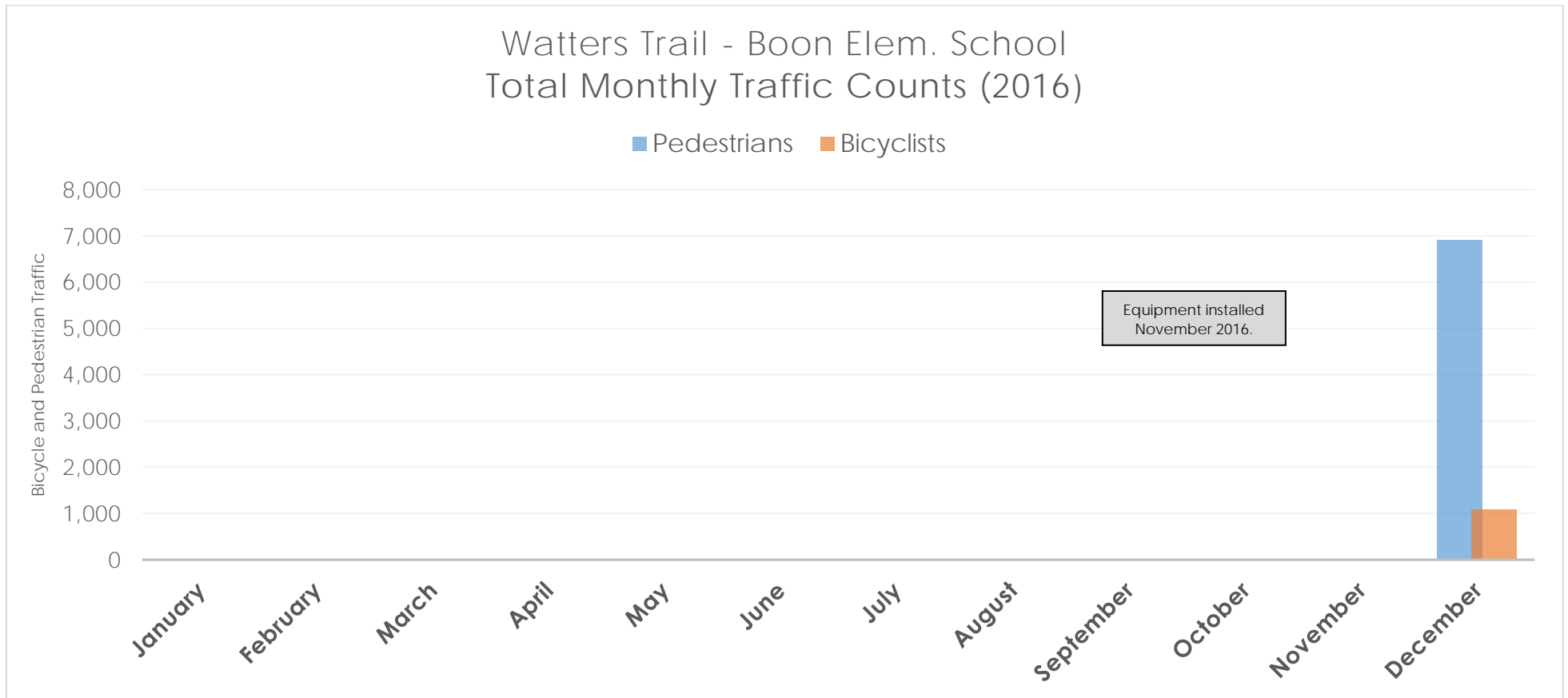
2016 Annual Traffic (partial year)	
Pedestrians	8,730
Bicyclists	2,195
Total Traffic	10,925

Exhibit 32:



2016 Annual Traffic (partial year)	
Pedestrians	2,791
Bicyclists	392
Total Traffic	3,183

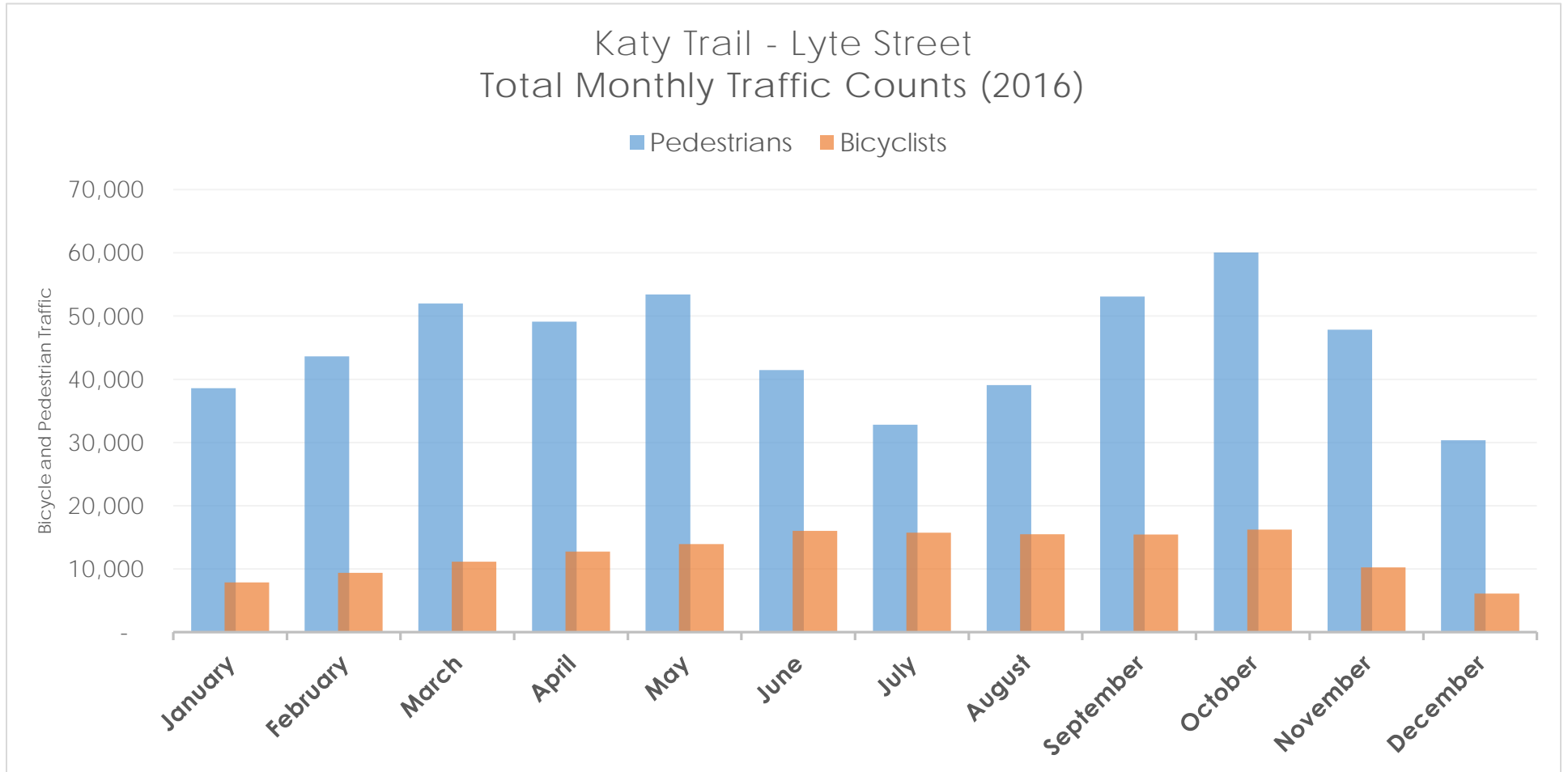
Exhibit 33:



2016 Annual Traffic (partial year)	
Pedestrians	6,907
Bicyclists	1,084
Total Traffic	7,991

# Dallas

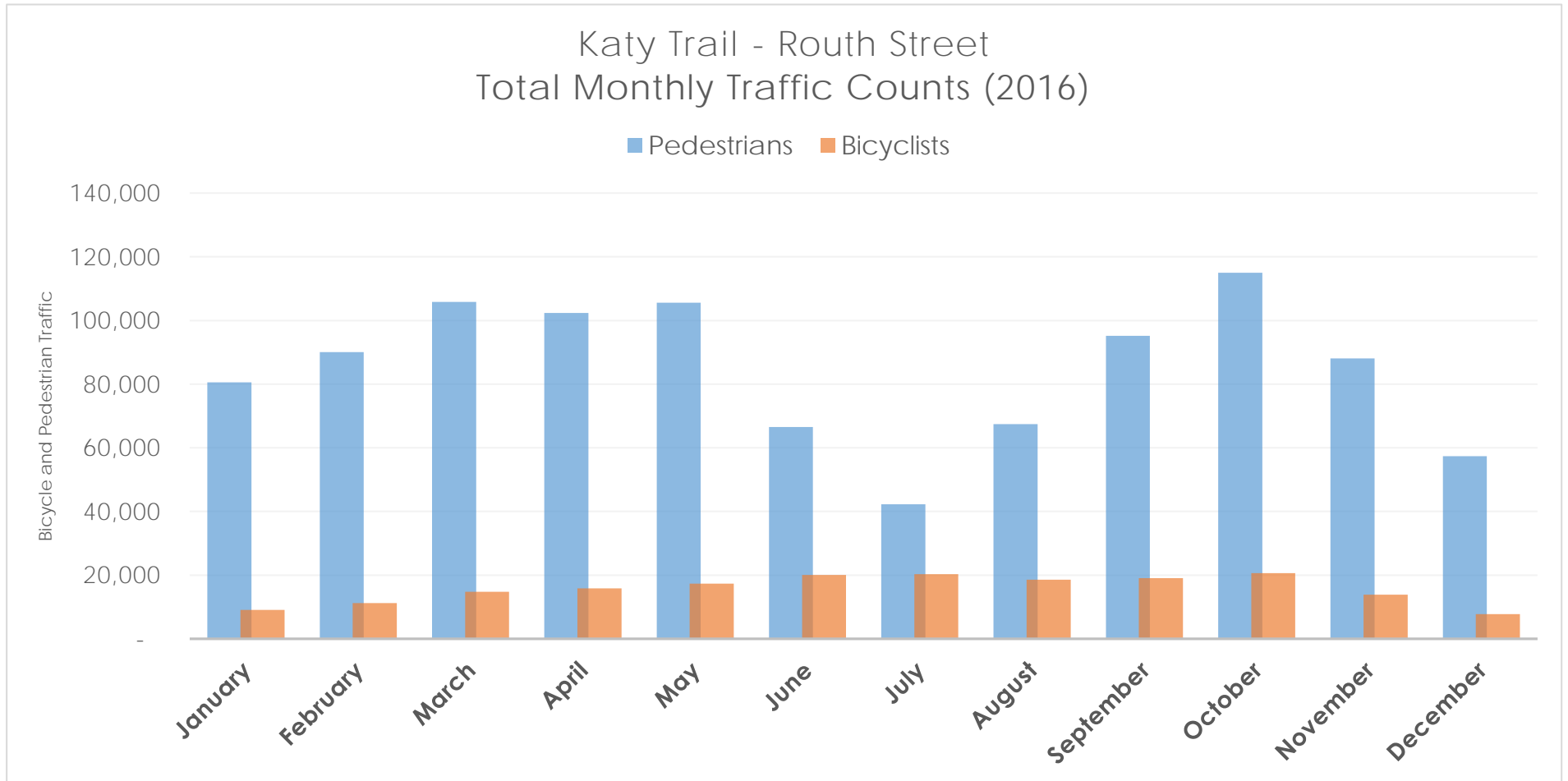
Exhibit 34:



2016 Annual Traffic	
Pedestrians	541,496
Bicyclists	150,483
Total Traffic	691,979

# Dallas

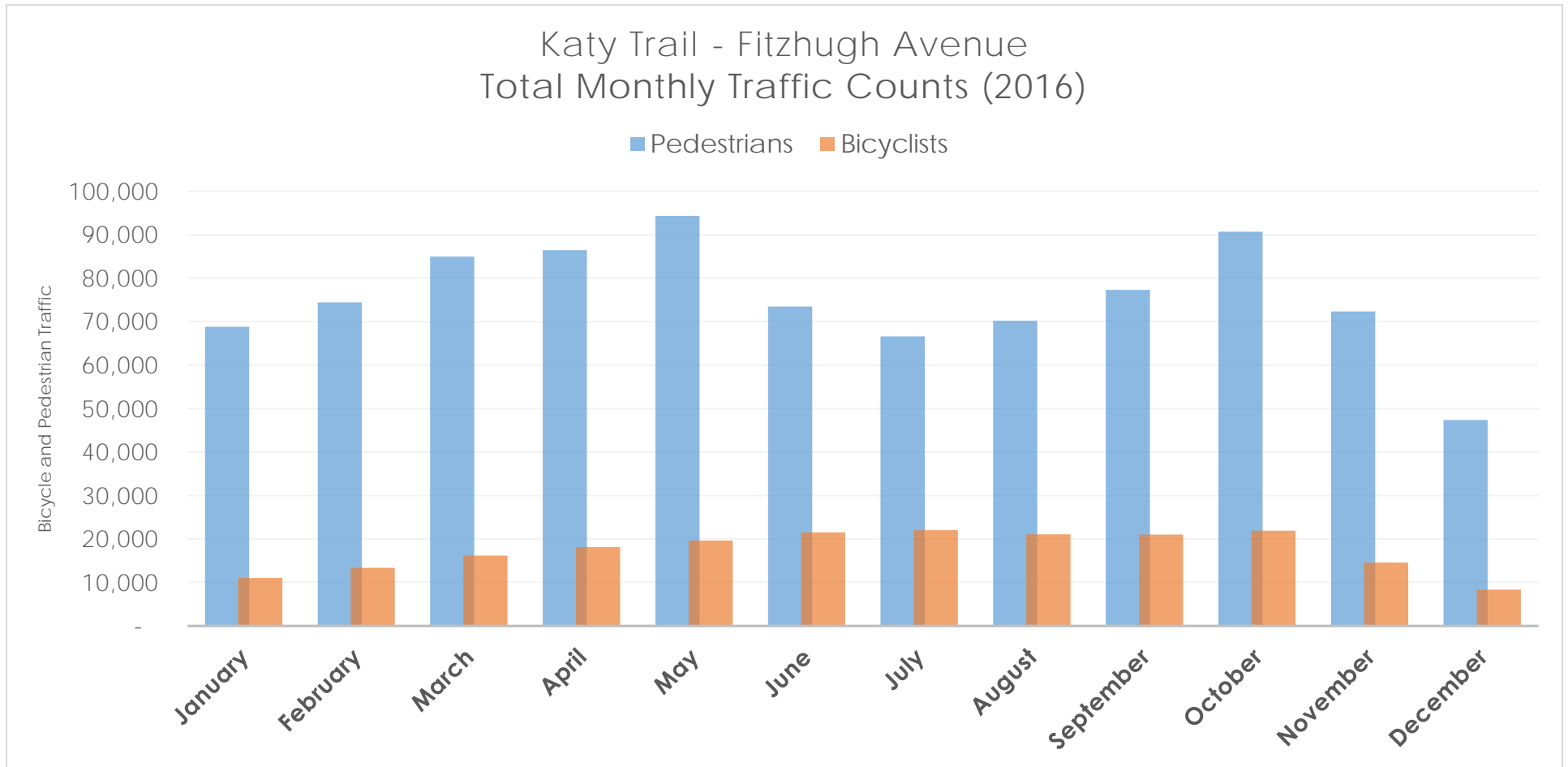
Exhibit 35:



2016 Annual Traffic	
Pedestrians	1,016,208
Bicyclists	188,389
Total Traffic	1,204,597

# Dallas

Exhibit 36:

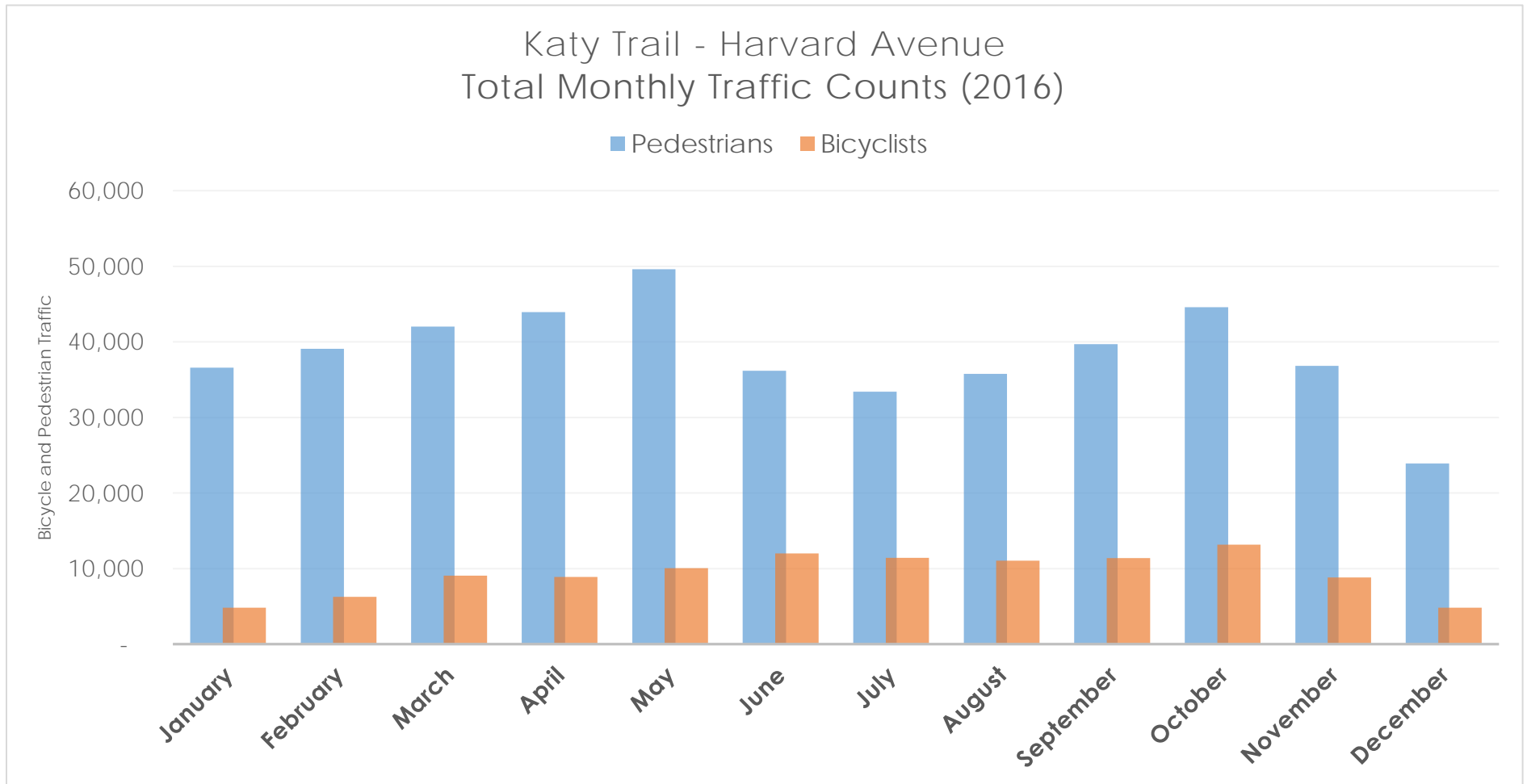


2016 Annual Traffic	
Pedestrians	907,227
Bicyclists	208,898
Total Traffic	1,116,125



# Dallas

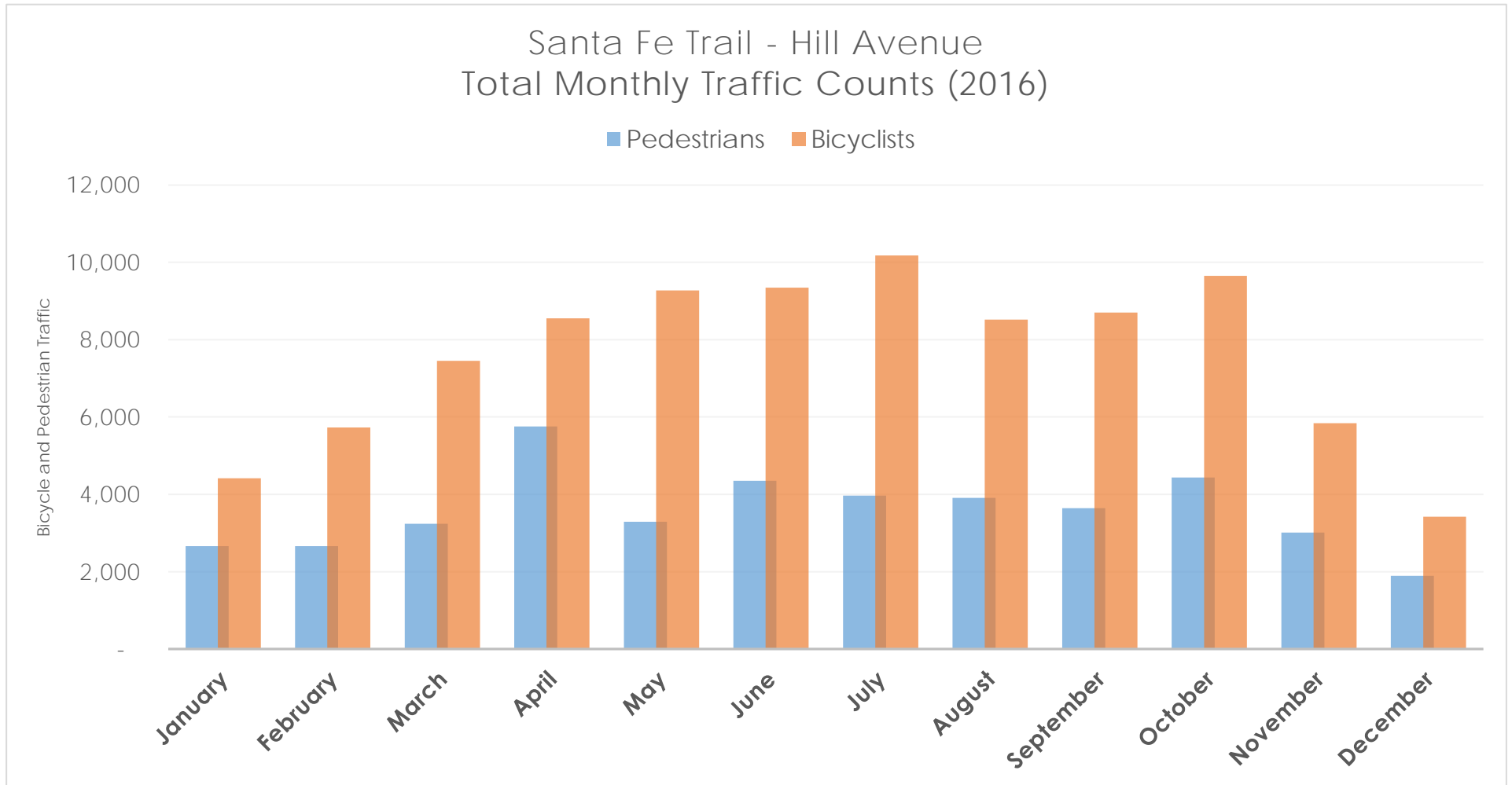
Exhibit 37:



2016 Annual Traffic	
Pedestrians	461,522
Bicyclists	111,703
Total Traffic	573,225

# Dallas

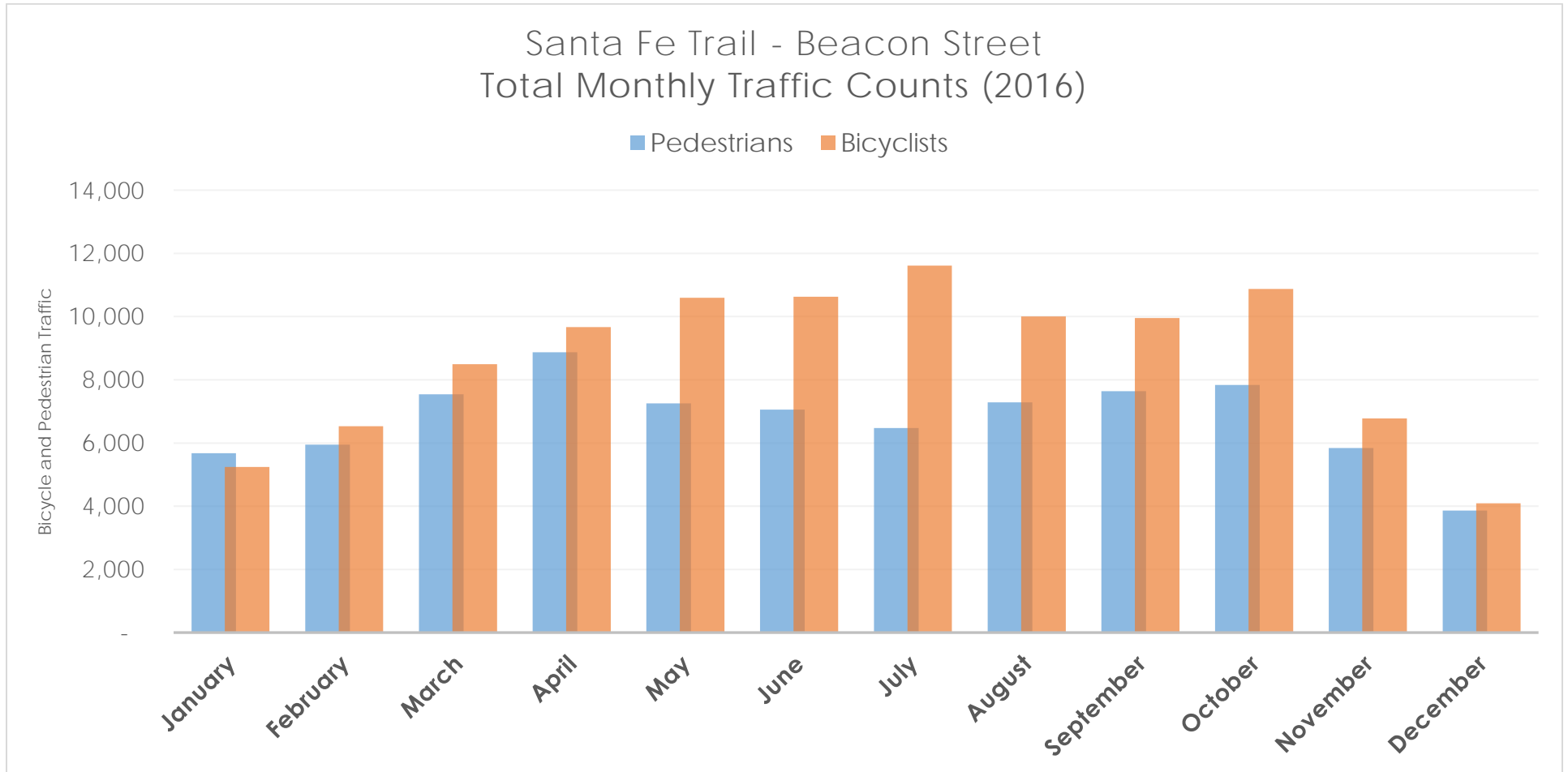
Exhibit 38:



2016 Annual Traffic	
Pedestrians	42,830
Bicyclists	91,088
Total Traffic	133,918

# Dallas

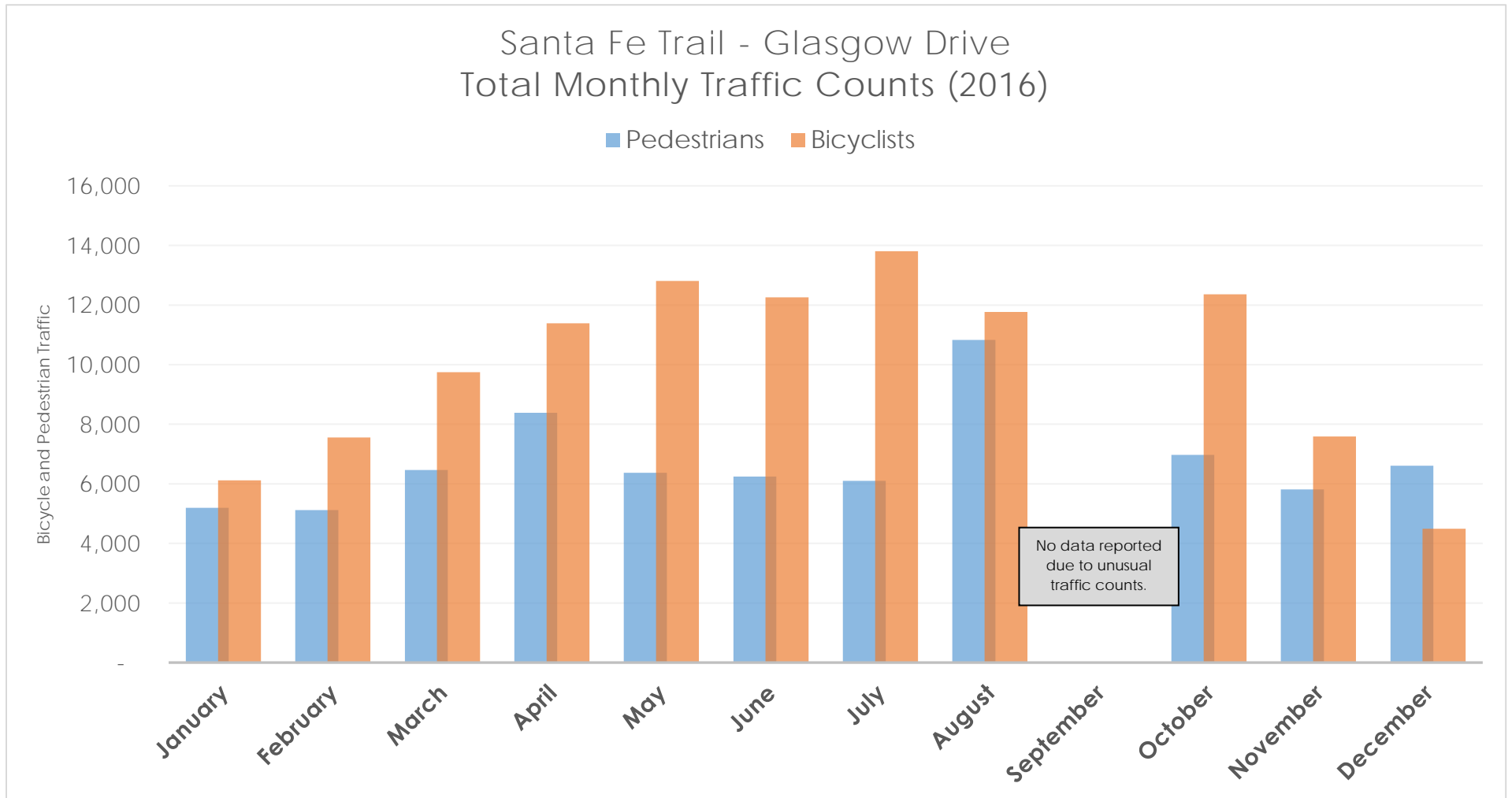
Exhibit 39:



2016 Annual Traffic	
Pedestrians	81,270
Bicyclists	104,473
Total Traffic	185,743

# Dallas

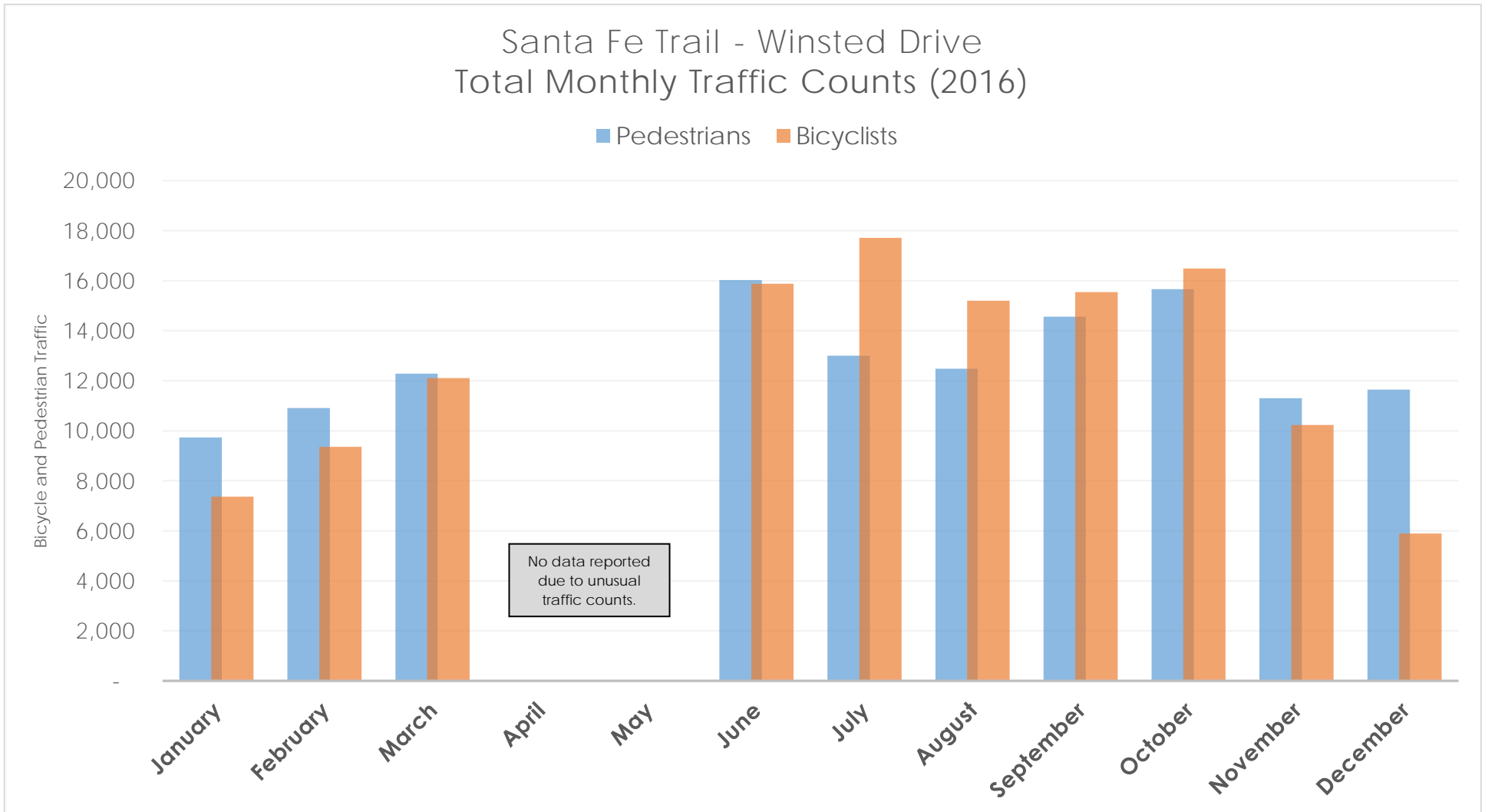
Exhibit 40:



2016 Annual Traffic (partial year)	
Pedestrians	74,084
Bicyclists	109,872
Total Traffic	183,956

# Dallas

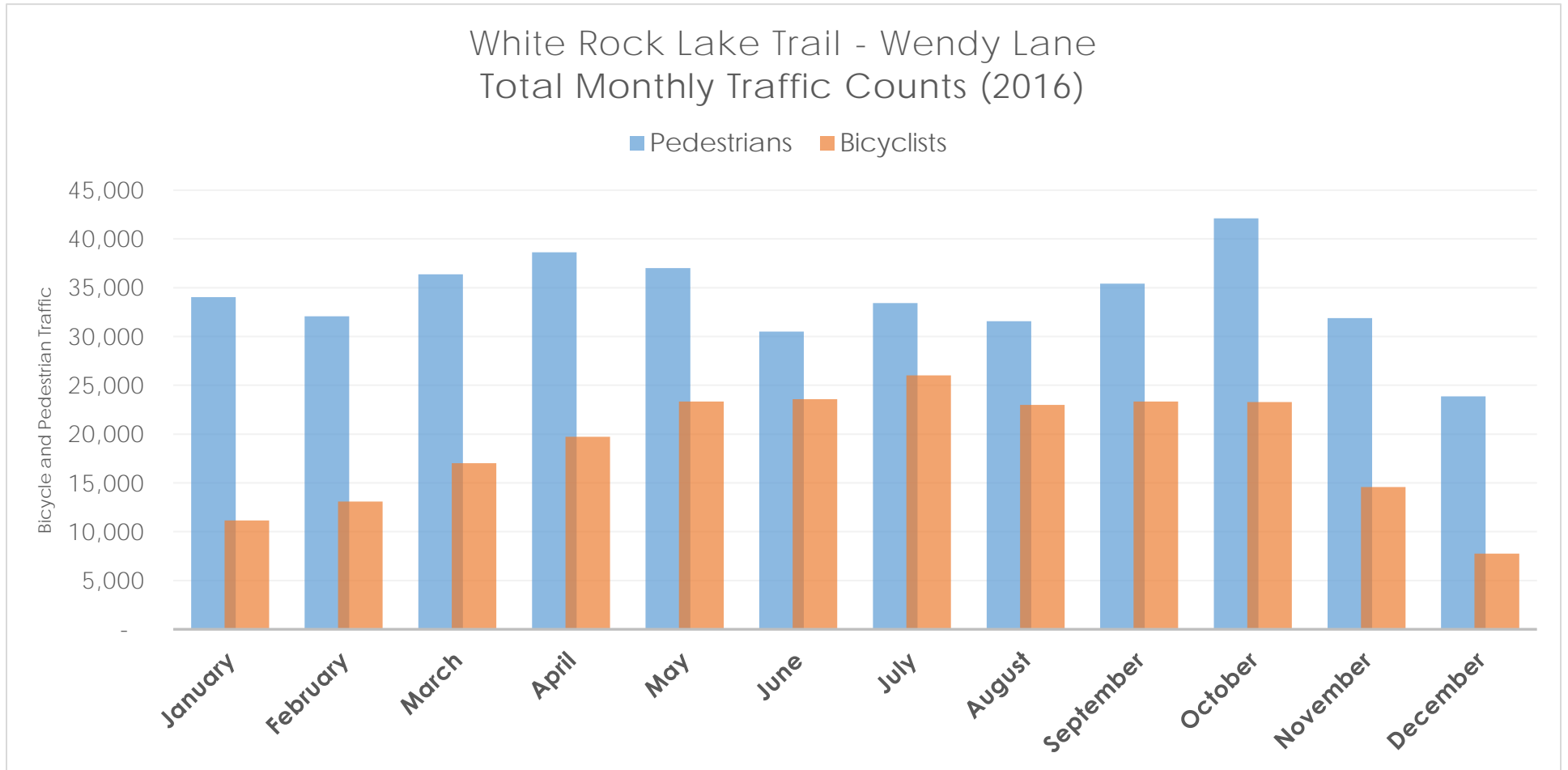
Exhibit 41:



2016 Annual Traffic (partial year)	
Pedestrians	127,615
Bicyclists	125,800
Total Traffic	253,415

# Dallas

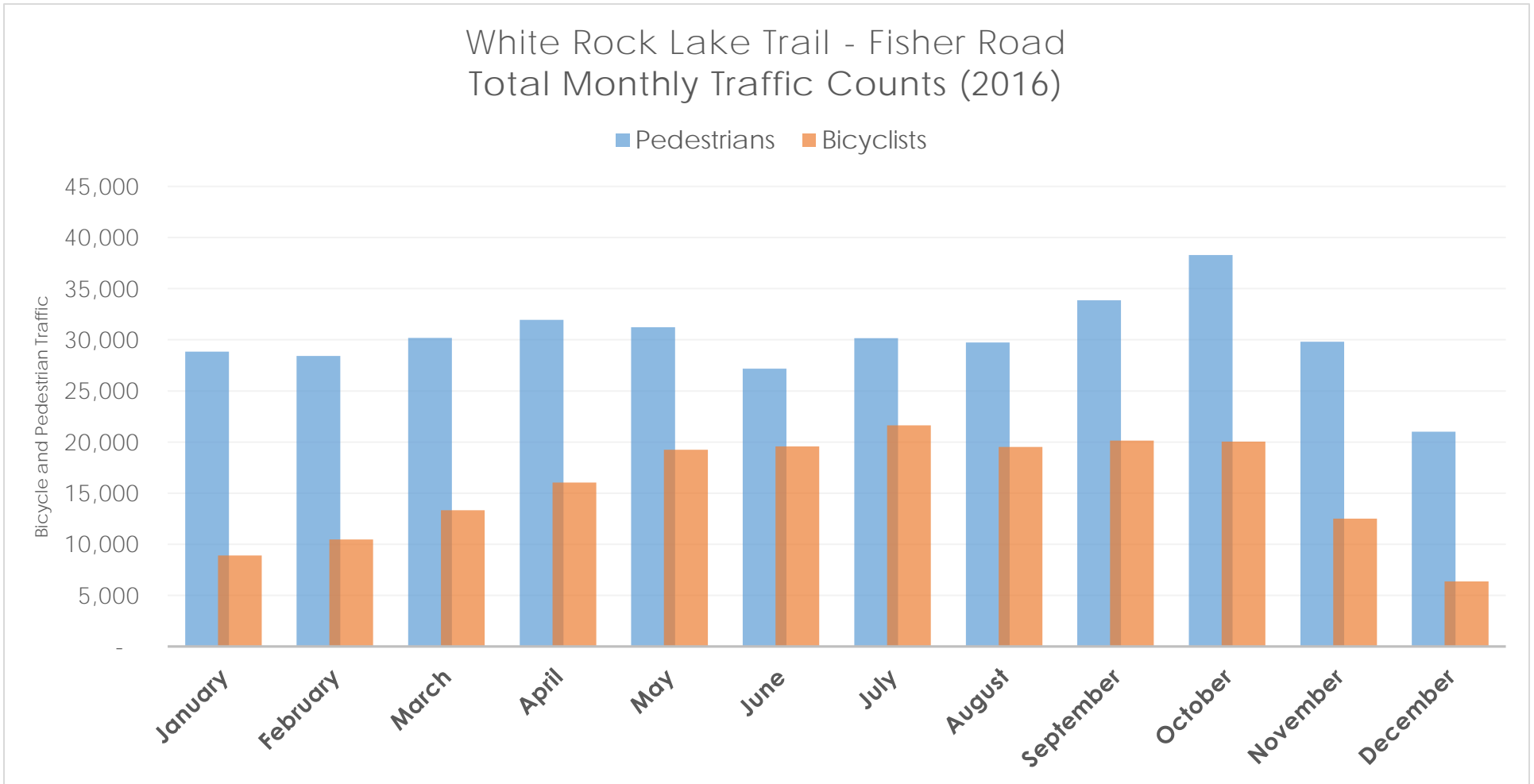
Exhibit 42:



2016 Annual Traffic	
Pedestrians	406,946
Bicyclists	225,892
Total Traffic	632,838

# Dallas

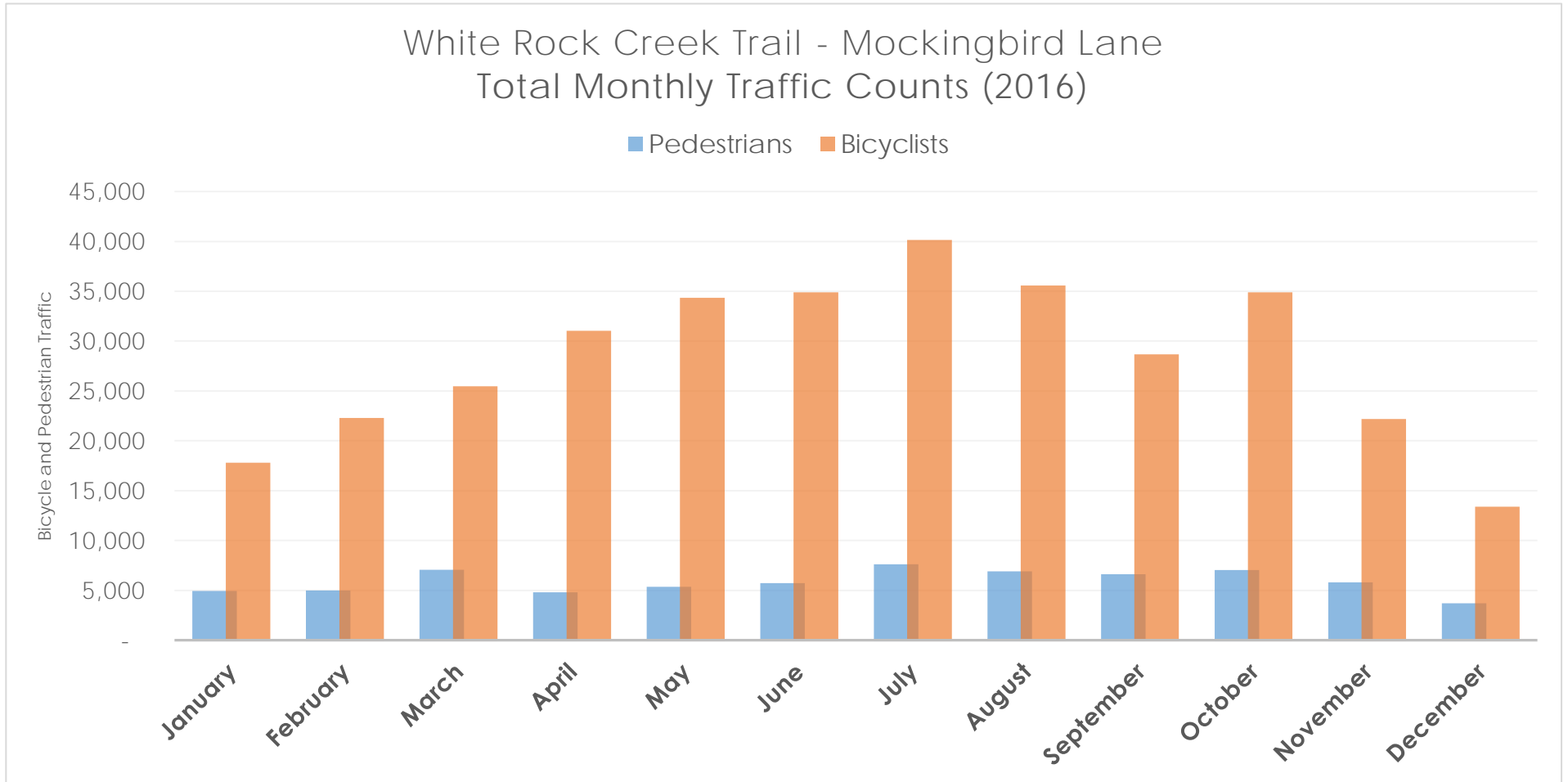
Exhibit 43:



2016 Annual Traffic	
Pedestrians	360,671
Bicyclists	187,739
Total Traffic	548,410

# Dallas

Exhibit 44:

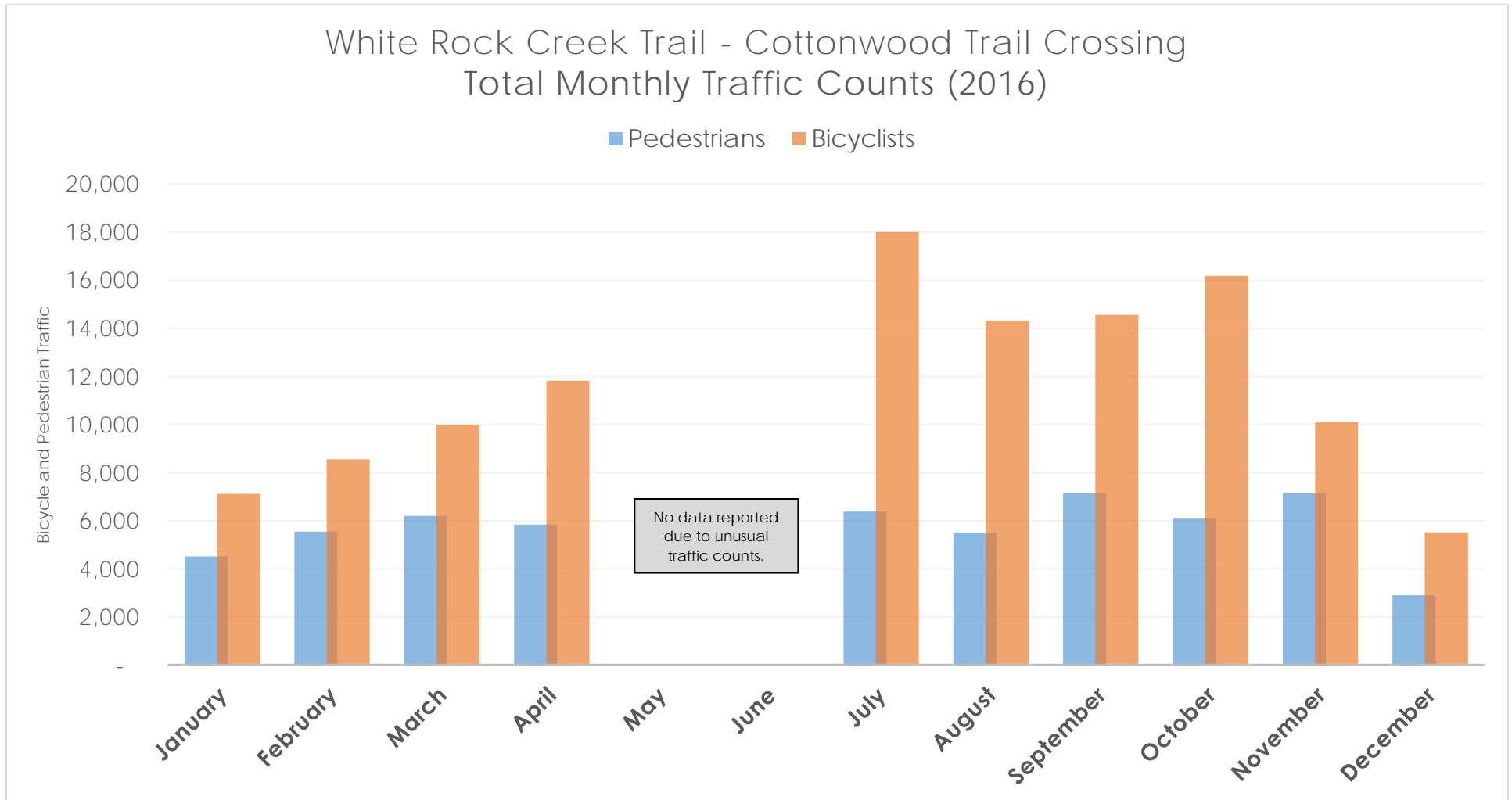


2016 Annual Traffic	
Pedestrians	70,580
Bicyclists	340,697
Total Traffic	411,277



# Dallas

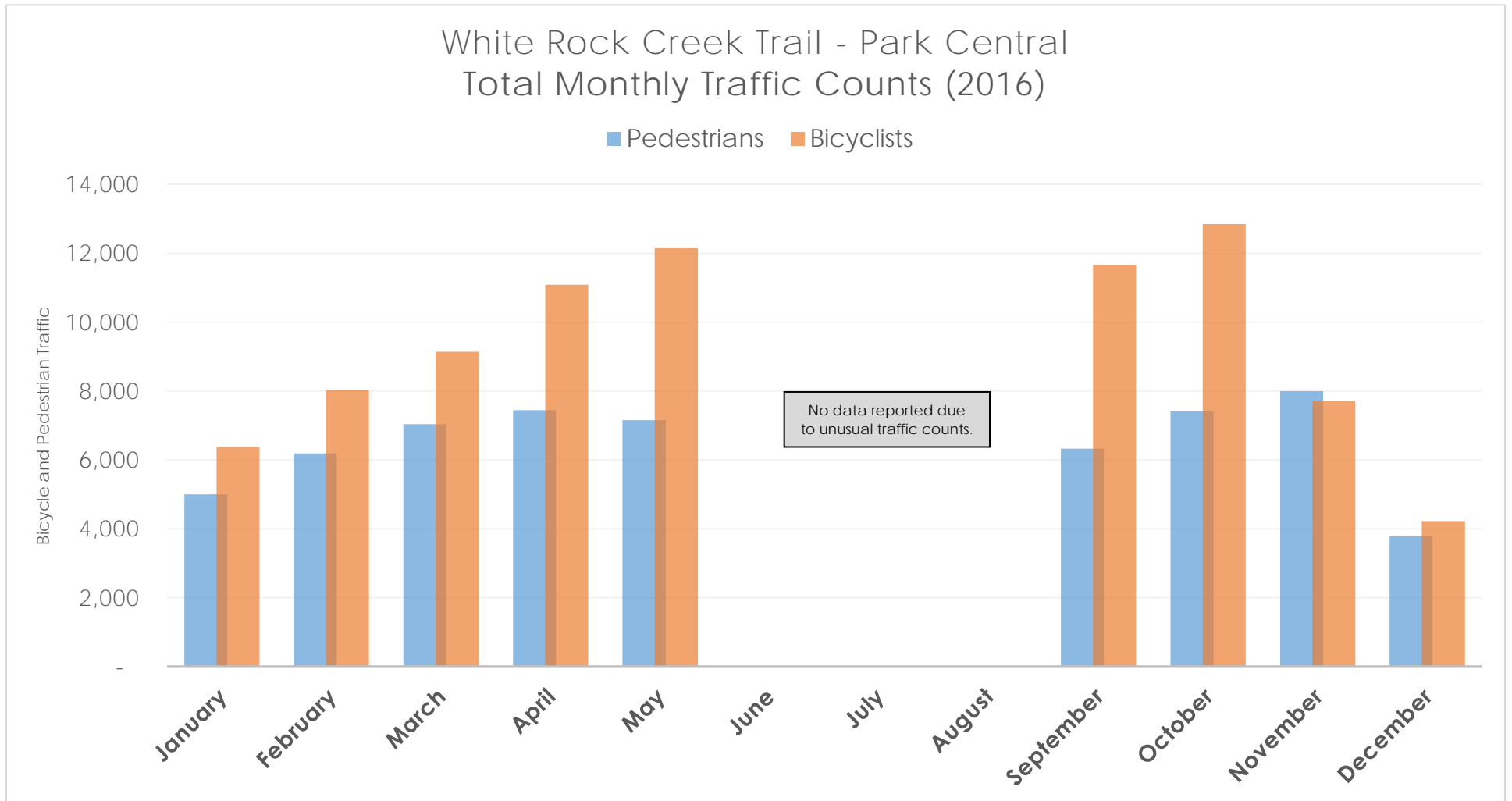
Exhibit 45:



2016 Annual Traffic (partial year)	
Pedestrians	57,291
Bicyclists	116,194
Total Traffic	173,485

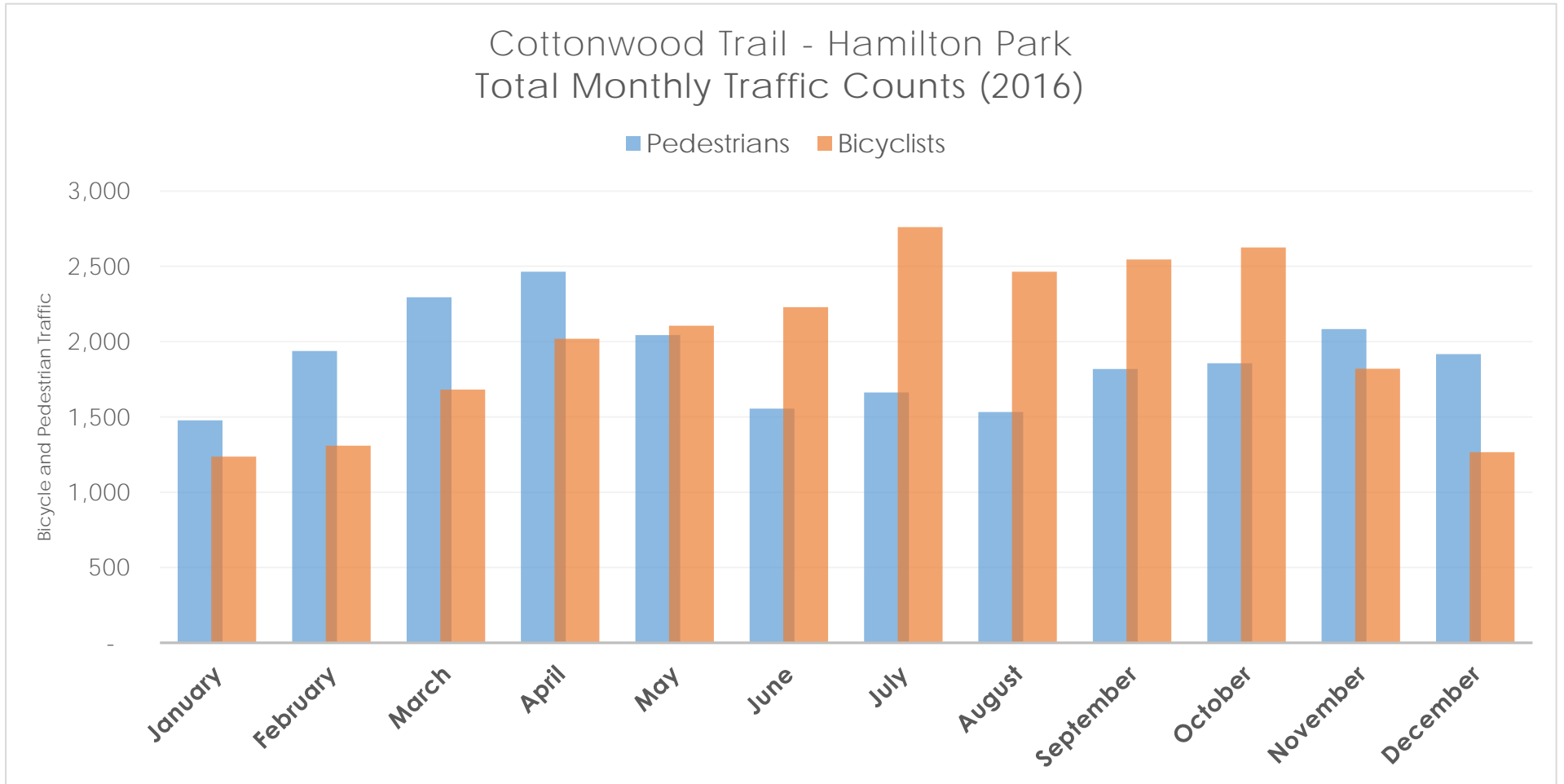
# Dallas

Exhibit 46:



2016 Annual Traffic (partial year)	
Pedestrians	58,346
Bicyclists	83,198
Total Traffic	141,544

Exhibit 47:



2016 Annual Traffic	
Pedestrians	22,644
Bicyclists	24,061
Total Traffic	46,705

## Be a Walking or Bicycling Role Model

Children learn by watching adults. Keep these tips in mind when you are out with your family.

### Walk Safely



Always walk on sidewalks or paths. No sidewalk? Walk facing traffic as far from vehicles as possible.



Look for cars coming from all directions. Do not assume drivers see you. Make eye contact before crossing.



Cross the street at intersections or marked crosswalks where drivers expect to see you.



Hold your child's hand and walk, don't run when crossing.



Be seen. If it is dark out, carry a flashlight or wear reflective gear.

### Bicycle Safely



Bicycle in the same direction as traffic, and follow all traffic laws.



Gear up! Always wear a helmet and use a headlight and taillight.

Visit [www.LookOutTexans.org](http://www.LookOutTexans.org) for more tips and lesson plans for teaching walking and bicycling safety in school.

For more information on how to start a Safe Routes to School program in your area, visit the following websites:

Safe Routes to School National Partnership  
[www.saferoutespartnership.org](http://www.saferoutespartnership.org)

National Center for Safe Routes to School  
[www.saferoutesinfo.org](http://www.saferoutesinfo.org)

Walk and Bike to School  
[www.walkbiketoschool.org](http://www.walkbiketoschool.org)



# Safe Routes — to — School

Helping kids walk, bike and roll to school safely



North Central Texas  
Council of Governments

P. O. Box 5888  
Arlington, TX 76005  
817-695-9240

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

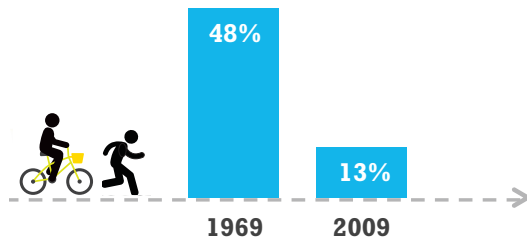


## What is Safe Routes to School?

Safe Routes to School is a nationwide initiative aimed at encouraging more children to walk and bicycle to school.

## Did You Know?

Within the span of one generation, the percentage of children walking or bicycling to school has declined sharply.



More walking and bicycling to school and throughout the community can:

- ✓ Improve children's health and safety
- ✓ Ease traffic congestion and improve air quality near the school
- ✓ Improve the sense of community



Photo: Fort Worth ISD

## How Do I Begin?

Talk to your principal: Identify interested staff, parents, community members.

Start small: Pick one day to walk, bike or roll with your kids to school.

*Hint:* \*Walk and Bike to School Day (every May and October).

Invite others to join you.

*Hint:* Friends and neighbors.

Map and post routes and times.

*Hint:* \*The National Center for Safe Routes to School's Map-A-Route tool.

Celebrate and share success.

*Hint:* Invite and share story with local media, school board and others.

Plan for future events.

*Hint:* When, new routes, advertising, who will help?

\*Websites with more information on reverse side.

## Next Steps?

To continue success, hold a meeting with interested partners and start planning.

Start with a vision for the future.

*Hint:* "Safe, fun, efficient routes to school."

Gather information and identify issues and concerns.

*Hint:* Have maps, invite city, district and others who may have information and resources.

Prioritize and plan.

*Hint:* Establish a timeline, responsibilities and priority projects.

## You can do it!



# Compressed Natural Gas

## Station Safety and Inspection Training

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

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

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

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

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

**When:** Thursday, June 1  
8 am - noon

**Cost:** \$15 per trainee

**Register:**


[csrtc.nctcog.org/p-6590-ccng.aspx](https://csrtc.nctcog.org/p-6590-ccng.aspx)



Dallas-Fort Worth  
CLEAN CITIES



**FS | CIRCLE**  
SOLUTIONS


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transportation

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[Major Air Pollutants](#)  
[Funding Opportunities](#)  
[Ozone Information](#)  
[State Implementation Plan \(SIP\)](#)  
[Transportation Conformity](#)  
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## SmartWay

SmartWay® is a voluntary, public-private program by the US Environmental Protection Agency (EPA) that helps the freight industry reduce fleet emissions, improve fuel economy, and increase energy efficiency. The SmartWay program includes four major elements: SmartWay Transport Partnership, SmartWay Technology Program, SmartWay Vehicles, and SmartWay International Interests.

The North Central Texas Council of Governments (NCTCOG) joined the SmartWay Transport Program as an Affiliate in October 2006. In this role, NCTCOG promotes SmartWay initiatives within the region by providing educational outreach to potential partners and affected industries.

NCTCOG encourages local freight fleets to join the program and improve environmental performance while enjoying the many benefits partners and companies receive.

**NCTCOG Receives 2017 SmartWay Affiliate Challenge Award!**



NCTCOG is one of nine organizations nationwide to be named an EPA 2017 SmartWay Affiliate Challenge Award Honoree. The SmartWay Affiliate Challenge is a national challenge developed by EPA to acknowledge organizations that participate in SmartWay and do an exceptional job supporting the partnership's freight sustainability goals. NCTCOG has received this award seven times, and has consecutively been honored since 2012.

SmartWay Links

[EPA SmartWay Program](#)

[Saving Money and Reducing Truck Emissions \(SMARTE\) Program](#)

[NCTCOG SmartWay Fact Sheet](#)

[EPA Certified Passenger Vehicles](#)

[EPA Verified Technologies](#)

[EPA SmartWay Driver](#)

 [Select Language](#) ? ?

“EPA commends the SmartWay Affiliate Challenge honorees for their extraordinary level of commitment and enthusiasm in supporting more efficient and sustainable business practices in moving goods,” said Christopher Grundler, Director of EPA’s Office of Transportation and Air Quality. “These organizations represent diverse industry sectors and stakeholders who are showing that American prosperity and protecting the environment can go hand in hand.”



### Saving Money and Reducing Truck Emissions (SMARTE) Program

NCTCOG received funding from EPA to conduct comprehensive outreach, education, and financial assistance to the trucking industry regarding programs, technologies, and operational practices which reduce emissions and increase efficiency of freight operations. A major focus of this effort will be promotion of EPA-verified [SmartWay technologies](#).

SMARTE Home: [Saving Money and Reducing Truck Emissions \(SMARTE\) Program](#)



Sign-Up for  
SmartWay Email  
Updates

Become a  
SmartWay Partner

Learn more about NCTCOG's work related to freight in North Central Texas



## Webinar: Realizing the Benefits of SmartWay Partnership

The North Central Texas Council of Governments (NCTCOG) co-hosted a webinar with the EPA and ABJ Express to describe SmartWay Partnership benefits and highlight local Dallas-Fort Worth fleet ABJ Express' positive experience as a SmartWay Partner.

Webinar Presentation: [Realizing the Benefits of SmartWay Participation](#)

## SmartWay Passenger Vehicles Outreach

Through the [AirCheckTexas Drive a Clean Machine Program](#), NCTCOG is educating participating dealerships and applicants about passenger vehicles which have earned the SmartWay designation from the EPA.

- [AirCheckTexas Flier](#)
- [EPA Green Vehicle Guide](#)

## SmartWay Upgrade Kit Demonstration Project

The NCTCOG conducted an in-use demonstration project to evaluate the impact of SmartWay technologies in increasing fuel economy and reducing emissions among Class 8 heavy-duty trucks.

Overall, the results of the demonstration project support the finding that the use of SmartWay technologies, particularly when used as a kit, is an effective tool for improving fuel economy and reducing emissions among Class 8 heavy-duty trucks.

Final Report: [Study and Analysis of Fuel Consumption and Emissions Reductions for Heavy-Duty Diesel Trucks](#)

## Reusable Packaging Workshop

The NCTCOG, in partnership with [Use Reusables](#), co-hosted a workshop to cover the operational advantages of reusable transport packaging within a supply chain.

Webinar Presentation: [Reusable Transport Packaging Workshop](#).  
August 6, 2013

For more information or comments regarding SmartWay activities at NCTCOG, please contact staff at (817) 704-2154 or [smarte@nctcog.org](mailto:smarte@nctcog.org)



- [Air Quality Home](#)
- [Air Quality Programs](#)
- [Air Quality Committees](#)
- [Air Quality Policy and Regulations](#)
- [Car Care Clinics](#)
- [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="#">Clean Diesel Funding Assistance Program</a> Deadline: June 20, 2017, 11 pm CST	X	X	X	X	X	X				Public Sector
<a href="#">Drayage Loan Program</a> Deadline: First Come, First Served		X				X				Private Sector
<a href="#">Drayage Truck Incentive Program (DTIP)</a> Deadline: May 26, 2017, 5 pm CST						X				Public Sector, Private Sector, General Public
<a href="#">Federal and State Incentives and Laws (Including Tax Credits)</a>	X	X	X	X	X		X	X		Private Sector
<b>NEW!</b> <a href="#">Low or No Emission (Low-No) Vehicle Program</a> Deadline: June 26, 2017, 5 pm EST	X					X				Public Sector
<b>Updated Incentives!</b> <a href="#">Propane Vehicle Incentives for Texas</a>	X	X		X		X	X	X		Public Sector, Private Sector
<a href="#">Rebate Grants Program (Rebate)</a> Deadline: May 26, 2017, 5 pm CST, First Come- First Served	X	X	X	X		X				Public Sector, Private Sector
<a href="#">Texas Natural Gas Vehicle Grant Program (TNGVGP)</a>										Public Sector,

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

<b>Deadline: May 26, 2017, 5 pm CST</b>	X	X	X	X		X				<b>Private Sector</b>
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[NCTCOG Funding Opportunity Archive](#)

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

5/4/2017 5/3/2016 BM/MG

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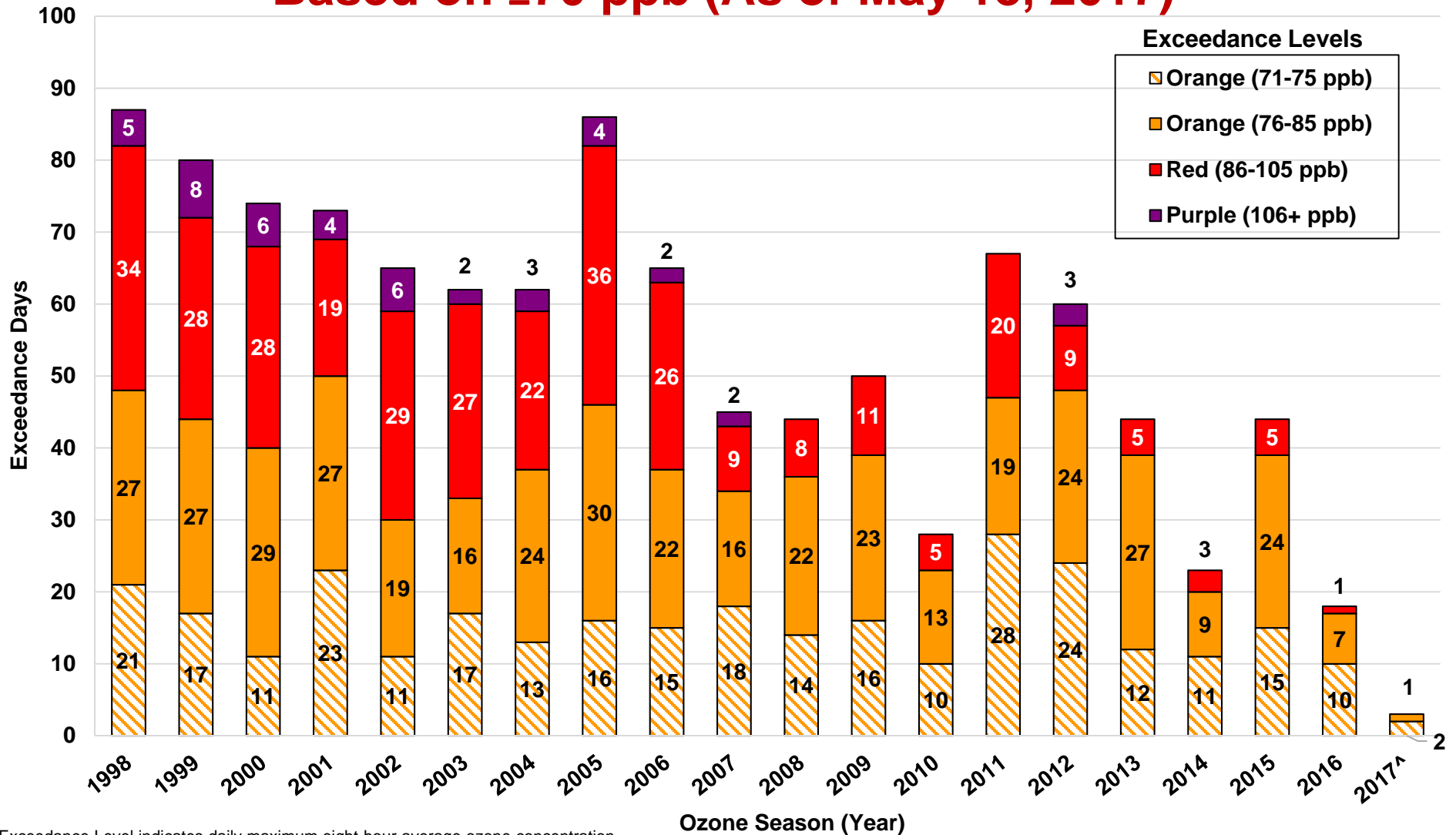


North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888


Main Operator: (817) 640-3300 | Fax: (817) 640-7806

# EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of May 18, 2017)



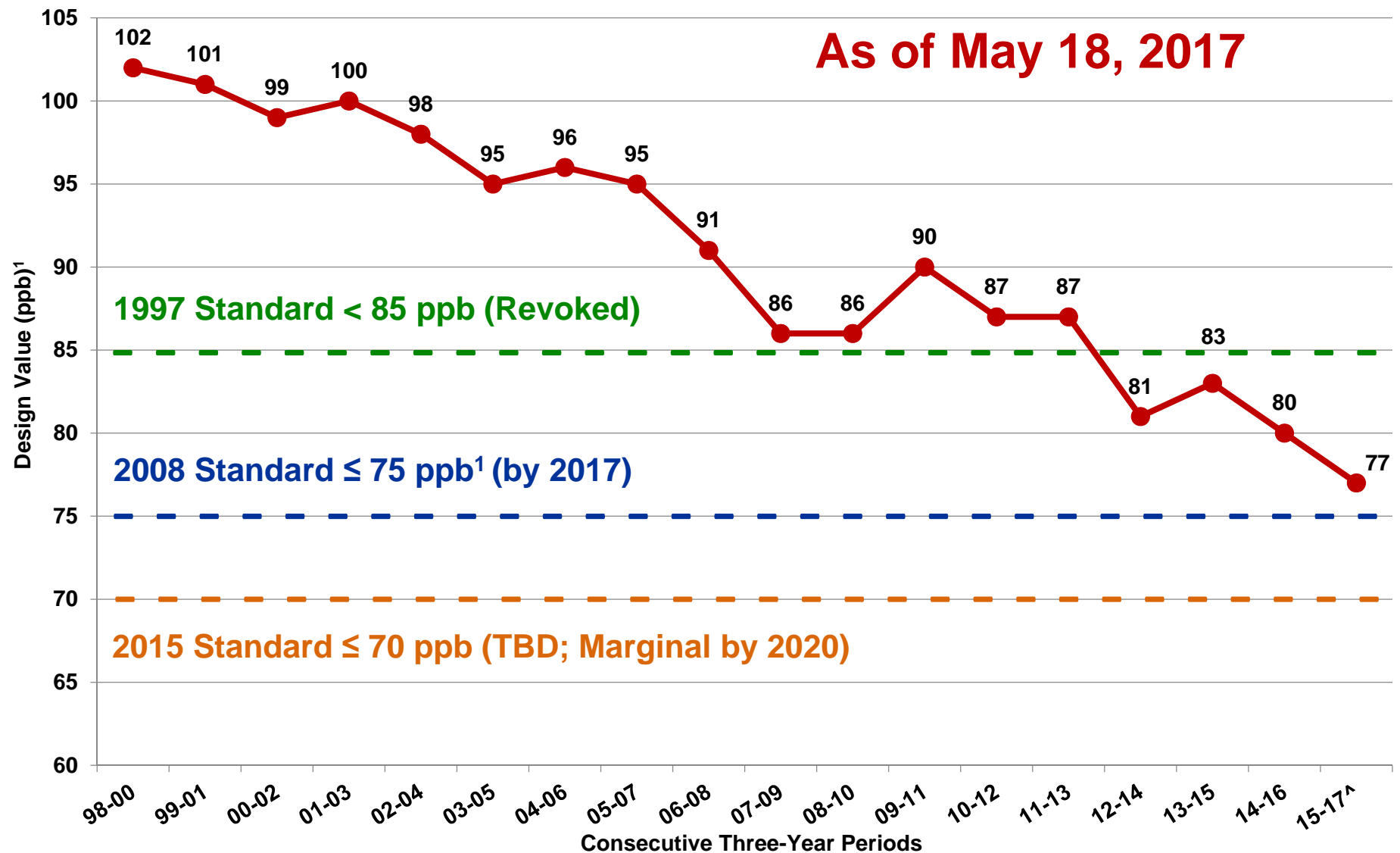
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

<sup>^</sup>Not a full year of data.

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)  
ppb = parts per billion

# EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS



<sup>1</sup>Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

<sup>^</sup>Not a full year of data.

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**STAQS 2017 DFW**

## Southern Transportation and Air Quality Summit

Dallas-Fort Worth, Texas  
August 29 - 30, 2017



The Southern Transportation and Air Quality Summit 2017 is an event sponsored by the Federal Highway Administration and EPA Regions 4 and 6.

The purpose of the Summit is to bring together stakeholders from both the transportation and air quality communities to discuss current and coming regulatory environment, technologies and current practices vital to the field of air quality and transportation. The summit is geared to practitioners involved with public agencies at all levels.

A host of speakers from within the southern and eastern regions will present a number of key topics, best practices and latest information vital to transportation, planning and air quality professionals

**Location: North Central Texas Council of Governments Offices**  
**616 Six Flags Drive**  
**Arlington, Texas 76011**

**Registration** (Coming Soon)

**Agenda** (Coming Soon)

**Hotel Information** (Coming Soon)

**Restaurant Information** (Coming Soon)

### Contact Information

If you have questions about the Summit or about any information found on this page, please contact:

Mike Roberts  
 Federal Highway Administration  
 (404) 562-3928

Jeff Riley  
 U.S. Environmental Protection Agency  
 (214) 665-8542


 Select Language ? ?



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

**MINUTES**

**Regional Transportation Council  
PUBLIC MEETING**

***TxDOT's ADA Accessibility Program Reporting***

***Hemphill/Lamar Partnership***

***DART/RTC TRIP Partnership***

***Southern Dallas County Partnership***

***Air Quality Updates***

**Meeting Dates and Locations**

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

1. Wednesday, April 12, 2017 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 15; moderated by Christie Gotti, Senior Program Manager

**Public Meeting Purpose and Topics**

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

1. TxDOT's ADA Accessibility Program Reporting – presented by Maher Ghanayem
2. Hemphill/Lamar Partnership – presented by Brian Dell
3. DART/RTC TRIP Partnership – presented by Amanda Long-Rodriguez
4. Southern Dallas County Partnership – presented by Amanda Long-Rodriguez
5. Air Quality Updates – presented by Jenny Narvaez

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

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

## Summary of Presentations

### A. TxDOT's ADA Accessibility Program Reporting

- Purpose of the ADA

**Purpose of the ADA**

The Texas Department of Transportation's mission is to ensure that every program, service, benefit, activity and facility open to the public is fully accessible and usable by people with disabilities. The Americans with Disabilities Act covers many issues from workplace services to public transportation accommodations. Access and awareness are keys to ensuring the needs of disabled citizens are met. TxDOT staff developed a plan for reporting and will discuss how the agency provides opportunities to assist those with disabilities in its planning activities and how citizens can take an active role in making changes.

**Purpose of the ADA**

Extends protection to persons with disabilities against discrimination in the private sector and in state and local government.

Assures equality of opportunity, full participation, independent living, and economic self-sufficiency to persons with disabilities.

ADA REPORTING Thursday, April 12, 2015

- Protection Under The ADA

**Protection Under the ADA**

- ▮ Protects individuals defined as disabled through Section 504:
  - ▮ Physical or mental impairment that substantially impacts on one or more major life activities
  - ▮ Record of such impairment.
  - ▮ Regarded as having such an impairment.

Footer Text Date




- **ADA Goals**

**ADA Goals**

Eliminating Barriers to Places of Public Accommodation for People with Disabilities.

- \* Expanding Equal Opportunities for People with Disabilities.
- \* Develop a communication program, with the help of PIO, regarding TxDOT's ADA Program, to include outreach to the ADA communities.
  - \* Develop a reporting system.
  - \* Have an ADA Training system available to the employees.

Footer Text Date 

- **ADA Reporting**

**ADA Reporting**

- The Texas Department of Transportation's mission is to ensure that every program, service, benefit, activity and facility open to the public is fully accessible and usable by people with disabilities. The Americans with Disabilities Act covers many issues from workplace services to public transportation accommodations. Access and awareness are keys to ensuring the needs of disabled citizens are met. TxDOT staff developed a plan for reporting and will discuss how the agency provides opportunities to assist those with disabilities in its planning activities and how citizens can take an active role in making changes.

Footer Text Date 

- **ADA Reporting: Executive Director's Assurance Letter**

**ADA Reporting: Executive Director's Assurance letter**

Footer Text Date

- **ADA Reporting: Goals**

**ADA Reporting: Goals**

- Increase awareness of TxDOT's ADA Accessibility Program throughout the department and state.
- Improve internal and external communications about TXDOT's ADA Accessibility Program.
- Increase public participation during the Design, Planning and Development phases.
- Develop and maintain ADA training to employees, recipients and subrecipients.
- Develop and maintain a grievance process that is consistent with the U.S. Department of Justice and U.S. Department of Transportation's ADA accessibility requirements.
- Create a sub-recipient monitoring program that is consistent with Federal Highway Administration's requirements.

Footer Text Date

- **ADA Reporting CHART**

ADA Reporting: CHART	
District/Division: Dallas District	
Americans with Disabilities Act (ADA)/Section 504	
# of barriers identified in the STA ADA Transition Plan	
# of barriers corrected in the STA ADA Transition Plan	
# of barriers observed in facilities during daily operations	
# of barriers removed in facilities during daily operations	
# of accommodations requested	
# of accommodations provided	
# of planned outreach events	
# of completed outreach events	
# of Accessibility Committee meetings planned	
# of Accessibility Committee meetings completed	
# of planned training sessions	
# of completed training sessions	
# of complaints filed with the STA ADA Coordinator	
# of completed investigations	
# of planned Sub-recipient reviews	
# of completed Sub-recipient reviews	
Footer Text	Date

- **ADA Reporting Title I: Employment**

ADA Reporting Title I: Employment	
<ul style="list-style-type: none"><li>▪ Title I of the Americans with Disabilities Act of 1990 prohibits private employers, State and local governments, employment agencies and labor unions from discriminating against qualified individuals with disabilities in job application procedures, hiring, firing, advancement, compensation, job training, and other terms, conditions, and privileges of employment. The ADA covers employers with 15 or more employees, including State and local governments. It also applies to employment agencies and to labor organizations.</li></ul>	
Footer Text	Date

- **Title II: Public Accommodation**

**Title II: Public Accommodation**

**Title III: Public Accommodations**

- ✓ Applies to:
  - ✓ Hotels and motels
  - ✓ Bars and restaurants
  - ✓ Theaters and museums
  - ✓ Stores and shopping centers
  - ✓ Hospitals and professional offices
  - ✓ Amusement parks and zoos
  - ✓ Nurseries and private schools
  - ✓ Day care centers and homeless shelters
  - ✓ Gyms and health clubs

Footer Text Date 11

- **Title II: Public Services**

**Title II: Public Services**

**Title II: Public Services**

- ☐ Protects against discrimination in public transportation
  - ☐ Includes rail or bus services
  - ☐ Excludes air travel
  - ☐ includes intercity or commuter rail services
  - ☐ Excludes public school transportation


Footer Text Date 11

- **Title IV: Telecommunications**

**Title IV: Telecommunications**

Title IV: Telecommunications

- ✓ Phone companies are required to provide telecommunication access for persons with hearing and speech disabilities
  - ✓ System of relay services
- ✓ Television stations are required to provide close-captioning for public service announcements
  - ☐ Not required for television program


Footer Text Date 

- **Title V: Miscellaneous**

**Title V: Miscellaneous**

Title V: Miscellaneous

- 1) Allows states to be sued under the ADA
- 2) Permits payment of attorney/expert witness fees
- 3) Prohibits coercion and retaliation
- 4)
- 5) Does not invalidate laws that provide greater protection
- 6) Encourages alternative methods of resolutions

Footer Text Date 

## B. Hemphill/Lamar Partnership

- **Project Background**

### PROJECT BACKGROUND

- Hemphill Street: Goes north from IH 20 and terminates just before downtown south of IH 30
- Lamar Street: Comes south out of Downtown Fort Worth and stops just north of IH 30
- Project Scope: Four lane divided road with shared use bicycle/pedestrian path
- As part of the IH 30 reconstruction in 2000, the Texas Department of Transportation (TxDOT) built three bridges over Hemphill/Lamar to enable the construction of a connector in the future.
- Project was de-federalized by the Regional Transportation Council (RTC) in 2009 at the request of the City
- Rising project costs have led to the need for a partnership to fill the funding gap.
- The use of local funds allows the project to proceed without going through the federal environmental process.

- **Project Area**

### PROJECT AREA



Source: City of Fort Worth

- **Proposed Local Design Partnership Deal Points**

**PROPOSED LOCAL DESIGN PARTNERSHIP DEAL POINTS**

- RTC to swap federal and local funds with Tarrant County on the TEXRail project
  - \$20,000,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds with 4,000,000 Transportation Development Credits (TDCs) in lieu of a local match to be added to the TEXRail project by the RTC
  - Tarrant County to contribute its \$20,000,000 commitment on TEXRail in local funds to the Hemphill/Lamar project
- Tarrant County to contribute an additional \$3,000,000 to the Hemphill/Lamar project and in exchange:
  - \$1,000,000 in CMAQ funds to be used for a transit pilot project in Forest Hill, Everman, and Crowley
  - TxDOT to assess need for improvements at the FM 1220 and Azle Avenue intersection as part of the recently approved \$415,000,000 on SH 199
- \$3,448,803 in Regional Toll Revenue (RTR) funds to be contributed by the RTC to cover the remainder of the construction costs.
  - Funds will be transferred to the West from the East (East will receive federal funds in return)

- **Summary of Additional Funding For Proposed Partnership**

**SUMMARY OF ADDITIONAL FUNDING FOR PROPOSED PARTNERSHIP (\$ IN MILLIONS)**

	Tarrant County	RTC
Local Funds for Hemphill/Lamar	\$23.00	
RTR Funds for Hemphill/Lamar <sup>1</sup>		\$3.45
CMAQ Funds for TEXRail		\$20.00
TDCs for TEXRail		4.00
CMAQ Funds for Transit Pilot Projects		\$1.00
Federal/State Funds for SH 199 <sup>2</sup>		\$415.00 <sup>3</sup>

1: Coming from the Kaufman County RTR account  
2: Already approved by the RTC on 12/3/2016; TxDOT will assess the need at FM 1220 and Azle Avenue as well  
3: Includes RTC and TxDOT-selected funding from the 10-Year Planning Effort

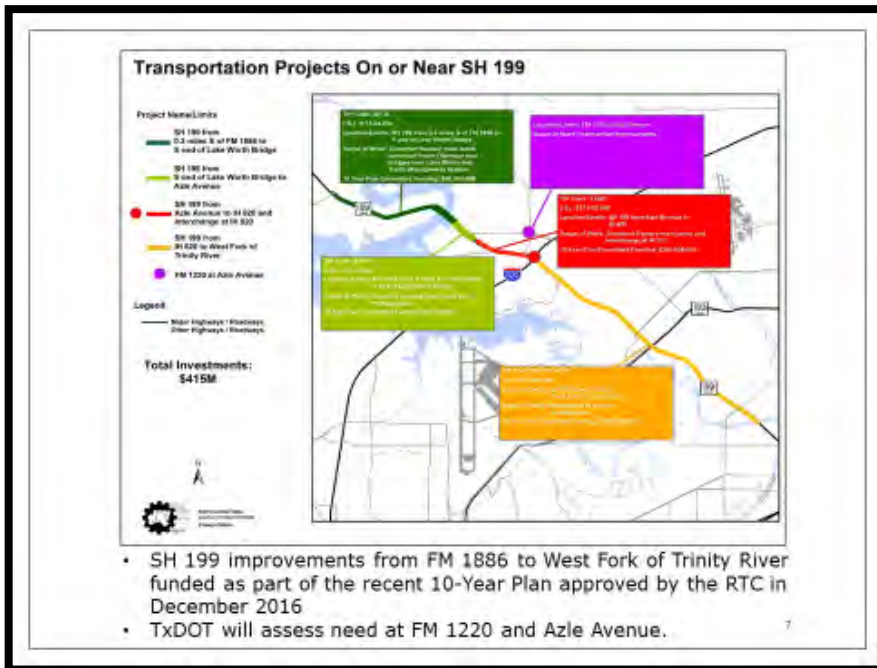
- Funding Proposal for Hemphill/Lamar Connector

## FUNDING PROPOSAL FOR HEMPHILL/LAMAR CONNECTOR

Project Phase	Tarrant County <sup>1</sup>	TxDOT Funds <sup>2</sup>	RTR Funding <sup>3</sup>	Fort Worth Local Funds	Total Funding	Total Cost
Preliminary Engineering				\$2,174,986	\$2,174,986	\$2,174,986
Right-of-Way Acquisition/ Utility Relocation				\$10,356,000	\$10,356,000	\$10,356,000
Construction	\$23,000,000		\$3,448,803	\$14,161,197	\$40,610,000	\$40,610,000
Direct State Oversight Costs (off system only)		\$145,400		\$0	\$145,400	\$145,400
<b>Total</b>	<b>\$23,000,000</b>	<b>\$145,400</b>	<b>\$3,448,803</b>	<b>\$26,592,183</b>	<b>\$53,286,386</b>	<b>\$53,286,386</b>

Notes:  
 1: Includes TEXRail and SH 199 funding swaps; CMAQ to be placed on TEXRail project with TDCs as the match  
 2: TxDOT is paying the direct state oversight costs for the on system components of the project.  
 3: Any cost savings will be retained by the RTC

- Transportation Projects On Or Near SH 199



- SH 199 improvements from FM 1886 to West Fork of Trinity River funded as part of the recent 10-Year Plan approved by the RTC in December 2016
- TxDOT will assess need at FM 1220 and Azle Avenue.



- **East/West RTR Swap**

## EAST/WEST RTR SWAP

- As non-federal funds are needed to fund the shortfall on Hemphill/Lamar, staff is proposing to trade \$7,100,000 in the Kaufman County RTR account for federal funds.
  - These funds were allocated in 2012 and remain un-programmed.
  - Kaufman County will receive \$10,000,000 in federal funds in return (project(s) to be selected at a later date).
- The RTR funds will be transferred as follows:
  - \$3,448,803 to go to the Tarrant County RTR account for the Hemphill/Lamar project
  - The remainder will go to the Regional account.

- **Timeline**

## TIMELINE

September 2016	Initially brought to Surface Transportation Technical Committee (STTC)/Regional Transportation Council (RTC)
March 2017	Committee Action
April 2017	Council Action
April 2017	Submittal to Statewide Transportation Improvement Program (STIP)
June-July 2017	Anticipated approval of STIP Revision
July 2017	Anticipated approval of RTR funds by the Texas Transportation Commission

## C. DART/RTC TRIP Partnership

- **Background**

### BACKGROUND

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- ❖ In December 2016, Dallas Area Rapid Transit (DART) staff requested assistance from the North Central Texas Council of Governments (NCTCOG) to develop a partnership to help assist in their Transit Related Improvement Program (TRIP).
- ❖ The TRIP program is designed to help DART respond to concerns from member cities without rail service or rail service in the approved financial plan.
- ❖ Through this partnership, staff proposed to increase the Regional Transportation Council (RTC)/Local pool through an innovative funding exchange.

- **RTC/Local Funds**

### RTC/LOCAL FUNDS

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- ❖ RTC/Local Pool was established in 2005 with funds from several funding exchanges.
  - ❖ e.g., \$57M with Denton County, \$21M with Dallas.
- ❖ RTC funded local air quality, sustainable development projects, and other regionally significant projects with the funds.
- ❖ RTC/Local funds will be used for air quality projects, innovative finance, leveraging, cash flow, and other regional transportation projects.
- ❖ As the existing RTC/Local balance is spent down, NCTCOG staff has been seeking opportunities and potential partnerships to “re-populate” the account.

- **RTC/DART Proposed Partnership Deal Points**

## RTC/DART PROPOSED PARTNERSHIP DEAL POINTS

- ❖ DART and the RTC each contribute half the funds to the TRIP program in two phases.
- ❖ In addition, the RTC will send another \$10M for DART in each phase (\$20M total).
  - ❖ In return, DART will send the same amount of local funds back to the RTC.
  - ❖ The local funds will repopulate the RTC/Local pool.

RTC Commitments	Phase 1 FY 2018-2020	Phase 2 FY 2021-2025
RTC to DART (50%)	\$7,025,000	\$9,000,000
RTC/DART swap	\$10,000,000	\$10,000,000
<b>TOTAL</b>	<b>\$17,025,000</b>	<b>\$19,000,000</b>

- **Proposed Project Types**

## PROPOSED PROJECT TYPES

- ❖ DART will utilize TRIP funds to build for the following types of projects within the affected cities:

Agency	Project Types
Cockrell Hill	Street repair and signal upgrades
Glenn Heights	Street repair, signal upgrades and transportation studies
University Park	Signal upgrades, radio system upgrades, road repair, road reconstruction, and intersection improvement
Highland Park	Signal upgrades, radio system upgrades, road repair, road reconstruction, and intersection improvement

- ❖ DART will use local funds for the above improvements
  - ❖ The RTC's federal funds will be used on DART projects to offset their local expenditures on TRIP.
  - ❖ This strategy concentrates federal money on a few bigger projects versus several small projects.

- **Project Proposed For Federal Funds**

## PROJECT PROPOSED FOR FEDERAL FUNDS

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### Cotton Belt Rail Line:

Funding Phase	Fiscal Year	Funding Amount	Work Phase
1	2018	\$17,025,000	Environmental and Preliminary Engineering
2	2021	\$19,000,000	Construction

- **Summary**

## SUMMARY

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- ❖ Propose DART/RTC Transit Related Improvement Program Partnership with:
  - ❖ \$17M in federal funds for \$10M local in 2018 (Phase 1)
  - ❖ \$19M in federal funds for \$10M local in 2021 (Phase 2)

## D. Southern Dallas County Partnership

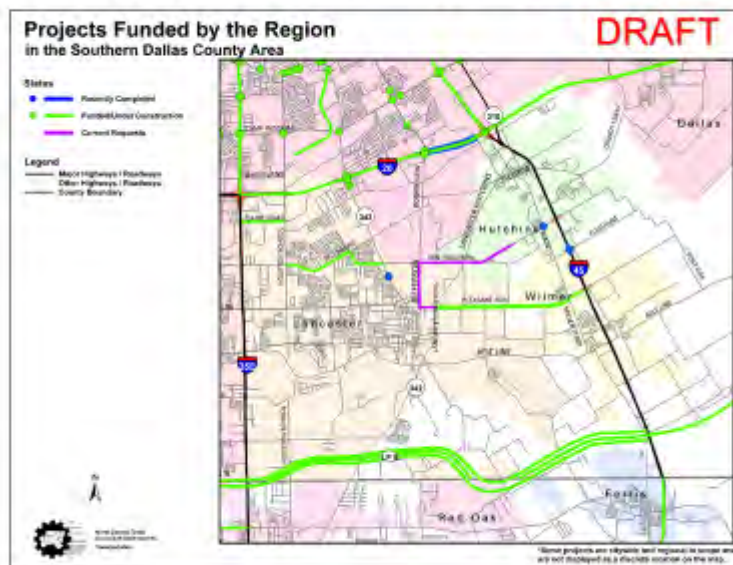
- Background

### BACKGROUND

- A partnership is proposed between Dallas County, the City of Lancaster, the City of Hutchins, and the Regional Transportation Council (RTC) to assist in funding two projects in southern Dallas County:
  - Jefferson Avenue/Pleasant Run Road
  - Wintergreen Road
- These projects have important regional benefits:
  - Provide connections to intermodal facilities
  - Provide connection to IH 45
  - Future connection to Loop 9
  - Provides backbone for future freight rail improvements and investments in the area

- Proposed Projects

### PROPOSED PROJECTS



- Proposed Funding Partnership

<p style="text-align: center;"><b>PROPOSED FUNDING PARTNERSHIP</b> (\$ in Millions)</p> <p style="text-align: right; color: red; font-weight: bold;">DRAFT</p>							
Location	Fiscal Year	Description	RTC	City of Lancaster	City of Hutchins	Dallas County	Total Funding
Jefferson Avenue/ Pleasant Run Road	2019	Widen Lanes 2 to 4	\$8.42	\$1.04	\$0.00	\$1.04	\$10.50
Wintergreen Road	2019	Widen Lanes 2 to 4	\$9.58	\$1.96	\$2.00	\$3.96	\$17.50
<b>Total</b>			<b>\$18.00</b>	<b>\$3.00</b>	<b>\$2.00</b>	<b>\$5.00</b>	<b>\$28.00</b>

- Benefits Of Partnerships

- BENEFITS OF PARTNERSHIP**
- Strategic partnership with regional partners
  - Leverages local and federal funding
  - Improves access to intermodal facilities
  - Improves access for Environmental Justice communities

- **Timeline**

## TIMELINE

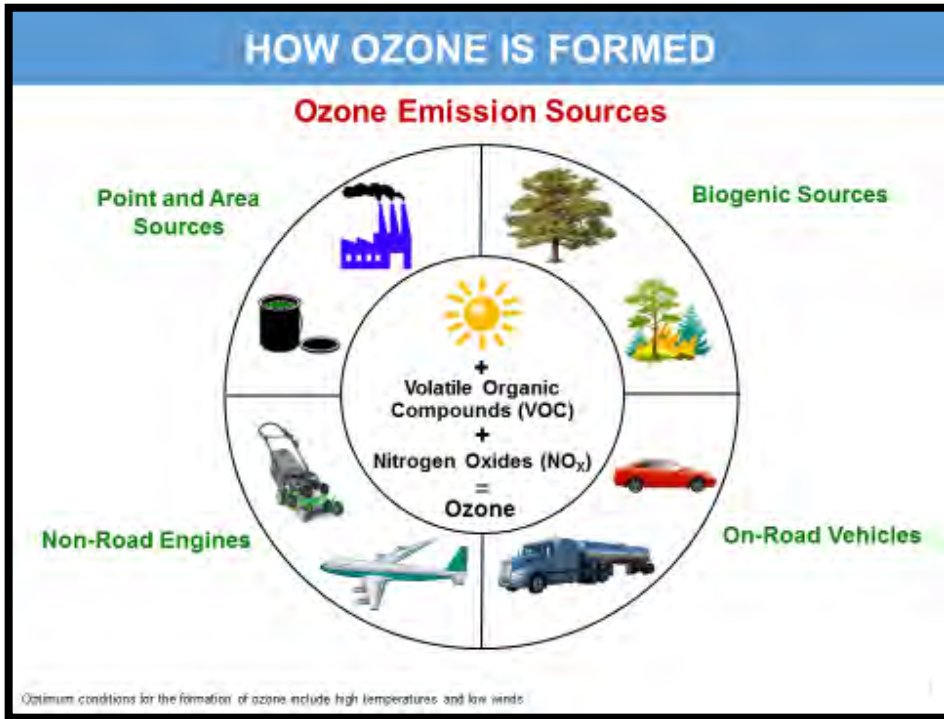
November 2016 -March 2017	Coordination with county and cities
<b>April 2017</b>	<b>Public Meetings</b>
	Committee Action
May 2017	Council Action

**E. Air Quality Updates**

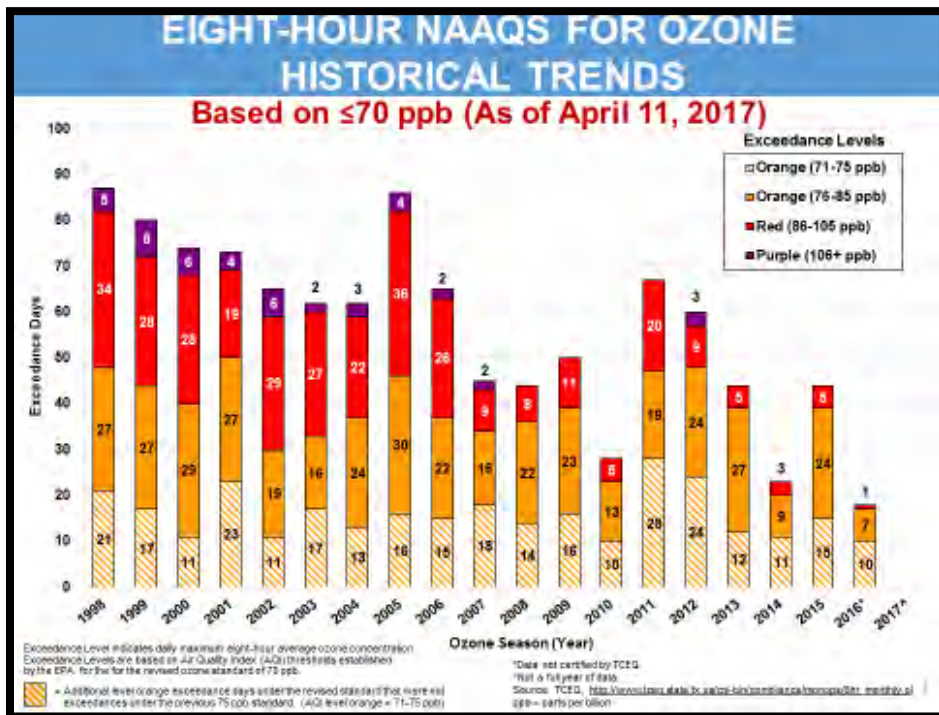
- **2017 Ozone Season**



- How Ozone Is Formed



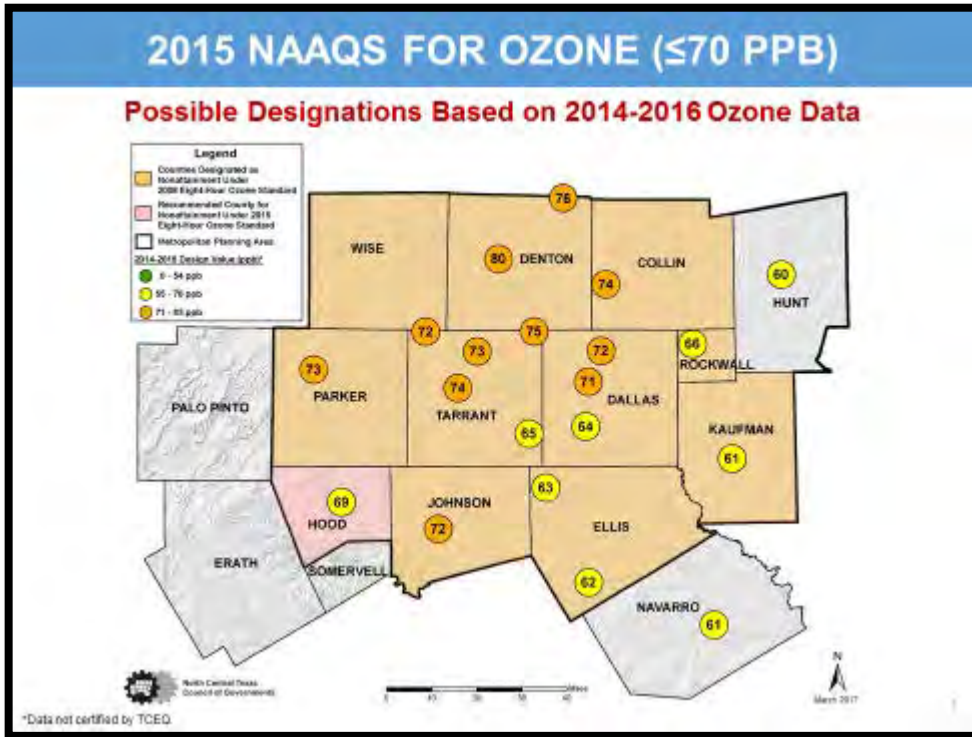
- Ozone Historical Trends







- Map - 2015 NAAQS For Ozone



- Sample Of Air Quality Initiatives



- Regional Air Quality Status

**REGIONAL AIR QUALITY STATUS**  
**NCTCOG Current Ozone Activity Website**

**Current Ozone Activity**  
 On Opened Action Day for Tuesday, March 28, 2017  
 Current Ozone Value is **72 ppb**

**Current Air Quality Index (AQI) for Tuesday, March 28, 2017 12:00:00 PM**  
 There are no monitor values. There are AQI values. See table below.

**Hourly AQI (Combined PM and O<sub>3</sub>)**  
 Tuesday, March 28, 2017 10:00 AM CDT

**Air Quality Index Values and Ozone Concentration**

Air Quality Index (AQI) Range	Air Quality Index (AQI) Label	Level of Health Concern	Color
0-50	Good	None	Green
51-100	Moderate	None	Yellow
101-150	Unhealthy for Sensitive Groups	Minor	Orange
151-200	Unhealthy	Minor to Moderate	Red
201-300	Very Unhealthy	Major	Purple
301-500	Hazardous	Very Serious	Maroon

<http://www.nctcog.org/trans/air/ozone/current.asp>

- Air Quality Education

**AIR QUALITY EDUCATION**  
**Air North Texas**

**Updated Website, <http://www.airnorthtexas.org/>**

- Sign up for Air Pollution Alerts
- Find Air Quality and Ozone Information
- Commit to Clean Air Actions for Individuals, Businesses, Governments
- Become a Partner

**CLEAN AIR ACTIONS FOR INDIVIDUALS**

As a responsible citizen, you can help reduce air pollution by taking simple actions. These actions can help reduce air pollution and improve air quality. For more information, visit [www.airnorthtexas.org/](http://www.airnorthtexas.org/).

- Turn off your car engine if you are stuck in traffic for more than 10 minutes.
- Use public transportation, carpool, or walk/bike to work.
- Use energy-efficient light bulbs.
- Use energy-efficient appliances.
- Use water-saving devices.
- Use low-VOC paints and finishes.
- Use low-VOC adhesives and sealants.
- Use low-VOC cleaning products.
- Use low-VOC furniture.
- Use low-VOC carpeting.
- Use low-VOC flooring.
- Use low-VOC wallpaper.
- Use low-VOC curtains.
- Use low-VOC drapes.
- Use low-VOC bedding.
- Use low-VOC clothing.
- Use low-VOC shoes.
- Use low-VOC accessories.
- Use low-VOC jewelry.
- Use low-VOC cosmetics.
- Use low-VOC hair products.
- Use low-VOC perfumes.
- Use low-VOC deodorants.
- Use low-VOC soaps.
- Use low-VOC shampoos.
- Use low-VOC conditioners.
- Use low-VOC lotions.
- Use low-VOC creams.
- Use low-VOC ointments.
- Use low-VOC gels.
- Use low-VOC sprays.
- Use low-VOC powders.
- Use low-VOC pastes.
- Use low-VOC liquids.
- Use low-VOC solids.
- Use low-VOC gases.
- Use low-VOC vapors.
- Use low-VOC aerosols.
- Use low-VOC mists.
- Use low-VOC fumes.
- Use low-VOC odors.
- Use low-VOC tastes.
- Use low-VOC smells.
- Use low-VOC sounds.
- Use low-VOC vibrations.
- Use low-VOC textures.
- Use low-VOC colors.
- Use low-VOC patterns.
- Use low-VOC designs.
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- Use low-VOC fashions.

[www.airnorthtexas.org/](http://www.airnorthtexas.org/)

- Upcoming Events

## UPCOMING EVENTS

<p><b>Odyssey Day</b>  <b>April 20</b>  <b>Starts Earth Day Texas</b>  <b>Weekend at Fair Park</b>  <b>Largest Nationwide Event</b>  <b>Promoting AFVs</b>  <b>Panel Sessions</b>  <b>Alternative Fuel Vehicle</b>  <b>Test Drives</b>  <a href="http://www.afvdayodyssey.org">www.afvdayodyssey.org</a></p>	<p><b>Fleets for the Future</b>  <b>Panel Session April 20</b>  <b>Discounts on Alternative Fuel</b>  <b>Vehicle Purchases</b>  <b>Propane Pick-up Trucks</b>  <b>Fully Electric Vehicles (EVs)</b>  <b>Plug-in Hybrid Vehicles</b>  <b>(PHEVs)</b>  <b>All Public Fleets Eligible</b>  <a href="http://www.nctcog.org/f4f">www.nctcog.org/f4f</a></p>
   	
	

## UPCOMING EVENTS

**Earth Day Texas**

**April 21-23**  
**Held at Fair Park in Dallas**  
**World's Largest Earth Day Event**  
**Eco-friendly Exhibits**  
**Alternative Fuel Vehicle Test Drives**  
[www.earthdaytx.org](http://www.earthdaytx.org)




  
 Dallas-Fort Worth  
 CLEAN CITIES



- Upcoming Events (Continued)

**UPCOMING EVENTS**

**North Texas Car Care Clinics**


**First Clinics Start on April 8<sup>th</sup>**  
**and Last Clinic will be April 29<sup>th</sup>**

**Events in DFW on Various Dates**

**Free Engine Code Scans, Free Multi-point Vehicle Inspections, and Giveaways**

**Information and Assistance for AirCheckTexas Drive a Clean Machine Program**

[www.ntxcarcare.org](http://www.ntxcarcare.org)



The poster features the title "North Texas Car Care Clinics" and asks "Is your CHECK ENGINE LIGHT on?" and "Do you need a FREE CAR CHECKUP?". It also states "FREE CAR CARE CLINICS IN APRIL 2017" and "WHERE? Seven locations throughout the Dallas-Fort Worth area".

**UPCOMING EVENTS**

**Clean Air Action Day**

**Do one thing to help improve air quality on June 23. Share your plans on social media for a chance to win a prize. Find ideas and make commitments: [airnorthtexas.org/cleanairactionday](http://airnorthtexas.org/cleanairactionday).**



The poster has a green background with the text "TAKE STEPS TOWARD IMPROVING AIR QUALITY." and "#CAAD2017 06.23.17 airnorthtexas.org".

## ORAL COMMENTS RECEIVED AT PUBLIC MEETING

### Hemphill/Lamar Partnership

#### **Yolanda Battle, Happy To Help Transportation**

##### A. Definition of CMAQ funding

*Question:* Can you provide more details on the CMAQ funding referenced in your presentation?

*Summary of response by Brian Dell:* Those funds are called Congestion and Mitigation Air Quality funds. They are federal funds dedicated to projects helping to improve air quality.

*Summary of response by Christie Gotti:* The CMAQ funds mentioned in Brian's presentation are being placed on the TEXRail project. They are replacing Tarrant County's \$20 million local commitment on that rail line. We're trying to access local funds so we don't have to go through a federal process for Hemphill/Lamar since it's already gone through the local process.

##### B. Transit Pilot Projects

*Question:* How can I become involved with the Transit Pilot Projects?

*Summary of response by Christie Gotti:* We suggest you talk to Tarrant County since they proposed the project. You can also contact the Fort Worth Transportation Authority since they will most likely implement it.

### Southern Dallas County Partnership

#### **Thomas E. Hendricks, Kleberg Community Development Corporation**

##### A. East-west connections from IH 45 to the Dallas County line

*Comment:* I am president of the Kleberg Community Development Corporation. We would like the Southern Dallas County Partnership to address east-west connections from IH 45 to the county line.

*Summary of response by Christie Gotti:* We're happy to look into it for you. The area we've looked at is largely to the west of IH 45. We'll see if they've already done some planning to the east. If they haven't, we can coordinate with the City of Dallas and Dallas County to see if they'll submit a formal request for us to begin planning in that area.

**WRITTEN COMMENT FROM PUBLIC MEETING**

<b>Name and Title</b>	<b>Agency, City Represented</b>	<b>Topics Addressed</b>	<b>Comments</b>
Thomas E. Hendricks	Kleberg Community Development Corporation	Details of the Southern Dallas County Partnership	Attachment 1



North Central Texas  
Council of Governments

### Public Meeting Comment Form

**Instructions:**

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

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

Name Thomas E. WENONICKS  
 Organization Kleberg County Dev Corp  
 Date 4/24/17  
 Meeting Location NCTCOG

**Please provide written comments below:**

Has a crossing of the Trinity  
between I-220 + BELT Line near  
considered as part of Southern  
Phillips County Partnership?

To submit comments or questions by mail, fax, or e-mail, please send to:  
 North Central Texas Council of Governments, Transportation Department  
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
 E-mail: [transinfo@nctcog.org](mailto:transinfo@nctcog.org) Website: <http://www.nctcog.org/trans>



### WRITTEN COMMENTS FROM OUTREACH EVENTS

<b>Name and Title</b>	<b>Agency, City Represented</b>	<b>Topics Addressed</b>	<b>Comments</b>
Cynthia Loza	UNTHSC	Lighting and waste bins on Trinity Trails	Attachment 2
John Schetz	UNTHSC	Additional bike trails in the region	Attachment 3
Mathis Perkins	Brentwood Trinity Heights	Additional bike trails in the region	Attachment 4



North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

Name Cynthia Loza  
Organization WV Health  
E-mail \_\_\_\_\_ / Phone \_\_\_\_\_  
Address \_\_\_\_\_  
City Fort Worth State TX Zip Code 76104

Please provide written comments below:

- more lighting around trinity trail
- more waste bins for animal's waste

To submit comments or questions by mail, fax, or email, please send to:  
North Central Texas Council of Governments, Transportation Department  
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
E-mail: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) Website: <http://www.nctcog.org/trans>



North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

Name John Schetz  
Organization UNTASC  
E-mail \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code 76123

Please provide written comments below:

Even more bike paths. I would  
like to bike to work SW FW to  
UNTASC

To submit comments or questions by mail, fax, or email, please send to:  
North Central Texas Council of Governments, Transportation Department  
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
E-mail: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) Website: <http://www.nctcog.org/trans>



North Central  
Texas Council  
of Governments

### PUBLIC COMMENT SHEET

Name Mathis Perkins  
Organization Brentwood Trinity Heights  
E-mail \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_  
City Dallas State Tx Zip Code 75216-1231

Please provide written comments below:

Build a biking and walking  
trail along the ONCOR  
r-o-w from 8th to Illinois

To submit comments or questions by mail, fax, or email, please send to:  
North Central Texas Council of Governments, Transportation Department  
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028  
E-mail: [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org) Website: <http://www.nctcog.org/trans>

## WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

**Councilman Robert Simmons, Town of St. Paul, April 3, 2017**

Chris:

I am sorry I missed your meeting of government officials last Friday on the topic of Collin County Transportation. I am in agreement that the county needs to have more options for travelers in our county. And I support most measures underway on this topic. I would hope we are maximizing the resources and funds available to us from the state and the federal governments; as well as seeking out new resources and funds beyond just what the county can supply.

The main concern I and many of my constituents have is the route added recently that shows a north-south route over the heart of Lake Lavon. As you know, Lavon is a US Corp of Engineer lake with a three pronged charter: Water Conservation, Flood Control, and Recreation. I think it is important to retain these charters and to preserve the environment and tranquility of the lake as it is. I can support expanding existing bridges and potentially additional bridges on the north portion of the lake, but the placement of a bridge across the heart of the lake would radically change the environment of the lake and inhibit its use by the thousands who use the lake each year. Furthermore, the cost of water crossing bridges and time incurred gaining access from the Corp and the time for construction of such a bridge seems to be a non-starter.

I hope to fully support the plan without an option calling for dissecting Lake Lavon with a bridge across its most used areas.

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

Councilman Simmons,

Good afternoon. Thank you very much for your feedback regarding the Collin County Strategic Roadway Plan and the preliminary recommendation from our March 31st meeting to advance the Lake Corridor as a potential north-south freeway facility.

I certainly agree with you that Lake Lavon through multiple perspectives is a highly valuable resource for both Collin County and North Central Texas as a whole. Regardless of our efforts to address the rapid growth in urbanization and adequately plan for transportation needs, it's just as critical to ensure that we simultaneously help the US Army Corps of Engineers (USACE) and other stakeholders preserve the various environmental, recreational, flood control, and water conservation qualities of the lake.

As you know, as dictated by the National Environmental Policy Act (NEPA), the construction of any new-location major transportation corridor will require a thorough and comprehensive environmental assessment (EA) or environmental impact statement (EIS) to determine the scope/magnitude of all the facility's potential impacts and benefits on people/communities, the environment, and the economy. The assessment would entail open and extensive public involvement to ensure that any possible issues may be appropriately documented, addressed, and/or mitigated.

NCTCOG and the Texas Department of Transportation (TxDOT) have both maintained a cooperative and beneficial partnership with the USACE across numerous projects and programs over many years, and various major improvements such as the Margaret Hunt

Hill Bridge, Lake Lewisville Toll Bridge, and the President George Bush Turnpike Eastern Extension have each demonstrated that significant water crossings have been accomplished successfully from environmental standpoints.

Please be assured that at this point in time, the recommendation for the Lake Corridor to move forward as a possible new freeway facility is little more than just an initial technically preferred conclusion. Concerns such as yours and those of many, many others will all need to be taken into consideration and addressed appropriately before any approvals for construction can occur. However, as we discussed in our March 31st meeting, accommodating the enormous wave of sustained growth over time in Collin County will require bold solutions. And while we certainly don't have consensus yet on the Lake Corridor, we believe based on all of the information currently known that we should continue to study it further.

We hope that you and others in your community will continue to be engaged with this study, and please let me or the project team know if you have additional questions or comments at any time.

**Alma Lara, April 11, 2017**

Train service needed in SW Ft Worth (or at minimum an express bus) to connect SW Ft. Worth to Downtown along Chisolm Trail corridor. Current bus lines are slow and times are inconvenient. For example, for me to arrive downtown for work by 8 am, I have to be at bus stop at 6:50am (somehow this is called the EXPRESS. Really? It makes 10 stops! Why is there not already a true express bus (with fewer stops) that goes directly to downtown along chisolm tollroad?

**Judy House, April 11, 2017**

With the very large development, in progress, on the south side of Alta Mesa ( where Bryant Irvin) dead ends); it is my belief that an already dangerous stretch of road is going to become even worse! The 2 lane road west of Bryant Irvin is heavily travel during the morning and early evening hours.The road NEEDS to be widen - the new development will certainly increase the number of cars using this dangerous strip of road - it is an accident waiting to happen! The main problem, as I see it, is that there are no shoulders and the drop off, on either side of the road, would most certainly cause a roll over! The road NEEDS to be widen!! Thank you for the opportunity to share a major a VERY LARGE CONCERN!

**Kim Welch, April 11, 2017**

Dear Great Leaders,

With the problems we have with homeless black people and the largest black population in poverty I don't think we should call a train line anything that has any relationship to black slavery and the activities they engaged in like cotton picking. Call the line Martin Luther King or give it a number or letter or other name but not freaking Cotton.

**Response by Amanda Wilson, NCTCOG**

Mr. Welch,

The North Central Texas Council of Governments appreciates you reaching out to us on this issue. As we do with all public comments we receive, we will transmit your information to the Regional Transportation Council, our policy board. For matters related to the naming of the Cotton Belt rail line, we have also referred your comment to Dallas Area Rapid Transit, which is the agency that owns the rail line. A member of the DART staff should be reaching out to you shortly.

**Response by Kim Welch, Citizen**

Thank you Amanda,

However, I fear we will get any change in direction. I would however like to point out that we have racial tensions and a history of racial inspired violence and for people to ignore the connotation and attached inferences to slavery and Cotton line is so wrong.

Here is an article of fact that says, "... cotton was being picked by enslaved people, the cotton industry was essentially synonymous with slavery. "  
<https://www.thoughtco.com/king-cotton-1773328>

We could call is the eagle line or bluebonnet line or anything but not Cotton. I picture a downtrodden hard hit black person riding this train and the feelings of the racial implications that go with it seem impossible to ignore. I don't know why leaders would even think that it's ok. It's such a clear reference to slavery.  
<https://www.thoughtco.com/king-cotton-1773328>

**Todd Schreiber, April 19, 2017**

Subject: FM 2499 Connection to 35E Project Update

Dear Amanda,

I would appreciate it if you would provide me with the most recent update/status on this project when you have a chance.

**Response by Michelle Releford, Texas Department of Transportation**

Hello Mr. Schreiber! The most recent update is this: for our construction on the new location FM 2499 between FM 2181 and I-35E in Corinth – the estimated completion date is now June of this year. We are 75% complete. They are currently working on noise wall and placing lime stabilization past Roberson Road. Please feel free to contact me if you need more info! Thanks!

## WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

### Twitter Comments

.@EarthDayTexas, #AFVDayOdyssey, & @NCTCOGtrans will host #AFVSummit for fleets (4/20.) Register here: – NAFTC (@NAFTCWVU)



.@NCTCOGtrans heard from @TxDOT Commissioner Laura Ryan as my good friend Commissioner Victor Vandergriff looks on 🇺🇸 – Judge Clay Jenkins (@JudgeClayJ)



DFW Regional Transportation Council doesn't like Sen. Burton's "kill commuter rail" bill  
<http://tinyurl.com/l2wc534> @TheTFortWorth @NCTCOGtrans – Peter J LeCody (@railadvo)





@NCTCOGtrans is sponsoring FREE car care clinics. Did your check engine light come on? Stop by for a free diagnosis! – Judge Clay Jenkins (@JudgeClayJ)

**Free DFW area Car Care Clinics in April 2017**  
How Dallas-Fort Worth area Car Care Clinics in April 2017 can help you with free check engine light code scan & car checkup. Repair assistance available.  
[ntxcarcare.org](http://ntxcarcare.org)

Would love to see similar scrutiny applied to @NCTCOGtrans traffic projections. – Wylie H Dallas (@Wylie\_H\_Dallas)

**Strong Towns @StrongTowns**  
WisDOT efforts to forecast traffic draws scrutiny in audit, federal court  
[bit.ly/2o3dBGE](http://bit.ly/2o3dBGE)

Audit TTI. Fountain of bollocks. – larry (@LarryBrautigam)

@fairpark is buzzing: <http://sch.mp/0xKpry> - RT @NCTCOGtrans We hope to see you tomorrow at Fair Park for the Odyssey Day Kick Off! #A... – Dallas Places (@DallasPlaces)

The #traffic model predicts more driving, you build more roads, & more people drive. But would they have driven more without the new roads? – Brent Toderian (@BrentToderian)

Please forward to @NCTCOGtrans. Thank you – Wylie H Dallas (@Wylie\_H\_Dallas)

Sign Up for DART's 2017 Bike to Work challenge. <http://www.dart.org/news/news.asp?ID=1286> ... @NCTCOGtrans, @RichBikeMart – dartmedia (@dartmedia)

@SouthwestAir, @maf\_us, @CareFliteECU, @envoyaircareers, @USNavy, @NCTCOGtrans, @CityOfMcKinney, @mckinneyisd to participate in #MFOF17 – LeTourneau Aviation (@LETUAviation)

Our 2017 Bike Everywhere Challenge with @NCTCOGtrans kicks off May 1! See how to participate & win awesome prizes: <http://BikeDCTA.net> – DCTA (@RideDCTA)

**DCTA** BIKE EVERYWHERE CHALLENGE  
**RIDE. TRACK. WIN.**  
Sign Up Free | Log Your Trips | Win Great Prizes  
\$150 in Sponsorship Gift Cards & Swag  
\$75 in Sponsorship Gift Cards & Swag  
50 Members Don Tickets & Sponsorship Swag  
Sponsored By: [Logos]  
#BikeDCTA

It'd be really cool if I could bike to the train station without getting killed, but Denton isn't built that way. – birq (@birq)

Working hard! @NCTCOGtrans @DallasCountyTx @cityofmesquite @CityOfDallas @CollinCountyGov #takeyourchildtoworkday – Judge Clay Jenkins (@JudgeClayJ)



Our Bike Everywhere Challenge with @NCTCOGtrans kicks off next Monday! More details here: <http://BikeDCTA.net> #BikeDCTA – DCTA (RideDCTA)



Starting #BikeToWork month right! Perfect weather to #TryParkingIt @NCTCOGtrans – Philip Haigh (@phillip\_inRL)



## **Facebook Visitor Posts**

Sign Up for DART's 2017 Bike to Work challenge! DART, the North Central Texas Council of Governments (NCTCOG Transportation Department) and Richardson Bike Mart are hosting the second annual Bike to Work Challenge in May to help encourage riders to use bicycles as an alternative to driving. Participants must log their daily bicycle commute activities from May 1 to May 31 through NCTCOG's free Try Parking It website at [www.tryparkingit.com](http://www.tryparkingit.com). Participants in the challenge will be entered in a drawing for a chance to win a \$200 gift card to Richardson Bike Mart. Residents of DART cities; Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Richardson, Rowlett, Plano and University Park, or cyclists who have a work destination that begins with the "75" zip code are eligible to participate. DART customers can ride their bikes to rail stations and use more than 140 bike lids to store their bicycle or take advantage of bike racks on every bus and train. Bicycles are allowed on all DART vehicles, Trinity Railway Express trains and Dallas Streetcars. Learn more about DART's Bike to Work Challenge and National Bike to Work Day, May 19, by visiting [www.DART.org/bike](http://www.DART.org/bike) – Dallas Area Rapid Transit (Official DART page)



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

## May 2017

### Calendar

**May 3, 8:30 am**  
**TRTC**

Fort Worth Intermodal  
Transportation Center  
1001 Jones St.  
Fort Worth, TX 75093

**May 5, 11 am**  
**DRMC**

North Texas Tollway Authority  
5900 W. Plano Parkway  
Plano, TX 76102

**May 11, 1 pm**  
**Regional Transportation Council**  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**May 26, 1:30 pm**  
**Surface Transportation**  
**Technical Committee**  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**May 31, 10 am**  
**35W Coalition Annual Meeting**  
Courtyard Fort Worth  
at Alliance Town Center  
3001 Amador Drive  
Fort Worth, TX 76244

### **Bike to Work Week begins May 15**



Pedaling to work may be easier than you think, and the week of May 15-19 is a good time to find out if it is for you. That's when the North Central Texas Council of Governments, its regional transportation partners and groups

across the country will celebrate Bike to Work Week.

Dallas Area Rapid Transit, NCTCOG and Richardson Bike Mart are partnering for the second annual DART Bike to Work Challenge this month. The Denton County Transportation Authority is holding a separate event, the 2017 Bike Everywhere Challenge, which also runs through May 31.

Both offer participants who log their bicycle commutes throughout May on [www.tryparkingit.com](http://www.tryparkingit.com), the region's alternative commute website, an opportunity to win prizes in exchange for demonstrating their cycling dedication. May is recognized as Bike Month.

On Bike to Work Day, scheduled for May 19, "energizer stations" staffed by DART and the other partners will be at select transit stations in the DART service area from 7-9 a.m. to provide refreshments and information to cyclists and transit passengers.

DART and DCTA allow bicycles on buses and trains, which makes it easier for residents who live several miles from work. They can use their bikes as "first- and last-mile" connections to transit. For tips on how to load and unload bicycles from transit vehicles, as well as more information about the Bike to Work Challenge and Bike to Work Day visit [www.dart.org/bikes](http://www.dart.org/bikes). For more information on the Bike Everywhere challenge, visit [www.bikedcta.net](http://www.bikedcta.net).



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

## **Driverless shuttle pilot program to roll out of Arlington Entertainment District**

Not looking forward to that long trek from the parking lot to the ballpark this summer? As part of an innovative transportation pilot program, visitors to Arlington's Entertainment District may soon be able to catch a free ride on a driverless shuttle to help make getting from their vehicles to the stadium venues more convenient. The Arlington City Council has approved a one-year lease agreement with EasyMile of Toulouse, France, for the use of two low-speed, autonomous shuttles. As early as June, the City will begin offering free shuttle rides on pre-programmed routes along select Entertainment District off-street trails during AT&T Stadium and Globe Life Park in Arlington events. This pilot program will allow Arlington to test the application of autonomous shuttles in a real-world setting.

"The City seeks to position itself at the forefront of the connected and autonomous vehicle technology movement," Community Development and Planning Director John Dugan said. "The pilot project will allow us to see how this driverless vehicle system really works and to look at the overall picture of how these vehicles could enhance the City's transportation options."

Although the EZ10 shuttles will run autonomously, they will always have an operator on-board. The vehicles can hold up to 12 passengers and will have a maximum speed of about 20 miles per hour as they travel on select pathways, not city streets, during the pilot program.

In February, the community and media were invited to ride in a battery-powered, driverless shuttle during a demonstration of the EasyMile technology at the Arlington Convention Center. Arlington City Council members were among some of the first riders.

"The Arlington City Council is really interested in putting new technologies to work," Dugan said. "People shouldn't be afraid to engage with this technology and try the shuttles out."

Driverless vehicles are one of the many options being explored by the Council-appointed Transportation Advisory Committee, which is expected to present recommendations on how to address Arlington's transportation needs to City Council later this year.

— Written by City of Arlington

## **Smart Cities Summit set for May 16 at UTD**

Cities interested in taking advantage of smart cars and infrastructure have many opportunities to do so as they look to build modern transportation networks in smart cities. The deployment of these technologies could improve the efficiency, reliability and safety of transportation systems in North Texas as part of a smart city strategy.

But questions remain. NCTCOG is partnering with transportation providers, technology firms and educational institutions to co-sponsor the Texas Smart Cities Summit on May 16. This one-day gathering at the University of Texas at Dallas in Richardson will bring together industry leaders to help municipalities begin or accelerate their blueprints for integrating automated vehicle technologies into their smart city initiatives. To register, visit [www.smartcitiesntx.com](http://www.smartcitiesntx.com). Enter the code "NCTCOG" for a discounted admission of \$99.

## **EPA honors NCTCOG with 7th SmartWay award**

NCTCOG has been recognized by the Environmental Protection Agency for the seventh time as a recipient of the SmartWay Affiliate Challenge. This honor was presented for NCTCOG's efforts to reduce truck emissions and improve the efficiency of freight movement.

NCTCOG and the American Trucking Associations are the only affiliates recognized each of the seven years of the challenge's existence (2007 and 2012-17).

The SmartWay Affiliate Challenge is a national initiative developed by the EPA to acknowledge organizations contributing to a clean energy economy by reaching out to inform and educate businesses, their communities, truck drivers and other stakeholders about steps they can take to reduce freight emissions and their other environmental impacts.

Staff sought to accelerate the adoption and market penetration of SmartWay-verified technologies by promoting financial assistance through which these technologies may be incentivized and providing application assistance to drivers at no cost.

## **New proposed rate structure for street lighting**

Oncor Electric Delivery has filed an Application for Authority to Change Rates, commonly known as a rate case, with the Public Utility Commission of Texas that could pave the way for more efficient lighting in public spaces.

The proposed rate case introduces changes that would impact solar and light-emitting diode street light projects in the Oncor service territory, which includes the NCTCOG region.

The revised street lighting rates, to accommodate LEDs, are likely in response to municipal demand, as many cities have been requesting this option for several years. If adopted, the expanded rate options may make it easier for cities and other Oncor customers who own street lights to realize cost savings associated with switching to more energy-efficient LED street lighting without having to install a separate meter.

Dallas and other cities in North Texas and across the State are turning to LED lighting and solar technologies as more efficient and environmentally friendly options.

For more about this case, visit [www.puc.texas.gov](http://www.puc.texas.gov) and search "docket No. 46957." You may also contact NCTCOG staff at 817-695-9226 with questions.

## **Need to replace a diesel vehicle or equipment?**

The EPA opened the a funding opportunity through the National Clean Diesel Funding Assistance Program in April.

NCTCOG is trying to determine if there is a demand for these funds in the North Texas region. Based on prior years, grant funding is expected to pay for 25 percent of the cost of replacing a current heavy-duty diesel vehicles or non-road equipment.

If you own a diesel vehicle or equipment and are interested in this opportunity contact NCTCOG staff at 817-695-9249 or [AQgrants@nctcog.org](mailto:AQgrants@nctcog.org). For more information on this opportunity, visit [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding).

The deadline to apply for assistance through this program, which is open to public-sector entities is June 20. Funding is expected to be awarded in late 2017.

## 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

**7**

Number of times NCTCOG has been recognized as a SmartWay Affiliate Challenge honoree. Only one other organization shares this distinction, according to the EPA.

# **PUBLIC** *Involvement*

## **NCTCOG to discuss transportation alternatives**

NCTCOG invites residents to provide input about proposed projects that could improve bicycle-pedestrian access to schools and other parts of the region during public meetings in May. Approximately \$23 million in Transportation Set-Aside Program projects are recommended and will be presented to the public at 6 pm May 9 in Richardson, 2:30 pm May 10 in Arlington and 6 pm May 15 in North Richland Hills. Staff members will also outline:

- The process to select approximately \$345 million in federally funded projects
- An overview of the schedule for Mobility 2045, the next metropolitan transportation plan
- Activities completed as part of Joining Forces: Aligning Community and Military Missions. This is a regional joint land use study initiated to help military installations and surrounding communities cooperate for mutual benefit.

Information on Clean Air Action Day and auto occupancy detection technology will also be available. Watch the Arlington meeting live by clicking the “live” tab at [www.nctcog.org/video](http://www.nctcog.org/video). A recording of the presentations will be available at [www.nctcog.org/input](http://www.nctcog.org/input).

## **Fleet discounts on alternative fuel vehicles**

North Texas public fleets have an opportunity to get substantial discounts on alternative fuel vehicles (AFVs) for next year. Find out how at the Fleets for the Future Bootcamp from 10 am to 2 pm May 24 at NCTCOG’s Arlington offices, where you can also learn how your fleet can participate and benefit from this unique regional procurement process. Lunch will be provided. Please RSVP by Wednesday, May 17 to [bmuller@nctcog.org](mailto:bmuller@nctcog.org) or 817-695-9299 to ensure an accurate head count for lunch orders. Learn more at [www.nctcog.org/f4f](http://www.nctcog.org/f4f).

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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.