

## AGENDA

**Regional Transportation Council  
Thursday, July 14, 2016  
North Central Texas Council of Governments**

**11:30 am      Driverless Vehicles and Automotive Technology Workshop**

**1:00 pm      Full RTC Business Agenda  
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

- 1:00 – 1:05      1.    Approval of June 16, 2016, Minutes**  
 Action             Possible Action     Information            Minutes:            5  
Presenter:          Ron Jensen, RTC Chair  
Item Summary: Approval of the June 16, 2016, minutes contained in [Reference Item 1](#) will be requested.  
Background:        N/A
- 1:05 – 1:05      2.    Consent Agenda**  
 Action             Possible Action     Information            Minutes:            0
- 2.1.    Clarification of Capital Funding for Transit Service in Collin County**  
Presenter:          Sarah Chadderdon, NCTCOG  
Item Summary: This item requests clarification of the Regional Transportation Council's (RTC) approval that Dallas Area Rapid Transit (DART) LGC and/or DART is authorized to purchase buses with up to \$3.22 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding previously approved by RTC and substitute an equivalent amount of local funding to be spent on capital costs for transit service in Collin County.  
Background:        On May 12, 2016, the RTC approved capital funding for transit service in Collin County, including capital costs such as vehicles, maintenance, information technology, and planning expenses. The approval outlined \$3.22 million in CMAQ funding that was previously approved to support service outside transit authority service areas. CMAQ funding is in a Federal Transit Administration grant and is currently programmed for bus purchases. In order for DART to meet the needs in Collin County faster, this item requests clarification of RTC's approval for DART LGC and/or DART to purchase up to \$3.22 million in buses for use inside DART's service area and substitute an equivalent amount of local funding to be spent on capital purchases consistent with RTC's approval in May. This item does not change the total dollar amount approved for capital funding for transit service in Collin County.

1:05 – 1:20

3. **Orientation to Agenda/Director of Transportation Report**

Action       Possible Action       Information      Minutes: 15  
Presenter: Michael Morris, NCTCOG

1. Moment of Silence for the July 7, 2016, Event Impacting City of Dallas and Dallas Area Rapid Transit Officers
2. Copy of Senator Robert Nichols' Presentation ([Electronic Item 3.1](#))
3. Follow Up to Driverless Vehicles and Automotive Technology Workshop: Workshop Presentation to be Transmitted to Members Following the Meeting
4. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.2](#))
5. Ozone Season Update ([Electronic Item 3.3](#))
6. AirCheckTexas Promotion ([Electronic Item 3.4](#))
7. 2016 Transportation Conformity Determination
8. Federal Transit Administration Triennial Review Outcomes
9. Access North Texas Meetings Begin in August
10. Quarterly East/West Equity Update ([Electronic Item 3.5.1](#) and [Electronic Item 3.5.2](#))
11. June Public Meeting Minutes ([Electronic Item 3.6](#))
12. Recent Correspondence ([Electronic Item 3.7](#))
13. Recent News Articles ([Electronic Item 3.8](#))
14. Recent Press Releases ([Electronic Item 3.9](#))
15. Transportation Partners Progress Reports

1:20 – 1:35

4. **Victor Vandergriff Remarks**

Action       Possible Action       Information      Minutes: 15  
Presenter: Victor Vandergriff, Texas Transportation Commission

Item Summary: Commissioner Victor Vandergriff will provide an overview of Texas Department of Transportation (TxDOT) efforts regarding implementation of HB 20 performance based project prioritization and selection.

Background: TxDOT is advancing efforts that impact transportation funding in the Unified Transportation Program, as well as developing a process to respond to legislative performance measure requirements. Funding categories and priorities from different statewide stakeholders will be reviewed.

1:35 – 1:55

5. **Proposed Resolution to the Texas Transportation Commission Requesting Changes to the Draft Unified Transportation Program**

Action       Possible Action       Information      Minutes: 20  
Presenter: Michael Morris, NCTCOG

Item Summary: The Texas Department of Transportation (TxDOT) has a draft proposal on new funding levels for the next ten years. North Central Texas Council of Governments (NCTCOG) staff will highlight proposed comments to request changes in these allocations based on historical commitments from TxDOT. Specific recommendations will be presented for RTC approval.

Background: With the passage of Proposition 1, Proposition 7, and new federal transportation legislation, TxDOT is proposing funding allocations for the next ten years of the Unified Transportation Program. NCTCOG staff feels the proposed funding allocations

are inconsistent with a previous TxDOT minute order, policies, and historical partnerships. [Reference Item 5](#) contains a copy of the proposed draft resolution. In addition, Regional Transportation Council members will be asked to participate in two events on July 21, 2016, that are requesting comments on proposed TxDOT funding policies and TxDOT performance.

1:55 – 2:05

6. **Potential Transportation Alternatives Program Funds Lapse**

Action       Possible Action       Information      Minutes: 10

Presenter: Ken Bunkley, NCTCOG

Item Summary: Staff will provide an update on Fiscal Year (FY) 2013 Transportation Alternatives Program (TAP) funds that are at risk of lapsing if not utilized by September 30, 2016. In addition, members will be asked to approve a letter requesting assistance from the Texas Transportation Commission.

Background: Texas Department of Transportation (TxDOT) Austin has notified North Central Texas Council of Governments (NCTCOG) staff that TAP funds apportioned in FY2013 are at risk of lapsing at the end of FY2016. Federal regulations state that TAP funds apportioned shall remain available for use for the year of apportionment plus three years. Any amounts that remain unobligated at the end of that period shall lapse.

On July 6, 2012, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) was signed into law. In March 2013, TAP apportionments were established at the federal level. In late August 2013, TxDOT established individual metropolitan planning organization allocations including the Dallas-Fort Worth (DFW) region's allocation. Within two months, in October 2013, the DFW Metropolitan Planning Area initiated the 2014-2015 TAP Call for Projects, which resulted in project selection by October 2014. Selected projects were added to the Transportation Improvement Program (TIP) through the next available TIP modification cycle. Many cities/implementing agencies began their contracting/agreement process with TxDOT prior to Statewide TIP approval in order expedite project delivery. However, due to a delay in finalization of a TxDOT agreement template for TAP projects, these projects were delayed statewide.

NCTCOG staff is seeking possible solutions with both the Federal Highway Administration (FHWA) and TxDOT, and is coordinating with local agencies to identify project status and ability to obligate funds by September 30, 2016.

A listing of all TAP projects is provided as [Electronic Item 6.1](#). A total of approximately \$2.4 million in federal TAP funds could potentially lapse. [Electronic Item 6.2](#) contains additional details related to the TAP projects selected and the current funding status. [Reference Item 6.3](#) contains a letter requesting assistance from the Texas Transportation Commission.

**2:05 – 2:15**    7.    **Transportation Rulemaking Update**  
 Action             Possible Action     Information            Minutes:    10  
 Presenter:            Amanda Wilson, NCTCOG  
 Item Summary:      The Regional Transportation Council will be provided with information and draft comments on the Notice of Proposed Rulemaking (NPRM) for the National Performance Management Measures, as well as receive a summary of the Metropolitan Transportation Planning Final Rule.  
 Background:        The Federal Highway Administration (FHWA) recently issued a NPRM for National Performance Management Measures on assessing performance of the National Highway System, freight movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program. This NPRM establishes a set of performance measures for States and metropolitan planning organizations to use as required by Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). Comments are due to the United States Department of Transportation by August 20, 2016. In addition, the final rule for Statewide and Metropolitan Transportation Planning was released and became effective June 27, 2016. This final rule updates the regulations governing the development of metropolitan transportation plans and programs for urbanized areas, long-range statewide transportation plans and programs, the congestion management process, and planning products for the environmental review process as required by MAP-21 and the Fixing America's Surface Transportation Act.

**2:15 – 2:20**    8.    **Follow Up to High Speed Rail Industry Forum**  
 Action             Possible Action     Information            Minutes:    5  
 Presenter:            Kevin Feldt, NCTCOG  
 Item Summary:      A High Speed Rail Industry Forum was held on Monday, June 20 at the North Central Texas Council of Governments (NCTCOG) with firms potentially interested in proposing a high speed rail project in the Dallas-Fort Worth region. This meeting was in response to a Federal Railroad Administration and United States Department of Transportation request for proposals. Information on regional plans and policies, status of environmental documents, and available data were presented at the forum.  
 Background:        The Federal Railroad Administration published a Request for Proposals in the March 9, 2016, Federal Register seeking proposers to finance, design, construct, operate, and maintain a high speed rail system. NCTCOG staff will continue to coordinate with prospective proposers to ensure regional transportation goals and objectives are met.  
  
 The Regional Transportation Council (RTC) has adopted regional policies guiding high speed rail implementation and development within the Dallas-Fort Worth region. Currently, three separate projects designed to serve the region are ongoing. NCTCOG 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. NCTCOG staff will continue to serve as the RTC liaison for regional high speed rail efforts and will provide periodic updates on each proposed project.

2:20 – 2:25

9. **Update on Proposed Volkswagen Settlement Agreements**

Action       Possible Action       Information      Minutes:      5

Presenters: Chris Klaus and Ken Kirkpatrick, NCTCOG

Item Summary: Staff will highlight the latest activity related to ongoing federal and State lawsuits and proposed settlements against Volkswagen AG and related entities for their use of emission “defeat devices” installed in diesel automobiles.

Background: The United States Department of Justice, on behalf of the Environmental Protection Agency (EPA), along with the Federal Trade Commission filed suit against Volkswagen and related entities (Volkswagen) for violating environmental and consumer protection statutes involving the installation of “defeat devices” on certain 2.0 liter and 3.0 liter diesel vehicles. In addition, a consumer class action suit was filed in federal court for similar claims. The cases were consolidated in the United States District Court in the Northern District of California. The California Attorney General also filed suit to join this action. On June 28, 2016, the Parties submitted proposed settlements to the court for approval. Volkswagen has agreed to a settlement of \$14.7 billion to settle allegations of emission “defeat devices” installed on Volkswagen and Audi 2.0 liter diesel vehicles. The settlements partially resolve allegations by the EPA, as well as the California Attorney General’s Office and the California Air Resources Board (EPA’s press release is provided in [Electronic Item 9.1](#)). Separately, the Texas Attorney General filed suit against Volkswagen and related entities in State court for violations of State environmental and consumer protection statutes. The Texas Attorney General reached a partial settlement, which includes \$50 million in civil penalties. The Texas Clean Air Act suit is still pending. Additional information is provided in [Electronic Item 9.2](#).

2:25 – 2:35

10. **Auto-Occupancy Verification Technology Procurement**

Action       Possible Action       Information      Minutes:      10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Texas Department of Transportation (TxDOT) and Regional Transportation Council (RTC) staffs have been working to procure technology to automatically detect vehicle occupancy in managed-lane corridors. The RTC will be briefed on the status of the procurement.

Background: The RTC’s Tolled Managed Lane Policies provide for a discount for high-occupancy vehicles of 50 percent during the peak periods. The occupancy requirement for the discount is two or

more occupants (2+) and may go to three or more occupants (3+) on or before June 1, 2018, as determined by the RTC. The policy is currently enforced manually with technology support, but provides that over time more advanced technology verification will be used as it becomes available.

11. **Progress Reports**

Action       Possible Action       Information

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

- RTC Attendance ([Reference Item 11.1](#))
- STTC Minutes and Attendance ([Electronic Item 11.2](#))
- Local Motion ([Electronic Item 11.3](#))

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

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

14. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, August 11, 2016, at the North Central Texas Council of Governments.***

MINUTES

## REGIONAL TRANSPORTATION COUNCIL

June 16, 2016

The Regional Transportation Council (RTC) met on Thursday, June 16, 2016, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Brian Barth, Carol Bush, Mike Cantrell, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Rob Franke, Sandy Greyson, Mojoy Haddad, Roger Harmon, Clay Jenkins, Ron Jensen, Jungus Jordan, Lee Kleinman, Brian Loughmiller, David Magness, Scott Mahaffey, Matthew Marchant, Maher Maso, Cary Moon, Stan Pickett, Mark Riley, Amir Rupani, Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, William Velasco II, Oscar Ward, Duncan Webb, Kathryn Wilemon, Jeff Williams, and Erik Wilson.

Others present at the meeting were: Gustavo Baez, John Baker, Melissa Baker, Tom Bamonte, Berrien Barks, Carli Baylor, Emily Beckham, George Behmanesh, Natalie Bettger, Brandy Bissland, Alberta Blair, Debby Bobbitt, Chuck Branch, Ron Brown, Ken Bunkley, Mo Bur, Kasey Burgan, Susan Buse, Loyl Bussell, Marrk Callier, Jack Carr, Angie Carson, Dave Carter, Dixie Cawthorne, Kevin Cleveland, Jim Cline, Leigh Collins, Michael Copeland, John Cordary, Hal Cranor, Armin Jose Cruz, Mike Curtis, Clarence Daugherty, Kim Diederich, Jerry Dittman, Chad Edwards, Traci Enna, Brittney Farr, Kevin Feldt, Christie Gotti, Richard Grady, Heather Haney, Tony Hartzel, Jeff Hathcock, Philip Heigh, Tommy Henderson, Rebekah Hernandez, Jesse Herrera, Axel Herrmann, Robert Hinkle, Jodi Hodges, Terry Hughes, Travis Kelly, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Peter LeCody, April Leger, Sonny Loper, Paul Luedtke, Mickey Marlow, Steve McCullough, Chad McKeown, Keith Melton, Mindy Mize, Michael Morris, Jenny Narvaez, Mickey Nowell, John Polster, James Powell, Vercie Pruitt-Jenkins, Ashley Releford, Molly Rendon, Christina Roach, Gary Roden, Rylea Roderick, Tito Rodriguez, Carrie Rogers, Kyle Roy, Moosa Saghian, Steve Salin, Russell Schaffner, Jody Short, Walter Shumac, Randy Skinner, Rick Stopfer, Jahnae Stout, Dean Stuller, Gerald Sturdivant, Vic Suhm, Craig Swancy, Gary Thomas, Jonathan Toffer, Lauren Trimble, Dan Vedral, Leslie Wade, Mitzi Ward, Amy Wasielewski, Lisa Wazi, Joy Weist, Sandy Wesch, Elizabeth Whitaker, Amanda Wilson, Brian Wilson, Mykol Woodruff, and Ed Wueste.

1. **Approval of May 10, 2016, Minutes:** The minutes of the May 10, 2016, meeting were approved as submitted in Reference Item 1. Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 2.1. **Transportation Improvement Program Modifications:** A motion was made to approve ratification of a revision to modification number 2015-0723 (revised) from the May 2016 revision cycle provided in Reference Item 2.1.  
  
Mike Cantrell (M); Rob Franke (S). The motion passed unanimously.
3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris thanked Regional Transportation Council (RTC) Chair Mark Riley for his service as the RTC Chair during the past year. In addition, he discussed a partnership with the China Academy of Transportation Sciences who is interested in creating a Memorandum of Understanding with the RTC on performance measures and decision making. The recognition of Chris Burkett

was rescheduled to a future date. Staff highlighted new technology in the Transportation Council Room. Air quality funding opportunities were provided in Electronic Item 3.1. An ozone season update and information regarding Clean Air Action Day was provided in Electronic Item 3.2, and Electronic Item 3.3 included Dallas-Fort Worth Clean Cities Annual Report results. Mr. Morris also noted the National Association of Metropolitan Planning Organizations will meet in Fort Worth on October 25-28. Details were provided in Electronic Item 3.4. Electronic Item 3.5 included correspondence from the City of McKinney requesting that the North Central Texas Council of Governments serve as the direct recipient for Federal Transit Administration funds available for transit service. A June public meeting notice was provided in Electronic Item 3.6, recent correspondence in Electronic Item 3.7, recent news articles in Electronic Item 3.8, and recent press releases in Electronic Item 3.9. A copy of the 2016 Progress North Texas was provided at the meeting. The cover of the publication highlights the winning drawing from Weatherford Independent School District. Additional copies were made available upon request.

4. **2016 Transportation Conformity Reconfirmation:** Chris Klaus presented recommendations for reconfirmation of the 2016 Transportation Conformity. In March 2016, the Regional Transportation Council (RTC) approved Mobility 2040, the corresponding Transportation Improvement Program, and 2016 Transportation Conformity. During that time, State and federal partners requested that North Central Texas Council of Government staff consider removing air quality benefits for the US 67 High-Occupancy Vehicle facility due to operational changes included in Mobility 2040. A transportation control measure (TCM) substitution process was then conducted and approved at the May 12 RTC meeting for the substitution of associated benefits for the US 67/IH 35E High-Occupancy Vehicle project between IH 20 and IH 30 with traffic signalization improvement project benefits. This reconfirmation of the air quality conformity analysis incorporates results of the TCM substitution process. All other aspects of the conformity analysis remains the same as from the RTC's March 2016 approval. The Environmental Protection Agency and Texas Commission on Environmental Quality have submitted final concurrence on the TCM substitution, provided in Electronic item 4.1 and Electronic Item 4.2, respectively. Once United States Department of Transportation conformity determination is granted, initiatives in Mobility 2040 may proceed. Details were provided in Reference Item 4.3. A motion was made to incorporate the transportation control measure substitution of the interim High-Occupancy Vehicle US 67/IH 35E lanes with traffic signal prioritization improvements into the 2016 Transportation Conformity. RTC reconfirms approval of the 2016 Transportation Conformity analysis of Mobility 2040 and associated Transportation Improvement Program as detailed in Reference Item 4.3. Lissa Smith (M); Jungus Jordan (S). The motion passed unanimously.
5. **High Speed Rail Texas Central Partners Memorandum of Understanding:** Rob Franke reviewed items discussed at the Multimodal/Intermodal/High Speed Rail/Freight Subcommittee meeting. The primary focus of the meeting was advancement of the policy on high speed rail. Generally, the policy promotes partnering for high speed rail, grade-separated rail, a one-seat ride, and three stops in the region in Dallas, Arlington, and Fort Worth. The proposed Memorandum of Understanding advances the items with Texas Central Partners. Discussion also included options in the region and managing high speed rail efforts. The subcommittee approved a recommendation to the Regional Transportation Council following considerable discussion and comments. Michael Morris noted that subcommittee discussion and staff's recommendation is for the motion to approve moving forward with approval of the Memorandum of Understanding with Texas Central Partners and to include communication to the Texas Department of Transportation and Federal



Railroad Administration the importance of constant communication with regard to building consensus on the recommendation for high speed rail between Dallas-Arlington-Fort Worth. Oscar Ward asked the completion timeline for the two routes TxDOT is evaluating. Mr. Morris noted completion of environmental studies is expected by winter of this year. A motion was made to approve the proposed Regional Transportation Council resolution and Memorandum of Understanding between Texas Central Partners and the Regional Transportation Council provided in Reference Item 5, including continued coordination with the Texas Department of Transportation and the Federal Railroad Administration. Rob Franke (M); Jeff Williams (S). The motion passed unanimously.

6. **City of Colleyville Request for Regional Transportation Council Reconsideration and Public Referendum Request:** Michael Morris discussed action at the May 12, 2016, Regional Transportation Council (RTC) meeting approving a short-term loan to maintain the construction schedule of the passenger rail line from downtown Fort Worth to the Dallas/Fort Worth International Airport. At its May 17, 2016, meeting, the Colleyville City Council passed a resolution, provided in Reference Item 6.1, requesting the RTC reconsider the TEX Rail project and/or put the project up for a public referendum in the November 2016 general election. Electronic Item 6.2 contained a copy of a white paper on The Case for Transit developed by the North Central Texas Council of Governments in 2015. Electronic Item 6.3 included a 50-year history within the Dallas-Fort Worth region on how the private and public sectors have requested passenger rail to be part of broader policy questions. Jungus Jordan respectfully noted the opinions expressed by the City of Colleyville and noted he believed no action is required. Matthew Marchant requested clarification on whether Colleyville had provided any funding for the TEX Rail project. Mr. Morris noted that it had not, but Colleyville had requested a quiet zone within its city which had been implemented. Mike Taylor, City of Colleyville, noted his comments at the May 12, 2016, RTC meeting in which he stated if you are philosophically opposed to transit or if you have a house that backs up to this type of project, there may or may not be concerns. He discussed the newly elected Colleyville City Council and its right to pass the resolution. He added that he represents the ten-city cluster that includes Hurst, Euless, Bedford, Keller, Colleyville, Grapevine, Southlake, Westlake, Trophy Club, and Roanoke. Mr. Taylor noted his conversations with mayors of the other nine cities whom emphatically stated they do not support the Colleyville resolution and fully support the TEX Rail project. Mr. Taylor wanted the citizens of Colleyville to know their voices have been heard and acknowledged. However, he stated he also represents all member cities within the group that account for approximately 353,000 people. The vote of the nine mayors represents 93.3 percent of his vote. No action was taken on the item.
7. **Disadvantaged Business Enterprise Goal Updates:** Ken Kirkpatrick provided a summary of the current Disadvantaged Business Enterprise (DBE) Program and the proposed update for the DBE Participation Goal for FY2017-FY2019. The North Central Texas Council of Governments participates in a DBE program as a direct recipient of Federal Transit Administration (FTA) funds. The purpose is to ensure nondiscrimination and create a level playing field for disadvantaged businesses to compete for contracting opportunities. The North Central Texas Council of Governments (NCTCOG) current policy is to award a fair share of all its contract opportunities utilizing United States Department of Transportation funds to DBEs. Its current participation goal for FY2014-2016 is 25 percent. NCTCOG asks that firms unable to meet or commit to the DBE goal for a specific project demonstrate and document good faith efforts towards meeting the goal. In addition, firms participating in contracting opportunities must provide certification of DBE eligibility. Over the last several weeks, staff has been working to develop the proposed DBE goal for the next three years,

done through a two-step process. Staff reviews and projects the amount and types of contracting opportunities for the next three years, as well as the total number of firms that are ready, willing, and able to complete the work in the Dallas-Fort Worth market area. NCTCOG does not rely on the national goal of 10 percent or past participation goals, but reviews disparity studies and other agencies' goals compared to the number of the firms that are able to complete the work. A table summarizing the availability analysis was highlighted that included the different categories of procurement: planning/engineering, advertising, software development, and equipment. Over the next three years, approximately \$13 million is expected to be award through procurements. Data also includes the total number of firms that provide services in each of the categories. The percentages are weighted by the dollar amount for a total weighted summary of approximately 25 percent. Staff then reviews past performance, which was also highlighted. For FY2014-FY2016, approximately \$14.4 million in contracts have been awarded to date, with the DBE participation at 29.8 percent and expenditures at 31.69 percent. Approximately four months remain in the fiscal year and there are several active procurement and contracts, so these percentages are expected to fluctuate. Staff believes that the DBE Program is considered successful when it is no longer needed. One of the FTA requirements is the review of what percentage of DBE participation occurs through race conscious versus race neutral means. Race conscious participation is achieved through procurements with a DBE contract goal and race neutral participation is achieved through procurements without a contract goal or through DBE participation that exceed the advertised goal. For the last three years, the ratio of race conscious versus race neutral procurements is approximately 56 percent/44 percent. Staff's proposal for the DBE Participation Goal in FY2017-FY2019 is to maintain the 25 percent goal based on the availability analysis and past performance. Details were provided in Electronic Item 7. Mr. Kirkpatrick noted that the proposed DBE Goal was published on June 1, followed by public meetings June 13-15. The updated DBE goals are anticipated to be presented to the RTC and Executive Board for approval in August 2016.

8. **Status of the Current Comprehensive Development Agreement Managed Lanes: Preliminary Performance of the LBJ and NTE Tolled Managed Lanes:** Michael Morris presented recent performance measures on the two comprehensive development agreement tolled maned lanes, the North Tarrant Express (NTE) and LBJ Express. In addition, outreach education efforts were highlighted. Five areas of communication related to toll managed lanes include: 1) brief, videos of real users in the corridor, 2) frequently asked questions and education for stakeholders, 3) observed behavior fact sheet, 4) economic development near tolled managed lanes, and 5) funding status white paper-thank you to the legislature with regard to how the region can create a better balance of transportation projects in the future. Data for the NTE and LBJ Express was highlighted. In both corridors, traffic dropped during construction and users moved to parallel corridors. To date, all traffic has returned to the corridor. In addition, there has been significant traffic growth rates. Even though the facilities include the same number of general purpose lanes, speeds have significantly improved, and there is a 73 percent reduction in congestion on the NTE and 60 percent reduction on LBJ Express. Since the facilities have opened, over 6 million different vehicles have used the corridors. Data also shows that a variety of users are traveling on the facilities and feedback has been positive. Jungus Jordan suggested that the Regional Transportation Council (RTC) Chair send a letter of appreciation to Senator Nichols for major successes in the region that he championed such as Proposition 1 and Proposition 7, and if staff has not done so yet, provide him with an RTC paperweight. Lee Kleinman asked if the presentation was available electronically. Mr. Morris noted that staff would be working to update the presentation, but would provide to members by e-mail following the meeting. Oscar Ward also requested that the presentation made by Senator

Nichols at the most recent Dallas Regional Mobility Coalition meeting be provided to members or shown at a future RTC meeting. Mr. Morris noted that Senator Nichols has requested time to update his presentation, but that staff is in contact with his office and will make it available to the RTC in the future, as well as place a future item on the RTC agenda. Mike Taylor noted that continued education on how the tolled component pays for the free component is necessary. Mr. Morris indicated that staff will continue to refine education efforts.

9. **Upcoming High Speed Rail Industry Forum, June 20, 2016:** Michael Morris discussed the High Speed Rail Industry Forum scheduled for June 20, 2016, in the Transportation Council Room. Firms potentially interested in proposing a high-speed rail project in the Dallas-Fort Worth region have been invited in response to the Federal Railroad Administration and United States Department of Transportation request for proposals. Electronic Item 9 contained a copy of the invitation memo. Proposed corridors include Dallas-Arlington-Fort Worth, as well as Dallas-Arlington-Fort Worth-Austin-San Antonio and beyond. The North Central Texas Council of Governments' role is to provide Dallas-Fort Worth region information to prospective proposers, encourage private sector participation, and serve as a resource to proposers to ensure consistency with the region's policies and Mobility Plan. Invitations have been provided to global high-speed rail entities, local elected officials, the Commission for High Speed Rail in the Dallas-Fort Worth Region, engineering firms, railroad firms, and the United States High-Speed Rail Association.
10. **Regional Safety Program Performance Measures Report:** Natalie Bettger provided an overview of items included in the 2015 Safety Performance Measures Report included in Electronic Item 10. Data presented is from the Texas Department of Transportation crash record information system. Crash and fatality data for the 16-county region was highlighted. Crashes have increased by 11 percent and fatalities by 5 percent from 2014 to 2015. Based on data, approximately 41,000 injury crashes occurred in 2015 which accounted for approximately five injury crashes every hour and approximately one fatality in the region per day. On average, every minute of every day 36 first responders are operating on the transportation system. Crash rates by county were also highlighted, including the counties with the largest average increases and decreases in crashes. Contributing factors for serious injury and fatal crashes on limited access facilities indicate that speeding and driver related issues remain the top factors and account for over 40 percent of the incidents. Hazardous material statistics are also collected, and approximately 20 hazmat related crashes occurred in 2015 along dedicated and delivery routes. Ms. Bettger also highlighted the bicycle and safety campaign launched in October 2015, Look Out Texans. Bicycle and pedestrian safety has been a focus area due to higher statistics in the region than other areas. Between 2010 and 2014, the region experienced over 8,200 crashes involving motor vehicles and pedestrian/bicyclists, as well as over 500 fatalities. The campaign provides educational material to pedestrian and bicycle users, as well as vehicle users. Traffic Incident Management is an initiative also implemented in the region to help reduce the impact of crashes on roadways by reducing response time. To date, over 2,000 first responders have attended training. Mobility Assistance Patrol is another program sponsored by the RTC. Highest support was provided to stalled vehicles by providing assistance with flat tires, gasoline, and other types of assistance that prevents the user from being stranded on the roadway for long periods of time. Another safety program implemented in the region is the Wrong Way Driving Pilot Project. Efforts include consistent pavement markings and signage at intersections to avoid confusion, as well as the use of technology for Wrong Way Driving incident notifications. She also discussed Commercial Vehicle Enforcement efforts that help law enforcement to improve information sharing between jurisdictions. In addition,

agencies requested additional training for judges and prosecutors on general commercial vehicles and driver laws so there is a better understanding when presented to the court. Jungus Jordan asked if staff has access to data for toll roads versus tax-funded roadways and noted that the information is worthy of review. Ms. Bettger noted that data was available for all roadways and that staff would review the data. Michael Morris specifically discussed efforts related to the Wrong Way Driving program. He noted appreciation for TxDOT efforts with regard to pavement and signage, but added that it is also important to address the reduction of wrong way driving occurrences in the first place. RTC may be asked to consider, in regular or executive session, focus on major policy questions regarding wrong way driving.

11. **Election of Regional Transportation Council Officers:** Mike Cantrell announced the slate of officers recommended by the Regional Transportation Council (RTC) Nominating Subcommittee for the 2016-2017 term: Chair Ron Jensen, Mayor, City of Grand Prairie; Vice Chair Rob Franke, Mayor, City of Cedar Hill; and Secretary Gary Fickes, Commissioner, Tarrant County. A motion was made to approve the slate of officers recommended for the 2016-2017 term. Mike Cantrell (M); Jungus Jordan (S). The motion passed unanimously.
12. **North Central Texas Council of Governments 50<sup>th</sup> Anniversary Video:** Michael Morris discussed the 50<sup>th</sup> anniversary of the North Central Texas Council of Governments. As part of the celebration, the Transportation Department created a video showcasing department staff sharing memories and thoughts on what has made the Transportation Department successful. The video was shown during the meeting.
13. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 13.1, Surface Transportation Technical Committee meeting attendance and minutes were provided in Electronic Item 13.2, and the current Local Motion was provided in Electronic Item 13.3.
14. **Other Business (Old or New):** There was no discussion on this item.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, July 14, 2016, 1:00 pm, at the North Central Texas Council of Governments.

Gary Slagel announced that on June 14, 2016, Dallas Area Rapid Transit and the Fort Worth Transportation Authority celebrated 20 years of rail service in the region. He thanked Dallas Area Rapid Transit and Fort Worth Transportation Authority staffs and Board members, as well as the Regional Transportation Council and the North Central Texas Council of Governments for efforts to make rail service successful.

The meeting adjourned at 2:25 pm.

# Tax Roads vs. Toll Roads

Sen. Robert Nichols



# Toll Tags Issued in Texas

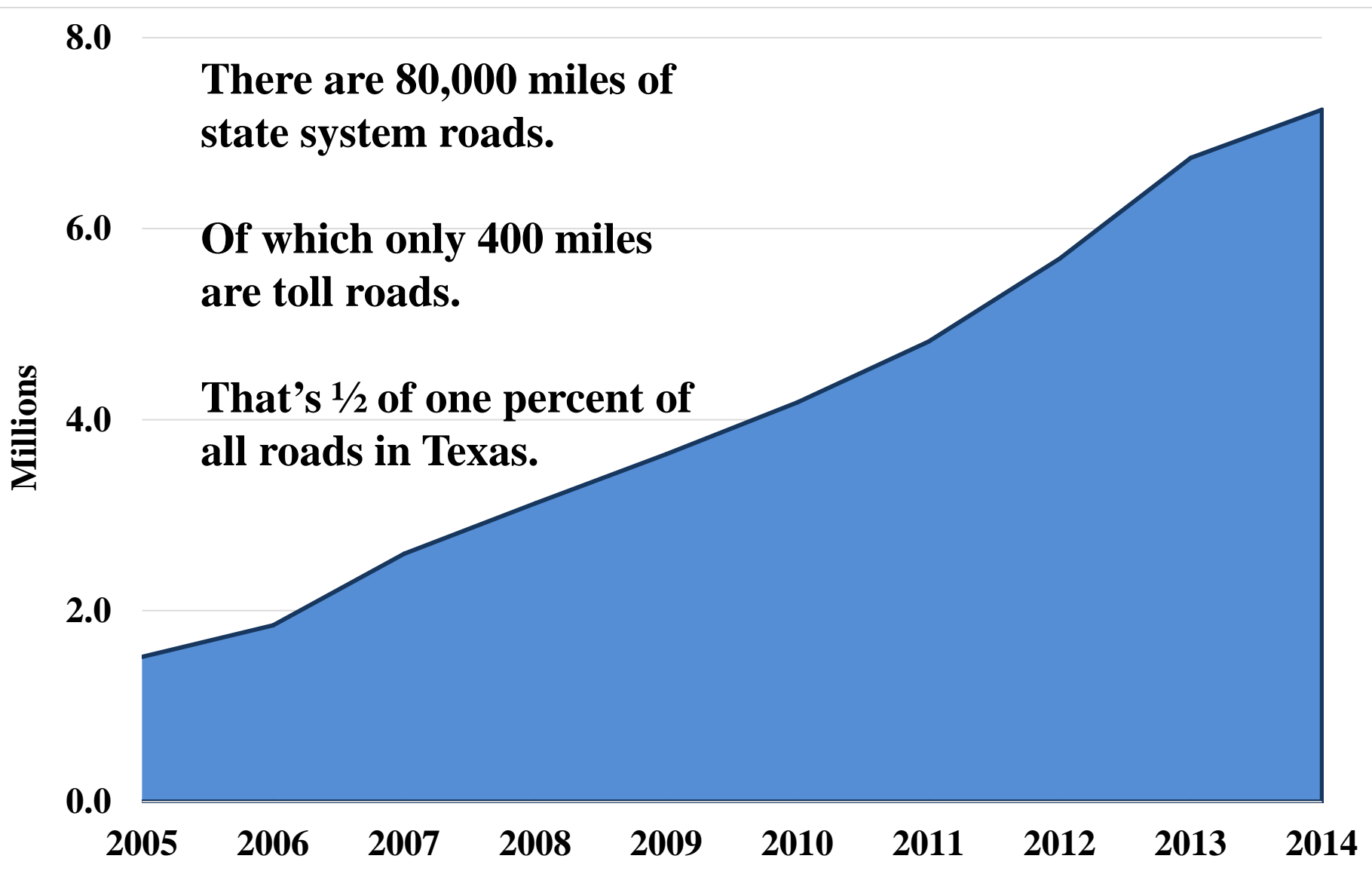
6.7 million as of 2014

40% of All Passenger Cars

There are 80,000 miles of state system roads.

Of which only 400 miles are toll roads.

That's 1/2 of one percent of all roads in Texas.

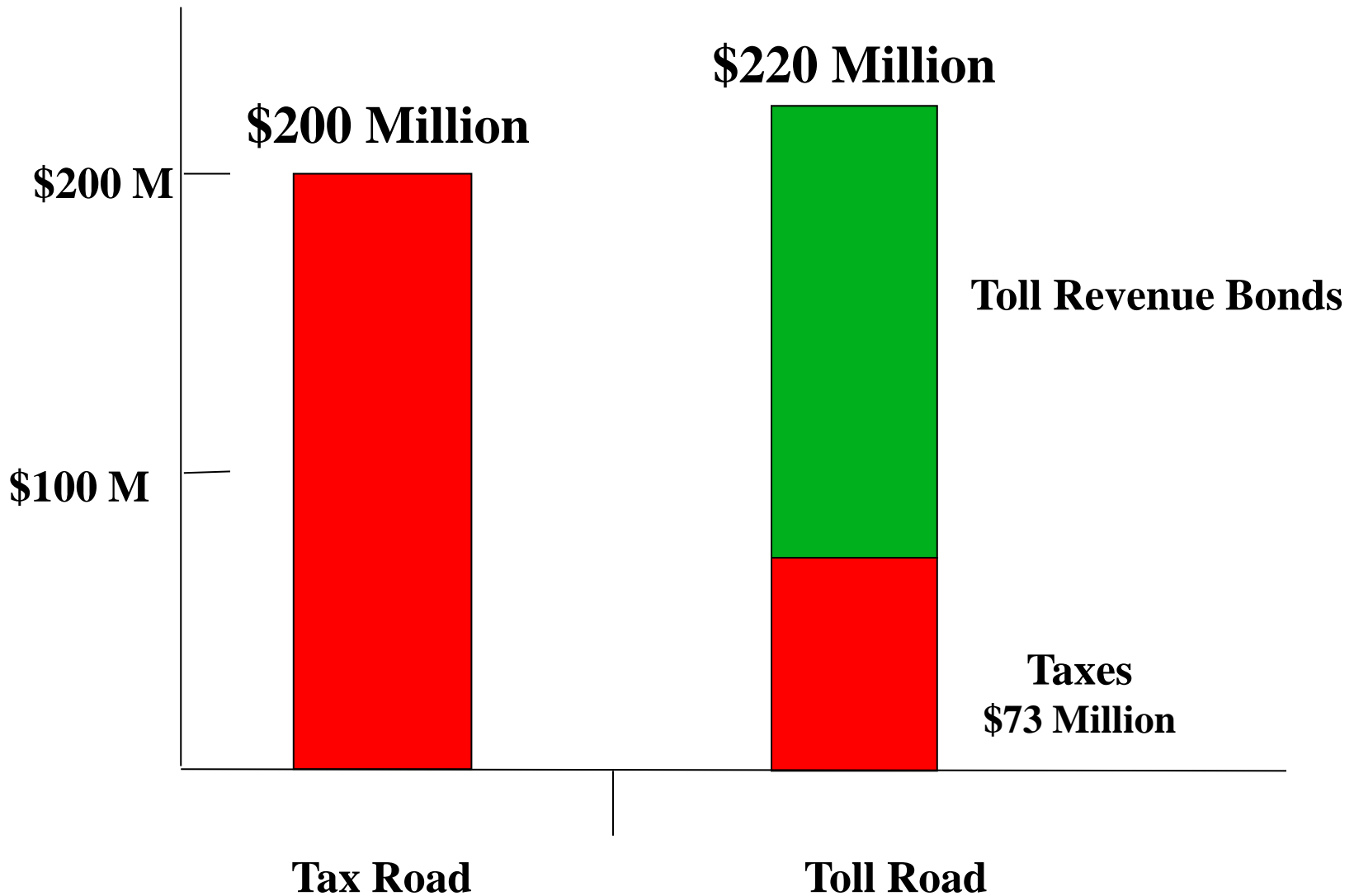


# Construction Assumptions:

- **New 20-mile corridor**
  - **4-lane (2 lanes in each direction)**
  - **Capital cost = \$2,500,000/lane mile**
- Totals: \$200 Million**

- 
- **Taxes pay 33% of construction**
  - **Toll equipment cost 10% additional over tax road**

# Construction Costs





# Preservation Assumptions:

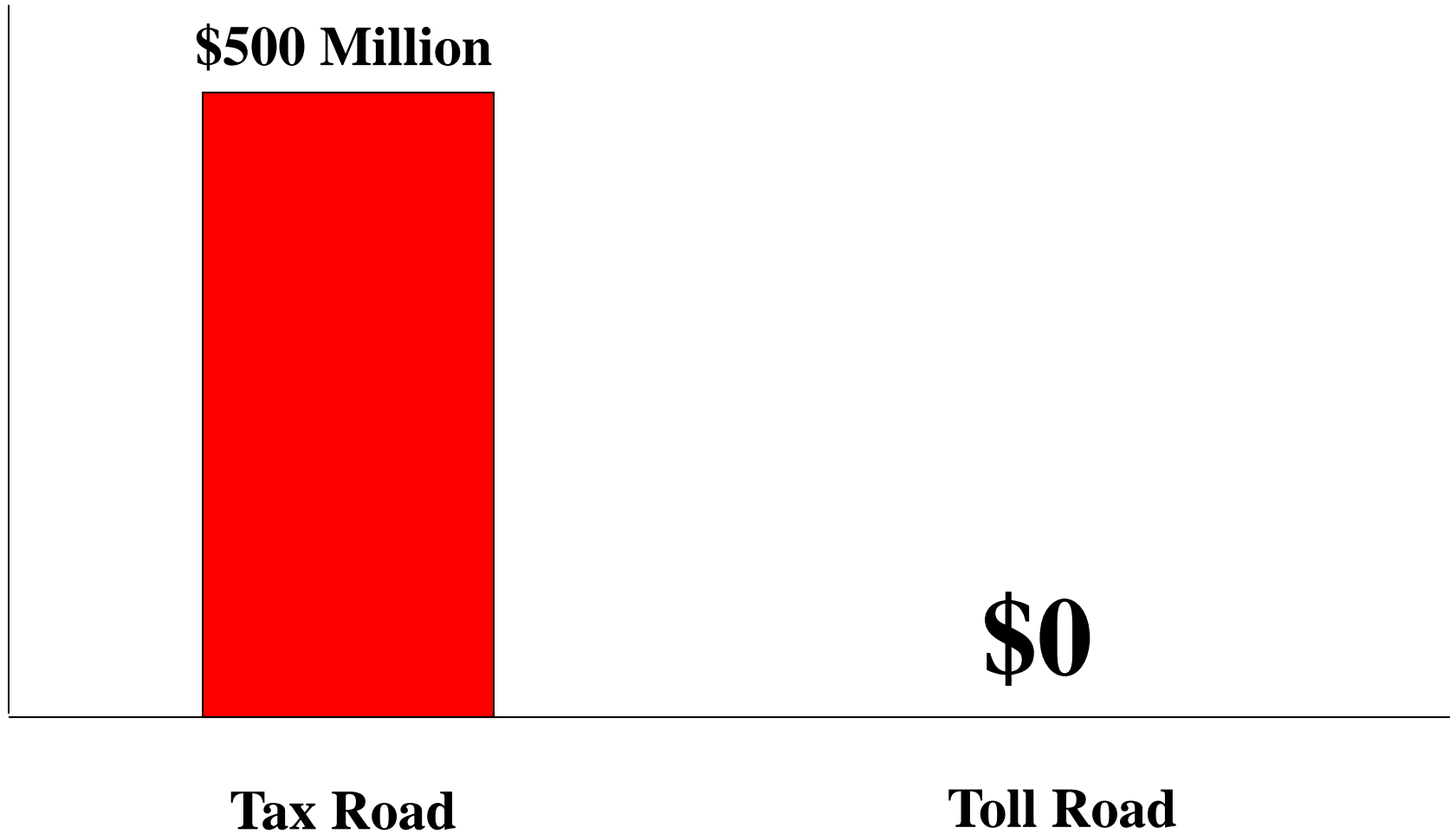
- **Overlay cost = \$158,000/lane mile**
  - **Rehabilitation cost = \$519,000/lane mile**
  - **Overlay cycle = 7 years**
  - **Rehab cycle = 20 years**
  - **Review period = 40 years**
  - **Annual inflation rate = 4%**
- 
- **Toll pays 100% of maintenance**

# Preservation Costs (Includes 4% Annual Inflation)

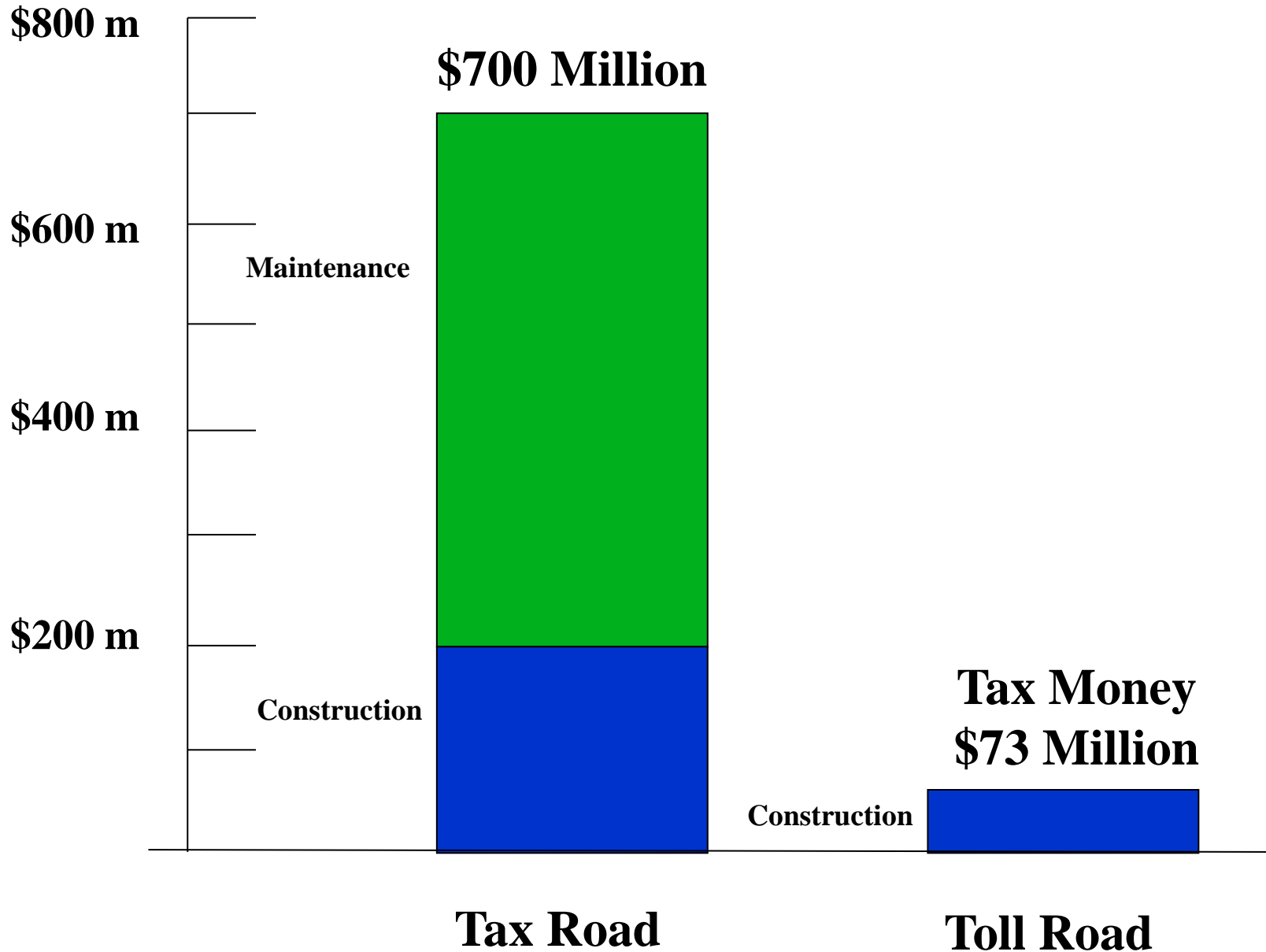
<u>Year</u>	<u>Maintenance</u>
1	-
2	\$880,000
3	\$915,200
4	\$951,808
5	\$989,880
6	\$1,029,476
7	\$17,064,287
8	\$1,113,481
9	\$1,158,020
10	\$1,204,341
11	\$1,252,514
12	\$1,302,615
13	\$1,354,720
14	\$22,455,437
15	\$1,465,265
16	\$1,523,875
17	\$1,584,830
18	\$1,648,223
19	\$1,714,152
20	\$85,894,620

<u>Year</u>	<u>Maintenance</u>
21	\$29,549,824
22	\$1,928,188
23	\$2,005,316
24	\$2,085,529
25	\$2,168,950
26	\$2,255,708
27	\$2,345,936
28	\$38,885,552
29	\$ 2,537,364
30	\$2,638,859
31	\$2,744,413
32	\$2,854,190
33	\$2,968,357
34	\$3,087,092
35	\$47,960,159
36	\$3,338,998
37	\$3,472,558
38	\$3,611,461
39	\$3,755,919
40	\$188,205,690
<b>Total</b>	<b>\$499,031,790</b>

# Taxpayer Cost for Preservation (40 Years)



# Total Taxpayer Cost (40 Years)



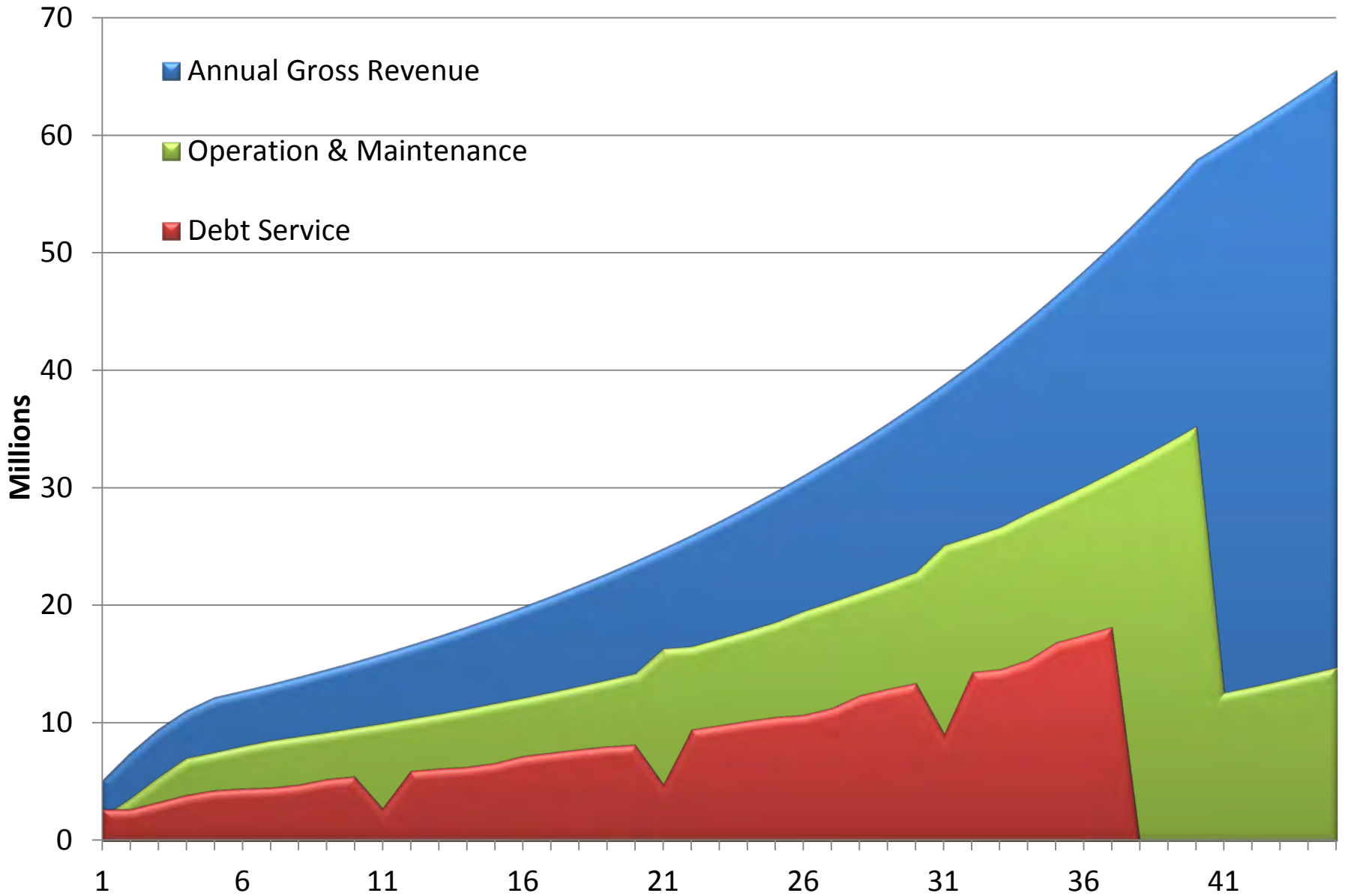
# EXAMPLE CORRIDOR

## PRELIMINARY REVENUE ANALYSIS

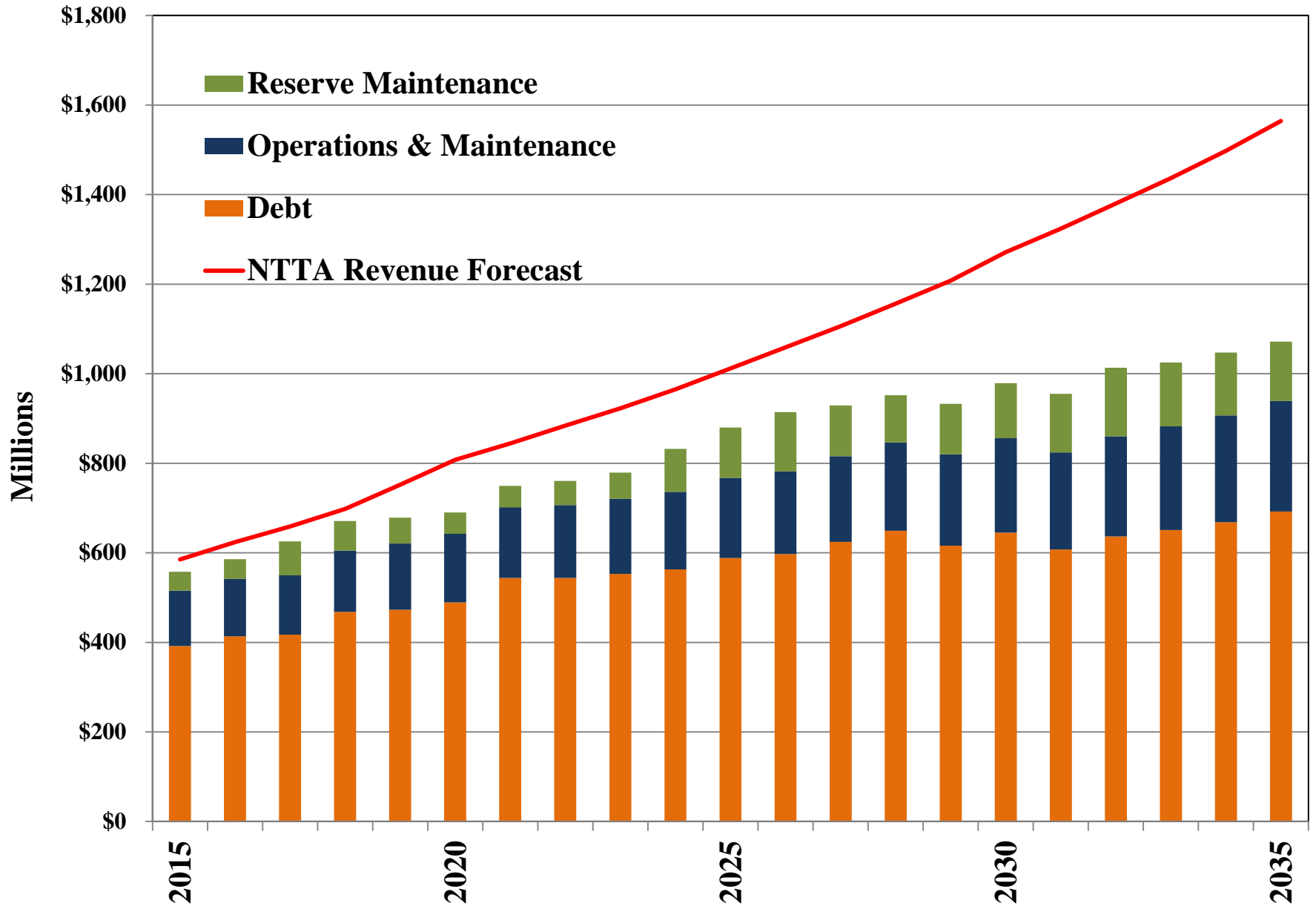
Sample Analysis				
Year	Toll Traffic AADT	Annual Gross Revenue	Annual O&M Costs	Net Revenue
1	5,000	\$5,110,000	\$1,007,000	\$4,103,000
2	7,140	\$7,480,000	\$2,248,000	\$5,232,000
3	8,840	\$9,496,000	\$2,619,000	\$6,877,000
4	10,080	\$11,095,000	\$2,959,000	\$8,136,000
5	10,820	\$12,211,000	\$3,233,000	\$8,978,000
6	11,040	\$12,766,000	\$3,493,000	\$9,273,000
7	11,260	\$13,347,000	\$3,903,000	\$9,444,000
8	11,490	\$13,955,000	\$19,620,000	(\$5,665,000)
9	11,720	\$14,590,000	\$3,640,000	\$10,950,000
10	11,950	\$15,253,000	\$3,787,000	\$11,466,000
11	12,190	\$15,947,000	\$10,163,000	\$5,784,000
12	12,430	\$16,673,000	\$4,261,000	\$12,412,000
13	12,680	\$17,432,000	\$4,600,000	\$12,832,000
14	12,940	\$18,225,000	\$5,129,000	\$13,096,000
15	13,190	\$19,054,000	\$25,134,000	(\$6,080,000)
16	13,460	\$19,921,000	\$4,893,000	\$15,028,000
17	13,730	\$20,827,000	\$5,216,000	\$15,611,000
18	14,000	\$21,775,000	\$5,560,000	\$16,215,000
19	14,280	\$22,766,000	\$6,037,000	\$16,729,000
20	14,570	\$23,802,000	\$6,783,000	\$17,019,000

Sample Analysis				
Year	Toll Traffic AADT	Annual Gross Revenue	Annual O&M Costs	Net Revenue
21	14,860	\$24,885,000	\$122,055,000	(\$97,170,000)
22	15,160	\$26,017,000	\$6,381,000	\$19,636,000
23	15,460	\$27,201,000	\$6,806,000	\$20,395,000
24	15,770	\$28,438,000	\$7,258,000	\$21,180,000
25	16,080	\$29,732,000	\$7,889,000	\$21,843,000
26	16,410	\$31,085,000	\$8,877,000	\$22,208,000
27	16,730	\$32,499,000	\$46,816,000	(\$14,317,000)
28	17,070	\$33,978,000	\$8,330,000	\$25,648,000
29	17,410	\$35,524,000	\$8,709,000	\$26,815,000
30	17,760	\$37,141,000	\$9,295,000	\$27,846,000
31	18,110	\$38,830,000	\$19,987,000	\$18,843,000
32	18,480	\$40,597,000	\$10,791,000	\$29,806,000
33	18,850	\$42,444,000	\$12,164,000	\$30,280,000
34	19,220	\$44,376,000	\$65,184,000	(\$20,808,000)
35	19,610	\$46,395,000	\$11,380,000	\$35,015,000
36	20,000	\$48,506,000	\$12,154,000	\$36,352,000
37	20,400	\$50,713,000	\$12,976,000	\$37,737,000
38	20,810	\$53,020,000	\$14,129,000	\$38,891,000
39	21,220	\$55,432,000	\$15,949,000	\$39,483,000
40	21,650	\$57,955,000	\$148,345,000	(\$90,390,000)
<b>Total</b>		<b>\$1,096,493,000</b>	<b>\$679,760,000</b>	<b>\$416,733,000</b>

# Annual Revenue Over Time



# Estimated NTTA Revenues and Expenses



# **Benefits of Toll Roads**

**1. User Pay System**


**2. Construct Now Instead of Later**

**3. Relieves Traffic on Existing Roads**

**4. Saves Tax Money**

**5. Gives Drivers a Choice**




North Central Texas Council of Governments
GO

Programs > Topics A-J > Topics K-Z > Departments > Services > About Us
transportation

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

Home > Transportation > Air Quality > Clean Vehicles  
[Print this page](#)

## 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

Select Language ? ?

## Current Vehicle Grant Funding Opportunities

Click the links below for a program description and relevant dates and details.	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	
<a href="#">AirCheckTexas Drive a Clean Machine Program</a>						X			General Public
<a href="#">Drayage Loan Program Deadline: First Come, First Served</a>		X				X			Private Sector
<a href="#">Federal and State Incentives and Laws (Including Tax Credits)</a>	X	X	X	X	X	X	X		Private Sector
<a href="#">Propane Vehicle Incentives for Texas</a>	X	X		X		X	X		Public Sector, Private Sector
<a href="#">Texas Natural Gas Vehicle Grant Program (TNGVGP) Deadline: May 26, 2017 5pm CST <b>NEW!</b></a>	X	X	X	X		X			Public Sector, Private Sector
<a href="#">Tribal Clean Diesel Funding Assistance Program FY 2016 Deadline: August 23, 2016 4pm EST <b>NEW!</b></a>	X		X		X	X			Tribal Governments

[NCTCOG Funding Opportunity Archive](#)

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

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

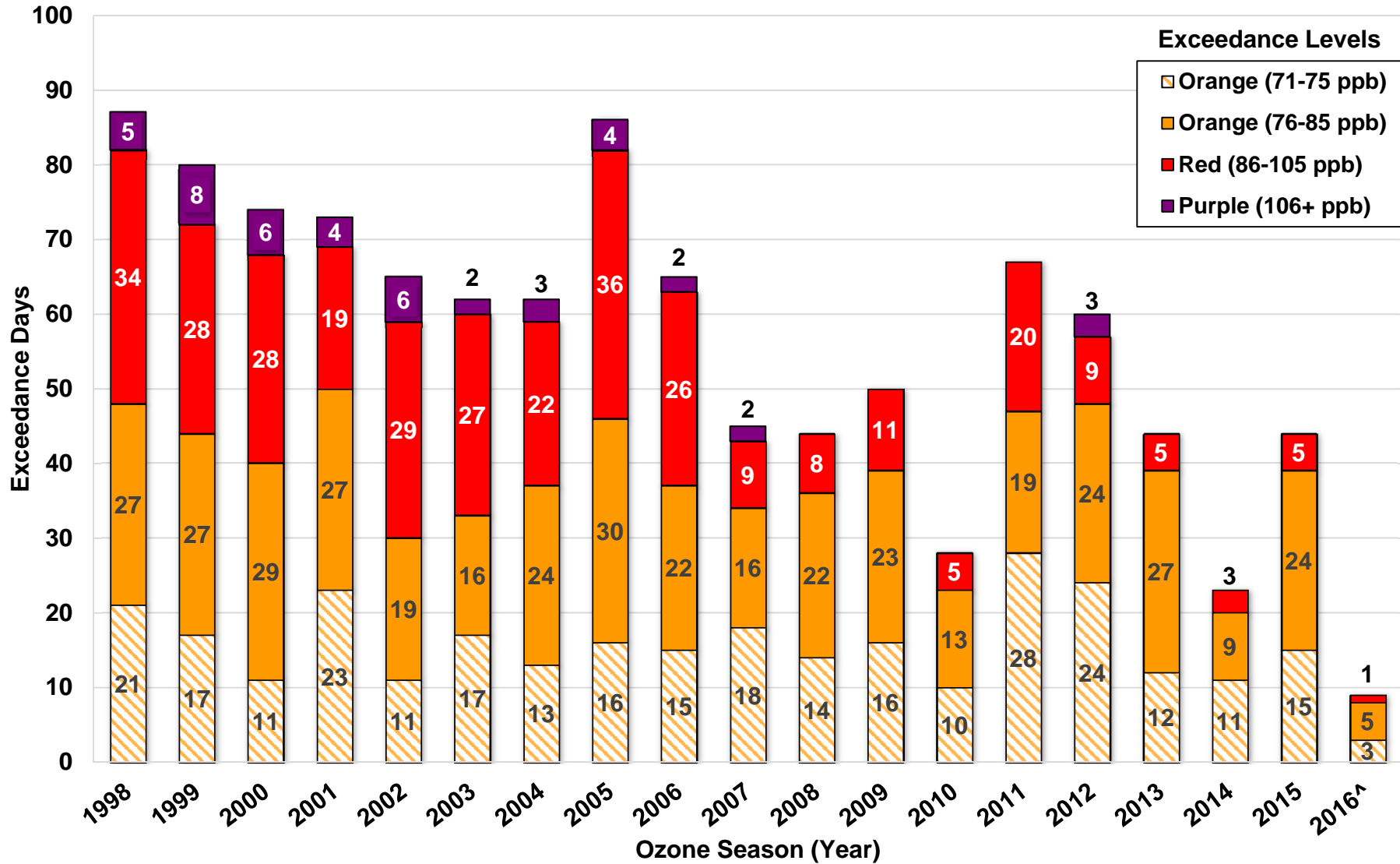


North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888


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

# 2016 OZONE SEASON

## Eight-Hour Ozone Exceedance Days Based on 70 ppb Standard



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.

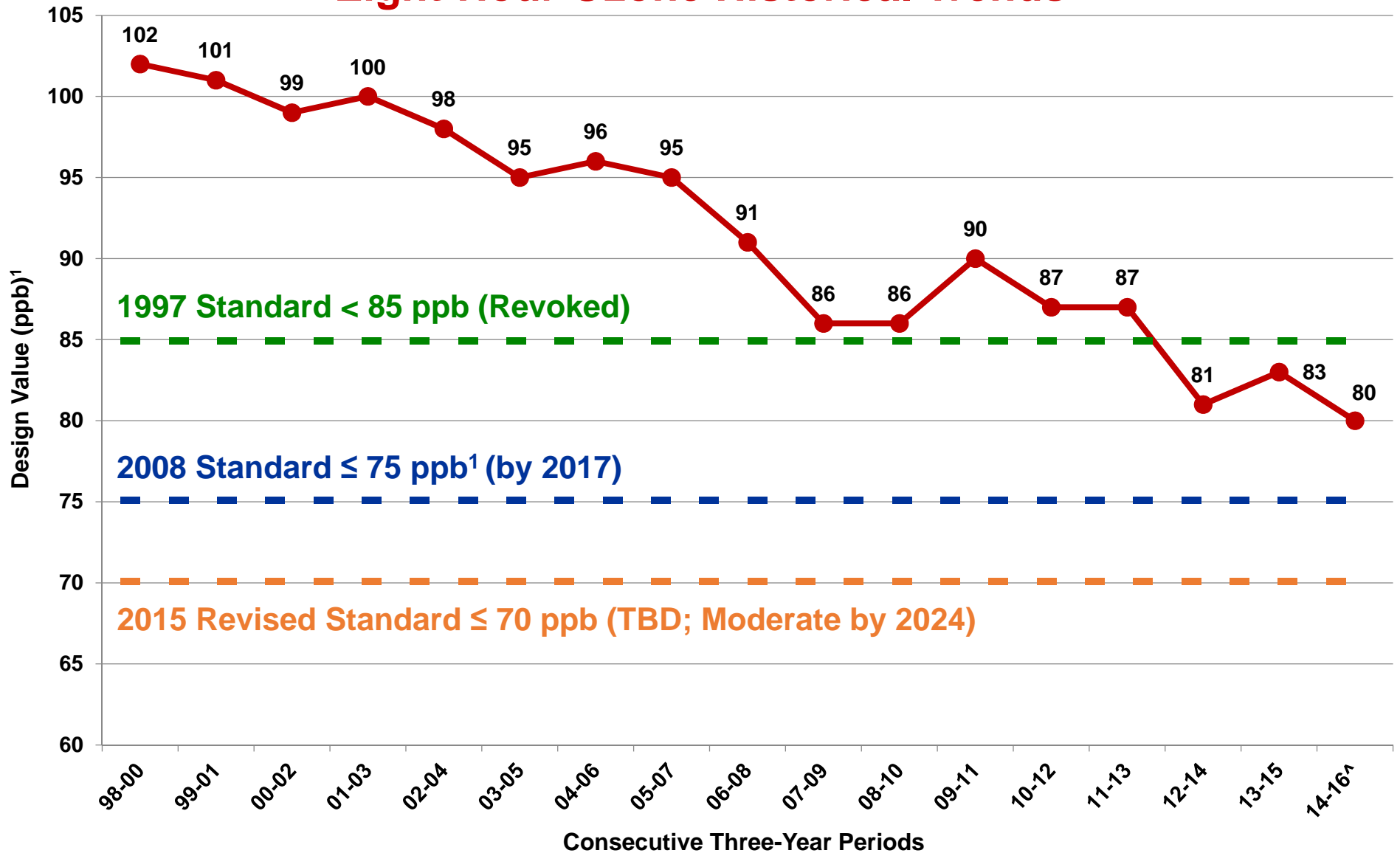
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

<sup>^</sup>Not a full year of data, current as of 7/04/2016

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

# 2016 OZONE SEASON

## Eight-Hour 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 less than or equal to 70 parts per billion (ppb).

\*Data not certified by the Texas Commission on Environmental Quality

<sup>^</sup>Not a full year of data, current as of 7/04/2016.



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

TO: North Central Texas Legislative Delegation

DATE: July 1, 2016

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

SUBJECT: Promotion of Regional Vehicle Repair and Replacement Program Funding

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, thank you for your leadership in the Texas Legislature on transportation and air quality issues.

In 2011, funding was cut for the Low Income Vehicle Repair, Assistance, Retrofit, and Accelerated Vehicle Retirement Program, also known as the AirCheckTexas Program. The 84<sup>th</sup> Texas Legislature understood the importance of this program and appropriated the program's dedicated revenue beginning with fiscal years 2016-2017. The program is now fully reinstated and once again working to improve air quality by offering financial incentives to repair or remove high-emitting vehicles from the roadways. We thank you for recognizing the need for this important program.

Since funding for the AirCheckTexas program is now available, we need your help spreading the word. Please consider sharing information about the program with your constituents at an upcoming town hall, meeting or any other event. Enclosed is an information packet about the program to provide to your constituents. If the program is able to be incorporated into upcoming community settings, and you think it would be beneficial for an AirCheckTexas Program staff member to be in attendance, please let us know. More information about the program can be found at [www.nctcog.org/airchecktexas](http://www.nctcog.org/airchecktexas).

If you have any questions, please feel free to contact 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.

Ron Jensen

RH:ch  
Enclosure

cc: Michael Morris, P.E., Director of Transportation, NCTCOG

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

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

No change since last presented in March 2016

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

NOTES:

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

East-West Equity Share (SAFETEA-LU and MAP-21)	Cumulative Total	
	West	East
SAFETEA-LU East-West Equity Total	\$ 649.76	\$ 1,558.48
MAP-21 East-West Equity Total	\$ 320.98	\$ 847.62
Cumulative Total	\$ 970.74	\$ 2,406.10
Percentage Shares	28.75%	71.25%

**MINUTES**

**Regional Transportation Council  
PUBLIC MEETINGS**

***Draft DBE Program and Goals for Fiscal Years 2017-2019***

***Regional Bicycle and Pedestrian Traffic Monitoring Program***

**Meeting Dates and Locations**

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

1. Monday, June 13, 2016 – 6:00 pm – East Regional Library; attendance: 5; moderated by Ken Kirkpatrick, Senior Counsel for Transportation
2. Tuesday, June 14, 2016 – 6:00 pm – Oak Point Park Nature & Retreat Center (Plano); attendance: 22; moderated by Ken Kirkpatrick, Senior Counsel for Transportation
3. Wednesday, June 15, 2016 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 13; moderated by Ken Kirkpatrick, Senior Counsel for Transportation

**Public Meeting Purpose and Topics**

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

1. Draft DBE Program and Goals for Fiscal Years 2017-2019 – presented by Ken Kirkpatrick (Fort Worth); Emily Beckham (Plano and Arlington)
2. Regional Bicycle and Pedestrian Traffic Monitoring Program – presented by Kevin Kokes (Fort Worth); Daniel Snyder (Plano and Arlington)

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at [www.nctcog.org/input](http://www.nctcog.org/input), and a video recording of the public meeting held in Arlington June 15, 2016, was posted at [www.nctcog.org/video](http://www.nctcog.org/video).

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

**Summary of Presentations**

**A. Draft DBE Program and Goals for Fiscal Years 2017-2019**

- **Definitions**
  - Disadvantaged Business Enterprises (DBE)
    - At least 51 percent ownership by socially and economically disadvantaged individuals
    - Management and daily operations controlled by socially and economically disadvantaged individuals (owners)



- Small business concern (less than \$22.51 million gross receipts)
- Socially and Economically Disadvantaged
  - Must be a U.S. citizen or lawful permanent resident
  - Women
  - African-Americans
  - Hispanic-Americans
  - Native Americans
  - Asian-Americans
  - Asian-Indian Americans
  - Others as determined by Small Business Administration
- **Federal Requirements**
  - DBE program required under federal regulations (49 CFR Part 26) for certain recipients of federal funds
  - FTA approved DBE goals for fiscal years 2014-2016 in August 2014
  - FTA approved current DBE program in January 2015
  - DBE goals must be reviewed and updated for 2017-2019 and submitted to FTA by August 1, 2016
- **NCTCOG Policy and Current DBE Goals**
  - NCTCOG policy
    - Award fair share of contracts to DBEs
  - NCTCOG Transportation Department (US DOT-assisted contracting opportunities)
    - 25 percent overall DBE participation goal
    - Demonstration of good-faith efforts
    - Certification of DBE eligibility
    - Necessary to update the goals for next three years
- **Development of DBE Goals**
  - Determine relative availability of ready, willing and able DBE firms by function (base with adjustments)
  - Goal to reflect expected DBE participation absent effects of discrimination
  - Cannot rely on national goal (10 percent), previous goal or past participation without reference to availability

- DBE Availability Analysis

**FY2017-2019 DBE GOAL UPDATE**  
*DBE Availability Analysis*

	Potential Awards (in \$1,000s)	Total DBE Firms*	Total Firms*	Non-Weighted Summary
Urban Planning/Engineering Services	\$ 8,470	5365	1,679	31.92%
Advertising/Public Relations	\$ 2,382	221	1,022	21.62%
Software Development/Computer Services	\$ 817	182	2,229	8.17%
Equipment	\$ 1,467	6	102	5.88%
<b>TOTAL</b>	<b>\$13,136</b>	<b>945</b>	<b>5,032</b>	<b>18.78%</b>
Total Weighted Summary				25.67%

\*Market Area is Dallas-Fort Worth Metropolitan Area

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- Historical Performance

**FY2017-2019 DBE GOAL UPDATE**  
*Historical Performance*

Fiscal Year	Total Contract Amount	DBE Goal	DBE Contract Percent	DBE Expenditure Percent
2006-2010	\$17,028,000	13%	22%	24.1%
2011-2013	\$7,122,596	25%	27.4%	24.5%
2014-2016*	\$14,485,947	25%	29.81%	31.69%

\*through May 1, 2016

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- Historical Performance: Summary of Race Conscious & Race Neutral Participation

**FY2017-2019 DBE GOAL UPDATE**  
*Historical Performance: Summary of Race Conscious & Race Neutral Participation*

Race Conscious Participation achieved through DBE contract goals

Race Neutral participation achieved without DBE contract goals

Fiscal Year	Total Contract Expenditures	Total DBE Expenditures	Race Conscious Expenditures	Race Neutral Expenditures	Ratio of Race Conscious v. Race Neutral
2014-2016	\$8,061,597	\$2,555,293	\$1,443,164	\$1,112,130	56% : 44%

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- Proposed Goals

**FY2017-2019 DBE GOAL UPDATE**  
*Proposed Goal*

<b>2017-2019 Contracting Opportunities</b>	<b>\$13,136,000</b>
Proposed Overall DBE Goal	25%
Race Conscious	14%
Race Neutral	11%

Goal Development Methodology and Supporting Materials Available at: <http://www.nctcog.org/trans/programs/DBEProgram.asp>

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- **Schedule**

**FY2017-2019 DBE GOAL UPDATE**

*Schedule*

TASK	DATE	STATUS
STTC Meeting: Information Item	May 27	✓
Notice to Public: Proposed DBE Goal	June 1	✓
Public Meetings: Proposed DBE Goal	June 13-15	
RTC Meeting: Information Item	June 16	
Consultant/DBE Workshop	July 13	
End of 45-Day Public Comment Period	July 21	
STTC Meeting: Action Item	July 22	
RTC Meeting: Action Item	August 11	
Executive Board: Action Item	August 25	
Submit Electronically to FTA	August 26	
DBE Program Update and Goal Effective	October 1	

**B. Regional Bicycle and Pedestrian Traffic Monitoring Program**

- **The Importance of Active Transportation Data Collection**

- Provide data about actual non-motorized travel volumes
- Inform the public and decision makers about actual usage and travel patterns (e.g. bicycle commuters)
- Analyze trends
- Evaluate the impacts of specific projects (before/after)

- **Technology – Permanent Equipment**

Count Equipment is Used on Both Trails and On-street Bikeways






Infrared and Inductive Loop Combination

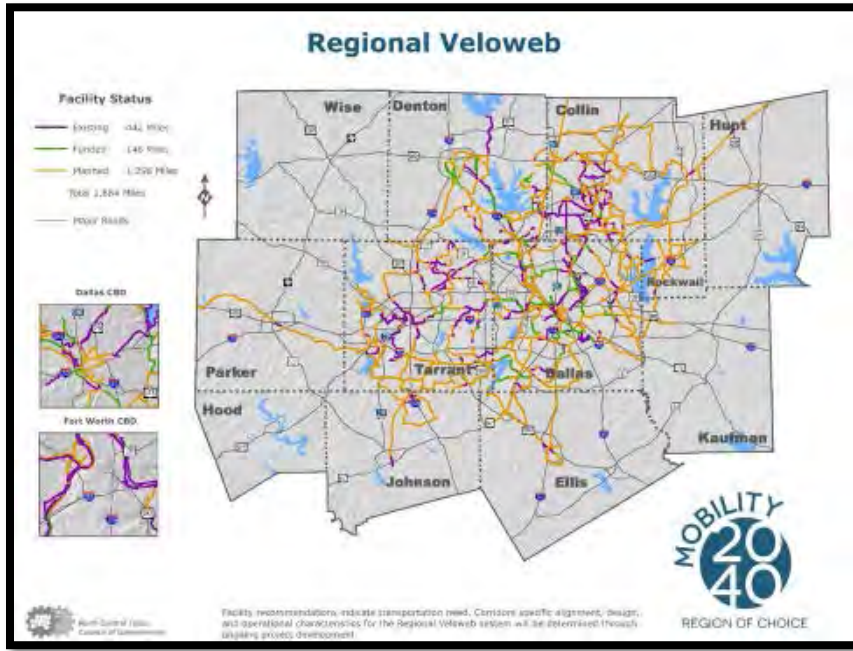
- **Count Locations**

- Shared-use paths/trails (off-street trails)

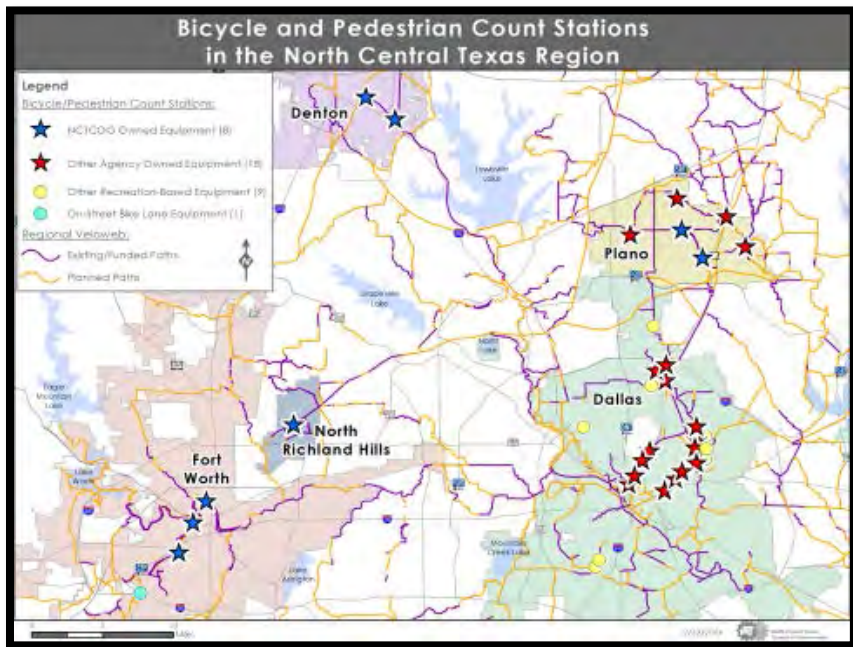


- On-street bicycle facilities
- Regionally significant corridors near employment centers, transit, schools and major destinations
- Urban and suburban locations

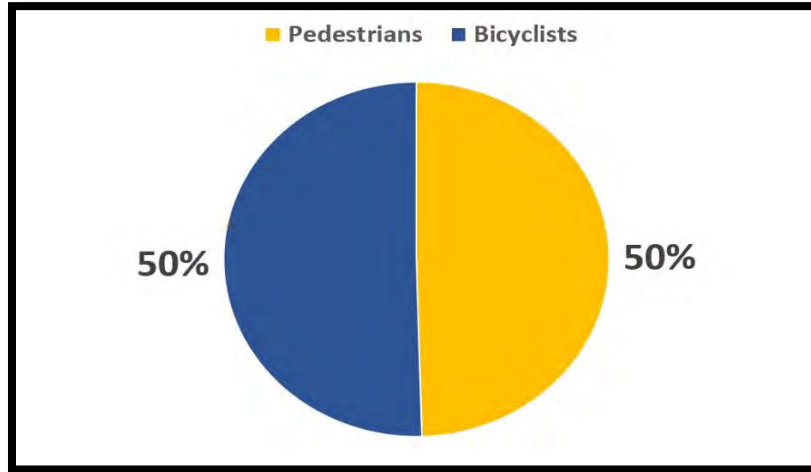
▪ **Regional Veloweb from Mobility 2040 Plan**



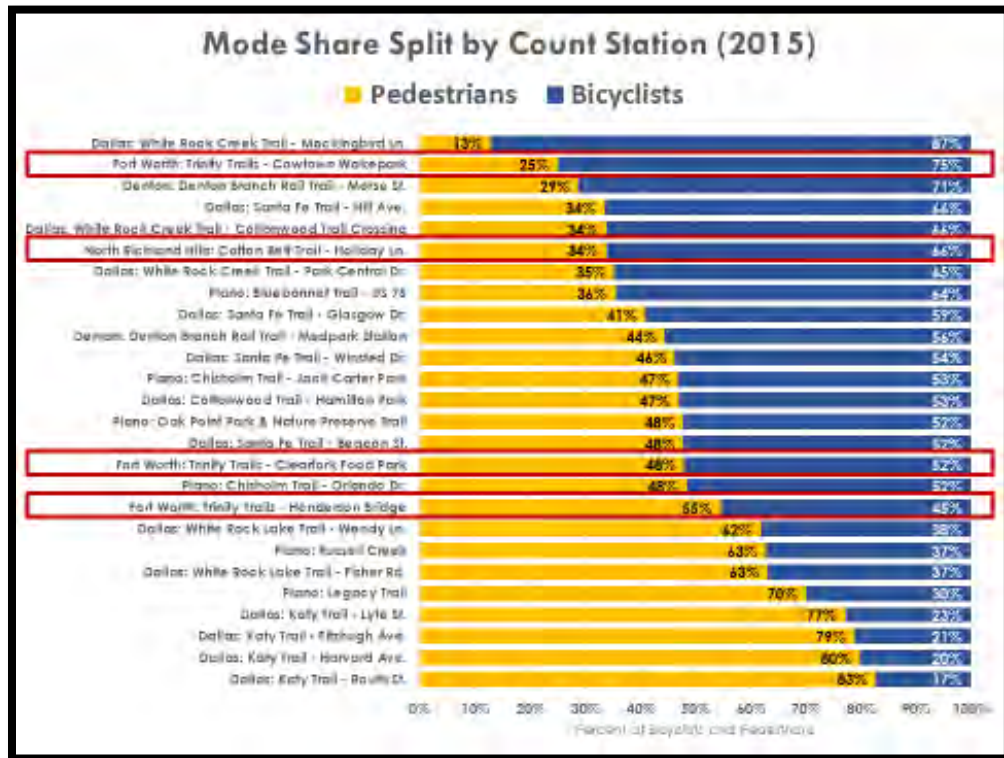
▪ **Bicycle and Pedestrian Count Stations in North Central Texas**



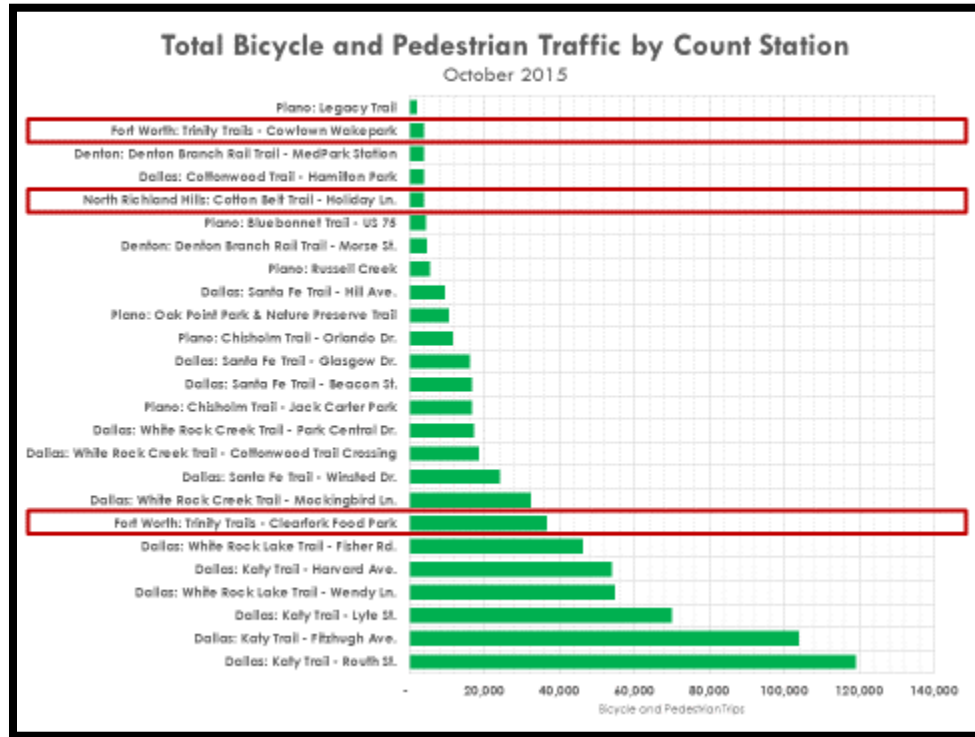
- 2015 Data Overview**
  - 26 locations: 4.2 million bicycle and pedestrian counts
  - Regional average mode share split of count stations in North Central Texas



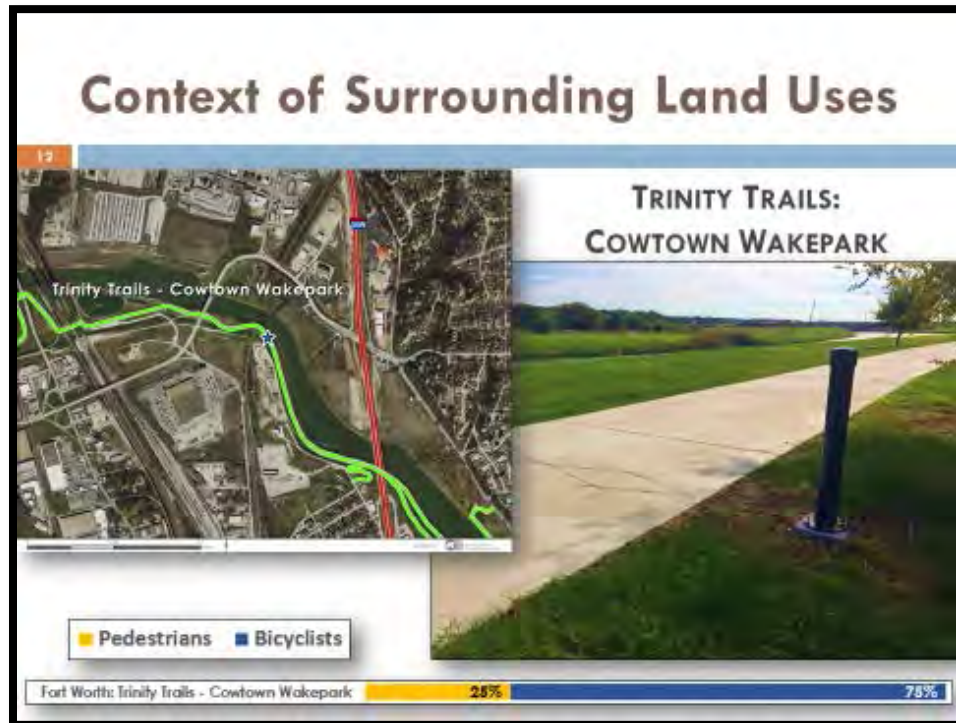
- Mode share split by count station



- Total bicycle and pedestrian traffic by count station



- Context of surrounding land uses for Trinity Trails





- Context of surrounding land uses for Bluebonnet Trail

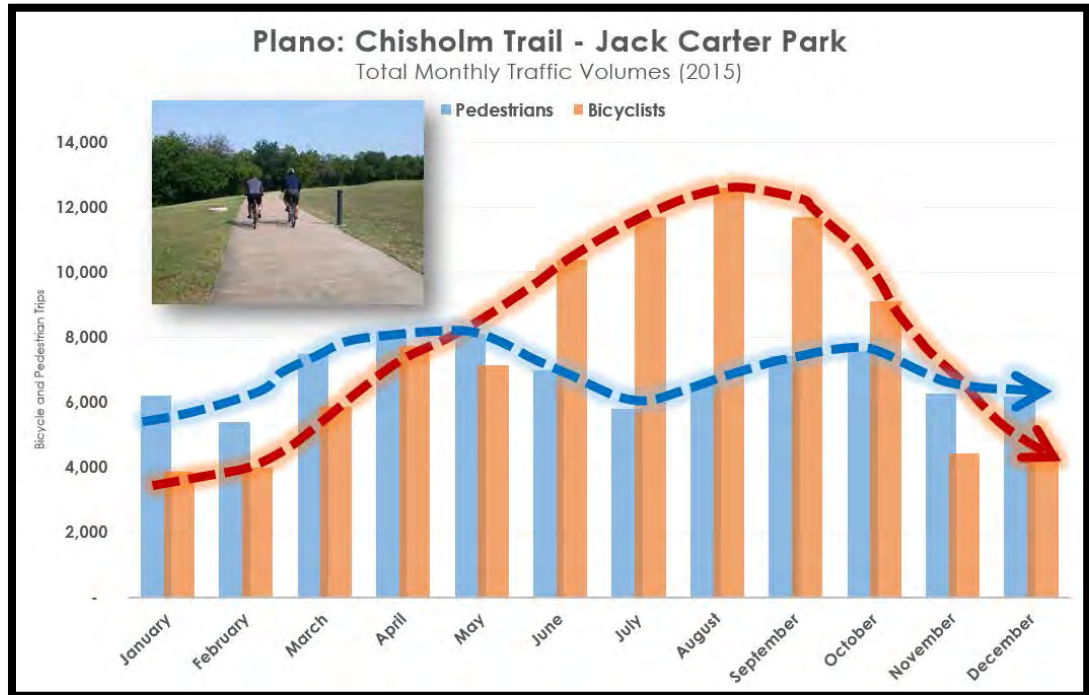


- Context of surrounding land uses for Katy Trail

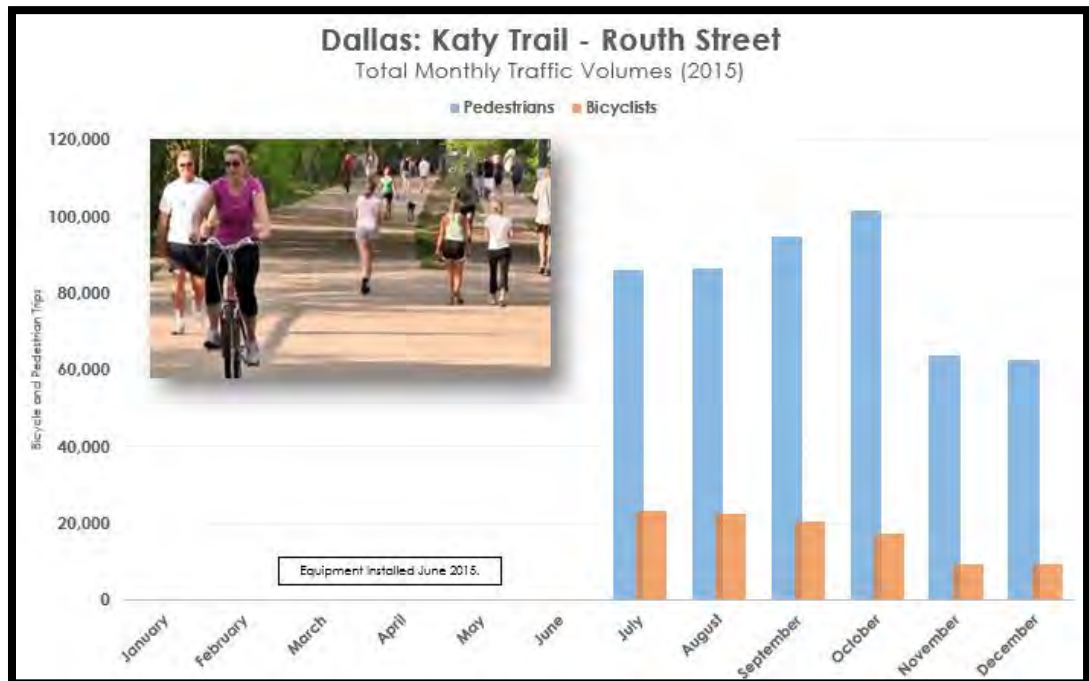




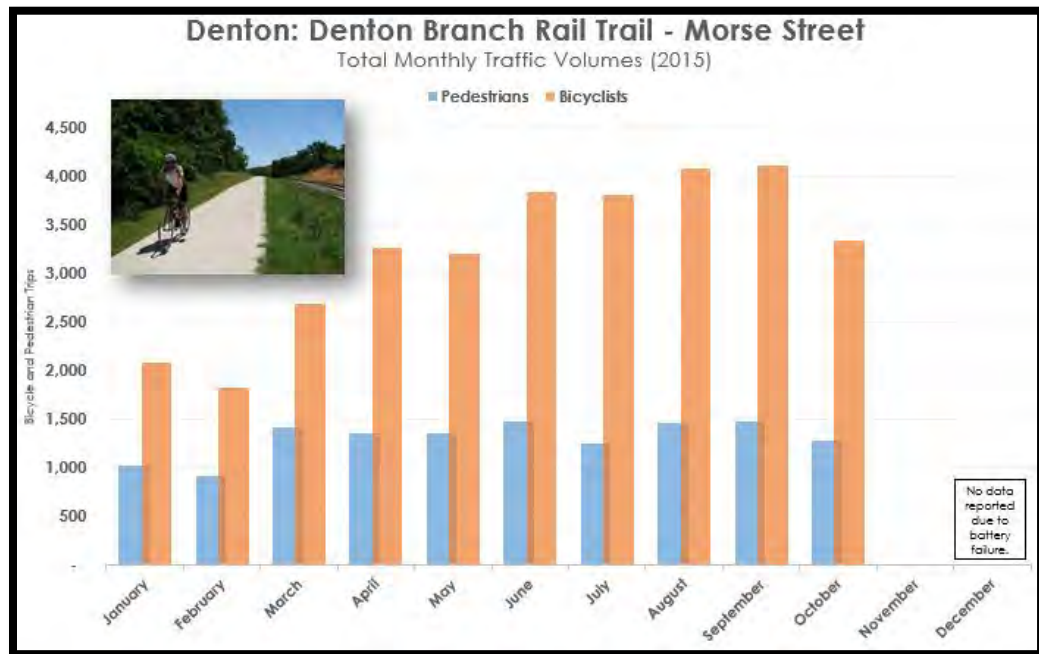
- Peaks and valleys



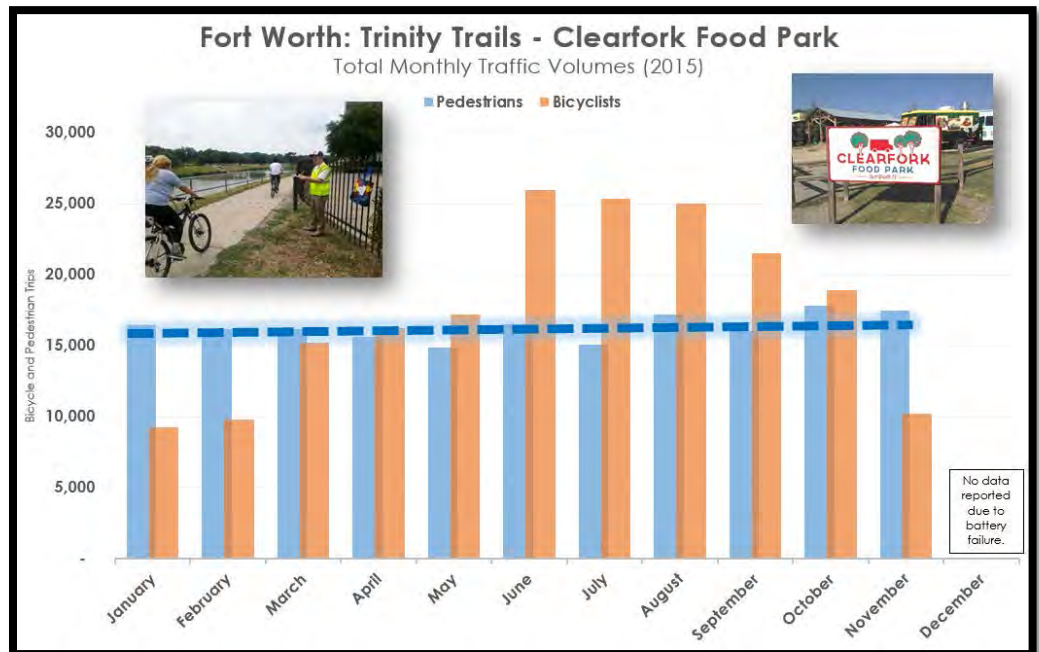
- High pedestrian activity



- High bicycle activity




- Year-round pedestrian activity



▪ **What's Next?**

- Include the bike/pedestrian traffic counts as part of the Historical Motorized Vehicle Traffic Count web map
- Analyze the relationship of surrounding land use and actual bike/pedestrian traffic volumes
- [www.nctcog.org/bikepedcountdata](http://www.nctcog.org/bikepedcountdata)

▪ **TxDOT District Public Hearings: Transportation Projects and Programs Affecting Bicycle Use**

<b><u>DALLAS DISTRICT</u></b>	<b><u>FORT WORTH DISTRICT</u></b>
Tuesday, <b><u>June 21<sup>st</sup></u></b>	Thursday, <b><u>June 23<sup>rd</sup></u></b>
<b>5:00 PM – 7:30 PM</b>	<b>5:00 PM – 7:30 PM</b>
Open House 5:00 PM – 6:00 PM Public Hearing 6:00 PM – 7:30 PM	Open House 5:00 PM – 6:00 PM Public Hearing 6:00 PM – 7:30 PM
Richardson Civic Center, Grand Ballroom <b>411 West Arapaho Road, Richardson</b>	The Grand Hall <b>6000 Hawk Avenue, North Richland Hills</b>
	

**ORAL COMMENTS RECEIVED AT MEETINGS**  
(Meeting Location in Parenthesis)

**Draft DBE Program and Goals for Fiscal Years 2017-2019**

**Alastair Lyon, Citizen (Plano)**

A. Breakdown of DBE data

*Question:* Do you have a more detailed breakdown of the DBE program?

*Summary of response by Emily Beckham:* We do not currently have that information, but we are looking at tracking more specific data over the next few years.

*Summary of response by Ken Kirkpatrick:* Our hope is to have all of those details by the time we update the program again in three years.

**Ikenna Mogbo, Metrocare Services (Plano)**

A. Confirmation of a certified DBE

*Question:* How do you make sure a company is indeed a certified DBE?

*Summary of response by Ken Kirkpatrick:* We rely on DBE certification through the Texas Uniform Certification Program. There are five entities in Texas who produce DBE certifications. Firms submit documentation to those entities to determine financial status, ownership and control. We're outside of that process, but we can direct you to those agencies to find out the process they use. In order to be considered part of our DBE program, companies submit a proposal that includes their certification from one of those entities. If we're not familiar with the company, we look into it.

**Michael King, Citizen (Arlington)**

A. Disparity study

*Question:* Can I get a copy of the disparity study? When was it completed?

*Summary of response by Ken Kirkpatrick:* We haven't conducted a disparity study in the last three years. The most recent study was conducted more than three years ago.

B. Past performance

*Question:* Between 2011 and 2013, why was the total contract amount only \$7.1 million compared to higher amounts in previous years?

*Summary of response by Ken Kirkpatrick:* The contract amounts depend on the work the Regional Transportation Council approves to be conducted during that time period.

C. 2017-2019 DBE goal

*Question:* Why hasn't there been an increase in the DBE goal? Why is it still 25 percent?

*Summary of response by Ken Kirkpatrick:* Based on the work expected during the next three years, the availability of firms in those industries and past performance the last six years, staff is recommending a 25 percent DBE participation goal.

**Curtistene S. McCowan, Mayor, City of DeSoto (Arlington)**

A. Contract awards

*Question:* Is it possible for one firm to receive a contract award from multiple industry categories?

*Summary of response by Ken Kirkpatrick:* Included in the presentation is the estimated amount of contracts that will be awarded in each category. For example, for a planning study, we would issue an RFP for urban planning/engineering services.

**Ashlie McDonald, Citizen (Arlington)**

A. DBE certifications

*Question:* What certifications do you recognize?

*Summary of response by Ken Kirkpatrick:* Certification from one of the five certification agencies in Texas is accepted. Occasionally, a firm will submit certification from an agency outside the state. In those cases, staff compare the certification criteria to the U.S. Department of Transportation requirements.

**Regional Bicycle and Pedestrian Traffic Monitoring Program**

**Citizen (Fort Worth)**

A. Data collected

*Question:* Referencing slide seven, were those 4.2 million people counted over a span of six months?

*Summary of response by Kevin Kokes:* Some counters have been up and running for a full year while the ones in Dallas having been in operation for six months.

*Question:* Is it possible for people to be counted more than once?

*Summary of response by Kevin Kokes:* That's very likely.

*Comment:* The 4.2 million is your count, but that doesn't mean there are 4.2 million cyclists in the region, correct?

*Summary of response by Kevin Kokes:* No, we aren't trying to represent that. The number represents people who have passed by the locations during a specific time frame.

B. Cost of the bicycle and pedestrian traffic monitoring program

*Comment:* I've been doing triathlans and marathons since the 1980s. I'm really excited about the bike trails. What is the cost of this particular monitoring program?

*Summary of response by Kevin Kokes:* The cost of each counter varies, depending on the type of equipment purchased. It's roughly \$5,500 per location. Additionally, there's an annual data upload fee of \$400 per site, per year.

*Comment:* It seems like a hefty fee. Is it worth it?

*Summary of response by Kevin Kokes:* In order to receive federal funding for transportation planning and construction projects, we have to show how many people are using these facilities as well as the return on investment.

*Comment:* There are people paying taxes for these facilities who don't use them, and I'm curious if there's a way for it to be a bit more economically viable.

*Summary of response by Ken Kirkpatrick:* Kevin and his team have put together a program to buy and install the equipment, and the initial data they're collecting is pretty remarkable. Once we have data collected over a five-year period, we'll be able to help elected officials determine how to best utilize these facilities.

*Question:* What is the cost for the entire program as a whole?

*Summary of response by Kevin Kokes:* The 26 count locations cost roughly \$5,000 each and data monitoring is about \$10,000 per year, which comes to a total of about \$140,000 per year. The cost has been split between NCTCOG and the partner cities. Dallas did everything themselves. Plano purchased some units, and we purchased some units. The Tarrant Regional Water District conducted the installations themselves. We work with all of our partner agencies to balance the cost and share the data.

### C. Safety and security on trails

*Comment:* There seems to be a safety issue on the Katy Trail. Is there anything you can do to help catch criminals?

*Summary of response by Kevin Kokes:* Safety and security are a big concern everywhere. We coordinate quite a bit with the cities. From a public safety perspective, the cities are the primary points of contact. However, there are a number of cities who have Friends of the Trail groups. Fort Worth also has the Streams & Valleys organization.

## **Phil Duplar, Fort Worth Transportation Authority (Fort Worth)**

### A. Portable counters

*Question:* Do you all have portable counters?

*Summary of response by Kevin Kokes:* We do have a handful of mobile units. A tube runs across the road and a mobile box contains the infrared beam. We will coordinate with any public agency to loan out the equipment to conduct short-term counts.

*Comment:* You said a tube goes across the road?

*Summary of response by Kevin Kokes:* The tube counts the bicyclists and the box holds the infrared beam, and it's mounted onto a light pole or a temporary post four feet above the ground.

**Wanda Conlin, Citizen (Fort Worth)**

- A. Accountability for spending tax dollars

*Comment:* I like that you're counting. We don't know where a lot of our tax money goes. I think this allows for spending accountability.

*Summary of response by Kevin Kokes:* We want to have a better understanding of how many people are using these facilities throughout the region and in a variety of environments. It also helps determine the best design for specific locations.

**Mike Freiburger, Bike DFW/Verizon (Plano)**

- A. Installing counters for on-street facilities

*Question:* Are there any plans to install counters for on-street facilities?

*Summary of response by Daniel Snyder:* That's the next phase of the project, and Fort Worth already has one installed. It takes a few years to understand what the data is telling us about the trails. We want on-street data as well.

**Michael Voit, Bike DFW (Plano)**

- A. Biases associated with data collection

*Question:* Are there any biases associated with collecting this data?

*Summary of response by Daniel Snyder:* Each technology is going to have its own limitations.

**Lauren Lyon, Citizen (Plano)**

- A. Action to be taken as a result of collected data

*Question:* Will any sort of action be taken as a result of the collected data?

*Summary of response by Daniel Snyder:* The purpose of collecting the data is to show potential for future projects. It'll take a few years to completely understand it, but it'll generally help us make smart decisions on behalf of residents in the region.

*Summary of response by Emily Beckham:* This program helps us make sure we're tracking our performance measures so we can report back to the Texas Department of Transportation and Federal Highway Administration and demonstrate that we're meeting performance standards. Meeting performance standards allows us to continue receiving federal funds for bicycle and pedestrian projects.

*Comment:* It seems to make more sense to count where people are now. Why is the data collection focused on trails and not sidewalks and streets?

*Summary of response by Ken Kirkpatrick:* Data is collected for roadways on a routine basis. Historically, there hasn't been the same level of data available on bicycle and pedestrian paths. It's really a pilot effort to help elected officials determine whether to expand trails or build new ones.

**Bud Melton, Citizen (Plano)**

- A. Purchasing data for reporting purposes

*Question:* Have you all purchased any scholarly data for your report?

*Summary of response by Daniel Snyder:* At this point, we have not purchased any scholarly data. The report is available online for the public to view, but it is something we can definitely look into.

**Curtistene S. McCowan, Mayor, City of DeSoto (Arlington)**

- A. Counter for Roy Orr Trail

*Question:* How can the City of DeSoto get a counter for Roy Orr Trail?

*Summary of response by Daniel Snyder:* NCTCOG can provide more detailed information. We would like to get more count information from other parts of the region, and we would be happy to work with you.

**Michael King, Citizen (Arlington)**

- A. Partnership with Dallas for counting project

*Question:* Do you all partner with the Dallas Parks and Recreation Department to collect data?

*Summary of response by Daniel Snyder:* They are sharing their data with us, and it's reflected in the report. They're a great ally to have.

**Bicycle and Pedestrian Projects**

**Gwen Reynolds, Citizen (Plano)**

- A. Bicycle path along Airport Road in McKinney

*Question:* Are there any plans to build a bicycle path along Airport Road in McKinney? I see accidents all the time, and it's not very safe.

*Summary of response by Daniel Snyder:* That's a good question. I'm not familiar with that specific location, but I can get back to you with an answer.

**Michael Voit, Bike DFW (Plano)**

- A. Bicycle and pedestrian crash data



*Comment:* Earlier this year, NCTCOG presented bicycle and pedestrian crash data at the Mobility 2040 public meetings. I think there was some discussion about separating the bicycle data from the pedestrian data. Do you know the status of that?

*Summary of response by Daniel Snyder:* The data has been mapped, and we've identified the hotspots where crashes occurred. There have been a lot of inconsistencies with the data, however. I think there's been talk about collaborating with public safety staff to look at it a bit closer. We've also talked about possibly hiring an intern to conduct more data analysis.

*Question:* How would a member of the public reach out to you all to report a crash that has occurred in one of the hotspot areas?

*Summary of response by Daniel Snyder:* You can call the police, but if it's a minor incident, you can also let a hospital know because we can partner with them to obtain accident records. I can also give you my business card, and you can contact me and let us know where exactly the incident occurred.

### **Matt Tranchin, Coalition for a New Dallas (Arlington)**

#### A. Bicycle and pedestrian project investments

*Question:* It is exciting to see the bicycle and pedestrian count information. In Mobility 2040, how much funding is going toward reinforcing and expanding bicycle and pedestrian trails?

*Summary of response by Daniel Snyder:* We can get you the exact amount.

### **Ashlie McDonald, Citizen (Arlington)**

#### A. Significance of bicycling and walking in the region

*Question:* When did bicycling and walking become such important growth factors? Why has it taken so long to start collecting data?

*Summary of response by Daniel Snyder:* The equipment was installed in 2014 and 2015 was the first year for data collection. I'm not sure why it has taken us so long to initiate a project like this, but the procurement process was just a few years ago. It's really encouraging to have 26 counters already located throughout the region, and we're hoping to add more as we move forward.

*Summary of response by Ken Kirkpatrick:* The project recognizes the growing use of bicycle and pedestrian trails. It also helps elected officials make decisions based on real-world data. We're very excited about expanding the program.

### **Other**

### **Lee Salnave, St. Vincent de Paul (Plano)**

#### A. Transit in Wylie

*Question:* Are there plans to operate transit in Wylie? There are a lot of people who rely on public transportation, and they're stuck.

*Summary of response by Ken Kirkpatrick:* You're probably familiar with the Texoma Area Paratransit System that has moved out of Collin County. The RTC approved \$500,000 to provide emergency service from February through March, primarily for the elderly, people with disabilities and people with medical needs. In May, they approved another \$650,000 in federal funds allocated to DART to continue service for an extra year. However, the RTC's approval of those funds contained a condition, and they requested Allen, Wylie, Fairview and other cities to come back to the RTC with thoughts and plans for transit. The RTC is really asking local governments in Collin County how they're going to accommodate the growth that is occurring. They've also been encouraging Collin County to think about shifting from a smaller transit organization to a larger entity that can accommodate the population growth over the next 20 years.

### **Ikenna Mogbo, Metrocare Services (Plano)**

#### A. Status of the eastern portion of the Cotton Belt corridor

*Question:* What is the status of the transit line from Plano to DFW Airport?

*Summary of response by Ken Kirkpatrick:* There's lots of discussion occurring with cities along the Cotton Belt corridor, including Plano, Richardson and Addison. In fact, the mayor of Addison asked the RTC to look at funding opportunities for rail service from DFW Airport to as far northeast as possible. We're hearing that with innovative revenues and the current negative interest rate, now may be a good time for DART to begin requesting proposals for the Cotton Belt. Cities along the corridor have been having discussions with the RTC and DART about individual financial contributions and possible private sector interest. On the western side of the region, the Fort Worth Transportation authority is 30 or 40 days away from starting construction on the other leg of the Cotton Belt line, which will run from downtown Fort Worth to DFW Airport. In fact, in May the RTC approved a loan to the FWTA for the next six months.

#### B. Providing transportation to jobs in local cities and communities

*Comment:* I think it's important to note that in cities like Addison, McKinney and Allen, the people who want the jobs can't afford to live there and can't get to the jobs because they don't have access to transportation. I don't hear enough about these stakeholders during conversations about where to put rail.

*Summary of response by Ken Kirkpatrick:* Providing job opportunities for all income levels is something consistently being discussed by the RTC. The competitive economic development that exists in this region is also something that comes up in conversations.

#### C. Projects related to autonomous vehicles

*Question:* Are you all conducting any type of study related to the future of transportation, mainly driverless vehicles?

*Summary of response by Ken Kirkpatrick:* In the last 30 days, NCTCOG has hired someone to look at this exact topic. From a policy and transportation planning perspective, we're looking at how to increase roadway capacity by reducing headways between vehicles. We know we can't continue to just lay concrete. There is some focus on the future of transportation in our current long-range plan, but it'll become much more prominent as new technology becomes available.

## **Gene Potts, Citizen (Plano)**

### A. Engaging nonparticipating cities in transit discussions

*Question:* What are your plans to engage nonparticipating cities like Allen or Frisco in transit discussions? Are there any other funding mechanisms besides having to give up the one percent sales tax so they can begin some form of participation?

*Summary of response by Ken Kirkpatrick:* The RTC has spent a lot of time on that issue. The RTC is made up of elected officials from all across the region, including council members, county judges and representatives from DART, FWTA and the DFW Airport. More and more citizens are living outside the transit service areas. The RTC is very interested in how we grow transit entities. There's lots of discussion on the DART side and a menu of options. For example, on the Fort Worth side of the metroplex, FWTA has an agreement with the city of Grapevine. Grapevine is not a full member with them.

*Comment:* Is it possible to take existing rail lines and create a new rail service?

*Summary of response by Ken Kirkpatrick:* You have to look at all of the transit provider service plans. From a regional perspective, most of the growth is occurring outside of the transit service areas, and we need to figure out how to solve transit issues for those nonparticipating cities and get them in the fold. It's a critical issue in our region.

## **Rick Crocker, The Samaritan Inn (Plano)**

### A. Solution for immediate transportation needs

*Comment:* I want to make sure I understand the planning process. Unless there is cooperation from local governments to develop a funding strategy, there's really no other solution to provide immediate transportation to certain areas in the region. It seems like there aren't any realistic answers being brought to the table.

*Summary of response by Ken Kirkpatrick:* The conversation starts at the local government level with cities and counties. They weigh the decisions and determine financial contributions for transit and transportation services within their jurisdictions. The RTC exists to provide support and funding for local-level decisions. They also recognize the immediate need for public transportation in Collin County, which is why they approved the funding to provide emergency service in that area now that TAPS is no longer serving that particular county. Before they approve any more funding for Collin County emergency services, they want places like Allen, McKinney, Fairview and Wylie to come back and present a long-term plan to provide transit services to their citizens.

## **Mike Freiburger, Bike DFW/Verizon (Plano)**

### A. Air quality

*Comment:* The region experienced pretty unhealthy ozone levels June 6-10. Is NCTCOG aware of this and what can you all do to help with air quality?

*Summary of response by Ken Kirkpatrick:* We have a team at NCTCOG who focuses specifically on the issue.

**Bud Melton, Citizen (Plano)**

- A. Vehicle emissions

*Comment:* I often see large trucks emitting exhaust fumes.

*Summary of response by Ken Kirkpatrick:* We have a smoking vehicle program, and I can put you in contact with our air quality team.

**Gwen Reynolds, Citizen (Plano)**

- A. Converting North Central Expressway HOV lanes into toll lanes

*Question:* Are there plans to convert the HOV lanes on North Central Expressway into toll lanes?

*Summary of response by Ken Kirkpatrick:* I will have to get back to you with an answer.

**Michael King, Citizen (Arlington)**

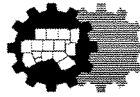
- A. Status of IH 345

*Question:* What are NCTCOG's recommendations for IH 345?

*Summary of response by Ken Kirkpatrick:* The Dallas CityMAP project recommendations just came out a few days ago. The RTC's approval of Mobility 2040 includes IH 345 as it is, but I think we're waiting to review the CityMAP recommendations in the coming months.

**WRITTEN COMMENTS FROM PUBLIC MEETINGS & OUTREACH EVENTS**

<b>Name and Title</b>	<b>Agency, City Represented</b>	<b>Topics Addressed</b>	<b>Comments</b>	<b>Location</b>
Alastair Lyon	Citizen	DBE program and bicycle and pedestrian data collection	Attachment 1	Plano Public Meeting
Lauren Lyon	Citizen	Method for collecting bicycle and pedestrian data	Attachment 2	Plano Public Meeting
Carrie Paige	Citizen	Bicycle lanes on Northwest Highway	Attachment 3	City of Dallas Clean Air Action Day



### 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 Alastair Lyon

Organization n/a

Date 6/14/16

Meeting Location Oak Point Park (Plano)

**Please provide written comments below:**

On DBE: I highly encourage collection of data on which class of DBE each vendor falls into. Having this data would allow for initiatives that will have a positive impact on the community and not just meet federal guidelines. My suspicion is that a major portion of the DBE's are "women owned" which could easily mean a family business with the wife named as owner + CEO, but where in reality it is shared equally by ~~the~~ both.

On Bicycle and Pedestrian Traffic: Great job on getting the data collectors installed. Looking forward to the insights gained from it.



## Public Meeting Comment Form

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2. Please fill in your name and affiliation as well as the date and location of meeting.
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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 Lauren Lyon  
 Organization Richardson homeowner  
 Date 6/14/10  
 Meeting Location Dale Point Park

**Please provide written comments below:**

I support and would like to see implemented pedestrian counters on sidewalks and bike counters on streets. I bike on the street for transportation (commute to work, to my place of worship, to shop, etc.) frequently. It is walking and cycling for transportation, as opposed to exercise, that reduces air pollution. Counters on trails will probably collect mostly people getting exercise, not for transportation. Also, there is an abysmal rate of "pedestrian error" deaths in the Dallas region, often where there is no sidewalk, crosswalk, etc that the pedestrian could have used.



North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

Name Carrie Paige  
Organization \_\_\_\_\_  
E-mail \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code 75238

Please provide written comments below:

Please put protected bicycle lanes on  
Northwest Hwy, especially within 10 miles  
of White Rock Lake.

Thank you.

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: [jstout@nctcog.org](mailto:jstout@nctcog.org) Website: <http://www.nctcog.org/trans>



## WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

### **Dormand Long, May 17, 2016**

<http://www.newcitiesfoundation.org/wp-content/uploads/2016/03/PDF-Handbook-on-Urban-Infrastructure-Finance-Julie-Kim.pdf>

### **Dormand Long, May 19, 2016**

[https://www.google.com/?gws\\_rd=ssl#q=markville+road+%2B+dallas](https://www.google.com/?gws_rd=ssl#q=markville+road+%2B+dallas)

Today I barely avoided being involved in a multi-car pileup when exiting east bound LBJ at the Abrams Road exit.

There was a line of cars exiting at highway speeds. Ahead a dark car with paper license tags almost stopped before it enacted a right angle turn onto Markville, the street that the 75243 US Post Office is located on.

The eastbound traffic on the service road was going at high rates of speed, especially an old very tall panel truck of some tradesman. When this dark car actually crossed two lanes of traffic at snail-like speed, the tall panel truck slammed on its brakes and slid sideways almost turning over in the process.

I recommend engineering studies to better analyze the root cause of this problem, which might lead to solutions including:

- a ) post a sign on the exit ramp: NO RIGHT TURN ONTO MARKVILLE
- b ) paint a white line to past the Markville intersection
- c ) erect the flexible white sticks that serve as a barrier to traffic turns for part of the distance to Markville.

If and when this is repeated, the exiting traffic will back up immediately on LBJ, creating rear end collisions in a cascading manner. Some may involve injuries.

It appears that many of those out on the road now in Dallas may not have previously experienced either other traffic or paved streets. Traffic calming could mitigate this challenge.

### **Dormand Long, May 27, 2016**

[http://www.seattletimes.com/seattle-news/transportation/light-rail-stations-could-open-sooner-under-new-sound-transit-plan/?utm\\_source=The+Seattle+Times&utm\\_campaign=765d7096bd-Morning\\_Brief\\_5\\_27\\_2016&utm\\_medium=email&utm\\_term=0\\_5beb38b61e-765d7096bd-120461609](http://www.seattletimes.com/seattle-news/transportation/light-rail-stations-could-open-sooner-under-new-sound-transit-plan/?utm_source=The+Seattle+Times&utm_campaign=765d7096bd-Morning_Brief_5_27_2016&utm_medium=email&utm_term=0_5beb38b61e-765d7096bd-120461609)

I will find and send a great piece that was in the National Geographic a decade or two ago about the need to put transit programs in place prior to hypergrowth in urban areas.

**Dormand Long, June 1, 2016**

[http://www.gizmag.com/gotthard-base-rail-tunnel-switzerland/43627/?utm\\_source=Gizmag+Subscribers&utm\\_campaign=7c95847534-UA-2235360-4&utm\\_medium=email&utm\\_term=0\\_65b67362bd-7c95847534-92087049](http://www.gizmag.com/gotthard-base-rail-tunnel-switzerland/43627/?utm_source=Gizmag+Subscribers&utm_campaign=7c95847534-UA-2235360-4&utm_medium=email&utm_term=0_65b67362bd-7c95847534-92087049)

**Elaine Laisure, June 7, 2016**

Need to adress the I/20 and I/30 transportation west of Fort Worth GridLock. 30,000 More home are planned to DUMP on these interstates. We are already Gridlocked at rush hour PLAN NOW AND START TOLL ROADS THAT GO BACK TO TEXAS NOT A FOREIGN COUNTRY. I20 Needs more lanes West in Weatherford. Sad as it looks like this will wait...JUST like North Fort Worth On I35 AFTER the homes are built. WE need it NOW!

**John Donaghey, June 7, 2016**

We live on FM 982, south of Princeton. The current traffic loads are increasing by many vehicles each year. The number of fair weather bicycles and motorcycles are also increasing, to a point that it becomes difficult for automobile and truck traffic to use the recently widened county roads. Maybe there could be some regulation of the road way use. It is obvious that social media is being used to organize these groups' use of the road ways, by the number of individuals involved. If they were to use the 10 foot shoulders, the middle lanes could be free for use by regular traffic.

Also, the am and pm rush hour traffic at the intersection of E. & W. Lucas Rds. w/ Southview Dr. (1378) has become nearly impossible to negotiate. It sometimes takes several light changes to get through that intersection. West bound East Lucas Rd. traffic has learned to use the shoulder as a right turn lane, even though there is a large pothole that has formed. Some hole repair and a right turn lane paint stripe would be a great help. Some country folk insist on using all of the rd. for both right and left turns, thus blocking the right turn shoulder until there is a light change.

Thank you for anything that is done to ease these two concerns.

**Penny Nicholson, June 10, 2016**

Thank you very much for talking with me today. The information that you provided was very helpful, and I appreciate your taking the time to talk to me. As I mentioned, my family has a farm in Collin County. I have heard rumors that a highway is being planned through or near our property. I know that sometimes such rumors are well-founded and sometimes they are not. I would like to follow up on whether there is actually a highway or road being planned through or near our property, and it is my understanding that you will provide me with contact information concerning someone who can answer my question and also try to have that person email me.

Thank you very much for your help in this matter. I really appreciate it.

**Response by Chris Reed, NCTCOG**

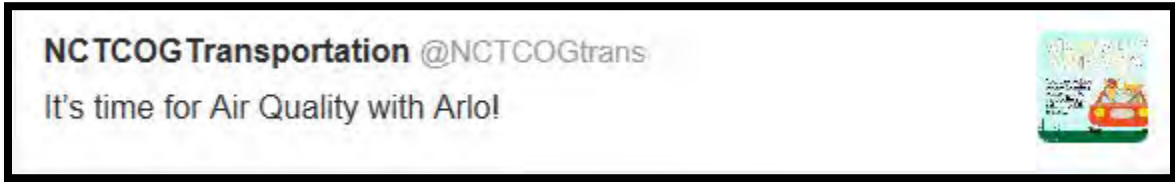
To my knowledge, the only freeway currently in the planning stage in Collin County is the Outer Loop, which runs along the north and east of the county. The alignment can be found on page 16 of this document:

<http://www.nctcog.org/trans/mtp/2040/documents/MapPackage.pdf>

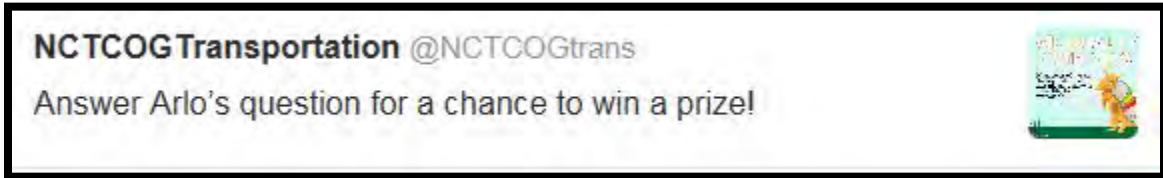
However, the county is also gearing up to study a variety of possible roadway alternatives as part of the Collin County Strategic Transportation Initiative. On that, perhaps Clarence Daugherty (Engineering Director) would be a preferred contact for Penny. Clarence and his team of consultants also update and maintain Collin County's thoroughfare plan. Clarence can be reached at 972-548-3728 or [cdaugherty@collincountytx.gov](mailto:cdaugherty@collincountytx.gov).

**WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA**

#TruthBomb @NCTCOGtrans – Michelle, TCL (@Michelle\_TCL1)



The last one you see before you die. – Dallas May (@1DaIM)



Answer Arlo's question for a chance to win a prize! – NCTCOG Transportation Department (@NCTCOGtrans)

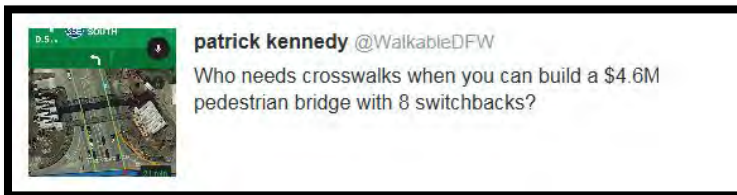


Purple – Ryan Lerman (@owlsfan954)

Red – Ryan Lerman (@owlsfan954)

Red – Rob Maxwell (@RobMax17)

But I thought Michael Morris of @NCTCOGtrans was brilliant. – (((Wylie H Dallas))) (@Wylie\_H\_Dallas)



#irony – Dallas May (@1DaIM)

**NCTCOG Transportation** @NCTCOGtrans

Transportation has evolved, but department's commitment remains:  
[bit.ly/24GOItG](http://bit.ly/24GOItG) . #LocalMotion

If we only build more roads our #Texas economy will suffer. @NCTCOGtrans @TAGHouston @CAMPOTexas @AlamoAreaCOG – Peter J LeCody (@railadvo)

**TAG Houston** @TAGHouston

Paradigm shift needed in transportation policy  
[houstonchronicle.com/opinion/outloo...](http://houstonchronicle.com/opinion/outloo...) via @HoustonChron

@railadvo @NCTCOGtrans @TAGHouston @CAMPOTexas @AlamoAreaCOG @HoustonChron you could take the "only" out of that sentence at this point. – Houston Tomorrow (@HoustonTomorrow)

@TxDOT This is a great idea and look forward to hearing about the positive results #SafetyMatters @JonesCarter – Rob Maxwell (@RobMax17)

**NCTCOG Transportation** @NCTCOGtrans

.@WFAAchannel8: New signs could prevent wrong-way crashes:  
[bit.ly/1rVlpeL](http://bit.ly/1rVlpeL) @TollTagTidbits

Thank you for sharing the news on #safety and prevention at NTTA! –VPB – N. TX Tollway Auth. (@TollTagTidbits)

**NCTCOG Transportation** @NCTCOGtrans

.@WFAAchannel8: New signs could prevent wrong-way crashes:  
[bit.ly/1rVlpeL](http://bit.ly/1rVlpeL) @TollTagTidbits

Transportation has evolved, but @NCTCOGtrans department's commitment remains  
[http://bit.ly/24GOItG](http://http://bit.ly/24GOItG) #LocalMotion – N. TX Tollway Auth. (@TollTagTidbits)

Thankful to be back working in the DFW Region. Received a warm welcome back from colleagues at the @NCTCOGtrans RTC mtg. #bestregionever – Tom LeBeau (@tmlebeau)

@NCTCOGtrans billion+ wealth transfer continues to enable unsustainable North Texas sprawl. – (((Wylie H Dallas))) (@Wylie\_H\_Dallas)

**Social N Dallas** @SocialInDallas  
Celina Population About to Explode: Projection: A construction boom in Celina is expected to make the communi... bit.ly/1OvyEhr

Dallas' population would explode, too, if @NCTCOGtrans poured billions of \$ into OUR transportation infrastructure. – (((Wylie H Dallas))) (@Wylie\_H\_Dallas)

**Social N Dallas** @SocialInDallas  
Celina Population About to Explode: Projection: A construction boom in Celina is expected to make the communi... bit.ly/1OvyEhr

@CarrTamicbs11 It is, traffic has increased immensely since 1999. You should see what's projected by @NCTCOGtrans Photo was east of 360 – Scott (@bugcar1)

Trying to imagine TxDOT ever closing off access to downtown Plano, etc. for months. – (((Wylie H Dallas))) (@Wylie\_H\_Dallas)



@Wylie\_H\_Dallas When 75 was originally built through S. Collin Co. DT Plano wasn't interesting enough yet for @NCTCOGtrans to plow through – Dallas May (@1DaIM)

@Wylie\_H\_Dallas ... But don't worry @cityofplanotx, @NCTCOGtrans will destroy your thriving communities to "improve" congestion soon enough – Dallas May (@1DaIM)

@Wylie\_H\_Dallas It would be really great if @NCTCOGtrans would build a #relievroute between Frisco and Garland. – Dallas May (@1DaIM)



@Wylie\_H\_Dallas It would save Garland commuters minutes! @plano #regionalism  
@NCTCOGtrans – Dallas May (@1DaIM)

Participate in @NCTCOGtrans Try Parking It program to improve air quality & win prizes!  
<http://bit.ly/1TGcVjr> – DCTA (@RideDCTA)





Learn more about @NCTCOGtrans's Try Parking It program by checking out our blog post here! <http://bit.ly/1TGcVjr> – DCTA (@RideDCTA)



Look Out for Marcia. #LookOutTexans – NCTCOG Transportation Department



@NCTCOGtrans Why can't you build bike infrastructure for Marcia, to make her safe? :( – (((Wylie H Dallas))) (@Wylie\_H\_Dallas)

Bicycling to school creates a healthier habit and cleaner environment for children. #BiketoSchoolDay #LookOutTexans – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans Not in @CityOfDallas, where we are forced to deal with crumbling, dangerous and obsolete transportation infrastructure. :( – (((Wylie H Dallas))) (@Wylie\_H\_Dallas)



Hahahhaaha. Did someone call for more cowbell - I mean highways? Amirite @TxDOT @NCTCOGtrans? – Philip Goss (@gosspl)



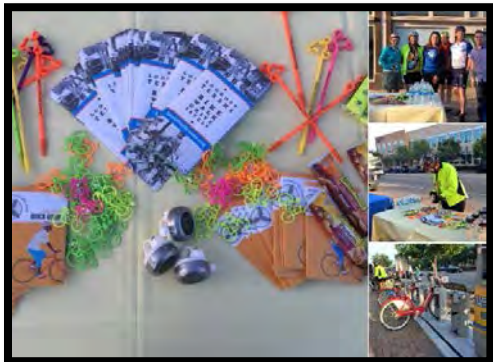
What do you think of driverless cars? Here are five signs that suggest they might be here to stay: – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans Sort of like autopilot in planes...only years later.. – Rob Maxwell (@RobMax17)

@NCTCOGtrans They are all about eliminating jobs for professional drivers. They will never be affordable or desirable for individuals. – apressler (@apressler3)

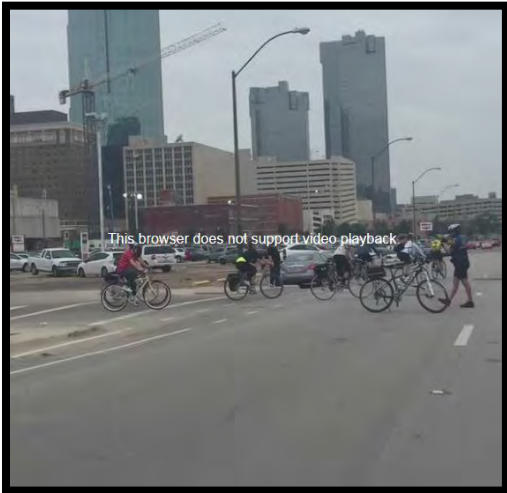
It's #bike2workdayfw and we're at the corner of Magnolia & Hemphill. Come say hi and get some swag! @FitWorth – BlueZonesProject FW (@BZPFortWorth)



It's #Bike2WorkFW Day with @MayorBetsyPrice @BZPFortWorth @FWBikeSharing @BikeFriendlyFW @NCTCOGtrans! #fitworthit – FitWorth (@FitWorth)



Did you bike to work today? @FWBikeSharing @BikeFriendlyFW @FitWorth @BZPFortWorth @NCTCOGtrans #BiketoWorkDay2016 – Betsy Price (@MayorBetsyPrice)



@MayorBetsyPrice @FWBikeSharing @BikeFriendlyFW @FitWorth @BZPFortWorth @NCTCOGtrans sure did – Sean Buckley (@seanbuckley)



Here's an Op-Ed I wrote about the future of transit in North Texas:  
<http://www.dallasnews.com/opinion/latest-columns/20160520-matthew-marchant-want-a-cheaper-faster-path-to-better-public-transit-than-building-another-train-line.ece> ... @dallasnews @DMNOpinion @NCTCOGtrans – MayorMatthewMarchant (@MatthewMarchant)



**Matthew Marchant: Want a cheaper, faster path to b...**  
Passenger rail is incorrectly held up as the ideal version of transit because of its perceived cachet and theoretical economic development benefits. North Texas should e...  
[dallasnews.com](http://dallasnews.com)

After 20 yrs in rail and TOD business, I concur! MT @MatthewMarchant  
<http://www.dallasnews.com/opinion/latest-columns/20160520-matthew-marchant-want-a-cheaper-faster-path-to-better-public-transit-than-building-another-train-line.ece> ... @dallasnews @DMNOpinion @NCTCOGtrans – PJB (@PJBraster)




**Matthew Marchant: Want a cheaper, faster path to b...**  
Passenger rail is incorrectly held up as the ideal version of transit because of its perceived cachet and theoretical economic development benefits. North Texas should e...  
[dallasnews.com](http://dallasnews.com)

So... What's the status on #DallasCityMAP? @WalkableDFW @mtranchin @NCTCOGtrans @TxDOTDallasPIO? – Dallas May (@1DaIM)

@1DaIM in hearing first week of June – patrick kennedy (@WalkableDFW)

@WalkableDFW Where? RTC? City Council? – Dallas May (@1DaIM)  
@1DaIM probably online and thru DMN. Your guess is as good as mine.  
– patrick kennedy (@WalkableDFW)

"Has not been reviewed by us army corps of engineers." Shouldnt they be at the table at the start of the process? – patrick kennedy (@WalkableDFW)



**Christopher Wynn @christopherwynn**  
Breaking: @marklamster: A generous new #Trinity vision, but will we ever build it? [dallasnews.com/lifestyles/art...](http://dallasnews.com/lifestyles/art...)



@WalkableDFW, the @NCTCOGtrans fully intends to build Alignment 3C, which @CityOfDallas supports. Both things can't be done. – (((Wylie H Dallas))) (@Wylie\_H\_Dallas)

Very pretty model. Very pretty watercolors. Has Corps approved all of these trees, concrete, river relocation, construction on levees? – Angela Hunt (@AngelaHunt)

@AngelaHunt No, of course not. I wonder how @NCTCOGtrans likes seeing a big park overlook blocking the Woodall Rodgers spur highway? – (((Wylie H Dallas))) (@Wylie\_H\_Dallas)

BIG: after decades of acrimony, a bold new vision for the trinity, from mvva architects. – mark lamster (@marklamster)



@marklamster The U.S. Corps of Engineers hasn't reviewed the design. This is fantasy. – PaulSims (@PaulSims)

@PaulSims that's based on your expert opinion, as opposed to mvva and limnotech? mind that it is a CONCEPT. – mark lamster (@marklamster)

@marklamster @PaulSims becomes clearer every day who wants progress in this city and who opts for obstructionism over all else. – Scott Goldstein (@sgoldstein)

@sgoldstein @marklamster @PaulSims The plan presented is entirely incompatible with Alignment 3C. You can't pursue both, so which is it? – (((Wylie H Dallas))) (@Wylie\_H\_Dallas)

@Wylie\_H\_Dallas @marklamster @PaulSims wait, the design team didn't ask for expert opinion of anonymous Twitter troll before releasing? – Scott Goldstein (@sgoldstein)

@sgoldstein @marklamster @PaulSims Please explain why new plan omits major interchanges, ramps, etc. that @NCTCOGtrans says must be built. – (((Wylie H Dallas))) (@Wylie\_H\_Dallas)

Thanks for sharing, we always appreciate our friends in transportation @NCTCOGtrans – N. TX Tollway Auth. (@TollTagTidbits)

**NCTCOG Transportation @NCTCOGtrans**  
@TollTagTidbits is making improvements to Dallas North Tollway! New video animations show a sneak peek: [bit.ly/1XrOj30](http://bit.ly/1XrOj30).

Look Out for Shelley. #LookOutTexans – NCTCOG Transportation Department (@NCTCOGtrans)



I wish @NCTCOGtrans would look out for Shelley by building adequate bike infrastructure. – (((Wylie H Dallas))) (@Wylie\_H\_Dallas)

Join @NCTCOGtrans' novel "Vision 500" program! With your help, we can budget 500 N Tex traffic fatalities per year. – (((Wylie H Dallas))) (@Wylie\_H\_Dallas)

**NCTCOG Transportation @NCTCOGtrans**  
"Click It or Ticket" campaign in TX has resulted in 4,687 fewer traffic fatalities. More info: [bit.ly/1UbpuG6](http://bit.ly/1UbpuG6). #TxClickItorTicket

Plastic & foam hats don't change killer street design delivered by "experts." #VisionZero #BikeMonth – (((Wylie H Dallas))) (@Wylie\_H\_Dallas)

**NCTCOG Transportation @NCTCOGtrans**  
Look Out for Shelley. #LookOutTexans

.@TxDOT is looking for your input for the future of IH 30 east of Dallas. Click to learn more. <https://www.surveymonkey.com/r/I-30EastTexas> – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans @TxDOT Why aren't citizens allowed to have input into Trinity toll road to Irving? – ((Wylie H Dallas))) (@Wylie\_H\_Dallas)

Traffic talk on @dfwticket . @NCTCOGtrans – MayorMatthewMarchant (@MatthewMarchant)

The industry is slow to change, but it's finally catching on. @NSPE @WalkableDFW @NCTCOGtrans – Dallas May (@1DaIM)



Great crowd at Texas Model User Group meeting @CTRUTAustin . Friends here from @CAMPOTexas @NCTCOGtrans @TxDOT more – Jen Duthie (@jenduthie)



I hope last trains are leaving each downtown close to/30min after 2am. #TransitAlternatives as your #DD – Loren S. (@txbornviking)

**NCTCOG Transportation @NCTCOGtrans**  
@dartmedia and @TheTFortWorth looking to expand run time for the #TRE.  
More info via @dallasnews: bit.ly/27TRcid.

Michael Morris of @NCTCOGtrans gets to park for free at @DFWAirport in short-term parking with no time limit. – ((Wylie H Dallas))) (@Wylie\_H\_Dallas)

To bad that's not the avenger in Dallas or Ft. Worth proper. Help DFW join national average so your data relates – George Battle III (@TLC\_Community)

**NCTCOG Transportation** @NCTCOGtrans

More than half the people in the U.S. live within 5 miles from work, making bicycling a fun way to commute. #BiketoWorkDay #LookOutTexans

Signs suggest it's coming why are letting TXDot continue build more outdate highway projects – George Battle III (@TLC\_Community)

**NCTCOG Transportation** @NCTCOGtrans

What do you think of driverless cars? Here are five signs that suggest they might be here to stay: [bit.ly/1U37yul](http://bit.ly/1U37yul)

How bout you reroute interstate30 out of downtown Dallas & lower intersrate45/345 like interstate75 – George Battle III (@TLC\_Community)

**NCTCOG Transportation** @NCTCOGtrans

.@TxDOT is looking for your input for the future of IH 30 east of Dallas. Click to learn more. [surveymonkey.com/r/I-30EastTexas](http://surveymonkey.com/r/I-30EastTexas)

If @NCTCOGtrans wants billion+ HSR subsidy for Ft. Worth, why not pay int'l DFW flights to make extra stop @DallasLoveField? – ((Wylie H Dallas) (@Wylie\_H\_Dallas)

Hey, @NCTCOGtrans, why is @CityOfDallas 1 of only major world cities w/o bike share either implemented or in process? – ((Wylie H Dallas))) (@Wylie\_H\_Dallas)

@Wylie\_H\_Dallas @NCTCOGtrans @CityOfDallas bc planners lack vision or means of accomplishing tasks.Pass the buck & status quo. Et Tu Dallas? – Citizen Kane (CitizenKane18)

@Wylie\_H\_Dallas @NCTCOGtrans @CityOfDallas I'm guessing cause it doesn't fit their "regional" plan. – Geroges Danton (@GoldwaterRepubl)

@gosspl @StreetsblogTex Plans have been in place for a long time for an outer loop around DFW, past McKinney & Denton. Insane – Trey Price (@treypiano)

@treypiano @StreetsblogTex I know. @NCTCOGtrans knows no bounds on endless hwy sprawl. – Philip Goss (@gosspl)



But asking for \$ for things like striped crosswalks, sidewalks or bike infrastructure will force us to ridicule you. – ((Wylie H Dallas)) (@Wylie\_H\_Dallas)

**NCTCOG Transportation** @NCTCOGtrans

North Texans w/ failed vehicle emissions can receive up to \$600 to repair or \$3,500 to replace their vehicle at [nctcog.org/airchecktexas](http://nctcog.org/airchecktexas)

Let's get a piece of this pie @DallasTrolley @PhilipTKingston @NCTCOGtrans @Mike\_Rawlings @sgoldstein 🗣️toot toot🗣️ – M-line to Knox (@to\_knox)

**Transport. 4 America** @T4America

What's TIGER? A smart way to incentivize the best local transport projects. And House just approved \$450M to fund it [bit.ly/24hMCWc](http://bit.ly/24hMCWc)

Wake up @NCTCOGtrans. Try doing something in the interest of Dallas for once. @WalkableDFW – David (@DavidBlairP)



**POLITICO** @politico

Denver has done something no other major metro area has accomplished in the last decade [politi.co/1TZS3Xk](http://politi.co/1TZS3Xk)

Excellent!! Expansion must continue. According to @NCTCOGtrans survey 65% want more access to rail. #NewArlington – WoolridgeForCongress (@RubyForCongress)

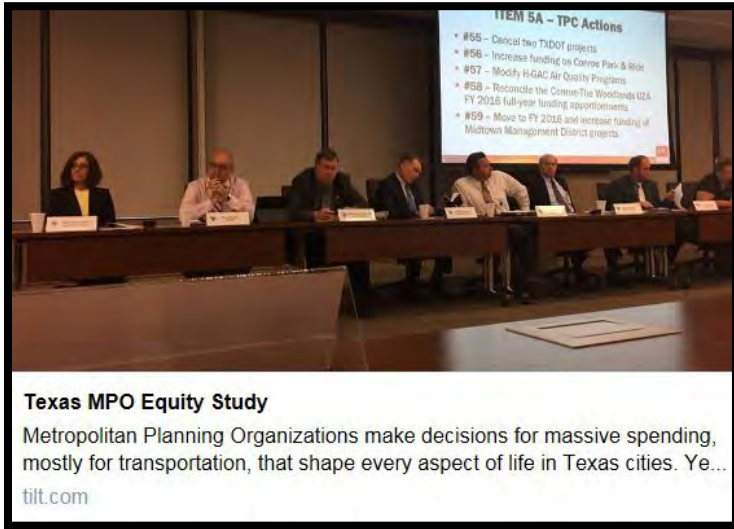


**Star-Telegram** @startelegram

Trinity Railway Express may expand Dallas-Fort Worth service [bit.ly/1Y8ohTd](http://bit.ly/1Y8ohTd)



Only 6 of 44 DFW @NCTCOGtrans RTC voting members R female  
<http://www.nctcog.org/trans/committees/rtc/documents/roster.rtc042816.pdf> ... Help me  
question TX transpo equity – Jay Blazek Crossley (@JayCrossley)



Meeting will present #bicycle and #pedestrian data collected by @NCTCOGtrans among other #transportation topics:  
<http://campaign.r20.constantcontact.com/render?m=1102365104652&ca=0de0dc49-8577-4622-9f94-205b693cb983> ... – Interrobang (@cszyzzy)

If y'all actually focused on building a modern urban, multi-modal transit system, we could avoid this. IJS. – ((Wylie H Dallas)) (@Wylie\_H\_Dallas)

**NCTCOG Transportation** @NCTCOGtrans

Ozone Action Day – DFW-area ozone on 6/8 is predicted to be at Level Orange, unhealthy for sensitive groups. [bit.ly/9nC9vy](http://bit.ly/9nC9vy)

EJ is official policy being implemented by Regional Govts like the @NCTCOGtrans right here in N TX – Ross Kecseg (@rkecseg84)

**Heritage Foundation** @Heritage

Obama-era politics override the rule of law - and "environmental justice" is the perfect example. [dailysign.al/1Uoptfy](http://dailysign.al/1Uoptfy)

Proud to partner w/ @nctcogenv as a sponsor @ the #PublicWorksRoundup! Hope we'll see u here today! @NCTCOGtrans  
[http://www.nctcog.org/envir/SEEDevEx/pubworks/17th\\_PWRoundup\\_2016.asp](http://www.nctcog.org/envir/SEEDevEx/pubworks/17th_PWRoundup_2016.asp) ... – Freese and Nichols (@FreeseNichols)

The Regional Transportation Council and @NCTCOGtrans are seeking public input. More: <http://ow.ly/5IB430136i9> – Andy Nguyen (@AndyNguyenTC)



Why aren't @TxDOTDallasPIO & @NCTCOGtrans implementing Vision Zero here in Dallas? <http://www.austintexas.gov/edims/document.cfm?id=255391> ... <http://fb.me/3heJUslHk> – ((Wylie H Dallas)) (@Wylie\_H\_Dallas)

@Wylie\_H\_Dallas @TxDOTDallasPIO @NCTCOGtrans gets in the way of speeding up cars. – Phillip Goss (@gosspl)

When bicycling, ride in the same direction as other traffic. <http://www.LookOutTexans.org> #LookOutTexans – NCTCOG Transportation Department (@NCTCOGtrans)



.@NCTCOGtrans AMEN! Dallas streets are quite safe for riding as long as you act like traffic. Take the lane and go with the flow! – apressler (@apressler3)

@NCTCOGtrans @ctgdentoncounty it would sure be nice just to have a protected bike lane.... – Atticus (@C\_K27)

Sounds like Katy Freeway. I wonder if I35E & I35W rebuilds will have similar results. @TxDOT @gdickson @NCTCOGtrans – Loren S. (@txbornviking)

**patrick kennedy** @WalkableDFW

"The traffic model said the new freeway in San Jose would save 18 minutes. It made it 18 minutes longer." #cnu24

More new @TxDOT data: 661 people died on streets, roads, & stroads of 16-County DFW @NCTCOGtrans region in 2015. Rate: 9.31/100K #VisionZero – Jay Blazek Crossley (@JayCrossley)

@NCTCOGtrans decides to gather input only at non-transit friendly locations, far away from Michael Morris' critics – (((Wylie H Dallas))) (@Wylie\_H\_Dallas)



**Regional Transportation Input Opportunity**

**WHAT DO YOU THINK? TELL US.**

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

**PUBLIC MEETINGS**

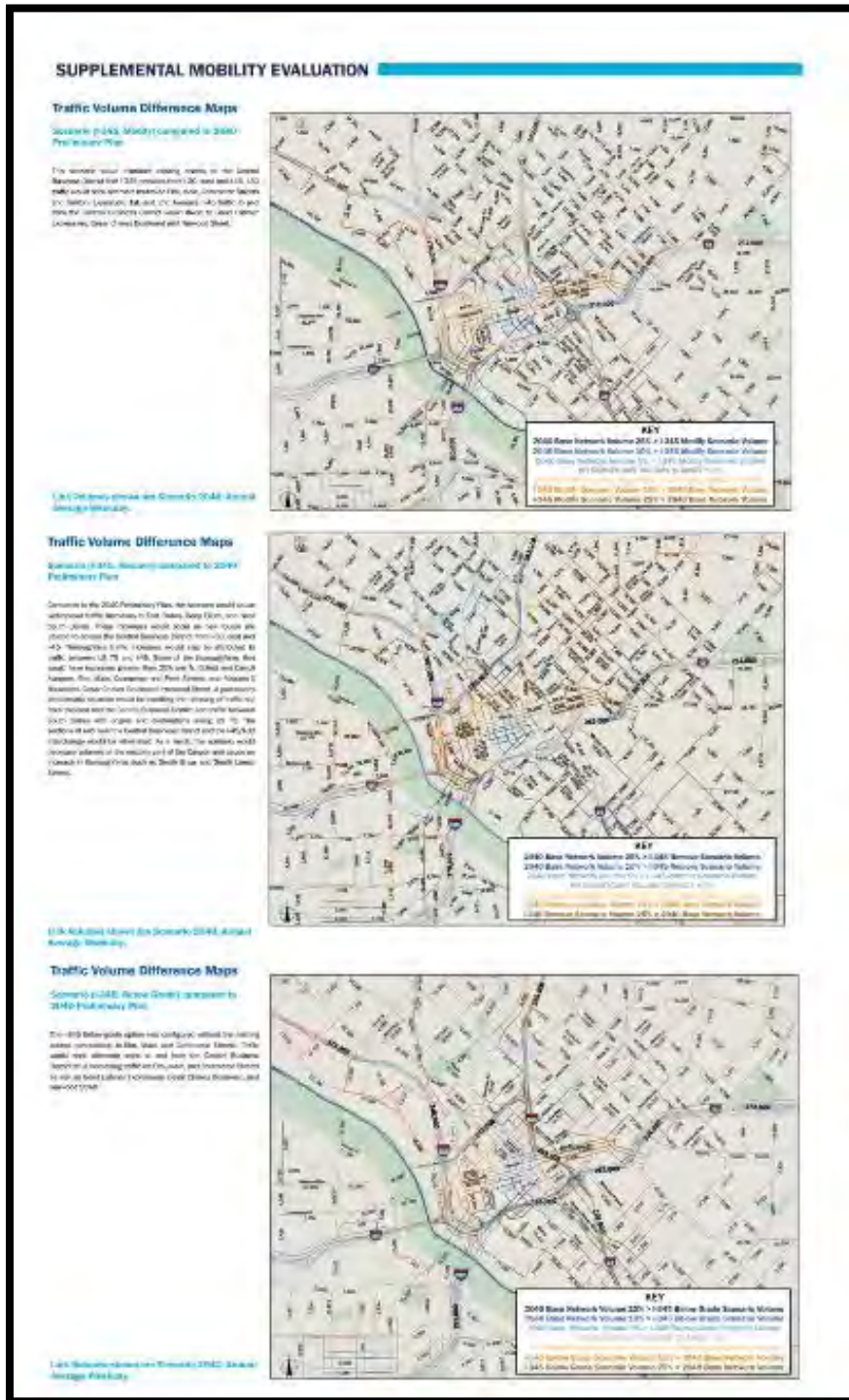
Monday, June 13	Tuesday, June 14	Wednesday, June 15
6 pm	6 pm	2:30 pm
East Regional Library 6301 Bridge Street Fort Worth, Texas 76112	Oak Point Park Nature and Retreat Center 5901 Los Rice Boulevard Plano, Texas 75074	North Central Texas Council of Governments 618 Six Flags Drive Arlington, Texas 76011

After the Arlington meeting, a video recording will be online at [www.nctcog.org/VW4](http://www.nctcog.org/VW4).

For anyone wanting to ride transit to the Arlington public meeting, NCTCOG will offer a free

Why is @NCTCOGtrans silent on #CityMAP? The regional trans planning org is acting as though it doesn't exist @RobertWilonsky @DallasPolitics – Dallas May (@1DaIM)

Why is the #TrinityParkway's traffic projection numbers oddly missing from @TxDOT's #CityMAP report? @NCTCOGtrans? – Dallas May (@1DaIM)



North #Texas #Bicycle advocates: Hearings 4 TXDOT & #NCTCOG Jun 21  
<http://bit.ly/1XX9UR6> & Jun 23 <http://bit.ly/22Dz9Jc> @NCTCOGtrans – Interrobang (@csxyzy)



That is some damn fine work that @TxDOTDallasPIO put into the CityMap report... hope @NCTCOGtrans is listening. – ((Wylie H Dallas) (@Wylie\_H\_Dallas)

Why is @NCTCOGtrans silent on #CityMAP? The regional trans planning org is acting as though it doesn't exist @RobertWilonsky @DallasPolitics – Dallas May (@1DaIM)

We had over 200 individuals and over 80 stakeholder groups participate in the process - Commissioner Victor Vandergriff #CityMAP – Mayor Mike Rawlings (@Mike\_Rawlings)

@Mike\_Rawlings @TxDOTDallasPIO It's a great report. Everyone involved should be very proud. So why is @NCTCOGtrans so silent? – Dallas May (@1DaIM)

Come give your input on regional bike plans, only 16 miles north of @CityOfDallas city hall, in Richardson. – ((Wylie H Dallas)) (@Wylie\_H\_Dallas)

**NCTCOG Transportation** @NCTCOGtrans

Join @TxDOTDallasPIO, @TxDOTFTWPIO, give input on regional bicycle plans 6/21 [bit.ly/1XX9UR6](http://bit.ly/1XX9UR6) and 6/23 [bit.ly/22Dz9Jc](http://bit.ly/22Dz9Jc)

@NCTCOGtrans OK's memo of understanding with @TexasCentral on #PHSR bullet train. @TheTFortWorth @dartmedia @TxDOT @narprail @TXRailAdvocate – Peter J LeCody (@railadvo)

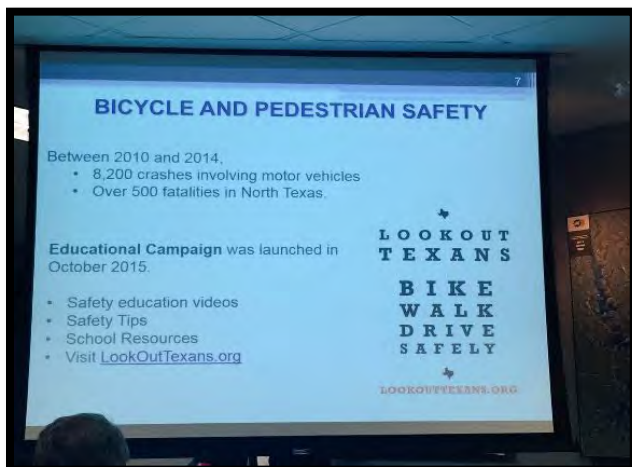
@NCTCOGtrans memo of understanding helps cement support for @TexasCentral Dallas-Houston high speed rail project – Peter J LeCody (@railadvo)



@NCTCOGtrans to hold high speed rail industry forum June 20 at Arlington HQ for DFW project. Want to be a provider? – Peter J LeCody (@railadvo)



@NCTCOGtrans bike & ped safety: Too many fatalities #LookOutTexans & let's reduce these numbers! #DallasByBike – Phillip Haigh (@philip\_inRL)



#GrandPrairie Mayor Jensen elected to lead Regional Transportation Council.  
<http://www.gptx.org/about-us/news> – Grand Prairie, TX (@gp\_tx)

**NCTCOG Transportation** @NCTCOGtrans

New RTC officers: Chair: @gp\_tx Mayor @RonJensen2012, VC:  
@CedarHillTX Mayor Rob Franke & Sec: Tarrant Co. Commissioner Gary Fickes.

Thank you @NCTCOGtrans for reaffirming North Texas' support for bringing high-speed train service to Texas! <http://bit.ly/1UyoGgc> #HSR – Texas Central HSR (@TexasCentral)

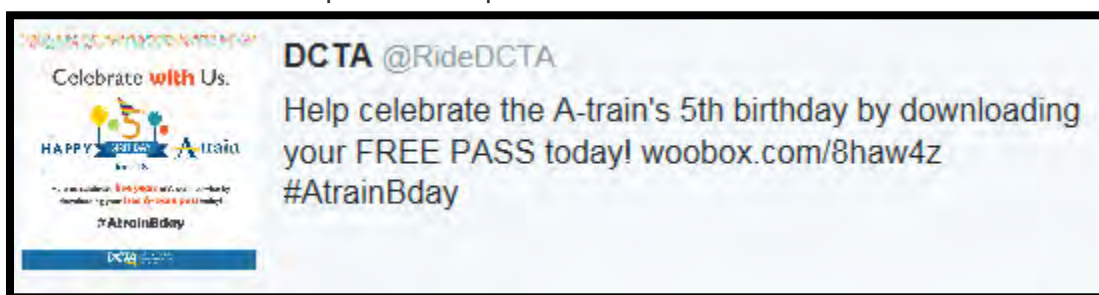


Congrats on the chairmanship Mayor @RonJensen2012! – Devan Allen (@devanjallen)



@CityColleyville hates trains. Asks @NCTCOGtrans today for November public vote to kill #Texrail project. Won't happen. @TXRailAdvocate – Peter J LeCody (@railadvo)

Want to check out @RideDCTA's #Atrain? Saturday is the day to hop aboard. We think you'll love it. – NCTCOG Transportation Department

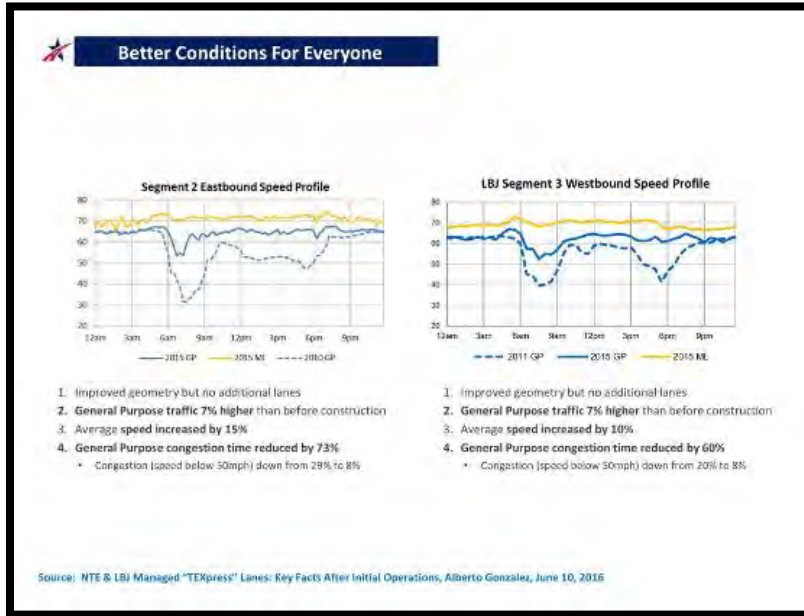


@NCTCOGtrans Thanks for the shout out! – DCTA (@RideDCTA)

I wonder if this has anything to do with your obsessive focus on highway-oriented sprawl? Hmm... – ((Wylie H Dallas)) (@Wylie\_H\_Dallas)



@lbjexpress shows adding toll managed lanes helps congestion. @NCTCOGtrans @CityOfDallas – Lee M. Kleinman (@LeeforDallas)



What a great program to improve air quality. Arlo the Armadillo is proud of you! #AirQualityMatters @JonesCarter – Rob Maxwell (@RobMax17)

**NCTCOG Transportation @NCTCOGtrans**  
 Is your car 10 years old or older? You may qualify for financial assistance through the #AirCheckTexas program: [nctcog.org/airchecktexas](http://nctcog.org/airchecktexas)

Colleyville's attempt at @NCTCOGtrans meeting failed. – Peter J LeCody (@railadvo)

**Brandon Formby @brandonformby**  
 Colleyville aims to disrupt, destroy TEX Rail star-  
[telegram.com/opinion/editor...](http://telegram.com/opinion/editor...)

The 14% female @NCTCOGtrans RTC voted in May for \$5.7B TIP w/ \$380M transit?  
[http://www.nctcog.org/trans/tip/17-20/documents/2017-2020MAY2016RTCACTION\\_ROADWAYANDTRANSIT.pdf](http://www.nctcog.org/trans/tip/17-20/documents/2017-2020MAY2016RTCACTION_ROADWAYANDTRANSIT.pdf) ... Fund my study:  
<http://www.DecideTexas.org> – Jay Blazek Crossley (@JayCrossley)



You can help keep the air clean by taking advantage of this program. – UNTHSC Safety Office (@UNTHSC\_Safety)

**NCTCOG Transportation** @NCTCOGtrans

North Texans w/ failed vehicle emissions can receive up to \$600 to repair or \$3,500 to replace their vehicle at [nctcog.org/airchecktexas](http://nctcog.org/airchecktexas)

@NCTCOGtrans invited HSR providers to show potential in the region & state. Forward thinking. @TXRailAdvocate – Peter J LeCody (@railadvo)

**ROSS Communications** @ROSSCommTeam

.@gdickson on #Texas, DFW high-speed rail plan & worldwide interest star-  
[telegram.com/news/traffic/y...](http://telegram.com/news/traffic/y...)

@NCTCOGtrans @TXRailAdvocate @ROSSCommTeam @gdickson can't think of any other COGs that ever invited HSR companies to the dance floor. – Peter J LeCody (@railadvo)

Dallas-Fort Worth high-speed rail plan draws worldwide interest <http://www.star-telegram.com/news/traffic/your-commute/article84931157.html> ...

@TexasCentral @CityOfDallas – Lee M. Kleinman (@LeeforDallas)



**Dallas-Fort Worth high-speed rail plan draws worldwide interest**

Local leaders in Dallas-Fort Worth, where traffic congestion is a near-universal concern among many of the region's roughly 7 million residents...  
[star-telegram.com](http://star-telegram.com)

Great to see fiscal watchdog @LeeforDallas highlighting @NCTCOGtrans multi-billion \$ boondoggle as @TexasCentral keeps its distance. – ((Wylie H Dallas)) (@Wylie\_H\_Dallas)

Appreciate @LeeforDallas' fiscal vigilance over @NCTCOGtrans Ft. Worth/Arlington pork rail boondoggle. Potential multi-billion \$ waste. – ((Wylie H Dallas)) (@Wylie\_H\_Dallas)

Public hearing tonight w/@NCTCOGtrans, the affect of Dallas District transportation programs/policies on bike use: <http://goo.gl/R2WPXv> – Richardson Bike Mart (@RichBikeMart)

Agreed. So many problems with that plan. Why did @TxDOTDallasPIO & @NCTCOGtrans ignore community input? – (((Wylie H Dallas))) (@Wylie\_H\_Dallas)

**George Battle III @TLC\_Community**  
What I find fascinating about this study is no one has question why does TXDoT SMWright plan contradicts this study [twitter.com/wylie\\_h\\_dallas...](https://twitter.com/wylie_h_dallas)

@Wylie\_H\_Dallas @TxDOTDallasPIO @NCTCOGtrans Especially since SMWright phase 2b plan shows they will widen interstate45to345 #imconfused – George Battle III (@TLC\_Community)

@NCTCOGtrans' dictator Michael Morris doesn't want to be forced to change trains in Dallas. Hence, need for multi-billion govt subsidy. – (((Wylie H Dallas))) (@Wylie\_H\_Dallas)

Lend a hand for clean air 6/24, #CAAD2016. Share your action by 6/27 & you could win a prize <http://bit.ly/ZMVJCI> – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans telecommute #CAAD2016 – Ryan Lerman (@owlsfan954)

Would love to hear what our Arlington masters at @NCTCOGtrans have to say about this. <https://twitter.com/StreetsblogTex/status/745957841526099969> ... <http://fb.me/31M1IzeBN> – ((Wylie H Dallas)) (Wylie\_H\_Dallas)

Area	Annual Savings For Houston	Total Mile
1	\$0.31	00.31
2	\$0.27	00.27
3	\$0.24	00.24
4	\$0.21	00.21
5	\$0.18	00.18
6	\$0.15	00.15
7	\$0.12	00.12
8	\$0.09	00.09
9	\$0.06	00.06
10	\$0.03	00.03

Well done .@NCTCOGtrans Good Advice. – (apressler @apressler3)

North Texas, don't miss the @TxDOT & @NCTCOGtrans open house TONIGHT in North Richland Hills: <http://buff.ly/28UGWQj> – Robin Stallings (@RobinStallings)

North Texas, don't miss the @TxDOT & @NCTCOGtrans open house TONIGHT in North Richland Hills: <http://buff.ly/28UGRvW> – BikeTexas (@BikeTexas)

Lend a hand on Clean Air Action Day - take public transit or carpool or bike! #CAAD2016 @NCTCOGtrans #RideTheT – The T Fort Worth (@TheTFortWorth)

Last Friday @townofaddison, @CarrolltonTX, @FBTX & @CityofCoppell were honored w/ award from @NCTCOGtrans #Congrats – Metrocrest Chamber (@MetrocrestCofC)

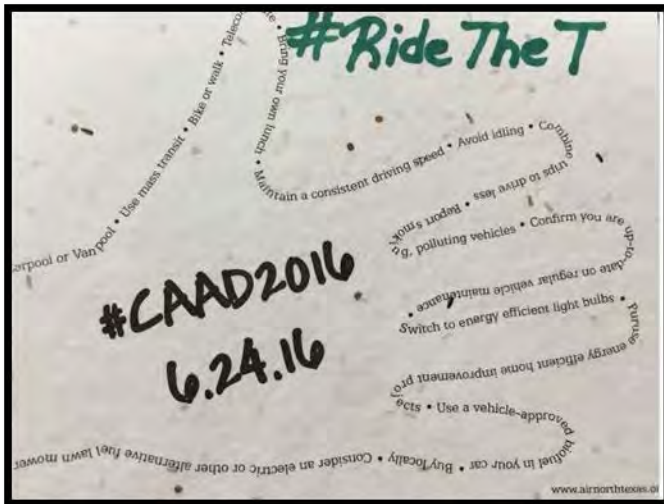
**Town of Addison** @townofaddison  
Addison Honored with Regional Cooperation Award from NCTCOG  
goo.gl/fb/7tNcuY #fb

Sprawl baby sprawl! Amirite @NCTCOGtrans ? – Philip Goss (@gosspl)

**patrick kennedy** @WalkableDFW  
The 2040 transportation plan is based on putting 4 million new residents outside of current developed areas...

@gosspl @NCTCOGtrans @WalkableDFW Why add more people to areas w/ existing infrastructure? Building highways thru farms is more fun! – ((Wylie H Dallas)) (@Wylie\_H\_Dallas)

Today's Clean Air Action Day! See how you can lend a hand: <http://bit.ly/28Tqdyw> #RideTheT @NCTCOGtrans #CAAD2016 – The T Fort Worth (@TheTFortWorth)



#CAAD2016 @NCTCOGtrans This is a breath of fresh air! – Stan Johnson (@aeiouxyz)

#CAAD2016 @NCTCOGtrans Switch to energy efficient light bulbs, please join in @RepJoeBarton – Stan Johnson (@aeiouxyz)



It's Clean Air Action Day! Join DFW in taking action to improve local air quality. #CAAD2016  
<http://airnorthtexas.org/cleanair.asp> – DFW Airport (@DFWAirport)



Happy Clean Air Action Day, Bears! What clean air choices are you making today? >>>  
<http://bit.ly/1sKXbDU> @NCTCOGtrans #CAAD2016 – Brookhaven College (@brookhaven)

It's Clean Air Action Day & I rode my bike to help improve air quality! Share what you did!  
#CAAD2016 @NCTCOGtrans – Judge Clay Jenkins (@JudgeClayJ)



Take Action — Choose Clean Air! What clean air choices will you make today?  
<http://buff.ly/28WrCV4> #CAAD2016 @NCTCOGtrans – Roberts & Roberts (@robertslawfirm)

Did you know DFW is nationally ranked 6th among local governments as a Green Power Purchaser? #CAAD2016 @NCTCOGtrans – DFW Airport (@DFWAirport)



@DFWAirport @NCTCOGtrans SWEET – Brian Lee Henderson (@scapesrus)

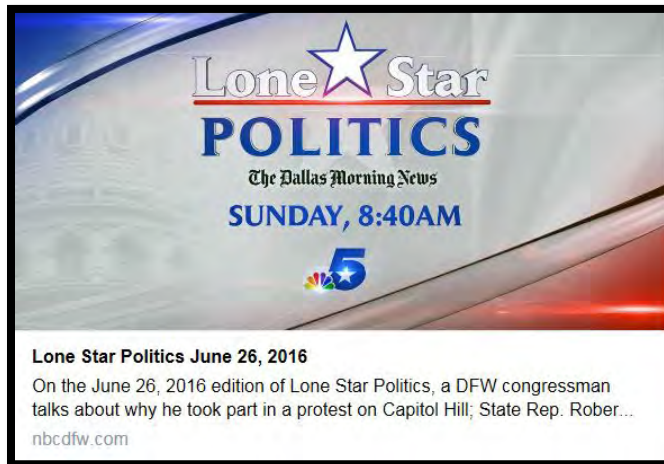
TxDOT's CityMAP could forever change @CityOfDallas  
<http://interactives.dallasnews.com/2016/downtown-highways/> ... @NCTCOGtrans  
@DtownDallasInc @WalkableDFW @DallasEcoDev – Lee M. Kleinman (@LeeforDallas)



**See how @TxDOT #CityMAP could forever change Dallas' urban high...**  
CityMAP shows how different construction scenarios would impact traffic, economic development potential and neighborhood connectivity along ur...  
[interactives.dallasnews.com](http://interactives.dallasnews.com)

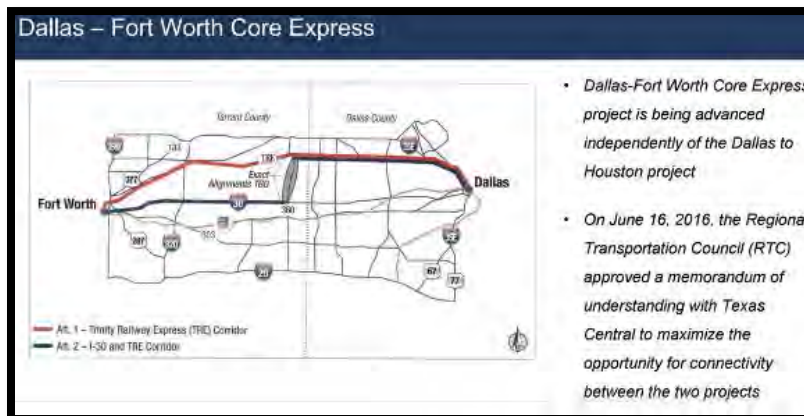
Southern Gateway Public Green (10:20)

@nbcdfw <http://www.nbcdfw.com/news/politics/Lone-Star-Politics-June-26-2016-384332771.html> ... @DallasZoo @CityOfDallas @DallasParkRec @TxDOTDallasPIO @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)



@LeeforDallas @NBCDFW @DallasZoo @CityOfDallas @DallasParkRec @TxDOTDallasPIO @NCTCOGtrans Excellent comments/support from @LeeforDallas – DallasDrilling (@DallasDrilling)

If not careful, @NCTCOGtrans proposed Arlington/Ft. Worth HSR could be biggest boondoggle in North Texas' history. – ((Wylie H Dallas) (@Wylie\_H\_Dallas)



@LeeforDallas, let's ask @NCTCOGtrans to support extending existing "one-seat" OKC @Amtrak service from Ft. Worth to Dallas! #fairplay – ((Wylie H Dallas))) (@Wylie\_H\_Dallas)

Is your car 10 years old or older? You may qualify for financial assistance through the #AirCheckTexas program: <http://www.nctcog.org/airchecktexas>. – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans Thanks for sharing! I just found out I qualify. – Aimee Stubbs (@aimeestubbs85)

Reps from @CAMPOTexas Waco MPO/TEMPO @hgaccog & @NCTCOGtrans providing feedback on behalf of locals for #TxDOTUTP. – TxDOT (@TxDOT)



Now is that time when @NCTCOGtrans Michael Morris used the movie Groundhog Day to compare to @TxDOT and its rules. Mark this moment. – Dug Begley (@DugBegley)

Answer Arlo's question for a chance to win a prize! – NCTCOG Transportation Department



RED! – Gayle Talabay

Red but also orange for sensitive groups – Faith Beckham

The correct answer is red. Congratulations, Gayle Talabay. You've won a stuffed Arlo. Send us an email at [transinfo@nctcog.org](mailto:transinfo@nctcog.org) with your address, and we'll mail your prize. – NCTCOG Transportation Department



'Sixth sense' helps drivers compensate for some issues behind the wheel, but they lose this protection when texting, according to researchers from the University of Houston and Texas A&M Transportation Institute. – NCTCOG Transportation Department



Did the thoroughly discredited highway lobbying organization known as the Texas A&M Transportation Institute say something again? To bad they can't be trusted for anything, one of these days they might say something valuable. – Dallas May

With more than half of the U.S. population living within 5 miles from their workplace, bicycling is a feasible and fun way to get to the job. On this Bike to Work Day, help make it a safer option to get to work by visiting [LookOutTexans.org](http://LookOutTexans.org) for safety tips to bicycle, walk and drive safely. #LookOutTexans – NCTCOG Transportation Department

What is NCTCOG doing to promote/encourage more biking and walking instead of such a driver centric metroplex? A webpage with safety tips is lip service if you are not actively pushing for this in your own planning and policy decisions. – Brian Hewitt

Brian, thank you for your comment and interest in the Look Out Texans campaign. Currently, the Look Out Texans campaign goes beyond our webpage; this multi-faceted safety campaign is enhanced through partnerships with local community advocates, city staff, and outreach events. The purpose of the campaign is to promote the conversation of safety on our roads and to encourage North Texans to look out for one another when bicycling, walking, or driving. In addition to the 21 safety tips, the campaign has links to other resources and safety tips including school resources and education videos. We are also currently in the process of creating additional videos with North Texans volunteers to demonstrate the importance of following and looking out for one another. We welcome and encourage any ideas to spread awareness on the important topic of bicycle and pedestrian safety. – NCTCOG Transportation Department

Dallas is one of the least bike-friendly large cities in the country. This needs to be fixed. – Brandon Wilhite

Brandon, thank you for your comment and concern for bicycle safety in North Texas. NCTCOG's bicycle and pedestrian planning program works extensively with local communities to plan for and implement bicycle and pedestrian facilities across our region. (Please see the Active Transportation chapter of Mobility 2040 to learn more about these goals

<http://www.nctcog.org/.../documents/Mobility2040Chapters.pdf>). The regional network represented by Mobility 2040 has more than 7,000 miles of paths and on-street bikeways (existing and planned). Through partnerships with our local communities, NCTCOG strives to implement this extensive network of safe alternatives for active transportation in our region. – NCTCOG Transportation Department

How can the average commute in DFW be 30 minutes and half the working population lives within 5 miles of work? – Michael J Blazin

US population not specifically Dallas – Neil White

So the validating statistic for greater bike use does not apply? – Michael J Blazin

Michael J Blazin but including the population of cities like New York to make the home to work distance shorter tells a different story than the average in the metroplex. You know... "statistics" to tell the "right" story. – Brian Hewitt

I have nothing against biking to work. I just expect people that write articles using statistics that recommend actions do some minimal validation. – Michael J Blazin

I was trying to be facetious. – Brian Hewitt

Except it's not feasible and fun in Dallas, because NCTCOG Transportation Department consistently favors the development of one of the most sprawling, unwieldy highway systems in the U.S., over the creation and maintenance of safe, efficient streets that accommodate a variety of transportation alternatives. – Wylie H Dallas

Shelley enjoys taking the DART train to White Rock Lake to ride her bicycle with friends. When bicycling, she obeys traffic laws and signals her turning movements to stay safe. Shelley knows the rules of the road, do you? Whether you're bicycling, walking, or driving, look out for Shelley and her bicycling friends in Dallas. Visit [LookOutTexans.org](http://LookOutTexans.org) for more safety tips to bicycle, walk and drive safely. #LookOutTexans – NCTCOG Transportation Department



I feel bad for Shelley. The combination of dangerous, poorly designed streets and lack of bike infrastructure is forcing her to take DART to White Rock, one of the few places in

Dallas a person can actually ride a bike with some degree of safety. Why not design a better transportation network? – Wylie H Dallas

Did you know? Texas law requires bicyclists to ride as far right as practicable. However, bicyclists can take the lane or move to a different position on the road at any time to avoid hazards. Visit LookOutTexans.org for more tips to bicycle, walk and drive safely.

#LookOutTexans – NCTCOG Transportation Department



Did you know? Dallas is one of only major cities in the world without bike share either implemented or in process? – Wylie H Dallas

Did you know that if you run over and kill a pedestrian in a crosswalk in NCTCOG member cities you could be fined up to and not too exceed \$500 dollars? \$200 of the guy doesn't die. – Dallas May

Dallas Area Rapid Transit (Official DART page) and the Fort Worth Transportation Authority (The T) are looking to expand run time for the Trinity Railway Express (#TRE). More information via The Dallas Morning News: <http://bit.ly/27TRcid>. – NCTCOG Transportation Department



### More trips, shorter waits coming to Dallas-Fort Worth commuter line

The commuter train that connects Dallas and Fort Worth could soon see a large increase in the number of trips it runs between the two cities. Dallas Area Rapid...

TRANSPORTATIONBLOG.DALLASNEWS.COM | BY BRANDON FORMBY

Good. An inconvenient schedule is part of what made me stop riding in the first place. – Chris Wilhite

Today, high-powered computers are indispensable to transportation planning. But technology has changed dramatically over the decades. We found our old punch-card machine that helped us do our jobs in the early years. Can you guess when it was retired? #ThrowbackThursday #NCTCOG50 – NCTCOG Transportation Department



1983 – Cinde Weatherby

1987 – David L. Barnhart

Yet you still employ decades old, widely discredited autocentric transportation planning models – Wylie H Dallas

Think you know how to ride and run on trails safely and considerately? Test your trail etiquette with this Fort Worth Magazine bicycle and pedestrian safety quiz. <http://bit.ly/1UCJJNd> – NCTCOG Transportation Department

[2. Cyclists should travel where on the trail? a. In the same direction as car traffic ] Why are cars driving on Ft. Worth trails? – Dallas May

Trinity Railway Express officials may expand the Dallas-to-Fort Worth service with a possible 51 percent increase in the frequency of trips beginning this fall. – NCTCOG Transportation Department



The City of Arlington must come on board with TRE Passenger Train service for the loyal fans of the Texas Rangers (Global Life Park)/ Dallas Cowboys (AT&T) stadium. Other major league baseball/pro football cities have a fantastic transportation system to serve sports fans in attending games and other entertainment attractions. Come on Arlington, Get On Board the TRAIN! – Cletis Millsap

We asked Weatherford ISD eighth-graders how they would make transportation safer. They answered with some beautiful illustrations. Congratulations to Erin Logan, winner of the Progress North Texas 2016 art contest. We were excited to recognize Erin tonight during the Weatherford ISD school board meeting. Second place: Yissel Lazo, third place: Corbin Duncan, HM: Amya Carr-McGowan. [#ProgressNTX2016](http://www.nctcog.org/ourregion) – NCTCOG Transportation Department



I'm sure car manufacturers have the ability to make this happen. Great idea Erin! Nice artwork. Hotel CA... – Barbara Spurrier Black

Is your car 10 years old or older? You may qualify for financial assistance through the #AirCheckTexas #DriveACleanMachine program: [www.nctcog.org/airchecktexas](http://www.nctcog.org/airchecktexas). – NCTCOG Transportation Department

Just imagine if NCTCOG Transportation Department were to focus on created a balanced transportation network.. owning a personal automobile might actually cease being a prerequisite to living in North Texas. That would give Michael Morris a heart attack... lol... – Wylie H Dallas

I thought the Feds either pay for this program or mandate it as part of a clean air plan. I doubt NCTCOG created it itself. – Michael J Blazin

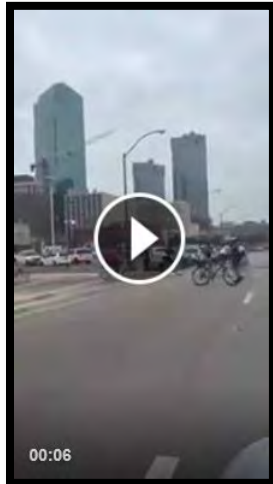
#ICYMI Full Program Announced for 2016 Traffic #Safety Conference. If we tagged you, you may be interested in attending. Please feel free to share. AAA Foundation for Traffic Safety Houston-Galveston Area Council Alamo Area Council of Governments (AACOG) NCTCOG Transportation Department Brazos Valley Council of Governments Capital Area Metropolitan Planning Organization (CAMPO) WTS Heart of Texas Chapter Traffic Safety Coalition The



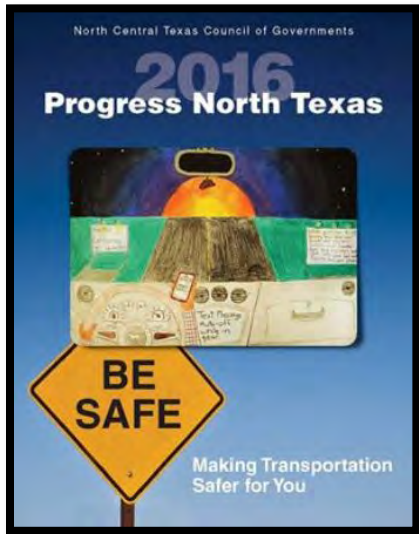
Texas A&M University System Young Professionals in Transportation (YPT) - Austin Chapter  
YPT Houston Chapter B/CS Chamber of Commerce AARP Driver Safety. A couple breakout sessions include: Pedestrian and Bicycle Safety; Statewide and Regional Safety Coalitions; and Aging Drivers. For more breakout topics see the full program here: <http://tti.tamu.edu/.../2016-traffic-safety-conference-progr.../> – Texas A&M Transportation Institute



We had a blast biking to work today with FitWorth, Bike Friendly Fort Worth, Blue Zones Project Fort Worth, Fort Worth Bike Sharing and NCTCOG Transportation Department! – Besty Price



We asked Weatherford ISD eighth-graders how they would make transportation safer. They answered with some beautiful illustrations. Congratulations to Erin Logan, winner of the Progress North Texas 2016 art contest. We were excited to recognize Erin tonight during the Weatherford ISD school board meeting. Second place: Yissel Lazo, third place: Corbin Duncan, HM: Amya Carr-McGowan. [#ProgressNTX2016](http://www.nctcog.org/ourregion) – NCTCOG Transportation Department



Thanks to the NCTCOG Transportation Department for honoring our Weatherford ISD students at tonight's school board meeting and congratulations to Tison Middle School student Erin Logan! Her artwork was selected for the cover of the NCTCOG 2016 Progress North Texas magazine. – Weatherford ISD

[Thinking of building more parking or widening your roads? Think again.

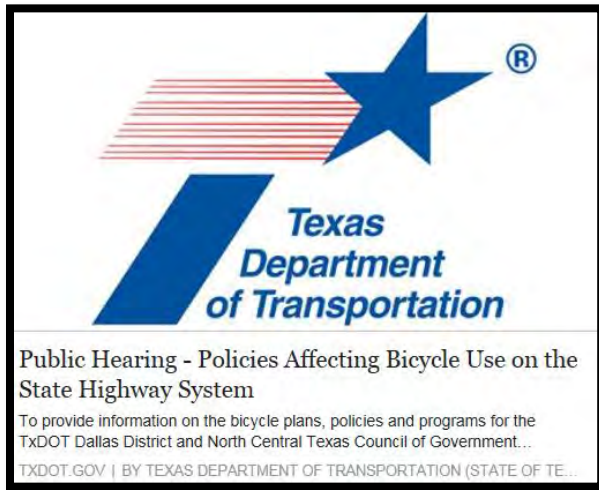
Rapid innovation in the mobility sector could drastically reduce driving, the need for parking and expanded roadways.

MIT scientists (PDF) found that if the trend toward ride-sharing keeps accelerating, traffic congestion could be reduced by 37 percent and the number of vehicles on the road decreased by 19 percent (assuming half of drivers shifted over to ridesharing). Some studies also estimate that autonomous vehicles could erase the need for up to 90 percent of our current parking lots in the next 15 years.]

Will Michael Morris at NCTCOG Transportation Department read this? (h/t Transportation Psychologist) – Wylie H Dallas



Time to speak up, North Texas! TxDOT is always amazed at how many bicycle folks show up at these events. Keep showing up to let them know Texas wants better biking and walking! Learn about and provide input on the future of bicycle plans and projects in the Dallas-Fort Worth area. TxDOT and NCTCOG Transportation Department are hosting open houses and public hearings June 21 in Richardson <http://bit.ly/1XX9UR6> and June 23 in North Richland Hills <http://bit.ly/22Dz9Jc>. – BikeTexas



Don't forget, North Texas! NCTCOG Transportation Department & Texas Department of Transportation are hosting two open houses in your area this week. The first one is tomorrow in Richardson--be sure to attend and offer comments on bicycle improvements. – BikeTexas

["You are not trying to sell yourself to us today. We are trying to sell our region to you," Michael Morris, transportation director for the North Central Texas Council of Governments, told officials from both French and Chinese railroad companies Monday during a meeting in Arlington. "Regardless of what our national government does, we are reaching out to the congressional delegation to fund high-speed rail."] Michael Morris of NCTCOG Transportation Department continues to obsess over building a mind-numbingly stupid and colossally expensive high speed rail line between Dallas, Arlington (his home), and Ft. Worth. OF COURSE the project is attracting "world wide interest." Who wouldn't want the chance to suck up a bunch of government subsidies. Just imagine what sorts of alternative, rational projects NCTCOG could pursue for the same cost. This has the potential to be the most wasteful government project ever undertaken in the state of Texas. – Wylie H Dallas





Friday, 6-24-16, is Clean Air Action Day. On this day, we challenge you to lend a hand to help improve air quality. Instead of driving alone, carpool, bike, walk or take public transit. These are just a few ways to make a difference in improving the air we breathe. NCTCOG Transportation Department invites you to share what you plan to do for Clean Air Action Day on Facebook, Twitter or Instagram with @NCTCOGtrans. Post by 6/27 and include #CAAD2016 to be entered to win a prize. #AirNTx – North Richland Hills City Hall



The latest Texas EV Stats are out, thanks to our friends at NCTCOG Transportation Department. Between February & June 2016, 917 new Tesla Model S were registered in the State and 389 in North Texas!  
<http://www.dfwcleancities.org/civi.../filebank/blobload.aspx...> – Tesla Owners Clube of North Texas

Did you miss last night's open house with NCTCOG Transportation Department & Texas Department of Transportation? No worries: check out second one tomorrow night. – BikeTexas

Today is Clean Air Action Day! Take a stand with NCTCOG Transportation Department and read our tips on how to make a difference in the air that we breathe. #CAAD2016 #AirNTx – Denton County Transportation Authority (DCTA)



Remember to share your Clean Air Action Day helping hand by June 27 for a chance to win a stuffed Arlo! #CAAD2016 <http://bit.ly/ZMVJCI> – NCTCOG Transportation Department



Why does our Arlington-based transportation dictator NCTCOG Transportation Department continue to adhere to obsolete, environmentally harmful planning models? What about getting all the cities in the MPO to chip in to send him for training in current planning best practices? – Wylie H Dallas



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

July 5, 2016

The Honorable Don Huffines  
State Senator  
EI.608  
P.O. Box 12068  
Austin, Texas 78711

Dear Senator Huffines:

Thank you for your letter of June 24, 2016 and thank you for your continued interest in constructing Phase 3 of the IH 635 project from US 75 and IH 30. A \$1.3 billion project needs a lot of different perspectives, continuous nurturing and razor sharp attention to innovative funding. The Regional Transportation Council has a unanimous position on project size and revenue elements as reflected in Mobility 2040. This project is the highest ranking project by the Regional Transportation Council in the Dallas District.

I have reattached your letter to mine and I will respond to you shortly. I have copied the appropriate TxDOT contacts to this letter so they have a copy of your letter. There is a more immediate need regarding your interest on IH 635. I respectfully request you be briefed by TxDOT on their draft proposal of June 29, 2016 regarding funding allocations for capacity projects in urban regions. It is significantly different than what we anticipated.

I suggest you give a call to Commissioner Vandergriff to determine the appropriate TxDOT personnel that would brief you regarding future funding levels proposed by TxDOT. After you have been briefed by TxDOT, we can talk again.

Sincerely,

A handwritten signature in black ink that reads 'Michael Morris'. The signature is written in a cursive style and is enclosed within a hand-drawn rectangular box.

Michael Morris, P.E.  
Director of Transportation

MM:kad  
Attachment

cc: The Honorable Tryon Lewis, Chairman, Texas Transportation Commission  
The Honorable Victor Vandergriff, Commissioner, Texas Transportation Commission  
Mr. James Bass, Executive Director, TxDOT  
Mr. Marc Williams, P.E., Deputy Executive Director, TxDOT  
Mr. Kelly Selman, P.E., District Engineer, TxDOT Dallas District  
The Honorable Don Huffines, Senate District 16 Office



**DON HUFFINES**  
STATE SENATOR • DISTRICT 16

June 24, 2016

Mr. Michael Morris, P.E.  
Director of Transportation NCTCOG  
616 Six Flags Drive  
P.O. Box 5888  
Arlington, TX 76005-5888

Mr. Morris,

Interstate 635 is the most important arterial in North Dallas, connecting the entire community. My duty as a state senator obligates me to ensure that the people of Senate District 16 always have access to the roadways that they paid for without the undue burden of congestion, which negatively impacts quality of life and the region's economy.

Undoubtedly, we must make significant efforts to improve the mobility outlook of our community, and most can agree that I-635 is an excellent place to start toward this objective. Local officials like yourself should be commended for how quickly you have initiated this project, especially considering that as of last year the road was not scheduled for reconstruction for many years. Although time is of the essence when dealing with urban mobility, as you well know, a plan on paper is useless or even counterproductive if it will not work in reality, which brings me to reason I am reaching out to you.

I worry that in our local government's haste to break ground on I-635E expansion between 75 and Miller Lane, planners may have overlooked design flaws that may prove to be fatal to the project. In March 2015, TxDOT conceded that of the six project alternatives available, only one demonstrated financial feasibility; unfortunately that project alternative was not the proposed 5-2-2-5 lane configuration that is currently on the table.

Many are anxiously awaiting the department's release of the detailed traffic and revenue study in October. Unless there have been significant efforts to mitigate the problems addressed by the preliminary report - we can expect that the comprehensive report will come to similar, if not identical, conclusions.

In light of this information, please inform me how the RTC plans to respond to the potential conclusion that the tolled portion of the project design is not viable.

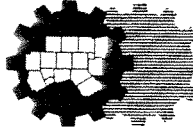
We all want I-635E to be improved quickly and efficiently, and we must put our time, energy, and efforts behind a plan that will get us there. Please let me know if and how I may help the RTC in navigating possible outcomes. Although our preferred means may differ, we all desire to achieve the same ultimate goal.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Huffines". The signature is written in a cursive, flowing style.

Don Huffines  
State Senator  
District 16

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JUN 27 2016  
TRANSPORTATION



North Central Texas Council Of Governments

June 20, 2016

The Honorable Bill Magers  
Grayson County Judge  
Vice-Chairman  
TAPS Public Transit  
3400 Texoma Parkway  
Sherman, TX 75090

Dear Judge Magers:

The North Central Texas Council of Governments (NCTCOG) entered into agreements with Texoma Area Paratransit System (TAPS) for public transportation services funded through several Federal Transit Administration (FTA) Programs beginning in 2013. In late 2015, TAPS stopped operating services funded through NCTCOG. This letter requests information needed to make final payments prior to closing out these agreements and outlines the next steps for federally-funded assets.

TAPS currently holds the title to eight federally-funded vehicles procured by NCTCOG. Via separate communication, NCTCOG has directed TAPS to dispose of six hybrid buses that have passed the end of their useful life. TAPS has agreed to return all proceeds to NCTCOG. The remaining two vehicles were procured as part of a joint project between TAPS and My Possibilities. These two vehicles are in possession of My Possibilities and are currently used to support that project. As first lienholder, NCTCOG will initiate transfer of the two titles from TAPS to My Possibilities in the near future.

Under current agreements, TAPS may request reimbursement for paid expenses associated with NCTCOG-funded services. Agreements include funding for capital projects focused on transit service provided in the Dallas-Fort Worth-Arlington Urbanized Area of Collin County. In January 2016, the financial consultant contracted to support TAPS estimated an additional \$600,000 in expenses may exist for potential reimbursement from NCTCOG. The balance of funding programmed to TAPS during the period in which service was operated is more than \$3 million. TAPS has submitted a reimbursement request totaling \$30,558.91 that is currently on hold at NCTCOG. Payment is pending resolution with FTA on whether the payment can be credited against \$100,000 TAPS owes NCTCOG for the provision of financial/accounting consultant services provided between November 2015 and January 2016.

Please identify when TAPS intends to submit final requests for reimbursement. In order to facilitate payment of future invoices, please provide documentation of the process TAPS is currently using to prepare and submit invoices. Outline how supporting documentation is identified and how TAPS verifies that expenses are allowable, reasonable, and attributable to NCTCOG agreements. Include an update on the status of Fiscal Year (FY) 2014 and FY 2015 audits as well as an update on the status of the final report for TAPS' 2014 FTA Triennial Review.

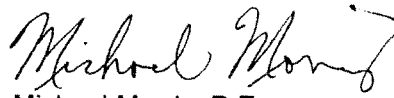


June 20, 2016

When received, NCTCOG will determine if additional information on the TAPS process is needed in order to proceed with current and future reimbursement requests. Final requests for reimbursement should be submitted no later than July 30, 2016. NCTCOG intends to close out agreements by August 19, 2016 in order to meet agency year-end deadlines. Remaining funding will be reallocated beginning on August 26 through the November Transportation Improvement Program cycle.

Thank you in advance for your cooperation as we close out agreements and coordinate asset transfers. I look forward to receiving the information identified above. Please contact Sarah Chadderdon, Principal Transportation Planner, at [schadderdon@nctcog.org](mailto:schadderdon@nctcog.org) or (817) 695-9180 if you have any questions or need additional information.

Sincerely,



Michael Morris, P.E.  
Director of Transportation

SJC:tmb

cc: Mr. Robert Patrick, Regional Administrator, FTA Region VI  
Ms. Laura Wallace, Director of Program Management & Oversight, FTA Region VI  
Mr. Eric Gleason, Director, Public Transportation Division, TxDOT  
The Honorable Spanky Carter, County Judge, Fannin County  
Mr. Scott McClellan, TAPS General Manager, Transdev  
Mr. Mike Eastland, Executive Director, NCTCOG  
Mr. Monte Mercer, Deputy Executive Director, NCTCOG  
Ms. Sarah Chadderdon, Principal Transportation Planner, NCTCOG



June 22, 2016

Mr. Michael Morris  
Transportation Director  
North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, TX 76011

Dear Mr. Morris:

The Fort Worth Transportation Authority (FWTA) and Denton County Transportation Authority (DCTA) have formed a partnership to plan and implement service along the I-35W corridor connecting Tarrant County and Denton County. This joint project will establish commuter service between Denton and Fort Worth in an effort to reduce highway congestion and to provide an alternative commute to university community members and commuters regularly traveling the I-35W corridor. It is still the desire of both agencies to see passenger rail service in the future along this corridor and it is industry practice to operate commuter bus service as a precursor to rail service in a well-traveled corridor.

The commuter service is approximately 37 miles in length, utilizing the I-35W corridor from FWTA's Intermodal Transit Center (ITC) located in downtown Fort Worth to a location within the city of Denton. In addition to the end-of-line locations in Fort Worth and Denton, this service will offer passengers a limited number of stops which could include The FWTA North Fort Worth Park & Ride, Alliance Development, Northlake, Flower Mound and the University of North Texas (UNT).

Providing service along the I-35W corridor will provide improved access to higher education, medical facilities and employment centers. With major universities being located in Fort Worth and Denton like Texas Christian University, Texas Wesleyan, University of Texas Arlington-Fort Worth, University of North Texas and Texas Woman's University, this service will provide an alternative for students, faculty and staff to travel between the cities and those universities.

In addition to providing transit solutions to the universities, the service along the corridor will benefit other major employers such as Alliance Development, Sally Beauty, Peterbilt and medical facilities located in Fort Worth and Denton.

Recognizing the importance of the first/last mile connection, the agencies will leverage existing local fixed-route service available at the ITC. In Denton, the agencies will leverage existing UNT Shuttle routes and local fixed-route service to distribute passengers throughout the UNT campus and the city.

To best serve the I-35W corridor, the FWTA and DCTA will partner on the planning and daily operation of service. It is the ultimate goal of both agencies to provide a "High Intensity Bus Service" with 30 - 45 minute peak and 60 minute off-peak frequency, Monday through Friday from approximately 6:00 a.m. to 9:00 p.m. This level of service would require the operation of six vehicles and one spare. Each agency has agreed to own,

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JUN 29 2016

operate and maintain three vehicles at their respective operations and maintenance facilities, with DCTA owning and maintaining a spare vehicle.

With the above described operating parameters, a capital need has been determined of seven over-the-road coach buses at an estimated cost of \$5.3 Million. Total annual operating costs required to meet the desired operating frequency is approximately \$2.4 Million.

Beginning in September 2016, the FWTA will launch a limited service along the I-35 corridor with one bus operating a three hour frequency between Fort Worth and Denton. At a later date, DCTA will join the FWTA with one bus at a later date, likely in January 2017 (pending budget approval) which will improve the frequency to 1.5 hours and provide double the trip opportunities along the corridor. The FWTA is currently working with the Alliance area to develop a solution appropriate for their environment to ensure Alliance employers have access to a park and ride location with a successful first/last mile connection.

The FWTA and DCTA jointly request funding assistance to implement this much needed High Intensity Bus service along the I-35W corridor. To sustain the service, the FWTA and DCTA have identified local funding and will budget necessary funding to maintain this service.

### High Intensity Bus Service Overview

#### Service Parameters

- Monday through Friday
- 30-45 minute peak service; 60 minute off-peak

#### Capital Expense

- 6 over-the-road coach vehicles; 1 spare vehicle
- \$5.3 Million

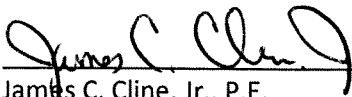
#### Operational Expense

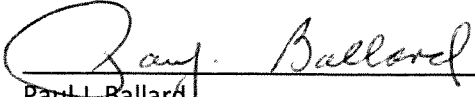
- 60 revenue hours
- \$2.4 Million

### Timeline *(Based on an estimated funding approval in August)*

June 2016	Submit Funding Request to NCTCOG
July 2016	Prepare Fleet RFP
August 2016	Funding Approved
September 2016	Fleet Procurement "Notice To Proceed" FWTA Implements Limited Service (Phase I)
January 2017	DCTA Implements Limited Service (Phase II)
August 2017	FWTA & DCTA Increase Service Levels (Phase III)
August 2018	New Fleet In Service FWTA & DCTA Increase Service to Optimal Levels (Phase IV/High Intensity Bus)

Sincerely,

  
James C. Cline, Jr., P.E.  
President  
Denton County Transportation Authority

  
Paul J. Ballard  
President &  
Chief Executive Officer  
Fort Worth Transportation Authority



NORTH TEXAS TOLLWAY AUTHORITY

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**Gerald E. Carrigan**  
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Plano, TX 75026

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Plano, TX 75093

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June 20, 2016

The Honorable Ron Jensen  
Chairman, Regional Transportation Council  
North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, Texas 76011

Dear Mayor Jensen:

On behalf of the North Texas Tollway Authority Board of Directors and staff, it is with great pleasure that I congratulate you on the start of your tenure as chair of the Regional Transportation Council.

As you know, the role of transportation continues to become increasingly important to the development of rural and urban regions across Texas. We certainly saw this throughout the just-finished legislative session. NTTA will continue to partner with the Regional Transportation Council, our member counties and legislative leadership as we work to fulfill our role as the region's toll road provider. Being responsible and transparent stewards of the region's toll revenue in those efforts remains our priority, along with delivering a safe transportation network.

I have asked staff to schedule an opportunity for us to visit at a time most convenient for you. You may also contact Carrie Rogers, Director of Government Affairs, at (214) 243-5202 or [crogers@ntta.org](mailto:crogers@ntta.org).

I look forward to working with you in your new role as chair of RTC.

Sincerely,

Kenneth Barr  
Chairman

Cc: Regional Transportation Council  
NTTA Board of Directors

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JUNE 6, 2016 4:38 PM

# West Seventh Street bridge could get multicolored LED lights

City staff asking City Council to approve spending \$200,000 to replace lights

Lights go out when the wiring system gets wet

Outages a problem since bridge rebuilt in 2013

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By Sandra Baker

[sabaker@star-telegram.com](mailto:sabaker@star-telegram.com)

FORT WORTH

In November 2013, with fireworks exploding in the night sky, Mayor Betsy Price flipped the switch to turn on the lights on the rebuilt West Seventh Street Bridge.

Since then, the lights have been unreliable, and now city staff is asking the council to approve spending \$200,000 to fix them. The warranty on the electrical system has expired, the city said.

The problem, said Alonzo Linan, the city's transportation and public works assistant director, is that outages are caused when the wiring gets wet. It's only when the water can be drained and the wires dry out that the lights can be turned on, he said.

We know what the problem is.

Alonzo Linan, Fort Worth's assistant director, transportation and public works

Eventually, corrosion will take its toll, he said. "All the lights on the bridge," are affected, Linan said.

"We know what the problem is."

ADVERTISING

So while the system needs repair and equipment replaced, city staff is recommending spending more money and transition to multicolored and programmable LED lighting, a city report said. Needed are marine-grade wiring, connectors and water-resistant light fixtures.

The [City Council](#) learned of the problem earlier this year but is now being asked to approve the expenditure.

Rather than asking the state to fix the problem, money to pay for the project will come from a \$1.8 million rebate the city is receiving on [the project from the Texas Department of Transportation](#). The city partnered with TxDOT on the bridge, and its share amounted to \$13 million, but the city did not take a role in the bridge's design.

The state recently closed its books on the \$26 million project, done to replace the crumbling 100-year-old structure that had failed state inspections. The bridge is an important connector between the central business district and the cultural district on the near west side.

The bridge has two primary lighting systems, including the pole lights in the median for the traffic lanes and the lights that run along the bottom of the 12 arches that span the 1,000-foot-long bridge. Those lights light up the arches and the extra-wide sidewalks on the outside of the bridge.

The pole lights are fine, but the power source to them is not, Linan said. All the other lights need replacing.

City staff is repairing the main power source, but a contractor is lined up and ready to go to complete the remaining work and will start the work after council approval, scheduled for June 28, Linan said.

Linan said the project should be completed by early fall, "or sooner."

*THIS STORY CONTAINS INFORMATION FROM THE STAR-TELEGRAM ARCHIVES.*

*Sandra Baker: [817-390-7727](tel:817-390-7727), [@SandraBakerFWST](https://twitter.com/SandraBakerFWST)*

*Read more here: <http://www.star-telegram.com/news/local/community/fort-worth/article82114237.html#storylink=cpy>*



# Michael E. Webber: How cheap gasoline hurts the environment

By MICHAEL E. WEBBER

Published: 08 June 2016 09:36 AM

Updated: 08 June 2016 09:36 AM

**The summer driving** season is upon us. And because of a sustained period of low oil prices, drivers will most likely enjoy substantial financial benefits of cheaper gasoline prices all summer long.

But although low oil prices are a boon for drivers, the situation is a little more complicated for policymakers.

Even though oil prices today are hovering at the same level as they were a year ago, competition among refiners and the time lag between oil prices and gasoline prices have passed. That means drivers today enjoy gasoline about 40 cents cheaper per gallon than drivers last year did.

Industries that depend on energy as an input — such as chemical manufacturers, factories or smelters — will enjoy higher profit margins or have more money available to invest in new equipment or give long-awaited pay raises. Homeowners have similar benefits. Lower energy bills are like a pay raise and a tax cut, giving us more money in our pockets that we can use to pay for elaborate summer trips.

Americans have received the message. After driving a record 3.1 trillion miles in 2015, drivers are projected to hit the roads even more this year while taking more summer trips and spending more on vacations. The Energy Information Administration recently announced that gasoline consumption in March 2016 set a record, an early sign that our path to driving more miles is already underway.

But cheap gasoline also has some real challenges, especially for the energy sector.

Hundreds of thousands of layoffs at oil, gas and coal companies mean that people in some regions will be driving not for summer vacation, but to look for jobs elsewhere. Billions of dollars of capital investments that kicked off the shale boom have slowed down, creating a drag on the stock markets. It turns out that oil price increases, which make life expensive for the typical working and commuting U.S. worker, can be just as difficult for the economy to accommodate as oil price decreases, which rattle the markets and bankrupt companies.

And, with current policy priorities such as decarbonizing the economy and reducing oil imports, low gasoline prices are confounding. Before last year's new record, national vehicle miles traveled peaked in 2007 at just more than 3 trillion. Between then and 2014, higher gasoline prices encouraged people to consider more fuel efficient vehicles or alternatives such as mass transit. That means we were driving less and when we drove, our cars required less fuel per mile.

Both of those were contributing factors to decreasing carbon dioxide emissions and, coupled with increases in domestic production, also caused oil imports to fall.

But with cheaper gasoline, we're again buying bigger cars and driving more, and our domestic production is leveling or dropping. That means increases in carbon dioxide emissions, gasoline consumption and imports. All of which feels like a step backward compared with the steady progress we had made for years with our energy, security and carbon dioxide policies.

A sustained era of low gasoline prices means it will be harder to encourage conservation or to invite alternative transportation fuels such as biofuels, electricity or natural gas into the transportation sector.

Although the economic benefit of cheap gasoline is nominally a good thing, in the modern policymaking era, where economic interests need to be balanced with security and environmental priorities, it is a conundrum for policymakers.

But there are some things that can be done. First, we should keep pushing for more research and development, particularly for more fuel-efficient cars and alternatives that make transportation more efficient. Second, we should remain vigilant with our fuel economy standards so that on average we continue to buy fuel-efficient cars no matter the price at the pump. Third, we can keep pushing for a culture that is mindful about conservation and efficiency.

The summer driving season is a fun time to escape with the family. It's also an opportunity to put some of these more efficient options to work.

*Michael E. Webber is the deputy director of the Energy Institute at The University of Texas at Austin and author of a new book "Thirst for Power: Energy, Water and Human Survival."*  
Email: [webber@mail.utexas.edu](mailto:webber@mail.utexas.edu)

# Interstate 35W expansion in Fort Worth reaches halfway point

\$1.6 billion project is 50 percent complete

No lane closures this week because of speedway events

I-35W corridor is Fort Worth's economic backbone

---

By Gordon Dickson

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

FORT WORTH

Has the crush of traffic on Interstate 35W got you down?

Hang in there, motorists. The \$1.6 billion project that has burdened commuters north of downtown Fort Worth for about two years is halfway done.

"We have reached the 50 percent completion point," said Heather DeLapp, spokeswoman for North Tarrant Infrastructure, the lead developer. "That's a significant milestone."

I-35W expansion is expected to cost \$1.6 billion and be completed by late 2018.

The biggest piece of the project, a massive makeover of I-35W stretching from downtown Fort Worth to Loop 820, is on schedule to be completed by late 2018, DeLapp said. The work is on course even though contractors missed lots of work days because of recent rains.

"We are hoping we will be able to open it a little earlier," she said.

Just a bit further to the north, a portion of I-35W from Loop 820 to near Heritage Trace Parkway is on pace to be substantially completed even earlier, by late 2017, project spokesman Jason Crawford said.

## Congested highway

DeLapp and Crawford provided I-35W updates Wednesday to the 35W Coalition, a group of business and political leaders that meets quarterly to discuss efforts to improve the I-35W corridor, which is one of the most congested roadways in the state.

The project includes reconstruction of existing main lanes, modernization of ramps and frontage roads and the addition of two toll express lanes in each direction. The existing main lanes will remain toll-free, while the toll lanes will be available for motorists willing and able to pay extra for a faster drive.

One other bit of good news: This week there will be no lane closures, because of events at Texas Motor Speedway — including the NASCAR Rattlesnake 400 on Friday and Indycar Firestone 600 on Saturday.

In its contract with the Texas Department of Transportation, the developer agrees to certain “blackout periods” during which lanes cannot be closed. Those periods include Wednesday through Monday (for speedway events) and July 2-5 (for Independence Day highway travel).

## **More high schools needed**

The 35W Coalition meeting also featured a brief presentation by retiring Northwest School District Superintendent Karen Rue. She told about 100 people in attendance that by 2045 or 2050, her district, which already has three high schools, would need “a minimum” of six more high school campuses to meet population needs.

“We are the second fastest-growing district in North Texas. Frisco is the only one ahead of us,” Rue said. “We’re growing at a rate of 12,000 to 13,000 kids every 10 years.”

We’re growing at a rate of 12,000 to 13,000 kids every 10 years.

Karen Rue, Northwest school district superintendent

Also Wednesday, officials from the Denton County Transportation Authority disclosed that, starting in September, limited bus service would be initiated between downtown Fort Worth and Denton.

The service, initially expected to feature only one bus making five round trips per day, could be the first step toward integrating public transportation systems in Tarrant and Denton counties, said Kristina Brevard, Denton County Transportation Authority vice president for planning and development.

The service would likely include stops in the Alliance area, as well as at the University of North Texas, although details are still being discussed, she said.

The service could eventually include long-distance coach buses, with large seat backs, Wi-Fi and other amenities, Brevard said.

“We want to have Wi-Fi on board. We want television screens so you can watch the news,” she told the 35W Coalition. “The new generation (of public transportation users) is not living like we lived when we were growing up. They want technology at their fingertips.”

*Gordon Dickson: [817-390-7796](tel:817-390-7796), [@gdickson](https://twitter.com/gdickson)*

*Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article82617512.html#storylink=cpy>*

# New TxDOT report runs over 20th Century model for planning downtown highways in car-centric Dallas

By Brandon Formby [Follow @brandonformby bformby@dallasnews.com](#)

Transportation Writer

Published: 10 June 2016 09:03 AM

Updated: 10 June 2016 09:06 AM

A surprising yet powerful voice is joining the chorus calling for a sea change in downtown Dallas' car-centric infrastructure building: the agency that typically pours the concrete.

The Texas Department of Transportation [released a report Friday](#) that lays out several scenarios for minimizing congestion on the noose of aging highways that chokes off urban neighborhoods from the Central Business District. The study, called CityMAP, offers a stark departure from the agency's standby approach of adding more highway lanes or re-engineering traffic chokepoints.

One of the most dramatic options is tearing out Interstate 345, the elevated highway that connects Central Expressway and Interstate 45 between downtown and Deep Ellum. Another is moving a large stretch of Interstate 30 east of downtown that barrels its way over streets and neighborhoods to a new route south of Fair Park.

"It's unprecedented," said Matt Tranchin, executive director of Coalition for a New Dallas, a political action committee that supports I-345's removal.

CityMAP doesn't suggest one construction option over another. Instead, the report is meant to arm urbanites, city officials and regional planners with data and estimated effects so a holistic plan can be pieced together for the urban core's transportation network.

The options don't just come with various traffic scenarios. They include the projected economic impact on neighborhoods under different construction scenarios. Many options, like lowering I-30 through eastern Dallas, could see land freed up and new street connections made. That, in turn, could spur thousands of jobs and hundreds of millions of dollars' worth of development.

The report points out several city streets where underutilized vehicle lanes can be dedicated to buses or bikes. It suggests places where street lanes between the Design District and Victory Park could be converted into wide sidewalks. It also offers several spots from Oak Cliff to the Cedars and Fair Park where deck parks can help restitch neighborhoods back together.

The study says its look at how highways affect economic development and neighborhood connectivity "brought to light a glaring deficiency in other transportation infrastructure, including transit, bicycle and pedestrian facilities."

**Urban barriers**



CityMAP doesn't shy away from admitting that the way many Dallas highways were built essentially created physical barriers that entrap neighborhoods, leading to blight by segregating them from the rest of the city.

"All too often, transportation infrastructure has had the most severe impacts on poor and minority communities," said Dallas urban planner Patrick Kennedy, a chief advocate for the I-345 teardown.

The report also explicitly points out that highways like I-30 made it easier for suburban commuters to reach their downtown jobs while tearing through city neighborhoods, particularly in southern Dallas, which is still paying the price with suppressed land values and poor connectivity.

"I appreciate their intellectual courage to make that point," said Mayor Mike Rawlings. "It shows the progressiveness of this state agency."

### **More concrete, more cars**

Officials and consultants who worked on the study say the time has come to rethink how congestion mitigation is approached for another reason: Highway expansions only beget more traffic.

Data in the report highlight this phenomenon, which is called induced demand. On the under-construction portion of Interstate 35E near downtown, for instance, the number of drivers is expected to outstrip the highway's capacity by 2040 no matter what.

"It never surprises me that when they're finished, they're at capacity or near capacity," said Jame Frye, a vice president for infrastructure planning firm HNTB Corp., which helped produce CityMAP.

That's not to say that TxDOT is giving up on fighting congestion. While CityMAP construction scenarios won't necessarily make 2040 traffic conditions better compared with today's conditions, they will be an improvement over what's forecasted to happen if nothing is done to the highways.

"We must have a plan for that," said Victor Vandergriff, the Texas transportation commissioner who spearheaded the study. "I've never been under the illusion that traffic would be permanently solved. That's not possible."

### **'A good starting point'**

That's why some portions of CityMAP focus on economic development potential, job creation in the urban core, transit enhancements and creating walkable, bikeable street grids. Such things are seen as factors that lure people out of their cars.

“While efficiency is still a major factor in project development, a transformation is beginning to take hold within the region in which roadways and highways are planned holistically, in concert with one another, and broader thought is given not just to the mobility needs of cars but also to transit users, bicyclists and pedestrians,” the report says.

The Dallas City Council’s transportation committee is expected to discuss the report at its meeting Monday. Vandergriff said he hopes residents, developers and officials will dig into the report’s findings to begin weighing all options and potential outcomes.

“I don’t think it’s the final word, but it’s a good starting point for having the conversation going forward,” he said.

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### **A new look at old roads**

Here are some of the options and their economic and neighborhood impacts for downtown-area highways under TxDOT's new CityMAP:

#### **Interstate 345**

Scenarios for the highway connecting Central Expressway and Interstate 45 include removing some ramps, lowering the highway or removing it altogether. Some options would require dramatic changes to Interstate 45:

- â- New development value: \$1.4 billion to \$2.5 billion
- â- New population: 5,338 to 11,519
- â- New linear feet of sidewalks: 91.3 to 131.8
- â- New intersections per square mile: 11.5 to 51
- â- Cost range: Less than \$100 million to \$999 million

#### **Interstate 35E - Lowest Stemmons**

CityMAP focused on making city streets between the Design District and Victory Park more pedestrian and bicycle friendly to better connect both sides of the highway. Options include:

- â- Enhance pedestrian access from the Design District to the west side of Victory Station
- â- Convert vehicle lanes on Continental Avenue and Reunion Boulevard to sidewalks
- â- Widen sidewalks on Commerce Street
- â- Cost range: \$100 to \$499 million

### **Interstate 35E - Southern Gateway**

CityMAP doesn't call for major changes to existing plans for Interstate 35E through North Oak Cliff and East Oak Cliff but does suggest city streets and other areas that could be improved.

Options include:

- â- A deck park near the Dallas Zoo
- â- More pedestrian friendly street bridges over the highway
- â- A handful of potential infill development sites
- â- Cost range: \$100 to \$499 million

### **Interstate 30 - The Canyon**

Scenarios for Interstate 30 include turning auxiliary lanes into frontage roads, increasing the number of main lanes or relocating the highway to south of Fair Park.

- â- New development value: \$516.6 million to \$969.1 million
- â- New population: 6,210 to 21,405
- â- New linear feet of sidewalks: 219.9 to 261.9
- â- New intersections per square mile: 60.4 to 70.2
- â- Cost range: \$500 million to more than \$2 billion

### **Interstate 30 - Eastern Dallas**

Scenarios for Interstate 30 include turning auxiliary lanes into frontage roads, increasing the number of main lanes or relocating the highway to south of Fair Park.

- â- New development value: \$516.7 million to \$594.4 million
- â- New population: 4,740 to 21,405
- â- New linear feet of sidewalks: 190.1 to 261.9
- â- New intersections per square mile: 51.9 to 70.2
- â- Cost range: \$500 million to more than \$2 billion Dolphin

On Twitter:

[@brandonformby](https://twitter.com/brandonformby)

# Why fixing downtown Dallas' highways may be more about politics and debate than engineering

By Brandon Formby [Follow @brandonformby](#) [bformby@dallasnews.com](mailto:bformby@dallasnews.com)

Transportation Writer

Published: 11 June 2016 06:49 PM

Updated: 11 June 2016 09:50 PM

Related

It's one thing to admit -- [as the state's transportation department did last week](#) -- that America's interstate highway system subsidized suburban sprawl to the economic and social detriment of [Dallas' urban neighborhoods](#).

Undoing the damage is another matter. Especially when hundreds of thousands of drivers depend on those highways every day.

But on Monday, members of the Dallas City Council's transportation committee will begin sorting out a massive Texas Department of Transportation [report](#) that calls for a striking shift in how highways are planned and built.

The study, called [CityMAP](#), offers a litany of options and suggestions for updating the aging highways that surround and connect downtown. It looks to rebuild in ways that minimize congestion, stitch divided neighborhoods back together and open up land for billions in potential development.

Texas transportation commissioner Victor Vandergriff, who garnered praise from several corners for spearheading the report, said its success will rely on government agencies working in concert. And many suggestions, like turning city street lanes into sidewalks or building deck parks over highways, will require financial commitments from the city.

"Many things in this report, they're likely to have to fund if they want to get done," Vandergriff said.

But the report lands at City Hall at a time when the council struggles to keep up with [subpar city streets](#) and grapples a [\\$19 million budget shortfall](#). At the same time, council members must replace [their outgoing city manager](#) and decide the fate of [how Fair Park is managed](#).

Some of CityMAP's choices -- like whether to remove [Interstate 345](#) and how to prioritize myriad options -- will require thoughtful policy decisions that will affect residents' job prospects, housing options and [transportation choices](#) for decades.

Yet it goes before a frequently fractious council that's already wrestling over how and if to build a [controversial urban toll road](#) next to a [riverside park](#). And even CityMAP itself was a political football inside City Hall weeks before its final version was made public Friday.

Not that the full council will have to be on the same page when it comes to deciding the future of what amounts to the urban core's skeletal system.

"We don't need unanimity and it's probably not going to happen," said Mayor Mike Rawlings.

### **Tear out I-345 or lower it?**

The inclusion of an option to [tear down the elevated Interstate 345](#) on the eastern side of downtown instantly earned CityMAP landmark status among new urbanists who have long faulted TxDOT for its typical widen-or-expand approaches.

According to CityMAP data, doing so would have negligible effects on the average speeds of drivers on downtown-area highways and thoroughfares compared to other options. But it would open so much land between downtown and Deep Ellum that it could spur \$2.5 billion worth of development for project costs under \$500 million. [Lowering the highway below street level](#) would spur \$1.5 billion worth of development for project costs that exceed \$500 million.

Matt Tranchin is the executive director of [Coalition for a New Dallas](#), a political action committee that supports tearing down the elevated highway that connects Central Expressway and Interstate 45. If anything, he said, CityMAP's economic projections are too low because they don't factor in the increased market value of property that's no longer near a highway.

"And while everyone recognizes the economic potential for I-345, it's critical we now use this knowledge to replace the highway with mixed-use, mixed income neighborhoods that preserve the cultural integrity of the community and not simply build more skyscrapers that extend downtown," Tranchin said.

### **No highway, more city street traffic**

What may be the sticking point with I-345 is the increased traffic such a removal would have on adjacent city streets, many of which CityMAP shows would have to carry more cars. Dallas council member Lee Kleinman, who chairs the transportation committee, said that may not be worth the economic benefits of the tear-down scenario. Especially if lowering the highway can create development benefit without stressing surface-level thoroughfares.

"We've got to try and accommodate all users," he said.

But Patrick Kennedy, an urban planner who has long called for the highway's removal, points out that several city streets in that area could handle far more cars than they currently carry. And, he said, traffic on a city grid isn't necessarily a bad thing.

"It is that local traffic that is economic activity and vibrancy," Kennedy said. "Businesses look at traffic counts in order to determine where they would have the most visibility and potential customers."

Deciding which divergent view to adopt as policy is exactly what CityMAP's architects say the document is supposed to help achieve.

"What is the appropriate level of traffic at any corridor?" said Brandi Crawford, a senior landscape architect for consultant [HNTB Corp.](#) "How does it function well for what it needs to do now?"

### **Familiar tensions**

Rawlings made clear at a Friday press conference that he wants the council to focus on I-30, the east-west corridor that divides [Deep Ellum](#), [Fair Park](#) and [Old East Dallas](#). But Kennedy believes the fates of I-30 and I-345 should be decided together since the physical form of one will affect that of the other where they intersect in downtown's southeast corner.

Monday's transportation committee meeting will serve as elected officials' introduction to the 341-page report, Kleinman said. Before the document was made public Friday, a draft copy stirred familiar tensions between Kleinman and fellow council members Scott Griggs and Philip Kingston. Kleinman was among several officials, government employees and stakeholders who helped consultants shape CityMAP's ideas and who received draft copies last month.

Weeks after Kleinman and city employees received draft copies so they could provide feedback before the final version was printed, council member Scott Griggs asked City Manager A.C. Gonzalez for a copy. But Kleinman told Gonzalez not to provide one.

"I didn't see any sense of urgency where someone needed to see something in draft form," Kleinman said.

### **'A select group'**

Griggs then sought an opinion for the city attorney's office about whether or not he had a legal right to a document that his colleagues and city employees possessed or had seen. Interim city attorney Chris Bowers said Griggs did. But according to emails between all council members obtained by *The Dallas Morning News*, Kleinman asked Bowers to research the matter further because his opinion didn't "address timing" of when the study should be shared.

In a reply to Kleinman, Bowers said there was likely no legal reason to delay sharing the report and that Gonzalez could be subject to "criminal penalties" for not complying with Griggs' request. Copies of the CityMAP draft were shared within hours.

Kleinman said he would have provided a copy if Griggs had asked him directly, "but he chose the adversarial path and indeed prevailed." Griggs said he initially didn't know Kleinman had copies, but knew Gonzalez and other staffers did.

"They're attempting to operate a government within the government, almost as if there's a super council, a select group of people with Lee Kleinman and others that make the decisions and the rest of us don't have any input, which is very very undemocratic," Griggs said.

### **'A model for state transportation agencies'**

Vandergriff and CityMAP consultants are well aware that there will be a lot of debate about the report. The state transportation commissioner said he's expecting some people to say the study went too far and others to say it didn't go far enough.

"I hope we get more celebrating than we get brick throwing, but I'm prepared for both," he said on the eve of the report's release.

No bricks have been thrown. Instead, CityMAP drew instant and near-universal praise.

"With the creation of CityMAP, TxDOT has redefined success in a way that measures and prioritizes social impact," said Tranchin, the political action committee director. "Honestly, I was initially skeptical, but this comprehensive process should be a model for state transportation agencies across the country."

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# TxDOT just gave Dallas the road map to its future, if the City Council doesn't screw it up



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On Friday, [the Texas Department of Transportation released a draft of its CityMAP study](#) — you know, the one that says maybe we should tear down or at least move a few of the highways and overpasses that destroyed neighborhoods back when that was a thing. It's an epic document, [341 pages of light poolside reading](#). But here's a pro tip: Skip to Page 152. Amid all the illustrations of the possible, the probable and the do-it-now-able — which, knowing the Dallas City Council, won't be done soon-able at all — is a photo of the here and now that says everything you need to know about how screwed up getting around in this town can be.

It's a picture of a guy climbing a wall to get to Victory Station, where train riders catch DART light rail and the Trinity Railway Express near American Airlines Center. An honest-to-Guy-Clark [desperado waiting for a train](#).

“It's sad,” said the man who took that picture — James Frye, a landscape architect and one of the bright minds hired by Texas Transportation Commissioner Victor Vandergriff to compile CityMAP. That's one way of putting it: sad. Or infuriating.

Frye and his team had gone down to what's called Lowest Stemmons to investigate ways to connect downtown to Victory Park to the Design District to the Trinity River. They were walking up and down Interstate 35E when Frye spied a man crossing [the frontage road on the west side](#). He disappeared into the drainage tunnel beneath the freeway and re-emerged on the Victory side. Frye noticed there was a wooden plank leaning against the concrete wall separating the station from a drainage ditch. The man used it to climb the wall and hop the fence.

At first Frye thought he was homeless. But, no: The man, wearing an orange shirt and dark slacks, opened his bag, pulled out his iPad and began to work. Frye approached the man, who thought he was in trouble.

“I said, ‘Do you do this every day?’” Frye recalled Tuesday morning. “He said, ‘Every day.’ He lifted his shoes and said, ‘There's the mud to prove it.’”

Frye then realized as he was talking to this stranger, another rail rider was standing next to them, having appeared seemingly out of nowhere. He had just done the exact same thing.

“And I thought, ‘You *gotta* be kidding me,’” Frye said. “It’s symbolic of the need — the need for a more multi-modal approach . . . It’s not all about driving to work. They’re walking to work. They’re getting to jobs. We’re talking about more traffic, yes, but only if we look at this one-dimensionally. But this guy’s not driving a car. He’s not even riding a bike. He’s walking.”

And climbing. The only thing missing is a ropes course and a barbed wire crawl and something on fire.

No one talks much about that poor guy trying to catch a train. Since CityMAP’s release on Friday, all the discussion’s been about its big ticket items: shrinking, lowering or even moving Interstate 30 near Fair Park; modifying or burying or removing the I-345 overpass separating downtown from Deep Ellum; improving connections along I-35E near and south of the Dallas Zoo.

There are detailed maps, pretty renderings, strong suggestions and, in the case of 345’s would-be removal, the promise of \$2.5 billion worth of freed-up real estate, 40,000 new jobs, 12,000 new downtown-area residents and some \$80 million in new revenue to fill the city’s coffers.

CityMAP’s such a revelatory, revolutionary document that Houston and San Antonio want one; so does Detroit. Just Tuesday morning, Frye was talking with Arkansas officials in the midst of their own I-30 redo about conducting a similar look-see.

Stemmons, separating the Design District on the left and Victory Park on the right, might as well be a flaming moat.

We’re the envy of other cities where the concrete men laid waste to communities by driving highways through them without even pausing to consider the consequences.

Mayor Mike Rawlings wants the council to unify behind the plan, lest the state and feds take their promised dollars elsewhere. He’s pushing for an I-30 makeover — burying some of it, decking some of it. He said he doesn’t see how that’s “debatable.” Vandergriff said Monday that fixing I-30 near Fair Park “could be the most viable” option.

Others want to see I-345 go to the front of the line, since, after all, it was talk about vanishing that overpass four years ago that led to CityMAP in the first place. But the report says doing that could take till . . . 2040. And that’s just too long.

“It doesn’t take long if people can agree quickly,” Frye said. Far as he’s concerned, you can’t do 30 without touching 345 anyway. So what’s to argue about?

Let’s do this.

Or maybe we just give those guys trying to catch a train a decent way to cross Stemmons without getting killed and a path and a ramp to the station so they don't have to American Ninja Warrior their way to work?

The final report won't be done until summer. But Rawlings expects quick action from the council, which includes one member — Carolyn King Arnold — [who appears to be the only person at the horseshoe or in the universe who doesn't want a deck park by the zoo.](#)

“I want to get aligned behind it now,” Rawlings said. “I want it queued up and voted on and to TxDOT by the end of the year to start designing and funding it, because if we don't somebody else will get that money.”

Vandergriff is halfway into his six-year term on the Texas Transportation Commission. And, look, if this is all he managed to get done — a road map that proves it's not just OK to tear down highways, but economically viable and even inevitable — that would suffice. But he ain't buying it.

“If we don't have a thoughtful plan in place and funding secured to get this going when I leave office,” Vandergriff told me later, “I will consider it a failure.”

This is all on you, City Council.

# Colleyville aims to disrupt, destroy TEX Rail

City wants transportation council to retract \$80 million loan agreement

50 years of requests for passenger rail to solve transportation problems

City built up around existing railroad tracks

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## THE EDITORIAL BOARD

At its monthly meeting Thursday in Arlington, the [Regional Transportation Council](#) is scheduled to consider a request from Colleyville officials to delay, disrupt or destroy the TEX Rail commuter rail line between Fort Worth, Grapevine and the north entrance to Dallas/Fort Worth Airport.

As with most other items on [its agenda](#), the council has scheduled 10 minutes for discussion and action on Colleyville's request.

That's too much time.

The RTC's 44 members, who are elected or appointed officials from the 16-county North Central Texas Council of Governments and representatives of the region's largest transportation providers, should quickly reject what Colleyville is asking.

Many Colleyville residents and their elected leaders don't want the TEX Rail line.

We get that.

TEX Rail trains will ride on Cotton Belt Line tracks that have run through Colleyville for decades.

Many of the city's residents say they do not intend to ride those trains, and they fear "negative impacts to property values, noise, safety, traffic, general character, and way of life in Colleyville," according to [a resolution](#) approved by the City Council on May 17.

We respect their opinions and sympathize with their desires, but we cannot agree with what their political leaders are trying to do.

Because they don't want TEX Rail to run near the homes they built next to the railroad tracks, they are doing their best to scuttle a transportation project that's clearly best for the region.

The RTC has a [50-year history](#) of private- and public-sector requests for passenger rail as one of the solutions to the region's transportation problems.

Colleyville requested and received "quiet zones" at the rail crossings in the town, so the TEX Rail trains will not be blowing their horns as they roll through.

Specifically, the Colleyville council wants RTC members to reconsider their [agreement in May](#) to offer \$80 million in interim financing for TEX Rail construction should it be needed before expected federal funding comes through.

The RTC can easily afford to make the loan from its regional toll revenue accounts.

The Fort Worth Transportation Authority, which is building TEX Rail, would repay the loan with interest by next April 15.

Failing cancellation of the loan agreement, the Colleyville council requests that the council of governments and the RTC "put the project up for public referendum in the November 2016 general election."

No. That train has left the station.

Read more here: <http://www.star-telegram.com/opinion/editorials/article84028307.html#storylink=cpy>

# Editorial: A remarkable new approach to highway planning

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There is a handy but often overlooked way to understand why daily life in Dallas, the good and the bad, is the way it is. The trick is to look backward in time and consider the decisions made by planners, politicians and engineers two, three and four generations ago.

Aided by hindsight, it's easy to see the effects that big, long-ago decisions have had on the details that make up the contours of life today. Want to know why you live in a big house and green lawns 25 miles from downtown Dallas? Chances are that somebody's decision years ago to extend the Dallas North Tollway, or widen North Central Expressway, or to prioritize the commuter-friendly Red Line had something to do with it.

Big city decisions, often made for the most proximate reasons at the time, influence how close people in the future will live to where they work, how big their yard is, what school their children attend, and whether they drive or walk or bike to get where they are going.

All this gives special urgency to a remarkable change in the way Dallas is being asked to weigh its biggest transportation decisions of the next decade. We write to applaud the nascent revolution brought on by the most unlikely of sources — the Texas Transportation Commission — and to explain it.

It's called CityMap, and Dallas City Council members got a formal peek at the long initial report last week. It zeroes in on a half a dozen or so big transportation projects, and then studies a range of sometimes radical solutions.

By putting everything on the table — from tearing down Interstate 345 to relocating a large stretch of Interstate 30 — the report urges City Hall, TxDOT engineers and regional planners in Arlington to widen their perspective about how to measure the impact of big transportation projects.

For each of the projects, it scores economic development potential and quality of life as well as more traditional measures of traffic counts and construction costs.

The man behind the revolution is Victor Vandergriff, our region's lone vote on the five-member highway commission in Austin. He's urging Dallas to study hard on some big ideas, as radical as relocating I-30, because a project that big will impact the funding, timing and scope of nearly everything to follow.

On the other hand, it's more likely the city and its partners will leave I-30 where it is and focus on other solutions, like depressing and decking portions.

Some of the other, potentially more affordable fixes involve some nontraditional approaches. One example is urban planner Patrick Kennedy's proposal to remove I-345 near downtown. We've been skeptical. CityMap shows new data on costs and economic development benefits to help spur a new round of discussion.

That's the hallmark of Vandergriff's report. It should force planners — and other stakeholders, newspapers included — to look with fresh eyes at options they would have once dismissed.

We hope the City Council does just that. We certainly are. -DMN



# Opposition to high-speed train between Dallas and Houston leans on grammar to prevent eminent domain

By Brandon Formby [Follow @brandonformby](#) [bformby@dallasnews.com](mailto:bformby@dallasnews.com)

Transportation Writer

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Is the company planning to connect Dallas and Houston with high-speed trains really a railroad if it's not yet operating any rail lines?

The answer to that question could determine whether Texas Central Railroad and Infrastructure, Inc. has the right to take private land for the planned 240-mile line that would connect Texas' two largest metropolitan areas.

State Rep. Byron Cook, R-Corsicana, this month [asked the Texas attorney general's office to issue an opinion](#) on whether the private firm qualifies as a railroad company. Those companies have long been allowed to use eminent domain.

State law allows companies "operating a railroad" to use eminent domain, something Texas Central has long said will only be relied upon as a last result if it can't reach an agreement with landowners.

One of Cook's key arguments hinges on a bit of grammar.

"The verb 'operating' is a present tense verb meaning that the company claiming to be a railroad company has to be operating a railroad today," Cook wrote in his request to Attorney General Ken Paxton. "To my knowledge, High Speed Rail is not currently operating a railroad and no information has been provided to landowners whose properties are being surveyed to prove that High Speed Rail is operating a railroad."

Cook also argues that a provision of state law that allows for some railroads to use eminent domain is more than a century old and applies to the kind of planning and technology that is no longer relevant or applicable to Texas Central.

In a prepared statement, Texas Central officials said Friday that eminent domain authority is something railroads, pipeline companies and electricity providers have historically relied upon.

"All support the creation of infrastructure necessary to serve the public efficiently and enjoy a healthy economy," the company said. "We believe it is clear that Texas law allows these proceedings for efforts that provide for a public good and a strong economy."

Texas Central and related companies have already begun surveying private land in the vast rural swaths of the state between Dallas and Houston as it develops the project, which promises to shuttle passengers between the two cities in 90 minutes.

"It would be problematic if a company that does not have the power of eminent domain was entering or directing others to enter upon property it did not have the right to condemn," Cook wrote.

A report that Texas Central commissioned last year concluded that the high-speed rail line would spur more than [\\$36 billion worth of economic benefits](#) over a 25-year period. That included hundreds of millions of dollars expected to go to cities, school districts and counties along the route. Because Texas Central is a private company, it would have to pay property taxes on its rail line.

The project has been cheered by officials in Dallas and Houston, who see it as a way to better connect the two cities while also spurring economic development. [Vice President Joe Biden earlier this year also touted estimated benefits of the project](#). Dallas developer Jack Matthews is among Texas Central's key development officials. The [Dallas station is planned to be near Interstate 30](#), where downtown and the Cedars meet.

North Texas' Regional Transportation Council on Thursday [agreed to support Texas Central's project](#). The agreement requires the company not to accept any public grants for construction or operational costs.

But the line has also been [fiercely opposed by rural residents and lawmakers](#), who see it as a threat to farmland and cities that would be bisected by the tracks.

"I look forward to receiving the response from the Office of the Attorney General and genuinely hope they issue an opinion that aligns with the arguments set forth to offer support and relief from unjust takings for not only the citizens of House District 8, but all Texas communities potentially affected," Cook said in a written statement.

# Dallas Midtown, the Valley View redo, now one vote away from \$36 million in TIF money, demo deadline

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For now, at least, Valley View Center is still Valley View Center — or, at least, a shadow of the mall that opened in August 1973 at Preston Road and LBJ Freeway. A few chain retailers and a nice AMC multiplex remain among the art galleries, off-brand outlets, food-court eateries, electronics-repair kiosks and fight clubs that fill the once-thriving North Dallas hangout. And, on occasion, you will find a pop-up midway in the otherwise empty parking lot.

The mall, big-deal enough in 1975 to merit a visit from The Who's Roger Daltrey, has become a sort of community center with a small-town vibe.

But as the Dallas City Council's Economic Development Committee was reminded Monday, modern-day Valley View is but a place-holder killing time on what one city official called "one of the most valuable properties in the state."

In time, and in phases and stages, the mall will come down and be replaced by Beck Ventures' long-promised, almost 900,000-square-foot Dallas Midtown, a sprawling maze of new offices, retailers, apartments and hotels and a new 10-screen AMC theater built along new streets that will lead to a new park. Earlier this year, Ross Perot Jr.'s Hillwood Urban cut a deal to develop 20 acres at the northeast corner of LBJ Freeway and Montfort Road.

After several promised start-by dates in recent years, developer Scott Beck now has a deadline to begin tearing down the old mall: Dec. 31. That New Year's Eve demo-by date is tied to \$36 million in public subsidies that will go toward everything from infrastructure improvements to environmental remediation to subsidizing the affordable housing component.

That money will come from the Mall Area Redevelopment TIF, created in 2014 to revive both Valley View and the once-and-future Red Bird Mall. Karl Zavitkovsky, head of the city's Office of Economic Development, told the council committee

Monday that the project, excluding land acquisition costs, will run around \$290 million. The city's contribution amounts to about 12 percent of the Midtown price tag.

For now, at least, the council had few questions or concerns about the TIF contributions. Rickey Callahan, chair of the committee, simply wanted to know why, given the fact this is "one of the world's best locations ... why it took so long to get to this point." He never received an answer, but the project — first announced more than four years ago — has been a complicated one. It involves everything from a long-negotiated area plan to a new thoroughfare plan to a swing through the Urban Design Peer Review Panel, which, as recently as October, said the plan still needed work.

Council member Lee Kleinman wholeheartedly supports the project, of course: It's in his district and was a pet project of his predecessor, Linda Koop. Monday morning he raised but one concern — using \$12 million in tax increment financing to "fund the gap" for the affordable housing component tied to all TIF projects. Kleinman said he'd rather see that money come from another source — the U.S. Department of Housing and Urban Development, for instance. TIF money, he said, should go toward infrastructure needs, which are substantial when building a whole new community on some 430 acres.

He's raised the issues before, as recently as months ago, when the Economic Development Committee discussed sinking around \$4 million from the Fort Worth Avenue TIF into Henry S. Miller's CliffVIEW development. Kleinman said at the time that helping developers pay off the affordable housing component that's required of anyone getting TIF money means the city is "carrying the burden, and it's not a good use of TIF dollars."

But the city continues to do it.

Council member Casey Thomas also gave the deal an enthusiastic thumbs-up. Red Bird Mall is in his district and stands to benefit from redevelopment at Preston and LBJ once it begins generating revenue.

"I am excited about completing phase one," he said, "and getting things done."

The committee unanimously approved the \$36 million for Midtown. The full council will vote on the subsidy at Wednesday's jam-packed meeting, its last meeting before summer vacation.

# Dallas-Fort Worth high-speed rail plan draws worldwide interest

Officials from railroads in France, China, attend forum

Bullet trains would connect Dallas, Arlington, Fort Worth

Proposals to build system due Aug. 31

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By Gordon Dickson

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

ARLINGTON

High-speed rail is a touchy subject in much of Texas, where some politicians and landowners are concerned about train tracks cutting across private property.

But local leaders in Dallas-Fort Worth, where traffic congestion is a near-universal concern among many of the region's roughly 7 million residents, want the world's biggest passenger rail operators to know that if they're willing to build the super-fast trains in North Texas they will find a more-than-receptive audience.

"You are not trying to sell yourself to us today. We are trying to sell our region to you," Michael Morris, transportation director for the North Central Texas Council of Governments, told officials from both French and Chinese railroad companies Monday during a meeting in Arlington. "Regardless of what our national government does, we are reaching out to the congressional delegation to fund high-speed rail."

High-speed trains can travel up to 220 mph in parts of Europe and Asia. However, in the Dallas-Fort Worth area the so-called bullet trains would probably go no faster than 90-150 mph because of urban density.

Those French and Chinese officials were among several dozen people who attended a high-speed forum hosted by the Texas Commission on High-Speed Rail in the Dallas-Fort Worth Region. The commission was put together more than two years ago, with former Fort Worth councilman Bill Meadows as its chairman, to explore ways to build a rail system with trains capable of going up to 220 mph.

## Big dollars

Texas Central Partners, a private company armed with technology from Japan's largest rail provider, has already proposed building a high-speed line from Dallas to Houston. That project, which could cost \$10 billion or more but would be privately funded, is on course to be completed in 2022 — although it is opposed by many elected leaders. Last week, state Rep. Bryon Cook, R-Corsicana, asked the attorney general's office to rule on whether Texas Central Partners would have the power of eminent domain, to take land needed for the bullet trains.

Meadows' commission is working on expanding the system beyond Dallas and Houston, to also include stops in Arlington and Fort Worth and eventually Austin, San Antonio and possibly cities in adjacent states. So far, there has been little or no vocal opposition to the concept of high-speed rail in the Dallas-Fort Worth region.

You are not trying to sell yourself to us today. We are trying to sell our region to you.

Michael Morris, North Central Texas Council of Governments

Of course, money is the key concern, as any high-speed rail project connecting downtown Dallas to Arlington's entertainment district and downtown Fort Worth would likely cost billions of dollars.

But North Texas officials, including Fort Worth Mayor Betsy Price and Arlington Mayor Jeff Williams, said Monday they are looking for private-sector partners to bring their own dollars to the project and bring down the public's cost.

"The private sector has a great opportunity here to move this ahead and make a lot of money and make a real difference in our community," Williams told the foreign guests. Williams said high-speed rail is important for bringing visitors to his city for events not only at the Dallas Cowboys' AT&T Stadium but also at a new \$1 billion ballpark planned for the Texas Rangers baseball club.

Texas needs trains that can fill a void left by airlines, who are putting more emphasis on international and other long-distance flights and less emphasis on intrastate travel, Williams said.

## Global interests

Officials from Texas Central Partners who are planning the Dallas-Houston route also attended the two-hour meeting, as did officials from the Lone Star Rail District which is working on a proposed rail line from Austin to San Antonio.

Also attending were four officials from China Railway Corp. Wing Chun, a spokesman for the group and president of the US-China Chamber of Commerce Dallas, confirmed that the group was interested in possibly bidding for the Dallas-Arlington-Fort Worth rail line, but first wanted to compile information on what kind of rail project the region wants.

Another company that has consistently shown interest during the past two years in possibly building the Dallas-Arlington-Fort Worth line is SNCF, France's state-owned railway. However, Alain Leray, president of SNCF America, said after Monday's meeting he is concerned that if Texas officials allow Texas Central Partners to build the Dallas-Houston line using the same technology found on trains in Japan then Texas' system won't be compatible with trains built by other companies.

Rail companies in other countries use "neutral" technology that can be used by competing companies, but the Japanese technology isn't compatible, he said.

"If Texas goes with the Japanese technology, it will create a monopoly in the process," Leray said. "Anytime you need to replace train sets, you will have only one supplier, and that will drive up the price for Texans."

Texas Central Partners officials have said they are open to building other rail lines in Texas, but for now are focused almost entirely upon getting the Dallas-Houston component built.

If Texas goes with the Japanese technology, it will create a monopoly in the process ... and that will drive up the price for Texans.

Alain Leray, president of SNCF America, a division of France's national railway

## Proposed routes

In North Texas, the high-speed rail line would connect at a proposed new station either just south of Interstate 30 or perhaps straddling the freeway on the southeast end of downtown Dallas. From there, the proposal believed to have the most support calls for high-speed rail lines to follow the Trinity Railway Express route to near CentrePort Station just south of DFW Airport.

Then the high-speed rail trains would extend south, either along the Dorothy Spur freight railroad tracks or the Texas 360 highway corridor to Arlington's entertainment district, where the bullet trains would then continue along the I-30 corridor to downtown Fort Worth.

There are other proposals for alternate high-speed rail routes, including one option to follow the TRE line from Dallas to Fort Worth, although that option is not believed to be popular because it would bypass Arlington.

Another option would be to run the entire high-speed rail line in the median of I-30, although that option would be tricky because I-30 is packed into a tight right-of-way space in Dallas County.

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*Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article84931157.html#storylink=cpy>*



# How business benefits from Obama's new drone rules in 'aviation revolution'

[Todd Davis](#) [Follow TDatSportsDay](#) [Email tdavis@dallasnews.com](#)

Published: June 21, 2016 11:22 am

By **Alan Levin**

**Bloomberg**

The Obama administration is opening U.S. skies to more commercial drones with long-awaited regulations that the government hopes will spawn new industries for inspecting bridges, monitoring crops and taking aerial photography.

It's the most comprehensive set of rules yet for the burgeoning use of sophisticated unmanned aircraft. Compared with current law, the final regulations to be released Tuesday by the Federal Aviation Administration will allow a far greater range of uses, according to people familiar with the announcement.

"We are in the early days of an aviation revolution that will change the way we do business, keep people safe, and gather information about our world," President Barack Obama said in an interview with Bloomberg News. "This is just a first step, but this is the kind of innovative thinking that helps make change work for us — not only to grow the economy, but to improve the lives of the American people."

The rules could be a boost for drone manufacturers such as SZ DJI Technology Co. of China, the world's largest. Other U.S. companies that have been working with the FAA on expanding drone operations, such as PrecisionHawk in Raleigh, North Carolina, and AirMap Inc. of Santa Monica, California, also stand to benefit.

The new regulations, which become effective two months from publication in the Federal Register, took years to craft and are seen as a critical step toward realizing the potential of drones to perform such tasks as monitoring crops, inspecting power lines and pipelines as well as assisting government agencies in disasters.

## **Low flights**

The rules permit only low-level flights within sight of an operator and not over people. Drone operators-for-hire will have to pass a written test and be vetted by the Transportation Security Administration — but no longer need to be airplane pilots as current law requires. Drones under the regulation must weight less than 55 pounds (25 kilograms).

Drone package deliveries by companies such as Amazon.com Inc. and Alphabet Inc.'s Google Project Wing aren't allowed under the regulations until the FAA writes separate rules governing

their use. Similarly, the limitations in the regulations won't permit longer flights for agricultural flyovers, pipeline and utility inspections and news media photography over crowds.

While the rules don't apply directly to hobbyists, who don't need a license to fly if they've registered their drones with the FAA, it lays out the government's authority to enforce aviation regulations on all unmanned aircraft.

### **Symbolic victory**

Drone-advocacy groups called the regulations a symbolic victory that paves the way for those future uses. The Association for Unmanned Vehicle Systems International trade group forecasts drones will produce \$82 billion in economic value and create more than 100,000 new jobs in the first 10 years after widespread flights are approved.

### **QuickTake: domesticating drones**

"I regard it as a significant milestone," said AUVSI President Brian Wynne, who had been pushing FAA to issue the regulations for years. "We'll accelerate the process of understanding what the risks are that will allow us to move on to more complex operations."

The release of the rules puts the U.S. ahead of Europe in setting standards for the drone industry. The European Union has yet to adopt comprehensive rules for civilian drones, according to the European Aviation Safety Agency website. Individual nations have imposed restrictions, but they differ across borders. EASA is trying to develop rules by 2017.

The FAA has already convened groups to study how to eventually allow such flights. Test programs are examining how to: approve long-range drone flights in which an operator steers with video images; make unmanned craft safe to fly over people; and expand agricultural uses.

The Obama administration also announced new federal initiatives with NASA, the FAA and other government agencies to study how to broaden drone uses for tasks such as disaster response and environmental monitoring. NASA is already developing an air-traffic control system for low-altitude drones.

### **Privacy concerns**

Privacy concerns will be addressed by a new government campaign to educate operators and businesses. The National Telecommunications and Information Administration last month issued non-binding privacy policy suggestions. Commercial drone operators will be tested on privacy issues as part of their license, according to the Obama administration.

The FAA has permitted commercial drone operations — those conducted for hire, as opposed to recreational flights by hobbyists who don't need a license — since September 2014 under a case-by-case exemption process ordered by Congress. Drone operators under this program had to have a traditional pilot's license. As of June 2, the agency had granted 6,004 such permits to fly drones commercially.

The new regulation allows a far easier approval process and is expected to swell the ranks of commercial operators. The agency is dropping the requirement for a pilots' license, relying instead on a simpler knowledge test. FAA-approved drone operators will have more leeway to fly different drone models and multiple missions.

### **'Major step'**

The regulations are “a major step for not only unmanned aerial systems, but virtually every sector of the economy,” Gregory Walden, counsel to the Small UAV Coalition, a Washington trade group, said in a news release before the rules were released. Walden called the action a victory “for innovation in technology and a new era in aviation.”

They also will promote safety at a time when hundreds of thousands of hobbyists are flying with limited FAA oversight, Wynne said. There were more than 1,200 reports of drone safety incidents last year, including flying too close to airliners, according to FAA.

The new rules codify what until now have been set out as FAA policy statements and interpretations. All drones are aircraft and subject to FAA enforcement actions if operators are reckless or fly in prohibited zones, according to the agency.

“We need an attitude of professionalism where people are working to improve the safety record all the time,” Wynne said. People who obtain FAA drone-pilot certificates will now have an economic incentive to help police the system, he said.

Operators will be restricted to flying below 400 feet, more than five miles from an airport without obtaining FAA permission and must keep the device within sight — limiting flights to roughly a quarter mile.

# Higher Gas Tax in New Jersey: After Years of No, It May Be Time for Yes

By [EMMA G. FITZSIMMONS](#) JUNE 22, 2016

Amid mounting alarm over how to pay for repairs to New Jersey's roads and bridges, state lawmakers are lining up behind a potential solution once considered politically unthinkable: raising the state's famously low gas tax.

A new proposal from leading Democrats is forcing a showdown with Gov. [Chris Christie](#), a Republican who has resisted calls to increase prices at the pump even as the state's transportation trust fund is set to run out of money at the end of the month. Under the proposal, the tax could rise by about 23 cents a gallon, bringing it closer to what neighboring states collect.

The fate [of New Jersey's dwindling transportation funding](#) has been entangled in recent years with Mr. Christie's political ambitions. Even as the state's bridges and roads are falling apart and New Jersey Transit is struggling with a series of financial problems, he has avoided tackling the issue.

But state lawmakers now face a confluence of factors that could make an increase possible: a pressing deadline, gas prices hovering near \$2 a gallon and growing contempt in New Jersey for Mr. Christie, whose office recently denied a report that the governor had become a [McDonald's-fetching "manservant"](#) for Donald J. Trump, the presumptive Republican presidential nominee.

"We are very much in crisis if this thing shuts down," said Stephen M. Sweeney, a Democrat and the State Senate president, referring to the transportation trust fund.

Other states are also struggling to finance the cost of repairing and expanding crucial infrastructure. Several, including Utah and Iowa, have raised their gas taxes, and some members of Congress have called for [increasing the federal gas tax](#), which has remained the same since 1993.

The transportation funding proposal announced in New Jersey this month included a sweetener meant to attract Republican votes: the repeal of the state's [estate tax](#), which kicks in at a lower amount than in many other states.

Even with that concession, Mr. Christie, who has about a year and a half left in office, said he opposed the proposal. He described part of the plan that would increase transportation aid to counties and municipalities as a "payoff" by Democrats to local officials. But despite his characteristically blunt rhetoric, the governor appeared open to negotiation.

"There is a lot of work that needs to be done," Mr. Christie told reporters last week. "There is a lot of show-me that has to be done. But as you know, at the end of any session, miracles happen."

Several Republican lawmakers have already expressed support for the proposal. Democrats, who control both the Senate and the Assembly, hope to pull together enough votes to override a potential Christie veto.

“Now that the fund is set to become insolvent, you’ve really seen a considerable shift in public opinion, but also political will in the Legislature in terms of coming up with some kind of compromise solution,” Brigid Callahan Harrison, a professor of political science and law at Montclair State University, said.

At 14.5 cents per gallon, New Jersey’s gas tax is the second-lowest in the country; the figure includes a 10.5-cent motor fuels tax that has not increased since 1988 and a 4-cent petroleum products tax first approved in 1990. The Democrats are proposing raising the tax to about 37.5 cents per gallon, still less than New York State’s gas tax.

New Jersey’s deteriorating infrastructure recently received a [D-plus grade](#) in a report by the American Society of Civil Engineers, which classified more than 550 of the state’s bridges as “structurally deficient” and in need of major repairs.

Over the last few years, state transportation officials have closed several bridges for emergency repairs, including the Route 206 bridge in Princeton in February [when a wall collapsed](#). After engineers found cracks in the stone arches of the bridge, which dates to 1792, more extensive repairs were planned for later this year.

New Jersey Transit, which runs the state’s passenger rail and bus lines, has been plagued by problems and now has a \$46 million budget gap. Riders have been frustrated by delays and fare increases. Rail workers nearly went on strike this year, and two major unions are in negotiations that could still result in a strike.

New Jersey is lagging as other states in the region plan major investments in their infrastructure, said Mr. Sweeney, who may run for governor next year. (Mr. Christie is prevented by term limits from seeking another term.) He cited New York and Connecticut; leaders in both states have said they want to spend \$100 billion on infrastructure plans.

The gas tax proposal would allow the state to raise about \$20 billion over 10 years, Mr. Sweeney said. As part of the deal, which includes several tax cuts, the estate tax that residents pay when they inherit money would be phased out by the end of 2019.

Lawmakers from both parties have criticized elements of the plan. Some Republicans oppose any gas tax increase, while some Democrats say that eliminating the estate tax would remove an important source of revenue and create its own fiscal challenges.

Photo

“When I’m being criticized by Democrats and Republicans — when you’re criticized by both, you’re usually in a good spot,” Mr. Sweeney said.

The authorization for the transportation trust fund, which pays for road, bridge and mass transit projects, expires June 30. The state Transportation Department would continue to receive federal funding, and work already underway would continue, Steve Schapiro, a spokesman for the department, said. But new state-funded projects could not be started.

As Democrats seek votes outside their party, the gas-tax debate highlights a growing fissure among the state's Republicans. A vote by Republican lawmakers to override a Christie veto would be the first rebuke in both chambers of a once-popular governor who had buoyed his party's fortunes in a state that leans Democratic.

Mr. Christie's approval rating has dropped to 27 percent in New Jersey amid his travels outside the state for his presidential campaign and now for Mr. Trump. In September, two of his former allies are set to go on trial in the George Washington Bridge lane-closing scandal that has marred the governor's second term.

At the same time, the jockeying to succeed him has already started. Philip D. Murphy, a former ambassador to Germany who announced that he would run for governor as a Democrat, and Steven Fulop of Jersey City, a Democrat who is expected to run, have said they generally support the idea of increasing the gas tax.

#### *256Comments*

Vincent Prieto, a Democrat who serves as Assembly speaker, said there were parts of the plan he found distasteful, but that it was time for a compromise.

"Everybody doesn't love everything in it," he said, "but everybody can live with the final product."

# As many Dallas residents celebrate new downtown highway options, pockets of division remain

By Brandon Formby, Dalton LaFerney, Ellen Meyers and Christine Schmidt Follow  
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Transportation Writer

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More than five decades after America's interstate highway system began its radial ramble out from downtown Dallas, North Texas' suburban fringe shows no signs of slowing its own outward push.

And the city's urban neighborhoods that were left disjointed continue paying the price.

A landmark Texas Department of Transportation report released this month aims to undo some of the economic and mobility damage left in the wake of last century's car-centric planning practices.

Dubbed CityMAP, the study offers options for rebuilding downtown's aging urban freeways in ways that will reconnect divided neighborhoods and spur potential economic development booms.

Some Dallas residents in the most affected areas see CityMAP as a beacon of hope, a symbol of a sea change within the transportation department in one of America's most vehicle-dependent states.

Others, who have etched their lives in the dissolving neighborhoods abutting the highways, are skeptical that deck parks and pedestrian-friendly streets will do much to change things.



"This thing is as thick as the Bible, and like the Bible, you can interpret it in a number of different ways," Dallas County Judge Clay Jenkins said about the report this month.

*Dallas Morning News* reporters fanned out to nine of the neighborhoods most affected by highway construction to see what residents think of the plans.

# Decades after I-35E first split up Oak Cliff neighborhoods, new plans for the highway continue to divide them

Transportation Writer

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**INTERACTIVE:** Deck park, better bridges over Interstate 35E could spur \$167M worth of new development in North Oak Cliff, East Oak Cliff

Physically reconnecting north Oak Cliff and east Oak Cliff with a zoo-adjacent deck park and better street bridges over Interstate 35E is one thing. Bridging the ocean of skepticism and mistrust the highway's construction created decades ago is another.

Just ask Lou Nell Sims, who has spent almost her entire life living in the Tenth Street Historic District adjacent to the highway south of downtown.

Sims' neighborhood was first populated by freed slaves in the 1870s. By the 20th century, it was a vibrant center of black life, culture and commerce.

But the highway changed all that.

Today, her neighborhood is riddled with empty lots that line a winding maze of streets disjointed by the highway. Patches of concrete show where steps and driveways used to lead to houses. Mattresses, construction materials and random piles of debris frequently sit at the foot of the vacant parcels.

And the city wants to build a deck park nearby?

"It may be a nice connection, but our area's in disarray," Sims said. "I don't see the benefits."

The Texas Department of Transportation's CityMAP report released earlier this month suggests several changes to the portion of I-35E now dubbed Southern Gateway and the city streets around it. Among them is a hoped-for deck park near the Dallas Zoo.

The study estimates the changes could spur more than \$166 million in development for one of the poorest parts of Dallas. CityMAP spurs hope in folks like Judy Pollock who live on the west side of the highway.

Pollock, president of the Old Oak Cliff Conservation League, said the highway has long been a physical and psychological barrier isolating the neighborhoods on either side from one another.

Key options in the report include rebuilding bridges over the highway, which now feature narrow sidewalks wedged between whirling street traffic and threateningly short guardrails above the highway.

"This will be the thing that actually gets people doing it rather than talking about it," she said.

Paul Carden is one of the residents pushing for the deck park and other changes to give new life to neighborhoods torn asunder by the highway. He thinks the study's economic forecasts are conservative.

"It runs on the assumption that the eastern half of the freeway has no zoning changes, so i feel it understates the potential," he said.

But people on the east side of the highway, like Sims, remain skeptical that any benefits will come. That divide played out at a contentious City Council meeting Wednesday, as elected officials sparred over the deck park that would run above the highway and connect both sides. The park will cost \$118 million, but so far only \$40 million in funding has been identified.

Council member Scott Griggs, who represents neighborhoods west of the highway, was among nine officials voting for a resolution to put the park between Marsalis and Ewing avenues. Council member Carolyn King Arnold, who represents neighborhoods east of the highway, was among six officials voting against the resolution.

"That's fine if they want to make progress, but who is going to benefit from this?" Sims said. "There's some areas that don't even have sidewalks."

# Deep Ellum and Old East Dallas poised for real estate renaissance, but should highways stay or go?

By Ellen Meyers Follow @ellenkmeyers emeyers@dallasnews.com

Staff Writer

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Joel Triska's professional life is all about Deep Ellum.

He and his wife, Rachel, run Life in Deep Ellum, a nontraditional church and cultural center where Sunday services regularly attract 250 people. The couple works closely with neighborhood organizations on projects like making sandwiches for the homeless or featuring local artists in their art gallery.

But the Triskas and their two daughters don't live where they work. Deep Ellum's lack of multifamily housing makes it impossible for the family to call the neighborhood that they love home.

"You either live in a really small loft or you're a millionaire who renovates warehouses," said Triska, who lives near White Rock Lake.

The solution could involve ripping down Interstate 345 and relocating Interstate 30 -- costly and highly debated proposals that both threaten the neighborhoods' authenticity and promise to reconnect them with vibrant downtown Dallas. Those are among options outlined in the Texas Department of Transportation's CityMAP report on remaking downtown's highways.

Since I-345 and I-30 were built in the 1960s and 1970s, residents and business owners in Deep Ellum and Old East Dallas have staked out two seemingly contradictory claims. They decry the highways for cutting them off from the rest of the city. Yet they value the buffer that protects them from being swallowed up by downtown development.

"I-345 has represented a -- literally -- concrete barrier," Triska said. "You have to walk through this no-man's land just to get to one [neighborhood] to another."

Triska and other Life in Deep Ellum members want to see I-345 lowered and turned into a boulevard that would create easier access to the neighborhood and enable economic growth. Others worry that will lead to new problems.

"Highways are not always barriers to economic development," said Michelle Corson, managing partner at On The Road Lending, a nonprofit that works with low-income Dallas residents to purchase cars.

She favors closing the highways for six months to assess how surface roads, commerce and residents' quality of life would be affected.

Prominent Deep Ellum landowner Scott Rohrman doesn't need a trial run.

"Saving old buildings should be the hallmark of good development," said the owner of 42 Real Estate, a development and investment firm that has bought more than 30 properties in Deep Ellum since 2012. "I don't think we need to build barriers to save buildings."

Taking down I-345 sparks gentrification fears for people like Richard Ramos, whose Old East Dallas neighborhood is a hodgepodge of elegant homes, modern lofts and affordable multifamily housing.

Ramos said he's concerned that wealthy developers will descend on it to build luxury high-rises and big box retailers.

"We used to have a restaurant there," he said, pointing to a 3,500-square-foot CVS Pharmacy on North Fitzhugh Avenue that sits catty-cornered from a convenience store where he and his friends hang out.

Triska said he isn't too worried about Deep Ellum, reborn as the city's hipster enclave, losing its Bohemian vibe.

"My conviction is Deep Ellum is Deep Ellum," he said. "All the property owners and all of the people who have all the money couldn't change Deep Ellum if they tried."

# Fair Park and South Dallas residents say highways have cut them off from the rest of Dallas for too long

By Dalton LaFerney Follow @daltonlaferney dlaferney@dallasnews.com

Staff Writer

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Brandon Stovall's family knows how an interstate highway can change a neighborhood.

On the corner of Pine and Crozier streets sits a small store, Dallas Supermarket. But it used to be L & J Cafeteria, a restaurant the Stovall family ran from 1963 until about 1982.

The interstate highway -- specifically Interstate 45, which opened in the early '70s and connects to Interstate 345 -- killed the restaurant because it drew customers away from the South Dallas neighborhood, Stovall said.

"All of our roads run out," he said.

Stories like this one are what Texas Department of Transportation planners hope to avoid in the future. For South Dallas and Fair Park, I-345 and I-30 have been concrete dividers for too long, officials and residents said.

"I don't remember what it was like when all the neighborhoods were stitched together," resident and activist George Battle III said. "All I remember was in my neighborhood, the only thing of value was selling dope. So when folks talk about relief, I'm like, I don't remember a day when it wasn't like this."

There aren't a lot of people in the neighborhood who have heard of CityMAP or its many suggestions to reconnect Dallas' fragmented neighborhoods to its urban core. But there are endless stories here, on street corners and inside churches, detailing how I-30 and I-345 choked off South Dallas and Fair Park from the rest of the city.

A quick trip down South Boulevard visualizes the discussion. The historic neighborhood was cut in two by I-45. Streets on one side of the highway simply don't connect with the same ones on the other side.

Whichever scenario city and state planners follow over the next 30 years has the potential to dramatically change the way people in South Dallas and Fair Park live.

"They're coming at us with numbers and lines," Stovall said. "But we're dealing with people here."

For I-30, one scenario is to relocate it south of Fair Park, freeing land for businesses and new housing opportunities. That scenario could replace the interstate with a six-lane boulevard.

The day-to-day struggle many people here have in overcoming the effects of poverty seems much more top-of-mind than where the highways run.

"In fact, there's a little hostility toward removing the highway because 90 percent of the population actually travels 30 minutes or more to their jobs -- if they even have a full-time job," Battle said. "But once you actually start informing people about jobs being created, a lot of economic tools become available to them. From here on out, if the city wants to do something, they have got to be working with us. They can't just be poppin' in."

Cornerstone Baptist Church, where Martin Luther King Jr. Boulevard meets I-45, is an example of cooperation between the community and planners. With a tiny parking lot, church leaders have sought a deal to allow worshippers to park underneath the highway.

Pastor Christopher Simmons said his congregation is going to cooperate with TxDOT and city officials, no matter which CityMAP option they choose.

"They have been open and honest about their needs," Simmons said. Parking "is tight, but we won't hold up the process."

Residents in South Dallas and around Fair Park say their invitation to the city's urban core is long overdue.

But Stovall and others fear the land will be taken up by corporate chains or housing options that will alienate the locals and gentrify a place where families, most of them black, have lived for generations.

"I want to see places where you can eat your great-grandmother's chicken," Stovall said.



# Runners, bicyclists in Design District and Victory Park don't need big projects to bridge mobility gaps

By Brandon Formby Follow @brandonformby bformby@dallasnews.com

Transportation Writer

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Around Interstate 35E just north of downtown, redevelopment, a sports arena and an influx of residents in recent decades have prompted resurgence in the Design District and brought Victory Park to life.

But that doesn't mean it's easy to get from one neighborhood to the other -- especially for bicyclists and pedestrians who see the highway and city streets under it as hostile barriers that leave two of the city's running and biking trails unconnected.

"Right now you're separated by that gulf," said Bo Kice, a Victory Park resident and avid bicyclist. "You're competing with cars trying to get on and off the freeways."

The Texas Department of Transportation's landmark CityMAP report released this month offered several solutions that Kice says would better connect neighborhoods adjacent to downtown to each other.

Chief among those options: converting vehicle lanes on city thoroughfares that run under the highway into wider sidewalks and adding protected bike lanes.

"That would be perfect," Kice said. "Then you've solved the missing link between West Dallas and Trinity Groves and Victory Park and downtown."

TxDOT already has a \$100 million plan in the works for fixing the entrances, exits and interchanges along the stretch of I-35E often called Lowest Stemmons Freeway. So CityMAP focused on better connecting the two neighborhoods around the freeway.

"I would love something to makes it easier and more pleasant," said Bobby Gibbs, a Design District resident who alternates between running on the Trinity Strand Trail,

which begins in his neighborhood, and the Katy Trail, which ends in Victory Park on the other side of the highway.

CityMAP notes that a nonprofit called the Circuit Trail Conservancy has put together a plan to add connections between fragmented trail segments that would create a 50-mile loop around the urban core. The cost: \$43 million. About \$20 million would be for a 1-mile link over I-35E that would connect the two trails.

Gibbs said such a bridge would probably get people from the ever-popular Katy Trail to start using the newer and less-known Trinity Strand Trail. But he'll probably stick with using Hi-Line Drive to get from the Design District to Victory Park. City streets typically have better shade and fewer inclines than a bridge over an interstate.

Kice worries that the trail connection plan will end up mired in politics since about \$20 million of its funding would come from City Hall. That's why he likes the idea of adding bike lanes and widening sidewalks on existing streets.

"It doesn't have to be space-aged," he said. "Just dedicate something to bikers and pedestrians."

# DFW Airport getting ready to build TEX Rail station

Rail station to serve travelers from Fort Worth will be near Terminal B

Airport plans to spend \$40 million on TEX Rail station

Construction could begin on the station this fall

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By Andrea Ahles

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Dallas/Fort Worth Airport is another step closer to building a TEX Rail station, but it will be a couple of years before Fort Worth residents can ride a train all the way to the airport terminals.

The airport is negotiating with the Fort Worth Transportation Authority, also known as the T, to spend \$40 million of airport funds to build a station near Terminal B. On Thursday, the airport board is expected to vote to allow the airport staff to execute a formal agreement with the agency.

“The TEX Rail line will provide us another means for access into our airport and another way for our customers to reach the world,” said Khaled Naja, executive vice president for airport development and planning.

TEX Rail is a planned 27-mile commuter rail project that will connect downtown Fort Worth and DFW Airport. It will include stops in North Richland Hills and Grapevine and is expected to cost over \$1 billion to construct, although half of the funds may come from the federal government.

Two stations will be on airport property, Naja said, although the T will fund the construction of the DFW North Station, to be north of Texas 114 and west of Texas 121 in Grapevine, plus the rail lines needed at the airport. The Terminal B station will have a walkway connecting to the existing Dallas Area Rapid Transit station next to Terminal A. DART began running trains between the airport and Dallas in 2014.

The construction schedule is still being finalized, but DFW anticipates having the Terminal B station completed by November 2018. Construction could begin this fall, the airport said.

ADVERTISING

The airport has worked on adding regional rail options to its terminals for more than two decades, said John Terrell, vice president of commercial development at DFW. As the airport continues to add international flights, foreign passengers often expect multiple transportation options out of the airport.

“There is an expectation globally of rail transport from your airport,” Terrell said, adding that several international airports have mass transit from terminals into city centers.

The airport expects to complete negotiations next month and have an agreement for the airport board to approve in August, Naja said. The Fort Worth and Dallas city councils will also have to approve the agreement, likely by the end of summer.

If the airport board authorizes action on the agreement Thursday, it will mark another milestone in the agency’s application for federal funding for the project, said Bob Baulsir, the T’s vice president for railroads and procurement. [The T received a letter this week from the Federal Transit Administration](#) giving the agency the green light to begin buying materials, such as steel and rail cars, for the project.

Baulsir said TEX Rail will give airport employees another way to get to work and allow travelers flying into DFW an easy way to get to downtown Fort Worth. For Metroplex residents, it will also be a convenient way to get to their flights.

“I am going to ride the train to the airport and it will be so much better than being in traffic on [Texas] 121 in my car,” Baulsir said.

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*Read more here: <http://www.star-telegram.com/news/business/aviation/sky-talk-blog/article86735512.html#storylink=cpy>*

# Time running out for Arlington's three-bus public transit service

Use of the MAX buses was half the first projections

Contract extended to end of year

Officials vow to find a better public transit option

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By Robert Cadwallader

[rcadwallader@star-telegram.com](mailto:rcadwallader@star-telegram.com)

ARLINGTON

Life for Brantley Hinshaw is always better when MAX is at the wheel.

He can visit with friends or work on his laptop as his ride, one of three 40-foot buses of the Metro ArlingtonXpress bus transit service, quietly handles the traffic.

A \$5 daily pass paid for unlimited rides on the MAX buses and east-and-west rides on the CentrePort Trinity Railway Express. City of Arlington

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A \$5 daily pass paid for unlimited rides on the MAX buses and east-and-west rides on the CentrePort Trinity Railway Express. City of Arlington

So he was concerned when he heard that the three partners in the pilot program — the city of Arlington, Dallas Area Rapid Transit and the Fort Worth Transportation Authority — were considering pulling the plug on the service.

He showed up to speak at Tuesday night's Arlington City Council meeting, where the good news was that the council was considering extending the Regional Connectivity Project's contract, which was set to expire in August.

The bad news: The contract, after three years, would be extended just four months.

ADVERTISING

Worst news: It could be killed on the spot.

However, extension supporters Mayor Jeff Williams and Councilwoman Kathryn Wilemon vowed that despite outcome the city would aggressively pursue a permanent public transit solution.

“I love riding the bus,” Hinshaw, who is deaf, told the council through his two sign language interpreters. “It gives me less stress than driving in traffic. I don’t want Dallas and Fort Worth to think Arlington is not a good place to live.”

A divided council ultimately voted 6-2 for the short extension, but only after struggling with the project’s only two options — die now or die later — during both its afternoon work session and the evening regular meeting.

Ridership in the program started low and stayed that way — around 240 one-way rides a day, against hopes it would quickly reach 500 rides. Throughout the pilot program’s life, users logged 203,009 trips.

The annual cost for the partners to share was about \$700,000, with contributions from the North Central Texas Council of Governments and the University of Texas at Arlington, whose students were among the most frequent users.

A \$5 daily pass paid for unlimited rides on the MAX buses and east-and-west rides on the CentrePort Trinity Railway Express, said Alicia Winkelblech, the city’s assistant director for strategic planning and community development.

The only other resident speaker opposed the extension.

“It has been a flop,” said Richard Weber, publisher of the online watchdog newsletter Opinion Arlington. “It has never achieved what it was supposed to. Let it die.”

The four-month extension will cost \$252,000 — half paid through the federal Job Access Reverse Commute, the rest through its required match, to be paid by the city.

Although this benefits UTA more than any aspect of the city, and UTA has decided not to contribute to this service any longer, then I can’t support it.

Councilman Charlie Parker

Councilman Charlie Parker said that, in addition to concerns about ridership, he was frustrated that UT Arlington had decided not to pay any of the extension cost.

“Although this benefits UTA more than any aspect of the city, and UTA has decided not to contribute to this service any longer, then I can’t support it,” Parker said.

He and the newest council member, Victoria Farrar-Myers, elected in May, voted against extending the contract.

Wilemon said the city is assembling a citizens transportation committee “as we speak” to explore public transit options.

The MAX pilot program was founded “because Arlington had no public transportation,” Wilemon said. “We were the largest city in the United States with no public transportation. We intend on being the kind of city that can integrate with the region.”

In other action:

- Heard the Fire Department’s response that it doesn’t need the highly advanced FLIR 320 camera sought by a “small group” of residents who have told some council members they believe that the camera would help responders with gas well emergencies. While impressed with the camera’s technology, Assistant Fire Chief Jim Self told the council, it only detects emissions. The Fire Department has lots of equipment that detects leaks as well as identifies air and liquids to determine any safety threat, Self said.
- Approved a lease extension that would keep Bell Helicopter Textron at Arlington Municipal Airport another 30 years. The deal starts with a five-year lease with options for five additional five-year leases. Bell moved to the airport after leasing 54 acres in 1967. The current ground lease ends next April.
- Accepted a \$225,000 federal grant to help pay for a \$2.2 million to \$3.2 million planned program to purchase body-worn cameras for police officers.
- Hired LMC Corp. of Denton for \$300,000 to renovate and repair of two T-hangar buildings at the airport. The work will bring hangar rows 4 and 5, built in 1978, up to codes.

Read more here: <http://www.star-telegram.com/news/local/community/arlington/article87143757.html#storylink=cpy>

# Dallas City Council endorses, just barely, looking at planting deck park above I-35E by zoo



**Robert Wilonsky** Follow @RobertWilonsky Email  
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Published: June 22, 2016 6:43 pm

And that is precisely what the council did — after a contentious, occasionally ugly discussion that lasted nearly two hours and wrapped up with a former council member hurling accusations at the horseshoe on her way to being escorted out the door.

The proposed deck park, part of the so-called Southern Gateway project that will improve I-35E from Reunion Boulevard to U.S. Highway 67, has been discussed for several months. It's also identified and vetted in the Texas Department of Transportation's recently released CityMAP report, which explores stitching together neighborhoods torn asunder by years of highway building across this city.

The resolution in front of the council Wednesday accepted \$40 million from the Regional Transportation Council and identified Marsalis Avenue to Ewing Avenue as the best possible location, per the Transportation and Trinity River Project Committee's vote taken last month. The so-called Public Green near the zoo, among four options briefed to the council in May, is guesstimated to cost around \$118 million — for which there is no funding beyond the RTC's commitment.

TxDOT said it needed the council to pick a project site no later than Wednesday — the council's final meeting until it returns from summer break in August — so it can come up with a site plan and design project aesthetics that will be ready when the Southern Gateway project is put out for bid in September.

But council member Carolyn King Arnold, who represents some of the area adjacent to the would-be park, was not about to be rushed. She's vehemently against the deck park, calling it nothing more than “lipstick on a pig.”



Arnold was also deeply offended that North Dallas council member Lee Kleinman, chair of the Transportation and Trinity River Project Committee, would even bring such a proposal to the horseshoe.

“This council member knew he did not represent District 4, but for some reason you have gotten permission from somewhere to represent District 4,” Arnold said. “The last I checked, I was elected to represent District 4 among a list of eight candidates. I am insulted to say the least that you would sit here as the council member for District 11 and speak on behalf of District 4. I am insulted. My community is insulted.”

Later, she would refer to the zoo location as a “dictatorial decision” made without the council’s consent.

This is but one of Arnold’s arguments: The deck park will cost \$118 million, and the city is on the hook for the remaining \$78 million less the RTC’s contribution. No one knows where that \$78 million will come from. It could be private fundraising, a federal grant or citywide bond money — or, more than likely, a combination of those dollars and others.

But she doesn’t want to see a single penny go toward a deck park when her district, like many others in the city, has dire infrastructure needs. She’s also concerned the deck park could affect nearby businesses and neighborhoods, chief among them the Tenth Street Historic District.

Arnold found several allies on the council, including North Dallas’ Sandy Greyson, who said that given all the other needs in Dallas — from Fair Park to the Trinity Park, for starters — she couldn’t support even a resolution.

“Where are we going to get \$78 million?” she asked. “I am overwhelmed when I think about the sheer amount of things we want to do and said we will do.”

If Arnold wasn’t sold, Greyson said, neither was she. Or Pleasant Grove’s Rickey Callahan. Or South Dallas-Fair Park’s Tiffinni Young, who said, “We continue to talk about what we haven’t maintained but we want to add new inventory to the menu.”

But north Oak Cliff’s Scott Griggs, who also represents the area where TxDOT would plant the park, is very much in support of it.

He told his colleagues that TxDOT has made numerous concessions concerning the Southern Gateway in recent years — everything from the promise of sound-mitigation walls to the elimination of threatened tolls — and said this was proof TxDOT was no longer conducting business as usual.

Not long ago, he said, “it sounded like an impossible mountain to climb, to put a deck park next to the zoo. ... [But] we’re here. We’re at the top of the mountain.”

Southwest Dallas’ Casey Thomas made it clear: He’s all for it, and envisions a Klyde Warren-like park for southern Dallas. Said Thomas, at the Klyde Warren he “saw how a freeway could be turned into a public place where families could come together to enjoy our city.”

Deputy Mayor Pro Tem Erik Wilson said much the same thing during an interview Friday: A park, he said, could “bridge us together — literally.” But on Wednesday he softened his position, and ultimately voted against it.

The longer the argument went on, the more personal it became. Some council members said nothing; others were torn.

“This is a tough one for me,” said northeast Dallas’ Adam McGough. “One side of the road wants something, one side of the road doesn’t.”

In the end, Mayor Mike Rawlings told the council he was “confused” by the arguments against the deck park. He said that when Klyde Warren opened, southern Dallas residents asked why they didn’t get such amenities. He said they called the Uptown-downtown park “unfair.”

Said Rawlings, just because the \$78 million isn’t there today doesn’t mean it won’t be there in the future — a year or a decade or a generation from now.

“I am an advocate of enabling the art of the possible here and working through this process with RTC and respecting the will of transportation committee,” he said. “That doesn’t mean I have any disrespect for anybody in the neighborhood. ... I’ve had a lot of people in the neighborhood tell me how important this is. We need to keep our options open and keep moving this ahead.”

The council voted 9-6 to support the resolution.

And when it did, former council member Carolyn Davis stood up and shouted at some on the horseshoe: “Y’all sold out our community!”

The mayor, and finally security, asked her to leave. She could be heard shouting all the way to the elevators.

## Wanted: firms to build Fort Worth-Dallas high speed rail

A. Lee Graham [lgraham@bizpress.net](mailto:lgraham@bizpress.net) | Posted: Saturday, June 25, 2016 1:49 pm

North Texas leaders are touting the region's corporate, recreational and economic appeal in persuading passenger rail operators to build a high-speed rail line between Fort Worth and Dallas.

"You're dealing with a big area of the United States and Texas is on fire right now," said Fort Worth Mayor Betsy Price, referring to the state's economic strength and population growth.

Price and other elected officials shared their perspective at a June 20 meeting held to garner interest among the world's top rail operators.

Representatives from Chinese and French firms attended the meeting at North Central Texas Council of Governments offices in Arlington to learn the latest on proposed routes, rider demand and whether building in Texas is worth it. To hear Price and others tell it, it most definitely is.

"It is a game changer," said Arlington Mayor Jeff Williams, borrowing what's become one of Price's top catch phrases. The project would feature rail stations in Fort Worth, Dallas and Arlington and connect to a Dallas-Houston rail line.

The Dallas-Houston project, spearheaded by Texas Central Partners, would be privately funded. Funding for the Metroplex rail plan has yet to be determined, as officials are only beginning to request proposals from firms such as SNCF of France and China Railway Corp., both of which had representatives at the meeting.

Prospective builders must submit proposals by Aug. 31.

The plan has drawn attention in recent months as the Commission on High-Speed Rail: Dallas/Fort Worth and other supporters have held several meetings on the issue. The commission gathers and shares data with statewide transportation partners and community leaders.

One of its meetings brought Price to Washington, D.C., in late 2015 for a chat with Transportation Secretary Anthony Foxx.



Builders wanted



“It was a lengthy meeting focused on the DFW high-speed rail project. There was a tremendous amount of interest,” said Bill Meadows, chairman of the Dallas-Fort Worth commission.

Despite Foxx’s interest in the project, Meadows emphasized its local focus. And the system would follow a public-private funding framework, Meadows said.

While no public opposition has surfaced regarding the Dallas-Fort Worth rail line, several property owners along the potential route between Dallas and Houston have cited noise and safety concerns.

North Texas leaders have cited rail as good news as freeways become more congested and the local population surges. By 2035, Tarrant County is expected to gain about a million new residents. That’s a 50 percent surge, according to information from the Fort Worth Transportation Authority.

“We really feel like we will never pour enough concrete to accommodate the growth we’re having,” Price said. “We already struggle with air quality and we believe high-speed rail can go a long way to helping us with that.”

But any relief will cost – and cost big, Price, Williams and others have acknowledged. For that reason, high-speed rail connecting downtown Fort Worth, downtown Dallas and Arlington’s entertainment district likely would be funded through private and public dollars.

Rail is especially needed as airlines reduce domestic flights while pursuing international travel, Williams said.

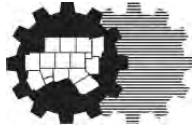
“Airlines are flying fewer flights and yet our communities are growing,” Williams said.

A Tarrant-Dallas county rail route has not been decided, but a possible path would run from a proposed new station along Interstate 30 near downtown Dallas along the existing Trinity Railway Express route to near the CentrePort Station south of Dallas Fort Worth International Airport.

Service also would reach south, possibly along Texas 360 to Arlington’s entertainment district straddling Interstate 30 and then west to downtown Fort Worth.

After project proposals are reviewed, a preferred route is expected to be selected in late 2016 after a public hearing.

“Hopefully in the later part of 2017, our record of decision [will be confirmed], allowing us to proceed with construction,” Meadows said.



North Central Texas  
Council of Governments

## PRESS RELEASE

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### Draft DBE Program to be Discussed at Public Meetings June 13-15

North Texans can provide input on transportation recommendations at public meetings, online

**June 13, 2016** (Arlington, Texas) – NCTCOG will host public meetings at 6:00 pm June 13 in Fort Worth, 6:00 pm June 14 in Plano and 2:30 pm June 15 in Arlington. Staff will present a draft of the Disadvantaged Business Enterprise (DBE) program and goals for fiscal years 2017-2019 as well as data collected from the Regional Bicycle and Pedestrian Monitoring program.

NCTCOG works to ensure equal opportunities for all contractors in the North Central Texas region. The Disadvantaged Business Enterprise (DBE) program was established to assure contracting opportunities for minority and historically underutilized businesses. Every two years, NCTCOG is required to update DBE participation goals and will present program updates for public review and comment.

Additionally, attendees will also be shown data from the Regional Bicycle and Pedestrian Traffic Monitoring program. In 2014, NCTCOG purchased bicycle and pedestrian count data collection equipment, and in partnership with other agencies, began installing the equipment on shared-use paths in various urban and suburban areas around the region. A report has been prepared providing an overview of 2015 count data collected in 26 locations installed in five cities across four counties. The report presents information for each count station related to mode share split, total bicycle and pedestrian trips and seasonal variations in the average daily trips by month.

The AirCheckTexas Drive a Clean Machine program, 2016 Clean Air Action Day and an update to the Title VI Nondiscrimination program will also be highlighted.

Following the public meeting in Arlington, a video recording will be available online at [NCTCOG.org/input](http://NCTCOG.org/input).

Public Meeting Details		
<p><b>Monday, June 13, 2016</b> <b>6 p.m.</b> East Regional Library 6301 Bridge St. Fort Worth, TX 76112</p>	<p><b>Tuesday, June 14, 2016</b> <b>6 p.m.</b> Oak Point Park Nature &amp; Retreat Center 5901 Los Rios Blvd. Plano, TX 75074</p>	<p><b>Wednesday, June 15, 2016</b> <b>2:30 p.m.</b> North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011</p>

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

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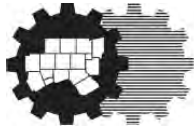
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**About the Regional Transportation Council:**

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at [www.nctcog.org](http://www.nctcog.org).

# # #





North Central Texas  
Council of Governments

## **PRESS RELEASE**

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### **Jensen Elected Chair of Regional Transportation Council**

Cedar Hill's Franke, Tarrant County's Fickes also named officers for 2016-17

**June 16, 2016** (Arlington, Texas) – Grand Prairie Mayor Ron Jensen has been elected chair of the Regional Transportation Council, the transportation policymaking body for the Dallas-Fort Worth area. Jensen will lead the 44-member RTC for the next year, which will include the 85<sup>th</sup> Texas Legislative Session.

Jensen assumes the leadership of the RTC from Parker County Judge Mark Riley, who served as chair over the past year. Cedar Hill Mayor Rob Franke is the new vice chair, while Tarrant County Commissioner Gary Fickes assumes the role of secretary.

As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a current population of about 7 million people. The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission for other programs.

The RTC also ensures transportation services are coordinated throughout the region and the metropolitan area complies with air quality regulations. Ten Dallas-Fort Worth area counties (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise) are in nonattainment for ozone and are working toward meeting the federal standard.

Jensen first served on the RTC from 2003 to January 2013, when he was a member of the Grand Prairie City Council. In June 2013, after being elected mayor, he rejoined the policymaking body, on which he has served continuously for the past three years.

He has been active in city and regional transportation issues and represented the city on the State Highway 360 task force, which assisted the Texas Department of Transportation and North Texas Tollway Authority in the planning of the extension of SH 360 south to US Highway 287.

The 9.7-mile project includes the expansion of the SH 360 main lanes from Sublett Road/Camp Wisdom Road in southern Tarrant County to US 287 in northwestern Ellis County and northeastern Johnson County. Construction of this stretch in a fast-growing area of the region has long been a priority for the RTC and is now expected to be substantially complete in late 2017.

The legislative session begins in January 2017, and under Jensen's leadership, the RTC will look to build on the transportation successes of the past two sessions. Any additional funding and continued use of innovative finance tools will help the North Central Texas Council of Governments and its partners improve the multimodal transportation system for the Dallas-Fort Worth area, which is expected to welcome more than 3.5 million new residents by 2040, pushing its population to 10.7 million.

Franke and Fickes are also long-time members of the RTC, having served since 2008 and 2010, respectively. The newly elected officers will serve through June 2017.

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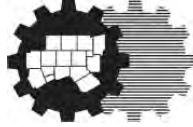
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###





North Central Texas  
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## North Texans Take Action for Clean Air June 24

Annual Clean Air Action Day highlights nearly 20 easy ways to improve air quality

**June 21, 2016** (Arlington, Texas) – For the seventh year, North Texans will join in taking action for clean air and log commitments at [www.airnorthtexas.org](http://www.airnorthtexas.org). Clean Air Action Day, the first Friday of summer every year, celebrates how North Texans can help improve air quality.

Across the region June 24, North Texans will do something extra to reduce ozone-causing pollution. This year's theme is "Lend a Hand to Help Improve Air Quality," and with 18 potential clean air choices, there are several actions they can take to do their part to help the region.

North Texans can learn about these steps by participating in a Transportation and Air Quality Workshop sponsored by Air North Texas. The Texas Department of Transportation, Texas A&M Transportation Institute, and the cities of Dallas and Cedar Hill will present about how electric and alternative fuel fleets, bicycle planning and other strategies reduce emissions. Participants can watch the workshop live and ask questions remotely beginning at 11:30 am on June 24. Visit [www.airnorthtexas.org/CAADworkshop.asp](http://www.airnorthtexas.org/CAADworkshop.asp) to access the livestream or view the agenda.

Bicycling, walking or driving an alternative fuel vehicle are just three of the ways to lend a hand and participate in Clean Air Action Day. There are clean air choices for how North Texans:

### **Get from place to place**

Carpooling; riding mass transit; bicycling; walking; calling for a low-emitting taxi or limousine; using vehicle-approved biofuels; choosing a clean vehicle option if purchasing a new vehicle.

### **Drive when more air-friendly travel options do not meet needs**

Combining trips; avoiding idling; maintaining consistent driving speed by avoiding quick accelerations and hard braking.

### **Tackle chores**

Pursuing energy efficient home improvements; switching to energy efficient light bulbs; using an electric, hand or alternative fuel lawnmower; confirming vehicle emissions and safety inspection is current; ensuring regular vehicle maintenance such as tire pressure checks and oil and filter changes are up to date.

### **Explore North Texas**

Buying local or in more walkable areas where less driving is required; choosing entertainment and dining in areas where less driving is required.

Clean Air Action Day, established by the 34 Air North Texas partners, which include local governments, transportation partners and others, takes place at the height of ozone season to remind and energize North Texans to take action for clean air.

This year the city of Dallas and its partners are hosting a Clean Air Action Day event on June 24 at City Hall Plaza and the J. Erik Jonsson Central Library to encourage city employees and residents to take action for clean air. Attendees can stop by between 10 am and 2 pm to learn about air quality, renewable energy and other topics relating to the environment, sustainability, and health and wellness. Activities will include a walk to the Dallas Farmers Market for lunch.

In addition to these initiatives and logging commitments at [www.airnorthtexas.org](http://www.airnorthtexas.org), residents can enter the “Lend a Hand to Help Improve Air Quality” social media contest by writing their clean air action on their palm and sharing a photo of it with the hashtag #CAAD2016. Winners will receive a stuffed Arlo the Airmadillo, the Air North Texas mascot; more details are available online.

Beyond June 24, Air North Texas partners are challenging individuals, businesses and local governments to commit to focused strategies on Ozone Action Days.

Improving air quality is the responsibility of everyone, from the more than 7 million residents to the businesses employing them and the governments making decisions every day. Air quality impacts every North Texan, and the entire region must work together to continue to improve it.

Meeting the federal air quality standard is important for the health and quality of life of residents. High ozone levels can make it more difficult to breathe deeply, cause shortness of breath and pain when taking a deep breath, or cause coughing and a sore or scratchy throat. Breathing ozone-polluted air also aggravates lung diseases such as asthma, emphysema and chronic bronchitis. Children, elderly and people with these conditions are more sensitive to ozone, but even healthy adults can be affected.

The annual Clean Air Action Day is an opportunity for North Texans to do something extra to improve air quality and, in turn, help protect the health of North Texans and preserve the economic vitality of the region.

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

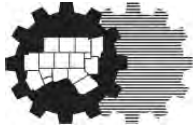
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**About Air North Texas:**

Air North Texas is a regional air quality partnership and general public outreach effort. Air North Texas leverages existing resources and program strengths to offer the public a comprehensive resource for air quality information. Collaborative efforts focus on reducing harmful emissions, protecting public health and welfare, motivating residents to make choices that improve air quality and preserving the economic vitality of the region. Learn more at [www.airnorthtexas.org](http://www.airnorthtexas.org).

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North Central Texas  
Council of Governments

**PRESS RELEASE**

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Dora Kelly  
817-695-9296  
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## **AirCheckTexas Can Help Replace and Repair Vehicles**

Popular emissions-reduction program is accepting applications

**June 23, 2016** (Arlington, Texas) – With millions of dollars in funding available, the AirCheckTexas Drive a Clean Machine program continues to accept applications. Eligible individuals can receive a voucher to help replace or repair their vehicles.

Vouchers for vehicle replacement are worth \$3,000 – \$3,500, depending on the replacement vehicle purchased. Motorists seeking assistance for repairs can receive a voucher for up to \$600, but a vehicle must have a failed emissions inspection.

Operating with full funding from the Texas Legislature for the first time since 2011, the program has approximately \$16 million in funds available for North Texans. One of the most successful air quality programs in Dallas-Fort Worth, the program is administered locally by the North Central Texas Council of Governments.

Applicants must meet additional requirements for income and have their vehicles registered in a participating county (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall or Tarrant). For example, a family of four earning \$72,900 or less per year may be eligible for assistance. A full list of requirements, including household income criteria, is available at [NCTCOG.org/airchecktexas](http://NCTCOG.org/airchecktexas).

“The AirCheckTexas Drive a Clean Machine Program is an important tool for improving air quality in Dallas-Fort Worth,” AirCheckTexas Program Administrator Dora Kelly said. “Not only is it helping hardworking North Texans repair or replace their vehicles, but the air quality benefits to the region will help everyone breathe cleaner.”

Applications and income documentation for all adults in the household must be submitted by fax, 817-608-2315, or mail. Assistance through this application-based program is offered on a first-come, first-served basis.

**Mailing address:**

AirCheckTexas Program  
P.O. Box 5888  
Arlington, TX 76005-5888

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###

DRAFT

**RESOLUTION APPROVING REQUESTED CHANGES BY THE TEXAS TRANSPORTATION  
COMMISSION TO THE DRAFT 2017 UNIFIED TRANSPORTATION PROGRAM  
(R16-07)**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC), composed primarily of local elected officials, is the regional transportation policy body associated with NCTCOG and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, the RTC has aggressively pursued innovative finance methods, such as tolling and tolled managed lanes in order to address rapid population growth based on a partnership between the Texas Transportation Commission and MPOs in 2003 that occurred with the approval of the Texas Metropolitan Mobility Plan; and,

**WHEREAS**, the partnership program was designed so that regions that pursued local innovative funding sources would not be penalized by a reduction in other sources of transportation revenue and began the formula allocation of Category 2 – Metropolitan Corridor funding to MPOs for MPO policy boards to select projects in coordination with the Texas Department of Transportation (TxDOT) Districts; and,

**WHEREAS**, the partnership program has led to over \$14 billion worth of roadway capacity improvements in the Dallas-Fort Worth region alone, with only a fraction of that coming from traditional transportation capacity improvement funding; and,

**WHEREAS**, population growth is projected to continue into the future with the need for capacity improvements also expected to continue at the same time that the public and elected officials are asking for fewer projects with a toll component, putting increased pressure on traditional and newly-approved state transportation funding sources; and,

**WHEREAS**, the draft 2017 Unified Transportation Program does not account for comprehensive benefits of roadway construction with nearly 50 percent of major corridor construction costs going to maintenance improvements vs. capacity improvements, therefore significantly underfunding capacity improvements for urban regions; and,

**WHEREAS**, it appears that the draft 2017 Unified Transportation Program creates new strategic programs that will not be formula allocated to MPOs for project selection and therefore would result in negative unintended consequences where major Interstate and U.S. Highway projects may be underfunded due to a project-by-project funding selection rather than a comprehensive analysis of the overall transportation system within a metropolitan region as well as connecting metropolitan regions.

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

**Section 1.** The Regional Transportation Council respectfully requests that the Texas Transportation Commission commit to three elements of Category 12 – Strategic Priority (Congestion Initiative). It is proposed that the Commission commit that \$5 billion be allocated to urban congestion relief, that some reasonable formula be developed so no one region sweeps the urban program, and that 20 percent of the total funds be suballocated to

urban regions that develop innovative partnership programs that leverage resources and successfully demonstrate congestion relief/connectivity system implementation.

**Section 2.** The Regional Transportation Council respectfully requests that the Texas Transportation Commission reconsider the Category 4 – Connectivity (Congestion) Program. The Commission should allocate these funds to large urban regions in Category 2 and create a system of transportation solutions that simultaneously solve urban congestion and connectivity projects. Metropolitan Planning Organizations and TxDOT Districts are better able to identify performance measures that meet multiple objectives as well as obtain local consensus on project prioritization and selection.

**Section 3.** The Regional Transportation Council respectfully requests that the Texas Transportation Commission increase funding in Category 2. The proposed funding levels are significantly less than the level of capacity funds discussed by TxDOT in advance of the Proposition 7 statewide election.

**Section 4.** The Regional Transportation Council respectfully requests the Texas Transportation Commission support these allocations in order for the RTC to continue to reduce the number of future tolled projects in our region.

**Section 5.** The Regional Transportation Council requests that TxDOT adopt performance measures, consistent with H.B. 20, to be used to determine funding levels, project need, and project prioritization.

**Section 6.** This resolution will be transmitted to members of the Texas Transportation Commission, Executive Staff of the Texas Department of Transportation, and members of the North Central Texas Legislative Delegation.

**Section 7.** This resolution shall be in effect immediately upon its adoption.

---

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

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on July 14, 2016.

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Gary Fickes, Secretary  
Regional Transportation Council  
Commissioner, Tarrant County

**TRANSPORTATION ALTERNATIVES PROGRAM (TAP)  
FUNDED PROJECTS BY DISTRICT**

DISTRICT	IMPLEMENTING AGENCY	PROJECT LIMITS FROM	PROJECT LIMITS TO	PROJECT DESCRIPTION	PHASE	ORIGINAL FUNDING FY	CURRENT FUNDING FY	FEDERAL FUNDS OBLIGATED AS OF JULY 1, 2016	TOTAL FEDERAL TAP FUNDS PROGRAMMED
DALLAS	PLANO	COTTONWOOD CREEK TRAIL EXTENSION FROM THE NORTH SIDE OF CHAPARRAL ROAD	OAK POINT PARK NEAR EAST PARKER ROAD	≈ 2 MILE BIKE/PEDESTRIAN TRAIL EXTENSION ALONG COTTONWOOD CREEK	E	2015	2017	\$110,374	\$110,374
					C	2016	2017	\$0	\$1,582,033
	MESQUITE	MILITARY PARKWAY TRAIL FROM SAM HOUSTON	RODEO CENTER BOULEVARD	CONSTRUCT ≈ 1.6 MILE BIKE/PEDESTRIAN TRAIL	E	2015	2017	\$332,356	\$332,357
					C	2016	2018	\$0	\$1,617,994
	MCKINNEY	BURKS ELEMENTARY, CALDWELL ELEMENTARY, EDDINS ELEMENTARY, GLEN OAKS ELEMENTARY, JOHNSON ELEMENTARY, MCNEIL ELEMENTARY	COCKRILL MIDDLE, COMSTROCK ELEMENTARY, OGLE ELEMENTARY, SCOTT ELEMENTARY, SONNTAG ELEMENTARY, AND SCOGGINS MIDDLE SCHOOL	SCHOOL PEDESTRIAN SAFETY ENHANCEMENT AND SIDEWALK IMPROVEMENTS IN VARIOUS LOCATIONS	E	2015	2016	\$94,802	\$86,802
					C	2016	2017	\$0	\$403,897
	PRINCETON	ALONG NORTH SIDE OF COLLEGE AVE FROM COMMUNITY PARK TO NORTH SECOND ST, ALONG NORTH SIDE OF MCKINNEY AVE FROM NORTH FOURTH ST TO N SIXTH ST,	ALONG WEST SIDE OF NORTH SIXTH ST (FM 1377) TO EAST WILLOW LANE AND ALONG E PRINCETON DR (US 380) FROM N FOURTH ST TO WEST OF FM 458	SAFE ROUTES TO SCHOOL PROJECT; SIDEWALKS	E	2015	2017	\$136,699	\$136,699
					C	2016	2017	\$0	\$332,000
	DALLAS CO	NORTHAVEN TRAIL FROM WEST OF MIDWAY ROAD (CINDERELLA LN)	WALNUT HILL/DENTON DART STATION (DENTON DR)	CONSTRUCT PHASES 2B AND 2C OF MULTIMODAL TRAIL, ON STREET BIKE FACILITY, AND SIDEWALK IMPROVEMENTS	E	2015	2016	\$0	\$164,343
					C	2017	2017	\$0	\$2,355,585
	DALLAS	TRINITY SKYLINE TRAIL EXTENSION FROM SYLVAN AVENUE	CAMPION TRAIL NORTH OF SH 356	CONSTRUCT BIKE/PEDESTRIAN TRAIL ALONG THE TRINITY RIVER	E	2015	2016	\$0	\$761,799 *
					C	2018	2017	\$0	\$2,228,195
	DALLAS	ROSEMONT SAFE ROUTES TO SCHOOL PROJECT; BOUNDED BY KESSLER PWKY ON THE NORTH, CEDAR HILL AVE ON THE EAST,	W 12TH ST ON THE SOUTH, AND MARY CLIFF RD ON THE WEST	PRELIMINARY ENGINEERING FOR VARIOUS SAFE STREET BIKE/PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC CALMING MEASURES IN THE ROSEMONT NEIGHBORHOOD	E	2015	2017	\$0	\$74,782
					C	2015	2017	\$0	\$5,218
	LITTLE ELM	HARTS BRANCH TRAIL FROM EAST ELDORADO PARKWAY	WALKER LANE	CONSTRUCT BIKE/PEDESTRIAN TRAIL	E	2015	2016	\$112,174	\$112,174
					C	2016	2017	\$112,224	\$1,607,826
	CEDAR HILL	FM 1382--HIKE AND BIKE TRAIL FROM CEDAR HILL STATE PARK ENTRANCE NORTH	JOE POOL LAKE OVERLOOK ENTRANCE	CONSTRUCT ≈ 2 MILES OF SHARED-USE PATH (PHASE 2)	E	2016	2016	\$195,650	\$224,998
					C	2017	2017	\$0	\$2,774,968
FARMERS BRANCH	BROOKHAVEN COLLEGE CAMPUS - INTERCITY CONNECTIONS		PEDESTRIAN BRIDGE AND SIDEWALK ALONG MARSH LANE AND ON-STREET BIKEWAY IMPROVEMENTS ON ROSSER RD FROM IH 635 TO VALLEY VIEW LANE, INCLUDING SIGNAL IMPROVEMENTS AT THE ROSSER ROAD/VALLEY VIEW LANE INTERSECTION	E, R	2016	2017	\$85,510	\$85,510	
				C	2017	2017	\$0	\$425,240	
IRVING	DELAWARE CREEK TRAIL CONNECTOR FROM SENTER RD/SENTER VALLEY RD	CAMPION TRAIL AT MOUNTAIN CREEK PRESERVE	INSTALL A HIKE AND BIKE TRAIL	E	2018	2017	\$0	\$123,913	
				C	2018	2018	\$0	\$1,776,087	
GRAND PRAIRIE	CITY WIDE SAFE ROUTES TO SCHOOL IMPROVEMENTS AND SIDEWALK IMPROVEMENTS	IN PROXIMITY TO VARIOUS SCHOOLS IN GRAND PRAIRIE	CITY WIDE SAFE ROUTES TO SCHOOL IMPROVEMENTS AND SIDEWALK IMPROVEMENTS	E	2016	2016	\$0	\$37,550	
				C	2016	2017	\$0	\$538,223	

**TOTAL FEDERAL FUNDS - DALLAS      \$1,179,789      \$17,898,567**

\*Funds anticipated to obligate by the end of FY2016



**TRANSPORTATION ALTERNATIVES PROGRAM (TAP)  
FUNDED PROJECTS BY DISTRICT**

DISTRICT	IMPLEMENTING AGENCY	PROJECT LIMITS FROM	PROJECT LIMITS TO	PROJECT DESCRIPTION	PHASE	ORIGINAL FUNDING FY	CURRENT FUNDING FY	FEDERAL FUNDS OBLIGATED AS OF JULY 1, 2016	TOTAL FEDERAL TAP FUNDS PROGRAMMED
FORT WORTH	ARLINGTON	SOUTH COOPER ST SAFE SCHOOL CROSSING AT THE INTERSECTION OF SOUTH COOPER	SNOOTY FOX DRIVE/COOPER SQUARE CIRCLE	TRAFFIC SIGNAL AND CROSSWALKS	E	2015	2016	\$102,035	\$79,250
					C	2016	2017	\$0	\$369,250
	KELLER	MOUNT GILEAD ROAD TRAIL FROM BOURLAND ROAD	WOODSBOROUGH LANE	CONSTRUCT ≈ 0.6 MILE BIKE/PEDESTRIAN TRAIL ALONG NORTH SIDE OF MOUNT GILEAD ROAD	E	2015	2015	\$82,000	\$124,995
					C	2016	2017	\$0	\$356,064
	ARLINGTON	RIVER LEGACY PARK TRAIL EXTENSION FROM CURRENT EASTERN ENDPOINT	SH 360	CONSTRUCT ≈ 0.5 MILE BIKE/PEDESTRIAN TRAIL EXTENSION	E	2015	2016	\$104,772	\$102,718
					C	2017	2017	\$0	\$472,281
	ARLINGTON	LYNN CREEK LINEAR PARK TRAIL EXTENSION FROM CURRENT EASTERN ENDPOINT	WINTER PASS TRAIL	CONSTRUCT ≈ 1.7 MILE BIKE/PEDESTRIAN TRAIL	E	2015	2016	\$162,879	\$158,135
					C	2017	2018	\$0	\$844,742
	TXDOT FORT WORTH	FM 5 FROM PEDESTRIAN IMPROVEMENTS FROM AUTUMNWOOD DR	VILLAGE PARKWAY	CONSTRUCT ≈ 0.4 MILE SIDEWALK ALONG WEST SIDE OF FM 5 TO MCANULLY INTERMEDIATE SCHOOL	E	2016	2016	\$103,317	\$100,196
					C	2016	2017	\$0	\$224,804
	MANSFIELD	MANSFIELD TRAIL CONNECTION TO CITY SPIRE TRAIL FROM WEST OAK STREET	TOWN PARK	CONSTRUCT ≈ 0.4 MILE BIKE/PEDESTRIAN TRAIL ALONG BOTH SIDES OF FM 157/BUSINESS 287	E	2015	2015	\$3,647	\$61,768
					C	2016	2017	\$0	\$885,343
	HURST	PEDESTRIAN AND SAFETY IMPROVEMENTS NEAR HARRISON LANE ELEMENTARY AND HURST JUNIOR HIGH	CHERYL AVE, KEITH DR, SHERI LN, BUENA VISTA DR, EAST PECAN ST, SOUDER DR, AND HURSTVIEW DR	SIDEWALK IMPROVEMENTS ALONG VARIOUS ROADWAYS IN PROXIMITY TO HARRISON LANE ELEMENTARY SCHOOL AND HURST JUNIOR HIGH SCHOOL	E	2016	2017	\$59,200	\$59,200
					C	2016	2017	\$0	\$430,315
FORT WORTH	TRINITY TRAILS EAST FORT WORTH EXTENSION FROM HANDLEY-EDERVILLE RD	RIVER TRAILS PARK AND TRINITY BLVD	CONSTRUCT A BICYCLE/PEDESTRIAN TRAIL	E	2016	2016	\$4,402	\$176,096	
				C	2017	2017	\$0	\$2,171,844	
TXDOT FORT WORTH	ON WHITE SETTLEMENT ROAD	AT BYPASS CHANNEL IN FORT WORTH	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL FOR TRINITY RIVER NEAR CBD OF FORT WORTH	C	2014	2014	\$3,000,000	\$3,000,000	
<b>TOTAL FEDERAL FUNDS - FORT WORTH</b>								<b>\$3,622,251</b>	<b>\$9,617,001</b>

PARIS	COMMERCE	BS 224B FROM LIVE OAK STREET (BUS 244B) FROM SH 24	WASHINGTON STREET	SIDEWALK IMPROVEMENTS ALONG SOUTH SIDE OF LIVE OAK; ON-SYSTEM	E	2015	2016	\$126,314	\$67,367
					R	2016	2017	\$0	\$41,510
					C	2016	2017	\$0	\$362,821
	COMMERCE	LIVE OAK STREET FROM WASHINGTON STREET	PECAN STREET	SIDEWALK IMPROVEMENTS ALONG SOUTH SIDE OF LIVE OAK; OFF-SYSTEM	E	2015	2016	\$9,507	\$4,042
					C, R	2016	2017	\$0	\$24,260
	COMMERCE	MAPLE STREET FROM MONROE STREET	PARK STREET	SIDEWALK IMPROVEMENTS ALONG PORTIONS OF MAPLE STREET	E, R	2015	2016	\$105,303	\$83,100
					C	2016	2017	\$0	\$312,900
	COMMERCE	PARK STREET FROM MAPLE STREET	S OF MAPLE STREET	SIDEWALK IMPROVEMENTS ALONG PORTIONS OF PARK STREET	E	2015	2016	\$13,627	\$14,912
					R	2016	2017	\$0	\$2,715
					C	2016	2017	\$0	\$66,373
	COMMERCE	BS 11H FROM MAPLE STREET	PARK STREET	SIDEWALK IMPROVEMENTS ALONG PORTIONS OF MAPLE STREET	E	2015	2016	\$4,955	\$2,672
					R	2016	2017	\$0	\$486
					C	2016	2017	\$0	\$11,894
	<b>TOTAL FEDERAL FUNDS - PARIS</b>								<b>\$259,706</b>

**TOTAL FEDERAL FUNDS - REGIONAL      \$5,061,746      \$28,510,620**

# POTENTIAL FISCAL YEAR 2013 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS LAPSE



REGIONAL TRANSPORTATION COUNCIL  
INFORMATION, JULY 14, 2016

# POTENTIAL FY 2013 TAP FUNDING AT RISK OF LAPSING

- Federal regulations state that apportioned funds are available for use for the year of apportionment plus three (3) years.
- Any apportioned amounts that remain unobligated at the end of that period shall lapse.
- TAP funds apportioned in Fiscal Year (FY) 2013 must be utilized by the end of federal FY 2016 (September 30, 2016).
- Texas Department of Transportation (TxDOT) Austin recently notified Dallas-Fort Worth region that Metropolitan Planning Organization (MPO)-selected TAP funds are potentially at risk of lapsing.

# SUMMARY OF FY 2013 TAP FUNDING AT RISK OF LAPSING

	Federal	Match*	Total as of 7/1/2016
FY 2013 DFW MPO TAP Funds	\$8M	\$2M	\$10M
Obligated to Date	\$5.1M	\$1.3M	\$6.4M
Anticipated to Obligate by End of FY 2016	\$.8M	\$.2M	\$1M
<b>Funds At Risk of Expiration</b>	<b>\$2.1M</b>	<b>\$.5M</b>	<b>\$2.6M</b>

\*Assumes a 20% match to federal funds, though match percentage varies.

# TAP FUNDING TIMELINE

Date	Action
March 2013	TAP apportionments were established at the federal level (midway through FY 2013)
August 2013	TxDOT established MPO allocations and applied FY 2013 allocations to FY 2014
December 17, 2013	TAP Call for Projects workshop
February 13, 2014	Regional Transportation Council (RTC) announced TAP Call for Projects
May 30, 2014	Applications were due for 2014-2015 TAP Call for Projects
June 2014 to August 2014	MPO reviewed applications, scored, and recommended projects
October 9, 2014	RTC approved 23 projects to received \$28.4M in federal TAP funding for FY 2014 – FY 2016
February 2015 TIP Cycle	Selected projects were added to the TIP and implementing agencies began the contracting/agreement process with TxDOT

# FACTORS LEADING TO DELAY OF OBLIGATIONS

- Six (6) month delay in federal apportionment.
- Delayed allocation of DFW MPO funds until FY2014.
- The State did not have a TAP template agreement ready for local agency use until late in FY 2015/early FY 2016.
- Local governments were ready to move ahead as soon as the TIP modifications were approved, but agreements were held up pending finalization of the template agreement.

# ACTIONS TAKEN TO DATE

- NCTCOG and TxDOT staff coordinated regarding impacted projects and next course of action.
- NCTCOG staff began researching projects with unobligated TAP funds.
  - Contacted agencies that had TAP funds programmed in FY 2015 or FY 2016 to see if the projects could be obligated prior to the September 30, 2016 deadline.
- Approximately \$5.9M in TAP funds are anticipated to, or have been obligated to date.
- None of the remaining projects are ready for construction yet.

# IMPORTANCE OF TIMELY PROJECT IMPLEMENTATION

- Accurate and realistic estimates for beginning and end dates for all phases is very important.
  - This information is required all for projects added to the TIP/STIP.
- Delayed projects impact financial constraints, TxDOT's letting capacity, and funding availability.
- Three (3) projects that were previously programmed with TAP funds in FY 2015 or FY 2016 were delayed to FY 2017 or FY 2018 at the request of the implementing agencies.
  - Represents \$2.1M in unobligated federal TAP funds.
- Agreement template was made available in December 2015, but few agencies have executed their agreements since that time.



# POSSIBLE SOLUTIONS BEING SOUGHT BY NCTCOG STAFF

- Requested FHWA to extend the obligation deadline six (6) months as funds were not apportioned until six (6) months into FY 2013.
- Asked TxDOT to manage obligations statewide vs. managing them at the individual MPO level given the delay in allocating FY 2013 funding by one (1) year and the delay in finalizing an agreement template.
  - TxDOT advised that the funds were sub-allocated by area and specific to the project location; therefore, funds cannot be transferred to or traded with another area.

## POSSIBLE SOLUTIONS BEING SOUGHT BY NCTCOG STAFF (continued)

- Continue to work with local agencies to advance TAP project implementation to avoid a lapse this year and in future fiscal years.
- Request RTC approval of a letter to the Texas Transportation Commission.

# CONTACT INFORMATION

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DRAFT



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

July 14, 2016

The Honorable Tryon D. Lewis  
Chair  
Texas Transportation  
Commission  
125 East 11<sup>th</sup> St.  
Austin, TX 78701

The Honorable Jeff Austin, III  
Commissioner  
Texas Transportation  
Commission  
125 East 11<sup>th</sup> St.  
Austin, TX 78701

The Honorable J. Bruce Bugg, Jr.  
Commissioner  
Texas Transportation  
Commission  
125 East 11<sup>th</sup> St.  
Austin, TX 78701

The Honorable Victor Vandergriff  
Commissioner  
Texas Transportation  
Commission  
125 East 11<sup>th</sup> St.  
Austin, TX 78701

Dear Chair Lewis and Commissioners Austin, Bugg, and Vandergriff:

Texas Department of Transportation (TxDOT) staff has notified the North Central Texas Council of Governments (NCTCOG) that FY 2013 Transportation Alternative Program (TAP) funds are at risk of lapsing at the end of FY 2016. These funds were made available through Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). Federal regulations state that TAP funds apportioned are available for the year of apportionment plus three (3) years and that any amounts that remain unobligated at the end of that period will lapse. The Regional Transportation Council (RTC) is requesting the Texas Transportation Commission (TTC) assistance in ensuring that TAP funds are not lost to the region or State.

To provide some history, on July 6, 2012, MAP-21 was signed into law authorizing the United States Department of Transportation to create a TAP funding program. In March 2013, six (6) months into FY2013, TAP apportionments were established at the federal level. Statewide Metropolitan Planning Organizations' (MPO) apportionments for TAP funds, including NCTCOG's regional allocation, were then established by TxDOT in late August 2013. Because the apportionments were not completed until the end of FY2013, the FY2013 apportionment funds were included with the FY2014 allocations. Therefore, MPOs and the State lost one year of implementation time (i.e., all of FY2013).

In October 2013, the Dallas-Fort Worth MPO initiated the 2014-2015 TAP Call for Projects, which resulted in project selection by October 2014. Selected projects were added to the Transportation Improvement Program (TIP) through the next available TIP modification cycle. Due to a delay in finalization of a TxDOT agreement template for TAP projects, these projects were delayed until at least December 2015, when the template agreement was made available.

**DRAFT**

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July 14, 2016

After coordinating with local governments and NCTCOG, the TxDOT Dallas District office inquired about the possibility of allowing flexibility in the use of the TAP funds in other urbanized regions throughout the State, but the District was advised that the location of the project is specific to the obligation. Hence, only projects physically located in a particular urbanized area can use that area's apportionment and the funds cannot be transferred to or traded with another urbanized area. TxDOT staff has also requested that Federal Highway Administration consider the possibility of a six (6) month extension to obligate funds. The response to this request is still pending.

Without a solution, the RTC is concerned not only with the potential loss of federal funding for the region, but also the possibility of lapsing TAP funding statewide. Circumstances beyond our control led to delays in receiving TAP funding allocations; therefore, the Regional Transportation Council is asking for the Texas Transportation Commission to assist in coordinating with FHWA to find a solution that will prevent unobligated FY2013 TAP funds from lapsing by the September 30, 2016, deadline. Please contact Michael Morris, P.E. or Christie Gotti at 817-695-9240 with any questions.

Sincerely,

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

KB:tw

cc: Bill Hale, P.E., Chief Engineer, TxDOT  
Brian Barth, P.E., District Engineer, TxDOT Fort Worth District  
Kelly Selman, P.E., District Engineer, TxDOT Dallas District

Our Web site will undergo extended scheduled maintenance from Saturday, July 2 through Monday, July 4, 2016.

During this time, you may find that our web pages are slow to load and that certain applications, including search, do not work. We apologize for any inconvenience.



## News Releases

### News Releases from Headquarters

# Volkswagen to Spend Up to \$14.7 Billion to Settle Allegations of Cheating Emissions Tests and Deceiving Customers on 2.0 Liter Diesel Vehicles

## Settlements Require VW to Spend up to \$10 Billion to Buyback, Terminate Leases, or Modify Affected 2.0 Liter Vehicles and Compensate Consumers, and Spend \$4.7 Billion to Mitigate Pollution and Make Investments that Support Zero-Emission Vehicle Technology

06/28/2016

Contact Information:

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**WASHINGTON** – In two related settlements, one with the United States and the State of California, and one with the U.S. Federal Trade Commission (FTC), German automaker Volkswagen AG and related entities have agreed to spend up to \$14.7 billion to settle allegations of cheating emissions tests and deceiving customers. Volkswagen will offer consumers a buyback and lease termination for nearly 500,000 model year 2009-2015 2.0 liter diesel vehicles sold or leased in the U.S., and spend up to \$10.03 billion to compensate consumers under the program. In addition, the companies will spend \$4.7 billion to mitigate the pollution from these cars and invest in green vehicle technology.

The settlements partially resolve allegations by the Environmental Protection Agency (EPA), as well as the California Attorney General's Office and the California Air Resources Board (CARB) under the Clean Air Act, California Health and Safety Code, and California's Unfair Competition Laws, relating to the vehicles' use of "defeat devices" to cheat emissions tests. The settlements also resolve claims by the FTC that Volkswagen violated the FTC Act through the deceptive and unfair advertising and sale of its "clean diesel" vehicles. The settlements do not resolve pending claims for civil penalties or any claims concerning 3.0 liter diesel vehicles. Nor do they address any potential criminal liability.

The affected vehicles include 2009 through 2015 Volkswagen TDI diesel models of Jettas, Passats, Golfs and Beetles as well as the TDI Audi A3.

"Today's settlement restores clean air protections that Volkswagen so blatantly violated," said EPA Administrator Gina McCarthy. "And it secures billions of dollars in investments to make our air and our auto industry even cleaner for generations of Americans to come. This agreement shows that EPA is committed to upholding standards to protect public health, enforce the law, and to find innovative ways to protect clean air."

"By duping the regulators, Volkswagen turned nearly half a million American drivers into unwitting accomplices in an unprecedented assault on our atmosphere," said Deputy Attorney General Sally Q. Yates. "This partial settlement marks a significant first step towards holding Volkswagen accountable for what was a breach of its legal duties and a breach of the public's trust. And while this announcement is an important step forward, let me be clear, it is by no means the last. We will continue to follow the facts wherever they go."

"Today's announcement shows the high cost of violating our consumer protection and environmental laws," said FTC Chairwoman Edith Ramirez. "Just as importantly, consumers who were cheated by Volkswagen's deceptive advertising campaign will be able to get full and fair compensation, not only for the lost or diminished value of their car but also for the other harms that VW caused them."

According to the civil complaint against Volkswagen filed by the Justice Department on behalf of EPA on January 4, 2016, Volkswagen allegedly equipped its 2.0 liter diesel vehicles with illegal software that detects when the car is being tested for compliance with EPA or California emissions standards and turns on full emissions controls only during that testing process. During normal driving conditions, the software renders certain emission control systems inoperative, greatly increasing emissions. This is known as a "defeat device." Use of the defeat device results in cars that meet emissions standards in the laboratory, but emit harmful NOx at levels up to 40 times EPA-compliant levels during normal on-road driving conditions. The Clean Air Act requires manufacturers to certify to EPA that vehicles will meet federal emission standards. Vehicles with defeat devices cannot be certified.

The FTC sued Volkswagen in March, charging that the company deceived consumers with the advertising campaign it used to promote its supposedly "clean diesel" VWs and Audis, which falsely claimed that the cars were low-emission, environmentally friendly, met emissions standards and would maintain a high resale value.

The settlements use the authorities of both the EPA and the FTC as part of a coordinated plan that

gets the high-polluting VW diesels off the road, makes the environment whole, and compensates consumers.

The settlements require Volkswagen to offer owners of any affected vehicle the option to have the company buy back the car and to offer lessees a lease cancellation at no cost. Volkswagen may also propose an emissions modification plan to EPA and CARB, and if approved, may also offer owners and lessees the option of having their vehicles modified to substantially reduce emissions in lieu of a buyback. Under the U.S./California settlement, Volkswagen must achieve an overall recall rate of at least 85% of affected 2.0 liter vehicles under these programs or pay additional sums into the mitigation trust fund. The FTC order requires Volkswagen to compensate consumers who elect either of these options.

Volkswagen must set aside and could spend up to \$10.03 billion to pay consumers in connection with the buy back, lease termination, and emissions modification compensation program. The program has different potential options and provisions for affected Volkswagen diesel owners depending on their circumstances:

**Buyback option:** Volkswagen must offer to buy back any affected 2.0 liter vehicle at their retail value as of September 2015 -- just prior to the public disclosure of the emissions issue. Consumers who choose the buyback option will receive between \$12,500 and \$44,000, depending on their car's model, year, mileage, and trim of the car, as well as the region of the country where it was purchased. In addition, because a straight buyback will not fully compensate consumers who owe more than their car is worth due to rapid depreciation, the FTC order provides these consumers with an option to have their loans forgiven by Volkswagen. Consumers who have third party loans have the option of having Volkswagen pay off those loans, up to 130 percent of the amount a consumer would be entitled to under the buyback (e.g., if the consumer is entitled to a \$20,000 buyback, VW would pay off his/her loans up to a cap of \$26,000).

**EPA-approved modification to vehicle emissions system:** The settlements also allow Volkswagen to apply to EPA and CARB for approval of an emissions modification on the affected vehicles, and, if approved, to offer consumers the option of keeping their cars and having them modified to comply with emissions standards. Under this option in accordance with the FTC order, consumers would also receive money from Volkswagen to redress the harm caused by VW's deceptive advertising.

Consumers who leased the affected cars will have the option of terminating their leases (with no termination fee) or having their vehicles modified if a modification becomes available. In either case, under the FTC order, these consumers also will receive additional compensation from Volkswagen for the harm caused by VW's deceptive advertising. Consumers who sold their TDI vehicles after the VW defeat device issue became public may be eligible for partial compensation, which will be split between them and the consumers who purchased the cars from them as set forth in the FTC order.

Eligible consumers will receive notice from VW after the orders are entered by the court this fall. Consumers will be able to see if they are eligible for compensation and if so, what options are available to them, at [VWCourtSettlement.com](http://VWCourtSettlement.com) and [AudiCourtSettlement.com](http://AudiCourtSettlement.com). They will also be able to use these websites to make claims, sign up for appointments at their local Volkswagen or Audi dealers and receive updates. Consumer payments will not be available until the settlements take effect if and when approved by the court, which may be as early as October 2016.



**Emissions Reduction Program:** The settlement of the company's Clean Air Act violations also requires Volkswagen to pay \$2.7 billion to fund projects across the country that will reduce emissions of NO<sub>x</sub> where the 2.0 liter vehicles were, are or will be operated. Volkswagen will place the funds into a mitigation trust over three years, which will be administered by an independent trustee. Beneficiaries, which may include states, Puerto Rico, the District of Columbia, and Indian tribes, may obtain funds for designated NO<sub>x</sub> reduction projects upon application to the Trustee. Funding for the designated projects is expected to fully mitigate the NO<sub>x</sub> these 2.0 liter vehicles have and will emit in excess of EPA and California standards.

The emissions reduction program will help reduce NO<sub>x</sub> pollution that contributes to the formation of harmful smog and soot, exposure to which is linked to a number of respiratory- and cardiovascular-related health effects as well as premature death. Children, older adults, people who are active outdoors (including outdoor workers), and people with heart or lung disease are particularly at risk for health effects related to smog or soot exposure. NO<sub>2</sub> formed by NO<sub>x</sub> emissions can aggravate respiratory diseases, particularly asthma, and may also contribute to asthma development in children.

**Zero Emissions Technology Investments:** The Clean Air Act settlement also requires VW to invest \$2 billion toward improving infrastructure, access and education to support and advance zero emission vehicles. The investments will be made over 10 years, with \$1.2 billion directed toward a national EPA-approved investment plan and \$800 million directed toward a California-specific investment plan that will be approved by CARB. As part of developing the national plan, Volkswagen will solicit and consider input from interested states, cities, Indian tribes and federal agencies. This investment is intended to address the adverse environmental impacts from consumers' purchases of the 2.0 liter vehicles, which the governments contend were purchased under the mistaken belief that they were lower emitting vehicles.

**FTC's Injunctive Relief:** The FTC settlement includes injunctive provisions to protect consumers from deceptive claims in the future. These provisions prohibit Volkswagen from making any misrepresentations that would deceive consumers about the environmental benefits or value of its vehicles or services, and the order specifically bans VW from employing any device that could be used to cheat on emissions tests.

The provisions of the U.S./California settlement are contained in a proposed consent decree filed today in the U.S. District Court for the Northern District of California, as part of the ongoing multi-district litigation, and will be subject to public comment period of 30 days, which will be announced in the Federal Register in the coming days. The provisions of the FTC settlement are contained in a proposed Stipulated Final Federal Court Order filed today in the same court.

To view the consent decree, visit: [www.justice.gov/enrd/consent-decrees](http://www.justice.gov/enrd/consent-decrees)

For more information, visit: <https://www.epa.gov/enforcement/volkswagen-clean-air-act-partial-settlement>

R109

Last updated on June 28, 2016

# UPDATE ON PROPOSED VOLKSWAGEN SETTLEMENT AGREEMENTS

## Regional Transportation Council

Chris Klaus, Senior Program Manager  
Ken Kirkpatrick, Counsel for Transportation  
July 14, 2016



# BACKGROUND

## Consolidated Federal Court Actions Against Volkswagen<sup>1</sup>

<b>January 4, 2016</b>	<b>US Department of Justice, on behalf of the EPA, filed suit for Environmental Claims</b>
<b>February 22, 2016</b>	<b>Consolidated Consumer Class Action</b>
<b>March 29, 2016</b>	<b>Federal Trade Commission Suit</b>
<b>June 28, 2016</b>	<b>California Suit for Environmental and Consumer Claims</b>

<sup>1</sup>Volkswagen = Volkswagen AG, Audi AG, Volkswagen Group of America Inc., Volkswagen Group of America Chattanooga Operations LLC, Porsche AG and Porsche Cars North America Inc.  
EPA = Environmental Protection Agency

# BACKGROUND

## Texas State Court Actions Against Volkswagen<sup>1</sup>

**October 8, 2015**

**State of Texas Lawsuits for Environmental and  
Consumer Protection Claims**

**Numerous Texas Counties Have Filed Suit for  
Environmental Claims**

<sup>1</sup>Volkswagen = Volkswagen AG, Audi AG, Volkswagen Group of America Inc., Volkswagen Group of America Chattanooga Operations LLC, Porsche AG and Porsche Cars North America Inc.  
EPA = Environmental Protection Agency

# PROPOSED PARTIAL SETTLEMENTS

## Consolidated Federal Claims

**\$14.7 Billion Proposed Partial Settlement for Federal and Class Action Claims Related to 2.0 Diesel Vehicles**

**US DOJ/State of California: Partial Consent Decree**

**FTC: Partial Consent Decree**

**Consumer Class Action: Settlement Agreement**

**1) \$10.033 Billion for Consumers**

**Owners: Choice Between Buyback and Restitution or  
Approved Emissions Modifications and  
Restitution**

**Lessees: Lease Termination and Restitution or  
Approved Emissions Modification and Restitution**

**Recall Rate of  $\geq 85\%$  of Affected Vehicles Must be Achieved or  
Additional Funds into Environmental Mitigation Fund**

# PROPOSED PARTIAL SETTLEMENTS

## Consolidated Federal Claims

### 2) \$2.7 Billion in Environmental Mitigation

Fully Funded Over a Two-Year Period

\$380 Million Allocated to California

**\$192 Million Allocated for Texas**

### 3) \$2.0 Billion Zero-Emission Vehicle Commitment

Over a Ten-Year Period

\$800 Million to a California-specific Investment Plan

**\$1.2 Billion to a National EPA-approved Investment Plan**

# PROPOSED PARTIAL SETTLEMENTS

## Texas State Court Actions

### Deceptive Trade Practices Act Suit

**Attorney General Announced Settlement:**

**\$50 Million in Civil Penalties for Violations of the Texas  
Deceptive Trade Practices Act**

### Texas Clean Air Act Suits

**Texas Attorney General and Individual Counties Continue to  
Litigate**



# NEXT STEPS

**July 26, 2016**

**Preliminary Approval Court Hearing**

**Fall 2016**

**Anticipated Roll-out of Settlement Program (Pending Court Approval)**

**Ongoing**

**Monitor Full Settlements, Including 3.0 Liter Diesel Engines**

**Monitor Possible Criminal Lawsuits**

**Monitor Texas Clean Air Act Suits**

**Monitor Texas Allocations**



# FOR FURTHER INFORMATION

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**Regional Transportation Council Attendance Roster**  
**July 2015 - June 2016**

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

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

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

**Regional Transportation Council Attendance Roster  
July 2015 - June 2016**

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

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

P= Present  
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jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster  
May 2015 - May 2016

STTC MEMBERS	Entity	5/22/15	6/26/15	7/24/15	8/28/15	9/25/15	10/23/15	12/4/15	1/22/16	2/26/16	3/25/16	4/22/16	5/27/16
Antoinette Bacchus	Dallas Cnty	P	A	P	P	P	P	P	P	P	P	P	A
Bryan Beck	Fort Worth	A	P	A	P	P	P	P	P	A	P	P	A
Marc Bentley	Farmers Branch	--	--	--	--	A	A	A	A	A	A	A	A
Kristina Brevard	DCTA	P	P	P	P	P	P	R	P	R	P	P	P
Keith Brooks	Arlington	P	P	P	P	P	P	P	R	P	A	P	P
John Brunk	Dallas	P	A	P	A	P	P	P	P	A	P	P	P
Mohammed Bur	TxDOT, Dallas	A	P	P	P	A	A	A	A	P	A	A	A
Chris Burkett	Mansfield	R	P	P	P	R	P	R	P	R	A	R	R
Loyl Bussell	TxDOT, FW	P	P	P	P	P	A	P	P	P	P	P	P
Dave Carter	Richardson	P	P	P	P	P	P	A	P	P	A	P	P
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	P	P	P	A	P	P
Hal Cranor	Eules	P	P	P	P	P	P	P	P	P	A	P	A
Clarence Daugherty	Collin County	P	A	R	P	P	P	R	A	P	P	P	A
Chad Davis	Wise Cnty	P	P	P	P	P	A	P	A	P	P	P	P
Greg Dickens	Hurst	A	R	R	R	R	R	R	R	R	A	R	R
David Disheroon	Johnson County	--	--	--	--	P	P	P	P	A	A	A	P
Massoud Ebrahim	Greenville	P	P	P	P	R	R	P	P	P	A	A	P
Chad Edwards	DART	P	P	P	P	A	P	A	P	P	P	P	P
Claud Elsom	Rockwall Cnty	P	P	A	P	P	P	P	P	P	A	P	P
Keith Fisher	Keller	P	A	R	P	R	A	P	P	R	A	P	P
Eric Fladager	Fort Worth	P	P	P	A	P	A	P	P	P	A	A	P
Chris Flanigan	City of Allen	P	P	P	P	P	P	P	P	P	P	P	P
Gary Graham	McKinney	P	A	P	P	P	P	R	P	R	R	P	R
Tom Hammons	City of Carrollton	A	P	A	A	A	A	A	A	A	P	A	A
Michael Hasler	Duncanville	--	--	--	A	P	P	P	P	A	P	P	P
Curvie Hawkins	FWTA	P	P	A	P	P	P	P	P	A	P	A	A
Chris Holsted	Wylie	A	P	A	P	A	A	P	P	A	A	P	P
Matthew Hotelling	Flower Mound	P	P	P	P	P	A	P	P	P	A	P	P
Kirk Houser	City of Dallas	A	P	P	P	P	P	A	P	P	P	P	P
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	A	P	P
Jeremy Hutt	Colleyville	P	P	P	A	P	A	A	R	P	A	R	A
Thuan Huynh	Garland	--	--	--	--	--	--	--	--	P	P	A	P
Paul Iwuchukwu	Arlington	P	A	P	P	P	A	P	A	P	A	P	A
Joseph Jackson	Ellis County	--	--	--	P	P	P	P	P	P	A	A	P
Tim James	Mesquite	P	A	P	A	A	P	A	A	P	P	A	A
David Jodray	Fort Worth	P	P	P	P	P	A	A	A	P	A	R	P
Kelly Johnson	NTTA	A	A	A	A	P	P	A	A	A	A	A	A
Tom Johnson	DeSoto	A	A	P	P	P	P	P	P	P	A	A	P
Sholeh Karimi	Grand Prairie	P	P	P	P	A	P	P	P	A	P	P	P
Chiamin Korngiebel	Dallas	A	P	A	A	P	P	P	P	P	P	A	A
Richard Larkins	Grapevine	P	P	P	A	A	P	A	P	P	A	P	A

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

Surface Transportation Technical Committee Attendance Roster

May 2015 - May 2016

STTC MEMBERS	Entity	5/22/15	6/26/15	7/24/15	8/28/15	9/25/15	10/23/15	12/4/15	1/22/16	2/26/16	3/25/16	4/22/16	5/27/16
Paul Luedtke	Garland	P	P	P	A	P	P	P	P	P	A	P	A
Stanford Lynch	Hunt Cnty	A	P	P	P	P	P	R	A	P	P	P	P
Rick Mackey	TxDOT Paris	P	P	P	P	P	A	P	P	P	P	A	P
Srini Mandayam	Mesquite	R	P	P	P	R	R	P	R	P	A	P	A
George Marshall	Coppell	P	P	P	P	A	P	P	P	P	R	P	P
Laura Melton	Burleson	A	A	A	A	A	A	A	P	A	A	P	A
Brian Moen	Frisco	A	A	P	A	A	A	A	P	A	P	R	A
Cesar Molina, Jr.	Carrollton	P	A	P	P	A	P	R	P	P	A	A	A
Lloyd Neal	Plano	P	A	A	P	P	A	P	P	P	A	A	P
Mark Nelson	Denton	A	P	P	P	R	P	P	A	P	P	P	P
Jim O'Connor	Irving	P	A	P	P	P	P	P	A	P	P	P	P
Kenneth Overstreet	Bedford	--	--	--	--	--	--	--	A	A	A	P	A
Kevin Overton	Dallas	P	A	P	P	P	P	P	P	P	P	P	P
Dipak Patel	Lancaster	P	P	P	A	P	P	P	A	P	A	P	P
Todd Plesko	DART	P	A	P	P	A	P	A	P	A	A	A	A
John Polster	Denton Cnty	A	P	P	P	P	P	P	P	P	A	P	P
Daniel Prendergast	Plano	--	--	--	--	--	--	--	--	--	--	--	P
Lisa Pyles	Town of Addison	P	P	A	P	A	P	A	A	P	P	A	A
William Riley	Tarrant Cnty	P	A	P	P	P	P	P	P	P	P	P	A
Greg Royster	DFW Int. Airport	P	A	P	A	P	A	P	A	P	P	A	P
Moosa Saghian	Kaufman County	P	P	P	P	A	P	P	P	P	P	P	A
David Salmon	Lewisville	A	P	P	P	P	R	A	P	P	P	P	P
Elias Sassoon	Cedar Hill	R	P	P	R	P	P	P	R	R	P	E	P
Gordon Scruggs	The Colony	P	P	P	P	P	P	P	P	R	R	P	A
Lori Shelton	NTTA	P	P	P	P	P	A	P	P	A	A	P	P
Walter Shumac, III	Grand Prairie	P	A	P	P	P	P	P	P	P	P	P	P
Randy Skinner	Tarrant Cnty	A	P	A	P	P	P	P	A	P	A	A	P
Angela Smith	FWTA	--	--	P	P	A	P	P	P	P	A	P	P
Caleb Thornhill	Plano	P	P	A	P	P	A	A	P	P	P	P	P
Mark Titus	Richardson	P	P	P	P	P	R	A	P	P	P	P	P
Jonathan Toffer	Dallas Cnty	A	P	A	A	A	A	A	A	A	A	A	A
Timothy Tumulty	Rockwall	P	A	P	P	A	A	P	P	P	P	A	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	P	P	P	A	P	P
Daniel Vedral	Irving	A	P	P	A	A	A	A	P	A	A	A	P
Caroline Waggoner	North Richland Hills	P	P	P	R	P	P	P	P	P	A	P	P
Jared White	Dallas	P	A	P	P	P	P	P	P	A	P	P	P
Bill Wimberley	Hood County	P	A	P	P	P	P	P	R	P	P	R	A
Mykol Woodruff	TxDOT, Dallas	P	P	A	P	P	P	A	A	P	P	P	P
Jamie Zech	TCEQ	--	--	A	A	A	A	A	A	A	A	A	A

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

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE May 27, 2016**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 27, 2016, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Kristina Brevard, Keith Brooks, John Brunk, David Boski (representing Chris Burkett), Loyl Bussell, Kris Norberg (representing Dave Carter), John Cordary Jr., Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Eric Fladager, Chris Flanigan, Robyn Root (representing Gary Graham), Michael Hasler, Chris Holsted, Matthew Hotelling, Kirk Houser, Terry Hughes, Thuan Huynh, Joseph Jackson, David Jodray, Tom Johnson, Sholeh Karimi, Stanford Lynch, Ricky Mackey, George Marshall, Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, John Polster, Daniel Prendergast, Greg Royster, David Salmon, Elias Sassoon, Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Caleb Thornhill, Mark Titus, Timothy Tumulty, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jared White, and Mykol Woodruff.

Others present at the meeting were: David Arbuckle, Berrien Barks, Carli Baylor, Emily Beckham, Natalie Bettger, Jason Brodigan, Ken Bunkley, Ying Cheng, Lori Clark, Michael Copeland, Kevin Feldt, Marcos Fernandez, Brian Flood, Camille Fountain, David Gattis, Christie Gotti, Ron Hartline, Jeff Hathcock, Tommy Henderson, Edgar Hernandez, Rebekah Hernandez, Mohammed Howlader, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kroll, Dan Lamers, Sonya Landrum, April Leger, Travis Liska, Sonny Loper, Chad McKeown, Mindy Mize, Michael Morris, Markus Neubauer, Vercie Pruitt-Jenkins, Milton Richter, Christina Roach, Russell Schaffner, Samuel Simmons, Neil Stassman, Jahnae Stout, Dean Stuller, Barbara Walsh, Mitzi Ward, Karla Weaver, Sandy Wesch, Amanda Wilson, Brian Wilson, and Kate Zielke.

1. **Approval of April 22, 2016, Minutes:** The minutes of the April 22, 2016, meeting were approved as submitted in Reference Item 1. John Polster (M); Claud Elsom (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 2.1. **Transportation Improvement Program Modifications:** A motion was made to recommend Regional Transportation Council ratification of a revision to modification 2015-0723 (revised) from the May 2009 revision cycle, provided in Reference Item 2.1.

John Polster (M); Dan Vedral (S). The motion passed unanimously.
3. **2016 Transportation Conformity Reconfirmation:** Jenny Narvaez discussed staff recommendations for reconfirmation of 2016 Transportation Conformity. In March, the Regional Transportation Council (RTC) approved 2016 Transportation Conformity for Mobility 2040. Since that time, a transportation control measure (TCM) substitution process, approved at the May 12 RTC meeting, has been underway and results presented to the public. The TCM substitution process requires reconfirmation of the conformity analysis process. The analysis area, Mobility 2040, Transportation Improvement Program related changes, analysis years, motor vehicle emission budgets, 2016 Transportation Conformity

results, and United States Department of Transportation (US DOT) schedule remain the same. The only update is the substitution of associated benefits for the US 67/IH 35E High-Occupancy Vehicle project between IH 20 and IH 30 with traffic signalization projects. Staff has been working with consultation partners throughout the process and have received the formal concurrence letter from the Texas Commission on Environmental Quality. Formal concurrence from the Environmental Protection Agency is anticipated by the first week of June. Details were provided in Reference Item 3. A motion was made to incorporate the transportation control measure substitution of the interim HOV US 67/IH 35E lanes with traffic signal prioritization improvements into the 2016 Transportation Conformity and to reconfirm endorsement of the 2016 Transportation Conformity analysis for Mobility 2040 and associated Transportation Improvement Program, contingent upon receipt of formal concurrence letters from the Texas Commission on Environmental Quality and the Environmental Protection Agency. John Polster (M); Mike Hassler (S). The motion passed unanimously.

4. **Endorsement of Regional Transportation Council Action on 2016 Advanced Transportation and Congestion Management Technologies Deployment Initiative and Transit-Oriented Development Planning Pilot Program Grants Opportunities:** Karla Weaver briefed the Committee on two recently announced grant opportunities. The first is the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative. A total of \$60 million is available nationwide and is expected to be for five to ten awards of up to \$10 million each. Funds are available from FY2016 through FY2020 for transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Applications are due June 24 and a minimum 50 percent non-federal match is required. The proposed project includes three components: 1) wrong-way driver technology to detect vehicles traveling in the wrong direction and warn on-coming traffic, 2) low water crossings technology to detect water on roadways to redirect traffic, and 3) ramp meters and traffic signal coordination on frontage roads to increase freeway reliability and safety due to freeway disruptions. The North Central Texas Council of Governments (NCTCOG) will request approximately \$1 million with a \$1 million local match required. The second opportunity is the Transit-Oriented Development (TOD) Planning Pilot Program. Approximately \$20 million is available for individual awards from \$250,000 to \$2 million. The program is for comprehensive planning supporting economic development, ridership, multimodal connectivity and accessibility, increased pedestrian and bicycle access, and mixed-use development near transit stations. Applications are due June 13 and a 20 percent local match is required. Projects must be associated with a Federal Transit Administration (FTA) Capital Investment Grant Program project. The Dallas Area Rapid Transit (DART) Red and Blue Lines, TEX Rail, as well as DART Downtown DC Line would be eligible for these complimentary projects. NCTCOG will request approximately \$1.4 million with a \$350,000 local match required. Staff will partner with DART, and the cities of Dallas, Garland, Plano, and Richardson on this project. The initiative will focus on platform extension at 28 stations on the DART Red and Blue lines and will address key TOD issues and barriers in corridor and generate data that will benefit the region including: Routes to Rails, bike and pedestrian connectivity, parking data, and review of current TOD residents and employers location choice and travel trends. A comprehensive report will be established based on the data elements collected as part of program. Details were provided in Reference Item 4. John Polster discussed ramp metering, noting that in the past the effort seemed ineffective. Michael Morris discussed past ramp metering, noting that the initiative is not the appropriate tool for all corridors and that current technology is more advanced. A motion was made to endorse the Regional Transportation Council's approval for the North Central Texas Council of Governments/Regional Transportation Council to submit grant



applications for the Advanced Transportation and Congestion Management Technologies Deployment Initiative and the Transit-Oriented Development Planning Pilot program (as detailed in Reference Item 4) and to direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to include projects, if selected. John Polster (M); Chad Edwards (S). The motion passed unanimously.

5. **High-Speed Rail Texas Central Partners Memorandum of Understanding:** Kevin Feldt provided an overview of the proposed Memorandum of Understanding (MOU) between Texas Central Partners (TCP) and various local government entities, provided in Reference Item 5. The purpose of the MOU is to ensure compliance with regional policies such as the one-seat ride and the three-station concept. In addition, the MOU supports project implementation, encourages the sharing of information, and fosters stronger partnerships. The notionality is to foster a symbiotic, strong relationship to move projects forward in a more expeditious and proper manner. Mr. Feldt highlighted public entity commitments in the MOU. Commitments include agreement that the total system approved by the Federal Railroad Administration for Houston to North Texas is the preferred technology for Dallas-Fort Worth, support of the one-seat/on-ticket high-speed rail connectivity, and coordination of siting and planning for public transit facilities that interconnect with high-speed rail. Also, commitments affirm Texas Central Partners will maintain the private capital commitments throughout the project and that there can be another high-speed rail system between Houston and North Texas in a separate right-of-way. Texas Central Partners commitments through the MOU were also highlighted. Primarily, its commitments are to incur costs associated with Dallas Station planning to accommodate the DFW Core Express Service, not accept public funds for construction or operations, participate in local economic development programs near stations, and support the DFW Core Express Service project understanding a one-seat ride and three-station concept is only possible with the same technology in both corridors. Staff requested that the Committee approve a recommendation for the Regional Transportation Council (RTC) to approval the MOU between the Regional RTC and Texas Central Partners. Greg Royster asked if public funds would be needed for the Houston to Dallas corridor. In addition, he asked if public funds would be used in the DFW Core Express Service project. Mr. Feldt noted the intent is for no public funding to be involved in the process. Michael Morris noted that for the DFW Core Express Service project, it is hoped all funds will be federal high-speed rail funds. In June, an Industry Forum will be held inviting all high-speed rail providers in the world to respond to the Federal Register notice to identify other private-sector corridors. Staff anticipates some may be willing to contribute private-sector revenue, but there could be a gap. If so, staff proposes to see federal high-speed rail funds as a way to shorten the gap. Chad Edwards asked who would sign the MOU. Mr. Morris noted the MOU would be an agreement between the RTC and Texas Central Partners. RTC will be asked to pass a resolution requesting that cities and transportation providers enter into their own agreements supporting high-speed rail in the region. The intent is not to develop an agreement regarding the manner in which high-speed rail will be constructed but policy supporting high-speed rail between downtown Dallas and Houston. Mr. Feldt noted another important part of the agreement is to encourage connectivity that enhances ridership. Mr. Edwards discussed section four on page two of Reference Item 5 that identifies that the technology used for the private sector would be the preferred high-speed rail technology for the rest of the region. He asked if the statement predetermines the technology from an environmental standpoint. Mr. Morris noted the statement is to keep with the policy to prevent a forced transfer or to two downtown stations for high-speed rail. Mr. Edwards asked if the MOU identified that the intent was to

not cloud efforts. Mr. Morris clarified that the Texas Department of Transportation is working on the environmental clearance and is not a signatory to the MOU. From a policy standpoint, it would be helpful to have only one downtown station. Mr. Edwards noted that the MOU implies there may be other interest in high-speed rail between Dallas and Houston in a different corridor. Mr. Morris noted that under the current agreement, the corridor will be privately owned by Texas Central Partners and it will not allow other technologies on its corridor. The intent is to be transparent that others will not be allowed on the corridor. Dan Vedral noted clear direction has not been received from the Irving City Council and he would be abstaining from the vote. He added, he believed Irving should be added to the entities listed at the end of the MOU, as well as other impacted entities. He also discussed the one-seat ride policy, noting that if another technology is too costly, meaning the Core Express Service between Dallas and Fort Worth, the Trinity Railway Express is a viable option and ought to be included. A motion was made to recommend Regional Transportation Council approval of the Memorandum of Understanding, provided in Reference Item 5, between the Regional Transportation Council and Texas Central Partners, LLC for the purpose of supporting high-speed passenger rail projects in the Dallas-Fort Worth Region, and inclusion of all the cities impacted by the DFW Core Express Service on the MOU. John Polster (M); Mark Nelson (S). Dan Vedral abstained. The motion passed.

6. **Endorsement of Regional Transportation Council Approval for a Short-Term \$80 Million TEX Rail Corridor Contingent Loan:** Michael Morris presented a proposed partnership with the Fort Worth Transportation Authority (FWTA) to provide a short-term, cash flow-related loan for the construction of the TEX Rail corridor. The Fort Worth Transportation Authority filed a Full Funding Grant Agreement (FFGA) request with the Federal Transit Administration (FTA). The approval process is anticipated to be completed in the fall of 2016. FWTA has received its first year of funds from the federal government and are in negotiations for the FFGA that will lay out the additional monies to be received. Until that time, FWTA is seeking a loan from RTC to cash flow construction expenses until April 2017. Loan terms were presented and include: RTC would program \$80 million in Regional Toll Revenue (RTR) funds (from Dallas County) to the FWTA, receipt of funds would be contingent on FWTA and TxDOT executing a standard "off-system" Regional Toll Revenue agreement, FWTA would repay the RTC by April 15, 2017, or 60 days after execution of FFGA (whichever is sooner), if no FFGA is executed FWTA is still obligated to repay the loan, and the FWTA must obtain confirmation from FTA to provide RTC assurances that FWTA could be reimbursed for expenses prior to execution of the FFGA. FWTA agrees to brief RTC staff on a monthly basis as to the status of the FFGA and any changes to the cash flow situation. FWTA would pay interest of 1 percent plus the current interest rate earned by funds in the RTR subaccount. Interest would accrue from actual receipt of funds to date of repayment. In addition, the loan is subject to approval by the FWTA Board of Directors. A loan agreement would need to be executed between FWTA and RTC/NCTCOG reflecting the terms. Consistent with the RTC policy, attempts will be made to return the repaid funds within the region. RTC approved the loan at its May 12, 2016, meeting. Since that meeting, the Colleyville City Council passed a resolution asking RTC to rescind its partnership with the FWTA and/or request that the voters of Tarrant County be able to decide if passenger rail should be built between Fort Worth and Grapevine. Michael Morris noted this request will be presented to the RTC in June 2016 for discussion. Mr. Morris reminded members that it is RTC's desire to encumber as many of the RTR funds as possible prior to the legislative session and asked those interested to contact staff. John Polster noted that the Denton County Commissioners Court was interested in working on a future RTR partnership. A motion was made to endorse Regional Transportation Council approval of the \$80 million loan to the Fort Worth Transportation Authority to help cash flow

TEX Rail construction in advance of final Federal Transit Administration approval of the FFGA, as noted in Reference Item 6. Action also includes approval to direct staff to administratively amend the 2017-2020 Transportation Improvement Program and other planning/administrative documents to incorporate this loan. John Polster (M); Randy Skinner (S). The motion passed unanimously.

- 7. 2015 Safety Performance Report:** Camille Fountain provided an overview of items included in the 2015 Safety Performance Measures Report, the annual update on transportation safety performance measures. A copy of the report was provided in Electronic Item 7. Safety data for the 16-county area was reviewed. In 2015, there was an increase in crashes statewide that resulted in an 11 percent increase in regional crashes and 5 percent in fatalities. Rockwall experienced the highest increase in crashes at 26 percent. Wise County experienced the highest decrease at 13 percent. For fatalities, Wise County increased by 42 percent and Hood County decreased by 62 percent. Contributing factors for serious injury and fatal crashes on limited access facilities indicate that speeding and driver related issues remain the top factors. Health related incidents have moved to the top ten list. In addition, the "not applicable" field has been removed, which has resulted in better data reporting. Related to limited access roadway crash rates by county, the regional crash average for the 12-county MPA is 56.95 percent. Rates are calculated per 100 million vehicles miles traveled. Tarrant, Dallas, Denton, and Rockwall Counties are above the regional crash average. Approximately 118,000 crashes have occurred in the region. Of those, approximately 71,000 were property damage only, 41,000 resulted in injuries, and approximately 598 resulted in a fatality. This results in five injury crashes every hour and nine responders at any given incident. This equals approximately 45 first responders in or near moving traffic every hour. These results highlight the importance of safe and effective Incident Management training. Approximately 2,640 local staffs have attended First Responders training. In addition, over 530 have attended Executive Level training, and 159 have attended the Basic Photogrammetry training. Ms. Fountain also highlighted the bicycle and safety campaign launched in October 2015, Look Out Texans. The campaign urges North Texans to watch out for each other on the roadway and improve safety. Additional information is available at [www.LookOutTexans.org](http://www.LookOutTexans.org).

Kevin Kroll provided an overview of performance measures related to the Mobility Assistance Patrol Program. Data is collected from the agencies of Dallas and Tarrant Counties, the North Tarrant Express, LBJ Express, and the North Texas Tollway Authority. Approximately 144,000 assists were provided in 2015. Highest support was provided to stalled vehicles, with others including courtesy checks, crash assistance, debris removal, protection of first responders, and abandoned vehicle checks. The roadways in both Tarrant and Dallas Counties with highest assists were highlighted. Hazardous material statistics were also collected. From 2012-2015, 63 significant incidents on limited access facilities occurred. During 2015, the region moved into phase 2 of the Wrong Way Driving Pilot program in Tarrant County. Recommended countermeasures for this project include pavement markings, enhanced signage, and use of technology for Wrong Way Driving incident notifications. Next, he provided information regarding the Highway Safety Improvement Program. In March 2016, NCTCOG held a workshop at which Texas Department of Transportation (TxDOT) representatives from the Dallas and Fort Worth districts provided training to local agencies on eligible projects and the submittal process. The deadline for submittal to the district offices was May 20 and the open deadline for TxDOT is June 3. He also discussed Commercial Vehicle Enforcement (CVE) efforts. A CVE working group was formed to coordinate with the Department of Public Safety to create a data exchange system that would give up-to-date information on vehicle and driver history in

the field. Training was also offered earlier in the year with the National District Attorney Association Traffic Law Center for judges and prosecutors on the merits of Commercial Vehicle Enforcement and CDL licenses. Training was focused on reducing the number of repeat offenders that are operating within the region by reducing the number of cases that are dropped or receive reduced penalties. Mike Hassler noted he believed bicycles are considered vehicles and required to follow the same rules of the road as vehicles. He suggested that information include more mandatory language for bicyclists so that language does not sound like a suggestion.

8. **Disadvantaged Business Enterprise Goal Updates:** Emily Beckham provided a summary of the current Disadvantaged Business Enterprise (DBE) Program and schedule for updating the DBE Participation Goal for FY2017-FY2019. The North Central Texas Council of Governments' DBE program is designed to ensure nondiscrimination in the procurement and contracting processes to create a level playing field for disadvantaged businesses to compete for contracting opportunities. This is done by ensuring that all DBE firms meet the same eligibility standards, helping to remove barriers in the process, and assisting in the development of firms to compete outside of the DBE program. NCTCOG is requested to participate in a DBE program as a direct recipient of Federal Transit Administration (FTA) funds. The DBE goal must be reviewed and updated every three years, and staff is in the process of updating its goal for FY2017-FY2019. A draft will be submitted to FTA by August 1. The North Central Texas Council of Governments (NCTCOG's) current policy is to award a fair share of all its contract opportunities utilizing United States Department of Transportation funds to DBEs. Its current participation goal for FY2014-2016 is 25 percent. NCTCOG asks that firms unable to meet or commit to the DBE goal for a specific project demonstrate and document good faith efforts towards meeting the goal. In addition, firms participating in contracting opportunities must provide certification of DBE eligibility. Over the last several weeks, staff has been working to develop the proposed DBE goal for the next three years, done through a two-step process. Staff reviews and projects the amount of contracting opportunities for the next three years and also reviews the amount of ready and willing firms in the Dallas- Fort Worth market area available to complete the work. NCTCOG does not rely on the national goal of 10 percent or past participation goals, but reviews disparity studies and other agencies' goals compared to the number of the firms that are able to complete the work and the amount projected contracting opportunities. A table summarizing the availability analysis for the current program was highlighted that included the different categories of procurement: planning/engineering, advertising, software development, and equipment and shows the calculations used to reach the 25 percent current overall DBE goal. The DBE goal for the last several years was also highlighted. For FY2014-FY2016, approximately \$4.4 million in contracts have been awarded to date, with the DBE participation at 29.8 percent and expenditures at 31.69 percent. Approximately four months remain in the fiscal year and there are several active procurement and contracts, so these percentages are expected to fluctuate. Ms. Beckham noted that the proposed DBE Goal notice will be issued on June 1, followed by public meetings scheduled in mid-June. The updated DBE goals are anticipated to be presented for approval to the Committee in July, followed by the RTC and Executive Board for approval in August 2016.
9. **Fast Facts:** Emily Beckham provided an update on the Title VI Nondiscrimination Program update. As a recipient of Federal Transit Administration (FTA) funds, the North Central Texas Council of Governments (NCTCOG) is required to develop and submit a Title VI Program to FTA every three years. The program documents compliance to prohibit discrimination based on race, color, and national origin. Updates were completed and

approved by the Regional Transportation Council (RTC) at its May 12, 2016, meeting and by the Executive Board on May 26. The program will be submitted to FTA by June 1. Details are available at [www.nctcog.org/ej](http://www.nctcog.org/ej).

Carli Baylor noted that April online input opportunity minutes were provided in Electronic Item 9.1, and included a summary of information regarding the FY2016-FY2017 Unified Planning Work Program modifications, the start of the 2016 ozone season, and a transportation control measure substitution that were available online for review April 11-May 10.

Carli Baylor also noted the June public meeting notice provided at the meeting as Reference Item 9.11. June public meetings are scheduled on June 13, 14, and 15. Staff members will present the draft Disadvantaged Business Enterprise program and goals for FY2017-2019 and Regional Bicycle and Pedestrian Traffic monitoring program.

Brian Wilson announced that Progress North Texas 2015 received the 2015 Hermes Creative Platinum Award and recognized staff involved in the development of the publication.

Kristina Ronneberg highlighted current air quality funding opportunities for vehicles, including AirCheckTexas and the Propane Vehicle Incentives for Fleets. Details regarding these and other funding opportunities was provided in Electronic Item 9.2.

Kristina Ronneberg also highlighted recent correspondence regarding the Texas Emissions Reduction Plan (TERP). In mid-April, the Transportation Department submitted comments to the Texas Commission on Environmental Quality on proposed changes to TERP, specifically focused on the Drayage Truck Incentive Program and Diesel Emission Reduction Incentive Program. Correspondence containing comments was provided in Electronic Item 9.3.

Whitney Vandiver provided an ozone season update and also highlighted the upcoming Clean Air Action Day. At the time of the meeting, no exceedance days have been experienced in the region and the design value is 71 parts per billion. In addition, Clean Air Action Day is June 24, 2016. Members were encouraged to carpool or take the Trinity Railway Express to the Surface Transportation Technical Committee meeting. In addition, she noted that the Clean Air Action Day Workshop would be livestreamed if members would like to attend the meeting remotely. Details were provided in Electronic Item 9.4.

Kenneth Bergstrom discussed results of the Dallas-Fort Worth Clean Cities Annual Report. As part of the Department of Energy initiative to reduce petroleum consumption in the transportation sector, every spring Clean Cities coalitions collect data from public and private sector fleets. NCTCOG manages the DFW Clean Cities Coalition and data reported from 2015 showed that stakeholders were able to reduce 23 million gallons of petroleum and over 35,000 tons of greenhouse gas emissions. Details were provided in Electronic Item 9.5. In addition, the Dallas-Fort Worth Clean Cities Coalition will host an Alternative Fuel Vehicle Training for first responders, trainers, and instructors on June 8 and 9. Details were provided in Electronic Item 9.6.

Allix Philbrick noted that NCTCOG was recently recognized as a 2016 SmartWay Affiliate Challenge Award recipient acknowledging the extraordinary level of enthusiasm and creativity in improving commercial transportation and logistics in the area. Details were provided in Electronic Item 9.7.

Kate Zielke highlighted the new Regional Ecosystem Framework website. Earlier this year, NCTCOG Transportation Department and Environmental Development Department staffs launched the Regional Ecosystem Framework interactive viewer. The interactive website is publicly available and contains approximately 40 layers of environmental and ecological data that can be used by local governments, planners, conservationists, and consultants in the early planning stages for infrastructure projects. A link to the website was provided in Electronic Item 9.8.

The current Local Motion was provided in Electronic Item 9.9 and transportation partner progress reports were provided in Electronic Item 9.10.

10. **Other Business (Old and New):** There was no discussion on this item.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 24, 2016, at the North Central Texas Council of Governments.

The meeting adjourned at 2:50 pm.



July 2016

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

## Jensen named RTC chair for 2016-17

Grand Prairie Mayor Ron Jensen has been elected chair of the Regional Transportation Council, the transportation policymaking body for the Dallas-Fort Worth area. Jensen will lead the 44-member RTC for the next year, which will include the 85th Texas Legislative Session. Jensen assumes the leadership of the RTC from Parker County Judge Mark Riley, who served as chair over the past year. Cedar Hill Mayor Rob Franke is the new vice chair, while Tarrant County Commissioner Gary Fickes assumes the role of secretary.

### Calendar

#### **July 14, 1 pm**

Regional Transportation Council  
NCTCOG  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

#### **July 22, 1:30 pm**

Surface Transportation  
Technical Committee  
NCTCOG  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

## NCTCOG begins examining connected vehicles

Connected and automated vehicles (CAVs) may sound futuristic. But new vehicles today already contain sophisticated computers that offer navigation assistance, remote starting and automatic braking.

CAVs leverage these in-vehicle technologies to allow automated operation. They rely on electronic connections among vehicles and roadway infrastructure to improve performance.

CAVs should deliver improved safety, highway efficiency and travel experience. For example, the National Highway Traffic Safety Administration estimates that about 90 percent of highway incidents are caused by human error. While automation will not eliminate wrecks on the roadways, important safety improvements are possible with CAVs. CAVs can also provide enhanced mobility for the disabled and others unable to drive today's vehicles and increase the efficiency of the region's highways.

While significant research and development is ahead before CAVs hit the road in large numbers, they are being extensively tested by governments, auto manufacturers, technology companies and others around the world. The North Central Texas Council of Governments will play a role in the future of this technology.

NCTCOG has begun a program area focused on CAVs. The Regional Transportation Council will host a workshop at 11:30 am July 14, before its regular monthly meeting to discuss how CAV technology works, its potential impact on transportation in North Texas and the CAV program.

The workshop will be streamed live at [NCTCOG.org/video](http://NCTCOG.org/video) for those unable to attend in person. Click the "live" tab to watch the workshop or regular RTC meeting.



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



## Weatherford ISD's Logan wins annual NCTCOG art contest

Weatherford Independent School District eighth-grader Erin Logan was recently recognized as the winner of the Progress North Texas art contest. In its fifth year, the contest asked eighth-grade students in WISD how they would make transportation in North Texas safer.

Erin's depiction of the inside of a vehicle with features that prohibit texting while driving and encourage safe behaviors appeared on the cover of the recently published Progress North Texas 2016. This annual transportation report focuses on what the NCTCOG Transportation Department and its partners are doing to improve the safety of the multimodal transportation system.

Erin's artwork set the tone for the color scheme and design of the entire report, which examines safety related to both transportation and air quality. NCTCOG maintains many programs intended to help the ten counties in ozone nonattainment meet federal ozone standards, which help residents breathe cleaner air and stay healthy.

Other top finishers in this year's art contest were Yissel Lazo, second place; Corbin Duncan, third place; and Amya Carr-McGowan, honorable mention.

The Progress North Texas art contest was started to provide students the chance to get involved in the planning process. It is moved around the region each year to provide students throughout the 12-county metropolitan planning area the opportunity to contribute to the conversation about meeting the transportation needs of the region as it continues to grow.

Today's students will be making decisions that affect the entire region in the decades to come, and this contest introduces the younger generations to the idea of transportation planning.

Copies of the report are available by contacting Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). To read it online, visit [NCTCOG.org/ourregion](http://NCTCOG.org/ourregion), where other contest entries can also be viewed.



Photo: Weatherford Independent School District

*Erin Logan, an eighth-grader at Tison Middle School in Weatherford, was recently recognized as the winner of the Progress North Texas 2016 art contest. She was joined by her parents, as well as Michael Morris, NCTCOG Director of transportation (left); and Mark Riley, chair of the Regional Transportation Council (second from right). As the winner, Erin received a framed copy of the cover.*



## **CLEAN CITIES**

### **Stakeholders save**

### **23M gallons of fuel**

The Dallas-Fort Worth Clean Cities Coalition supports alternative fuel, advanced technology vehicles and their corresponding infrastructure, implementing idle-reduction measures, promoting new transportation technology, and analyzing fuel economy improvements.

To document progress, DFWCC collects data from public and private sector stakeholders in the region to estimate the amount of gasoline gallons and greenhouse gas emissions that were reduced by operating these vehicles.

In 2015, stakeholders reduced 23 million gallons of petroleum (a record for DFWCC) and over 35,000 tons of greenhouse gas emissions through the use of alternative fuels and advanced technologies. Stakeholders reduced 22 million gallons in 2014.

This progress is pivotal to the region as it continues to work toward attainment of the federal government's ozone standard. Ten DFW counties are in nonattainment. To read the report, visit [DFWCleanCities.org](http://DFWCleanCities.org).

## **General Assembly highlights past, present**

The North Central Texas Council of Governments celebrated 50 years of regional cooperation in June by highlighting the past and present. The 50 past presidents were recognized during the annual General Assembly, as were leaders of today.

NCTCOG presents three awards annually in recognition of the contributions of individuals and governments to make the region more livable. The following awards were given:

- William J. Pitstick Award: Granbury Mayor Pro Tem Mickey Parson.
- Linda Keithley Award: Opal Mauldin-Robertson, Lancaster city manager.
- Regional Cooperation Award: Town of Addison and cities of Coppell, Carrollton and Farmers Branch

Additionally, the new Executive Board officers were elected, with Plano Mayor Pro Tem Lissa Smith taking over as president for the next year. North Richland Hills Councilmember Tom Lombard is the new vice president, and Waxahachie Mayor Kevin Strength is secretary-treasurer. Hunt County Judge John Horn will serve a past president. Dr. Steve Murdock, former state demographer, also discussed the Texas of the future with those in attendance.

For more on the 50th anniversary of NCTCOG, visit [NCTCOG.org/50](http://NCTCOG.org/50).

## **Video encourages DFW to 'Turn it Off!'**

Idling produces 11 million tons of carbon dioxide, 200,000 tons of nitrogen oxides and 5,000 tons of particulate matter from diesel exhaust in the US each year. Throughout North Texas, civic leaders and local officials have been teaming up to reduce idling of vehicles as part of a statewide initiative to cut ozone-forming emissions and protect public health.

To learn more about local idling success stories and how you can take action to help your community benefit from cleaner air, watch NCTCOG's idling video, "Turn It Off!" at [EngineOffNorthTexas.org](http://EngineOffNorthTexas.org).

## Transportation Resources

### Facebook

Facebook.com/nctcogtrans

### Twitter

Twitter.com/nctcogtrans

### YouTube

YouTube.com/nctcogtrans

### Instagram

Instagram.com/nctcogtrans

### Publications

NCTCOG.org/trans/outreach/publications.asp

### Partners

#### Dallas Area Rapid Transit

DART.org

#### Denton County Transportation Authority

DCTA.net

#### North Texas Tollway Authority

NTTA.org

#### The Fort Worth

#### Transportation Authority

FWTA.org

#### Texas Department of Transportation

TxDOT.gov

### By the Numbers

## 23 million

Gallons of gasoline saved in 2015 by Dallas-Fort Worth Clean Cities Coalition stakeholders through the use of alternatives to traditional fuel.

# PUBLIC *Involvement*

## Help with national survey on transportation

Thousands of North Texans received mailed questionnaires beginning this spring asking them to participate in the National Household Travel Survey.

To help transportation planners and policymakers better understand how people travel in Dallas-Fort Worth, the North Central Texas Council of Governments encourages residents to respond to the NHTS. The results will help determine where and how future transportation investments are made. Households were randomly selected for the survey, and participation is voluntary, but a higher participation rate will yield more accurate data for planning efforts. The first part of the survey consists of 16 basic questions.

Respondents will then receive access to a secure website where they can log their travel for a typical day – a process that takes about 15 minutes on average. The Federal Highway Administration has conducted the survey every five to seven years since 1969 to learn more about the travel behavior of Americans. To learn more, visit [NationalHouseholdTravelSurvey.com](http://NationalHouseholdTravelSurvey.com).

## Fact sheet: Moving Freight in North Texas

In North Texas, trucks are perhaps the most visible mode of freight movement. Approximately 77 percent of goods shipped to the region arrive by truck. While this number is significant, the freight industry in the Dallas-Fort Worth area is diverse, encompassing rail, intermodal, air cargo, trucks and pipelines. These modes work together to ensure food gets to the grocery store, fuel makes it from the refinery to the service station and retail products are delivered to market for customers. For more on freight movement in the region, read the latest NCTCOG fact sheet: [NCTCOG.org/factsheets](http://NCTCOG.org/factsheets).

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