

## AGENDA

**Regional Transportation Council  
Thursday, May 11, 2017  
North Central Texas Council of Governments**

- 1:00 pm Full RTC Business Agenda  
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**
- 1:00 – 1:05**    1.    **Approval of April 13, 2017, Minutes**  
 Action             Possible Action     Information            Minutes:        5  
Presenter:        Ron Jensen, RTC Chair  
Item Summary: Approval of the April 13, 2017, 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.    **Federal Functional Classification System Amendments**  
                  Presenter:        Brian Flood, NCTCOG  
                  Item Summary: Regional Transportation Council (RTC) approval of two amendments to the currently approved Federal Functional Classification System (FFCS) will be requested.  
                  Background:     While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Staff is currently working with the Texas Department of Transportation (TxDOT) on two proposed FFCS amendments within the Dallas TxDOT District. Both amendments involve the construction of new roadways which are included in the current Transportation Improvement Program. The Surface Transportation Technical Committee approved these changes at its last meeting. Additional information is provided in [Reference Item 2.1](#).
- 1:05 – 1:20**    3.    **Orientation to Agenda/Director of Transportation Report**  
 Action             Possible Action     Information            Minutes:        15  
Presenter:        Michael Morris, NCTCOG
1. Regional Transportation Council (RTC) Member Representation at Events  
                  • Dallas County Judge Clay Lewis Jenkins-Texas Freight Advisory Committee, May 11, 2017  
                  2. Summary of Comments from Commissioner Laura Ryan at the Texas Transportation Commission  
                  3. RTC Nominating Subcommittee Appointments (Chair Ron Jensen)

4. Proposed RTC Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee in June
5. RTC New Member Orientation, Summer 2017
6. Metropolitan Planning Organization Federal Certification Review, June 13-15, 2017
7. April Public Meeting Minutes ([Electronic Item 3.1](#))
8. May Public Meeting Notice ([Electronic Item 3.2](#))
9. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.3](#))
10. Ozone Season Update ([Electronic Item 3.4](#))
11. Compressed Natural Gas Station Safety and Inspection Training, June 1, 2017 ([Electronic Item 3.5](#))
12. Environmental Protection Agency 2017 SmartWay Affiliate Challenge Honoree Award ([Electronic Item 3.6](#))
13. New Proposed Rate Structure for Street Lighting ([Electronic Item 3.7](#))
14. East/West Equity Quarterly Report ([Electronic Item 3.8](#))
15. Recent Correspondence ([Electronic Item 3.9](#))
16. Recent News Articles ([Electronic Item 3.10](#))
17. Recent Press Releases ([Electronic Item 3.11](#))
18. Transportation Partners Progress Reports

**1:20 – 1:30    4.    Traffic Signal Grants Selection Criteria and 511DFW/Waze Grants Selection Criteria**

- Action                       Possible Action     Information                      Minutes:    10
- Presenter: Tom Bamonte, NCTCOG
- Item Summary: Regional Transportation Council (RTC) approval of selection criteria for the Traffic Signal and 511DFW/Waze grant programs will be requested.
- Background: The RTC has approved two \$250,000 grant programs to encourage regional partners to make their traffic signal data and highway and traffic condition data accessible to connected vehicle developers, travel navigation services, and other public entities. [Reference Item 4.1](#) lists the questions for applicants and the evaluation criteria for the Traffic Signal Data grant program. [Reference Item 4.2](#) lists the questions for applicants and the evaluation criteria for the 511DFW/Waze grant program. The Surface Transportation Technical Committee approved the criteria at its last meeting.

**1:30 – 1:40    5.    Southern Dallas County Funding Partnership**

- Action                       Possible Action     Information                      Minutes:    10
- Presenters: Karla Weaver and Adam Beckom, NCTCOG
- Item Summary: Approval of a funding partnership among Dallas County, City of Lancaster, City of Hutchins, and the Regional Transportation Council (RTC) for several roadway projects in the South Dallas Inland Port area will be requested.
- Background: In October 2012, the North Central Texas Council of Governments sponsored planning activities in southern Dallas County. The product of the efforts was the [Southern Dallas County Infrastructure Analysis Final Report](#) and the southern Dallas County funding partnership is proposed to be programmed as a part of the RTC's Congestion Mitigation and

Air Quality Improvement and Surface Transportation Block Grant funding programs. It is contained within the RTC's Strategic Partnerships category. The proposed projects are beneficial to the region as they provide critical connections to IH 45, future connections to Loop 9, and connections to intermodal facilities. Details of the funding partnership are available in [Reference Item 5](#).

1:40 – 1:50

6. **Legislative Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Amanda Wilson, NCTCOG

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

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

1:50 – 2:05

7. **Comprehensive Development Agreements Update**

Action       Possible Action       Information      Minutes: 15

Presenters: Michael Morris, NCTCOG and Alberto Gonzalez, LBJ Express, NTE Express, and NTE3 Express

Item Summary: An update on TEXpress Lanes will be conducted and address the following items:

- IH 635 East Environmental Approval by the Texas Department of Transportation
- IH 635/IH 35E "Y" Connection Opening and Revenue Sharing
- Comprehensive Development Agreement Legislative Update
- Performance Measures from the North Tarrant Express and IH 635

Background: The success of the system of TEXpress Lanes continues with current focus on advancing tolled managed lanes on the congested IH 635 corridor. [Electronic Item 7.1](#) contains related correspondence and [Electronic Item 7.2](#) contains updated information.

2:05 – 2:10

8. **2019-2022 Transportation Improvement Program Development**

Action       Possible Action       Information      Minutes: 5

Presenter: Adam Beckom, NCTCOG

Item Summary: Staff will brief the Council on the 2019-2022 Transportation Improvement Program (TIP) development process, expectations, and upcoming meetings.

Background: A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a

staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area.

For regionally significant projects to proceed to implementation, they must be included in the TIP listings. To this end, NCTCOG staff will meet with local partners to receive input and updates on all active projects. The data from these meetings will be assessed and organized into a draft project listing which is financially constrained against the funding allocations to be identified in the Unified Transportation Program. Special attention will be placed on projects that are at risk of losing federal funds. Details of the 2019-2022 TIP Development process, timeline, and focus areas are available in [Electronic Item 8](#).

2:10 – 2:25

9. **2045 Demographics Update and Mobility 2045**

Action       Possible Action       Information      Minutes: 15

Presenters: Dan Kessler and Kevin Feldt, NCTCOG

Item Summary: Staff will present information regarding development of the North Central Texas Council of Governments (NCTCOG) demographic forecast for the year 2045. The 2017 annual population estimates, developed by NCTCOG's Research and Information Services Department, will be highlighted and are provided in [Electronic Item 9](#). Work is underway on the region's next long-range transportation plan, Mobility 2045. Staff will present a brief overview of the purpose, schedule, and new initiatives being considered for Mobility 2045.

Background: NCTCOG has the responsibility for creating long-range, small-area demographic forecasts for use in infrastructure planning in North Central Texas. Development of the forecast is a joint effort between the NCTCOG Transportation Department and Research and Information Services Department. The current NCTCOG forecast extends to the year 2040. Work has begun on the development of a forecast that will encompass an additional five years, taking the forecast out to the year 2045. This forecast is being developed in part to support upcoming preparation of Mobility 2045: The Metropolitan Transportation Plan for North Central Texas and the corresponding Air Quality Conformity Analysis. Information developed by the State Demographer will be included.

The last comprehensive update of the Metropolitan Transportation Plan (MTP) occurred in March 2016 with the Regional Transportation Council adoption of Mobility 2040. Staff has initiated the development of a new MTP, Mobility 2045. This plan will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. Development will continue over the next 12 months with draft



recommendations expected in early 2018. The Regional Transportation Council is expected to take action on Mobility 2045 in June 2018.

- 2:25 – 2:30** 10. **Potential Transportation Alternatives Program Funds Lapse**  
 Action       Possible Action       Information      Minutes: 5  
Presenter: Ken Bunkley, NCTCOG  
Item Summary: Staff will provide an update on Transportation Alternatives Program (TAP) funds apportioned in Fiscal Year (FY) 2014 that are at risk of lapsing if not utilized by September 30, 2017.  
Background: Federal regulations state that TAP funds apportioned shall remain available for obligation for the year of apportionment plus three years. Any amounts that remain unobligated at the end of that period shall lapse. TAP funds apportioned in FY2014 are at risk of lapsing at the end of FY2017.
- The region narrowly avoided a lapse in FY2013 funding as the remaining \$2.5 million from that year was obligated in the last month of FY2016. As of April 26, 2017, \$600,000 of the FY2014 funding has obligated and \$7.6 million in federal TAP funds could potentially lapse on September 30, 2017. North Central Texas Council of Governments (NCTCOG) staff is coordinating with local agencies to identify project status and their ability to obligate funds by September 30, 2017.
- A listing of TAP projects and their current status is provided as [Electronic Item 10](#). During the March 24, 2017, Surface Transportation Technical Committee (STTC) meeting, NCTCOG staff requested STTC members coordinate internally within their cities/agencies to ensure that their project(s) are advancing as expeditiously as possible.
- 2:30 – 2:40** 11. **Fleets for the Future Update and Bootcamp Invitation**  
 Action       Possible Action       Information      Minutes: 10  
Presenter: Lori Clark, NCTCOG  
Item Summary: Staff will provide an update on Fleets for the Future and also present information on an upcoming meeting scheduled for May 24, 2017.  
Background: The Fleets for the Future project is a cooperative procurement opportunity for local governments to purchase alternative fuel vehicles. Both light-duty and heavy-duty vehicles are eligible for purchase. Available fuel types include dedicated electric, plug-in hybrid electric, propane, and natural gas vehicles. All public fleets are encouraged to participate in order to maximize discounts through a group purchase. A “bootcamp” is scheduled for May 24 and will provide detailed information catered to managers, fleet staff, and purchasing staff. Details are available in [Electronic Item 11.1](#). A letter encouraging fleets to participate was recently mailed to local governments across the region and is available as [Electronic Item 11.2](#).

2:40 – 2:50

12. **Clean Air Action Day, June 23, 2017**

Action       Possible Action       Information      Minutes: 10

Presenter: Mindy Mize, NCTCOG

Item Summary: Information on Air North Texas' Clean Air Action Day, which will be held June 23, 2017, will be provided along with plans for the region and how Regional Transportation Council (RTC) members and member cities can participate

Background: Air North Texas is a regional air quality awareness initiative administered by the North Central Texas Council of Governments (NCTCOG) with the support of regional partners. The effort seeks to generate a regionally consistent brand campaign that will promote air quality public education and support key elements in the State Implementation Plan and other air quality initiatives. During Air North Texas' Clean Air Action Day, North Texans are asked to commit to clean air actions and share their experience with the community via [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday) or on social media. By participating, North Texans will see that clean air actions can be easy and may adopt them as regular behaviors, especially on Ozone Action Days. Additionally, NCTCOG staff asks RTC members to support Clean Air Action Day challenges within their organizations and will present on how challenges can be implemented. Detailed information on Clean Air Action Day is provided as [Electronic Item 12.1](#), and the Air North Texas Partner Agreement is provided as [Electronic Item 12.2](#).

13. **Progress Reports**

Action       Possible Action       Information

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

- RTC Attendance ([Reference Item 13.1](#))
- STTC Attendance and Minutes ([Electronic Item 13.2](#))
- Local Motion ([Electronic Item 13.3](#))

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

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

16. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, June 8, 2017, at the North Central Texas Council of Governments.**

**MINUTES****REGIONAL TRANSPORTATION COUNCIL  
April 13, 2017**

The Regional Transportation Council (RTC) met on Thursday, April 13, 2017, at 1:00 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, Sara Bagheri, Brian Barth, Mike Cantrell, David L. Cook, Charlotte Wilcox (representing Rudy Durham), Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Brian Loughmiller, David Magness, Scott Mahaffey, Matthew Marchant, Maher Maso, B. Adam McGough, William Meadows, Cary Moon, Greg Noschese (representing Stan Pickett), Mark Riley, Mohamed Bur (representing Kelly Selman), Mike Taylor, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Oscar Ward, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, Erik Wilson, and W. B. "Zim" Zimmerman.

Others present at the meeting were: Vickie Alexander, David S. Arbuckle, Gustavo Baez, Melissa Baker, Paul Ballard, Tom Bamonte, Berrien Barks, Chad Bartee, Carli Baylor, Bryan Beck, Natalie Bettger, Jonathan Blackman, Cal Bostwick, Tanya Brooks, Bob Brown, John Brunk, Angie Carson, Sarah Chadderdon, Kirk Clennan, Rob Cohen, John Cordary, Clarence Daugherty, Brian Dell, Melany Dennis, Jerry Dittman, Chris Dyser, Chad Edwards, Traci Enna, Kevin Feldt, Keineth Fuller, Christie Gotti, Tony Hartzel, Jeff Hathcock, Victor Henderson, Rebekah Hernandez, Axel Herrmann, Robert Hinkle, Jodi Hodges, Greg Janes, Yagnesh Jarmarwala, Mike Johnson, Ann-Claire Karalyos, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Paul Knipple, Dan Lamers, Michael Leavitt, Peter LeCody, April Leger, Paul Luedtke, Mickey Marlow, Karen McBride, Steve McCullough, Jeni McGarry, Laura Melton, Chandler Merritt, Michael Miles, Martin Molloy, Amy Moore, Erin Moore, Michael Morris, Jeff Neal, Mickey Nowell, John Polster, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Amy Rideout, Tito Rodriguez, Carrie Rogers, Greg Royster, Laura Ryan, Moosa Saghian, Steve Salin, Russell Schaffner, Kelli Schlicher, Lori Shelton, Walter Shumac, Randy Skinner, David Smith, Tom Stallings, Shannon Stevenson, Dean Stuller, Ben Thatcher, Jonathan Toffer, Lauren Trimble, Bart VanAmburgh, Victor Vandergriff, Paulette Vanderkamp, Dan Vedral, Caroline Waggoner, Mitzi Ward, Karla Weaver, Sandy Wesch, Greg White, Cheryl Williams, Amanda Wilson, Brian Wilson, Miles Wilson, Alicia Winkelblech, and Ed Wueste.

1. **Approval of March 9, 2017, Minutes:** The minutes of the March 9, 2017, meeting were approved as submitted in Reference Item 1. Mike Cantrell (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Transportation Improvement Program Modifications:** Regional Transportation Council approval of May 2017 revisions to the 2017-2020 Transportation Improvement Program provided in Reference Item 2.1.1 was requested. Administrative amendments from the February 2017 modification cycle were provided for information in Electronic Item 2.1.2.
  - 2.2. **Unified Planning Work Program Modifications:** Regional Transportation Council approval of modifications to the FY2016 and FY2017 Unified Planning Work Program was requested. The proposed modifications were presented at the

March 13, 15, and 20, 2017, public meetings and included as Reference Item 2.2.1. Additional information was provided in Electronic Item 2.2.2.

- 2.3. **Approval of Contingent Local Funds for Electric Vehicle Carsharing Project:** Regional Transportation Council (RTC) approval to utilize up to \$50,000 in RTC Local funds as a contingency for local match for an Electric Vehicle Carsharing project was requested. The grant requires a minimum of a dollar-for-dollar match throughout the project and matching funds will be sourced from project partners. Expenses associated with staff time needed to initiate the project may occur prior to any match funds being received. The requested funds will serve as a contingency to support the initial staff expenses prior to receipt of local match, if needed.

A motion was made to approve the items included on the Consent Agenda. Mike Cantrell (M); Robert Franke (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized Brian Barth for his four years of service on the Regional Transportation Council (RTC). He also thanked Clay Lewis Jenkins for his representation at the March 9, 2017, Texas Freight Advisory Committee and Douglas Athas for testifying at the Texas Legislature in support of advancing the Comprehensive Development Agreement initiatives on IH 30 from IH 35W to east of Fielder Road, IH 635E from US Highway 75 to IH 30, and IH 35E from IH 635 to US Highway 380.

A high-occupancy vehicle (HOV) subsidy report was provided in Electronic Item 3.1. Staff recommended that the RTC continue honoring an HOV 2+ subsidy during the peak periods on the North Tarrant Express and the LBJ Express corridors. Staff will continue to monitor subsidy expenditures and report to the RTC quarterly. Information on the May 4, 2017, Traffic Incident Management Executive Level Course was provided in Electronic Item 3.2. In addition, information on the May 16, 2017, North Texas Smart Cities Summit was provided in Electronic Item 3.3, and details on the August 29-30, 2017, Southern Transportation and Air Quality Summit was provided in Electronic Item 3.4. Details on current air quality funding opportunities for vehicles was provided in Electronic Item 3.5, Electronic Item 3.6 contained an April public meeting notice, and 2017 spring outreach events were detailed in Electronic Item 3.7. High-speed rail correspondence was provided in Electronic Item 3.8. Mr. Morris noted that staff proposed to schedule an RTC Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee meeting in the coming months to discuss options to continue moving forward with high-speed rail. Recent correspondence was provided in Electronic Item 3.9, recent news articles in Electronic Item 3.10, and recent press releases in Electronic Item 3.11. March public meeting minutes were distributed at the meeting in Reference Item 3.12. Transportation partner progress reports were also distributed at the meeting.

4. **Overview from Commissioner Laura Ryan, Texas Transportation Commission:** Jungus Jordan presented Commissioner Laura Ryan, Texas Transportation Commission (TTC), with the Sign of Regional Success pin. He noted that the Regional Transportation Council (RTC) was pleased to have her at the meeting and appreciated her leadership. Ron Jensen, RTC Chair, presented Commissioner Ryan with a token of appreciation from the RTC and expressed the region's appreciation for her commitment to the State of Texas.

TTC Commissioner Victor Vandergriff introduced Commissioner Laura Ryan. He provided an overview of her background as Vice President of Market Representation and Dealer Development at Gulf States Toyota, as well as her work at the Texas Department of Motor Vehicles. He noted he was excited for the region and the State to see the leadership she will bring to the Texas Transportation Commission.

Commissioner Ryan thanked the RTC for the opportunity to speak and provided a brief background of the experience she brings to the Texas Transportation Commission. She highlighted five things learned from her visit to the region: 1) decision making must be optimized, 2) collaboration must be increased with the districts and the Metropolitan Planning Organizations throughout the state, 3) flexibility, creativity, and resiliency is needed, 4) passion and perseverance is necessary to overcome obstacles, and 5) all involved must be willing to ask each other tough questions. Commissioner Ryan noted she was recently asked her goal as a member of the Texas Transportation Commission to which she responded her desire was to leave the organization better than it was before she was appointed in order that an incoming member would be able to build from her foundation. In closing, she discussed how quickly time and change impacts the State, and how the decisions made today impact Texas tomorrow.

5. **Hemphill/Lamar Connector Project and Partnership with Tarrant County and Other Agencies:** Christie Gotti presented a proposed partnership with the City of Fort Worth, the Texas Department of Transportation (TxDOT), Tarrant County, and the Regional Transportation Council (RTC) regarding the Hemphill/Lamar Connector project in Downtown Fort Worth. In September 2016, the RTC approved part of a Hemphill/Lamar partnership and the final portion of the partnership was being presented for approval this month. Hemphill/Lamar is located south and north of IH 30 and there is not a connection between the two roadways. However, in 2000 as part of the reconstruction of IH 30, TxDOT built bridges over Hemphill/Lamar to enable the construction of a connection under IH 30. The Hemphill/Lamar project was selected by the RTC in partnership with the Texas Transportation Commission in the late 1990s and early 2000s. In 2009, the City of Fort Worth requested to defederalize the project. Rising project costs have led to the need for a partnership to fill the funding gap, as well as the use of local funds to allow the project to proceed without going through the federal environmental process (which would further delay the project). The City has allocated \$26 million to the project and costs have more than doubled. North Central Texas Council of Governments (NCTCOG) staff worked to find approximately \$26 million in local funding for the project and found that Tarrant County had a \$20 million local fund commitment to the TEXRail project for roadway improvements associated with construction of the rail lines that could be swapped with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Instead of being placed on individual intersections along TEXRail, the funds would go directly to the City of Fort Worth for the Hemphill/Lamar project. The RTC would commit \$20 million in CMAQ funds for the TEXRail project in exchange for the \$20 million local funds. Since the Fort Worth Transportation Authority has commitments for the local funding match to its federal funding, the RTC would commit 4 million in Transportation Development Credits to match the CMAQ funds. Tarrant County agreed to commit an additional \$3 million to the project in exchange for assistance on two items. The first item is a request for \$1 million in CMAQ funds for a transit pilot project for the Cities of Forest Hill, Everman, and Crowley to encourage participation in transit. The second request is for assistance with improvements on FM 1220 and Azle Avenue. TxDOT will assess the needed improvements at this intersection as part of the recently approved funding of \$415 million on SH 199. It is hoped that the SH 199 improvements will help alleviate the congestion at the FM 1220 intersection. If not, staff will

work with TxDOT to backfill funds for the intersection if needed. A small funding gap remained for the Hemphill/Lamar Connector project. NCTCOG staff identified \$7.1 million in Regional Toll Revenue (RTR) funds in Kaufman County that had not been programmed as part of another partnership. NCTCOG staff proposed that the County swap its RTR funds and receive federal funds in exchange. Kaufman County's needs are primarily on-system and federal funds would not harm the County, so staff proposed that \$10 million in federal funds be provided to recognize Kaufman County is giving up more flexible RTR funds that would now go to Tarrant County. The RTC would commit an additional \$3.45 million in RTR funds. Of the \$7.1 million, the balance of \$3.7 million in RTR funds will go into a regional account for a project to be determined at a later time. A summary of funding proposed for the partnership was provided, with the commitment totaling \$53 million. A motion was made to approve the partnership among Fort Worth, Tarrant County, the Texas Department of Transportation, and the Regional Transportation Council and to transfer Regional Toll Revenue funds between the eastern and western accounts as detailed in Reference Item 5. The motion also included approval to administratively amend the 2017-2020 Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to incorporate the changes. B. Glen Whitley (M); Mike Taylor (S). The motion passed unanimously.

6. **Critical Freight Corridors: Regional Connections:** Dan Lamers presented proposed 2017 Critical Urban Freight Corridor designations. He thanked Clay Lewis Jenkins, Dallas County Judge, for his representation of the region at the recent Texas Freight Advisory Committee meeting. In March, staff briefed the Council on the Texas Department of Transportation's request for the Metropolitan Planning Organization to propose approximately 100 miles of roadway corridors to be designated as Critical Urban Freight Corridors. Critical Urban Freight Corridors are vital freight corridors that provide critical connectivity to the federal system. By designating these important corridors, states can strategically direct resources toward improved system performance and efficient movement of freight. The designation of these corridors will increase opportunities for National Highway Freight Program formula funds and Fostering Advancements of National Efficiencies Grant program funds. Mr. Lamers highlighted the performance measures and criteria used to develop staff recommendations for the designations. As projects move forward or need changes, recommendations can be modified by removing corridors that have been funded and replacing them with new designations that would then become eligible for future funding. Reference Item 6 illustrated the proposed facilities for designation as Critical Urban Freight Corridors. A motion was made to approve the proposed 2017 Critical Urban Freight Corridor designations in Reference Item 6. Clay Lewis Jenkins (M); Oscar Ward (S). The motion passed unanimously.
  
7. **Transportation Development Credits: Category Renewals and Additions:** Christie Gotti presented proposed changes to the regional Transportation Development Credit (TDC) program presented in detail at the March 9, 2017, Regional Transportation Council (RTC) meeting. In 2012, the RTC received an allocation of approximately 465 million TDCs. As of September 2016, approximately 319 million remained available for programming. Current categories and proposed changes were summarized. Ms. Gotti noted that staff proposed to keep most of the categories, increase the allocation of TDCs to some categories, simplify the names of two categories, and expand the goals of one category. In addition, staff proposed the creation of an additional category for the Metropolitan Transportation Plan Policy Bundle. Details of each category and the proposed changes were provided in Reference Item 7. If approved, approximately 122 million credits will remain for future programming through Fiscal Year 2019. Staff also proposed to work with the Texas



Department of Transportation to determine why the Metropolitan Planning Organization has not received additional allocations of TDCs even though the region has continued to add toll roads since the first allocation was received. Ms. Gotti noted if additional TDCs are awarded, the RTC will be asked to approve the adjusted allocation to the respective category at the time of the request for approval of the item. A motion was made to approve recommended changes to the regional Transportation Development Credit categories and allocations as summarized in Reference Item 7, staff contacting other Metropolitan Planning Organizations in the state to assess interest in exchanging Transportation Development Credits for cash, and transmittal of a letter to the Texas Department of Transportation in Austin to clarify why the North Central Texas Council of Governments has not received additional allocations of Transportation Development Credits since 2012. Mike Cantrell (M); Clay Lewis Jenkins (S). The motion passed unanimously.

8. **Approval of Automated Vehicle Program Funding:** Tom Bamonte provided an overview of Automated Vehicle Program funding requested for a variety of upcoming automated vehicle initiatives. Funding for the first three initiatives are related to the United States Department of Transportation designation of Texas as an automated vehicle proving ground. Approximately \$350,000 was requested to support deployment of automated shuttles in and around the University of Texas Arlington campus in order to develop low-speed shuttles in campus environments and reduce short auto trips to and around campuses. Additionally, \$250,000 was requested for a second automated vehicle shuttle deployment elsewhere in the region. Finally, \$1 million was requested to develop the IH 30 corridor as an automated vehicle test corridor focused on technology that would help increase capacity, speeds, reliability, and safety of the managed lanes. Funding for the next two initiatives are related to building automated vehicle data infrastructure. Approximately \$250,000 was requested for help local communities make their traffic signal data accessible. There is significant interest among auto makers on traffic signal optimization and to make safer intersections. In addition, approximately \$250,000 for 511DFW enhancement to provide grants to help communities make transportation data accessible was requested. This will help the region share information about road closures, special events, and incidents affecting traffic flow and traffic efficiency in the region. Funding for the final initiative is for development of a "mover" system for freight/people utilizing automated vehicle technology and enabling infrastructure in the region. Approximately \$575,000 was requested to help develop an integrated system for moving people and freight using automated vehicles both in streets and in guideways. The funding for these initiatives was approved by the Surface Transportation Technical Committee at its March 24, 2017, meeting. Douglas Athas discussed the pilot test proposed for automated vehicles in the IH 30 corridor managed lanes and how the revenue expectations for this corridor would be addressed. Mr. Bamonte noted that tests would likely be scheduled during periods that would have minimal impact on revenue. Mr. Athas noted that considerations for using additional test corridors in the future will need to be developed. Clay Lewis Jenkins requested clarification that the pilot test would not be conducted while citizens are using the managed lanes. Mr. Morris noted that the managed lanes will be closed to citizen users during testing. Duncan Webb asked if any progress has been made regarding the "mover" prototyping. Mr. Morris highlighted various ongoing mover efforts in the region including people movers in the Midtown area, mover systems that could potentially interface with parking garages, and staff efforts to identify mover system locations as part of Mobility 2045 development. A motion was made to approve funding for automated vehicles initiatives in the Automated Vehicle Program detailed in Reference Item 8. Kathryn Wilemon (M); Robert Franke (S). The motion passed unanimously.

9. **Legislative Update:** Amanda Wilson provided an update on recent State legislative actions. She noted there were no federal legislative actions to report. The three main topics of the Regional Transportation Council (RTC) Legislative Program were highlighted: 1) continue progress made toward improving transportation and air quality during recent legislative sessions, 2) invest in further progress toward meeting transportation and air quality needs, and 3) provide support for other transportation topics that may be addressed. Both the House and Senate have passed their versions of the budget. Key points on which the House and Senate do not agree were highlighted. The Senate version would delay the \$2.5 billion transfer to Proposition 7 by one day, moving spending to the next fiscal year. In addition, the Senate version includes a high-speed rail rider that would prohibit the use of State funds on any private high-speed rail. The Texas Department of Transportation (TxDOT) does not believe this would impact its regulatory ability to proceed with the environmental impact statement. Both versions include different amounts for the Texas Emissions Reduction Plan. A number of amendments were not able to be addressed and were placed into Article 11, the tentative section of the budget. These amendments and transportation riders must be conferenced, and staff will continue to monitor the appropriations process. Ms. Wilson noted that staff is monitoring House Continuing Resolution 108 that would direct the comptroller to reduce the Proposition 7 transfers to the State Highway Fund. No action has been taken on the bill, but the bill would have significant impacts to TxDOT's budget. Related to air quality, staff is closely monitoring House Bill (HB) 2321 that would modernize and add flexibility to the Low-Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) program known in the region as AirCheckTexas. The bill has moved out of Committee and sent to the Calendars Committee. The bill's sponsor, Representative Chris Turner, has advised that if RTC members have relationships with any of the local members who are on the House Calendars Committee, it would be helpful for the RTC members to reach out to the Calendar Committee members to support moving the bill to the House Calendar. Members include Roberto Alonzo, Charlie Geren, Helen Giddings, Linda Koop, and Toni Rose. Staff believed the Senate companion to the bill will be heard in the Senate within the next week. HB 402 is also related to AirCheckTexas and would give flexibility to statutorily protect the revenue for Local Initiative Projects. Senate Bill (SB) 26, related to the Texas Emissions Reduction Plan, has been approved by the Senate and is awaiting action in the House. The bill would expand and update the program. Related to comprehensive development agreements (CDAs), Representative Larry Philips has proposed a statewide CDA bill that would authorize three new CDAs in the region: 1) IH 30 from IH 35W to east of Fielder Road, 2) IH 635E from US Highway 75 to IH 30, and 3) IH 35E from IH 635 to US Highway 380. Other CDAs throughout the state were also included. The bill was heard in Committee and left pending. Ms. Wilson thanked Douglas Athas, Mayor of Garland, for testifying on the bill. Because this bill is supported in the RTC Legislative Program, the RTC Chair will send a letter of support for the bill. A number of bills have moved onto the Senate Calendar related to high-speed rail. SB 975 would establish minimum security requirements; SB 977 would prohibit state funds for construction, maintenance, or operation of a private system. SB 979 would place a time limit on land acquired for high-speed rail requiring the property be returned to the owner if not used for that purpose. SB 981 would ensure the compatibility of high-speed rail technologies. These bills have passed out of Committee and have been placed on the Senate Intent Calendar. Related to transit, SB 385 is a bill inconsistent with the RTC Legislative Program. This bill would require voter approval of local acceptance and use of federal funds for commuter rail projects. In addition, the approval would be necessary in order to include transit facilities in the Metropolitan Transportation Plan. The bill has been placed on the Senate Calendar. The RTC Chair has provided correspondence expressing concern regarding the bill. Regarding safety, SB 1588 would end safety inspections, SB 88

would prohibit red light cameras, and HB 62 would address texting while driving. SB 2205 would set the framework for automated vehicles throughout the state used primarily for research and development purposes. Two additional bills have been filed related to adding toll lanes to existing highways and how those existing lanes would be calculated. Jungus Jordan discussed the delay of Proposition 7 funds by one day, and noted this impacts a constitutional amendment and it should be challenged. The \$2.7 billion will never be received back to the region taking funding approved by citizens who voted for the constitutional amendment. Mike Eastland, North Central Texas Council of Governments Executive Director, noted that an Attorney General opinion has been requested on this item. Douglas Athas discussed SB 385 related to voter approval of transit funds and how this would give the minority veto power over what the majority is interested in implementing in the region. Mike Cantrell requested that a copy of the presentation be provided to members following the meeting. Regarding HB 2321, that would modernize and add flexibility to LIRAP/LIP, Mr. Morris noted that no action is needed for the RTC Chair to send a letter of support to members of the Calendar Committee since it is related to the approved RTC Legislative Program. Ms. Wilson encouraged RTC members to send letters or make phone calls to any Calendar Committee members with whom they generally correspond. Mr. Morris noted that Rebekah Hernandez would map this for members. No action was requested at the meeting. Later during the meeting, Mike Taylor provided additional comment related to SB 385. He discussed the impact of having a well-organized minority at conflict with the majority that would have the ability to vote against a bill for which the majority is actually in favor. He noted he believed the bill would change the current form of government.

10. **Start of Ozone Season and Other Air Quality Updates:** Chris Klaus presented an update on air quality and the start of the 2017 ozone season. He noted that although there are portions of the region that continue to experience exceedances, statistics suggest that the region has the cleanest air on record. A graphic with the historical trends for the number and severity of the exceedances in the region shows a continuous downward trend. As of April 12, 2017, the region's design value for the 75 parts per billion (ppb) 2008 eight-hour ozone standard is 72 ppb and does not include 2017 data. Regarding the 2015 ozone standard of 70 ppb, the United States Court of Appeals has granted the Environmental Protection Agency (EPA) a postponement of the standard. In addition, the EPA must provide updates to the court on this ozone standard every 90 days. Staff will continue to keep the Regional Transportation Council informed regarding the anticipated timeline. A graphic was highlighted showing ozone monitors throughout the region and the associated design value, with the Denton monitor at 80 ppb and the Palo Pinto monitor at 76 ppb. All other monitors are below or at the current 75 ppb standard. Wind conditions and the amount of activity in the central core tends to cause pollutants to drift to the northwest area resulting in higher ozone readings. He noted that Hood County is currently at 69 ppb, and based on its readings will likely be considered in attainment for the 2015 ozone standard. Mr. Klaus briefly highlighted the many events and air quality efforts in the region to help reach the ozone standard. Details were provided in Electronic Item 10. Sara Bagheri asked if the Denton County monitor was below the 80 ppb, would the region be designated as marginal for nonattainment. Mr. Klaus noted that the Palo Pinto monitor, at 76 ppb, is also over the 75 ppb 2008 ozone standard. The 2015 standard, that has been postponed, but would be 70 ppb and more monitors would be above the standard and potentially considered in nonattainment.
11. **Texoma Area Paratransit System Wrap Up:** Sarah Chadderdon provided an update on efforts to close out funding agreements and manage assets that had been used to support transit services operated by Texoma Area Paratransit System (TAPS) where the Regional

Transportation Council (RTC) provided funding to support transit service in the south Collin County area. In 2013, after Collin County and the City of McKinney selected TAPS to provide service in other parts of Collin County, RTC approved TAPS to provide service in the southern Collin County area. Over the period from 2013 to 2015, financial problems became evident at TAPS, and by December 2015 TAPS had cancelled all services in Collin County. During the following year and beyond, North Central Texas Council of Governments (NCTCOG) staff worked to close out agreements and redistribute vehicles. TAPS remains in business and operates transit in five counties that are outside of the region. Inside the region, it is the rural transit provider for Wise County, and because Wise County is in the planning boundary NCTCOG staff continues to coordinate with TAPS on transportation planning efforts such as Access North Texas. Ms. Chadderdon reviewed financial items related to TAPS. During the period TAPS provided service in southern Collin County, the RTC approved several types of funding. In late 2015, to assist in keeping services running during the financial problems, the RTC offered a loan backstop of \$250,000, which TAPS did not access. The RTC also approved \$100,000 for financial consulting service to ensure that requests for reimbursements were submitted and had appropriate documentation. This funding was paid back to NCTCOG through reprogrammed funds. To support transit service in south Collin County, the RTC approved \$6.5 million over three years and approximately \$5 million of this funding was returned and reprogrammed in the region. Lastly, the RTC awarded \$1.9 million under various competitive transit funding programs and \$700,000 was returned and will be reprogrammed. Across all of the RTC approved funding for TAPS, all requests for reimbursement have been paid or canceled and all funding agreements have been terminated. In terms of transit assets, 28 vehicles funded by the RTC were used by TAPS. Per policy, NCTCOG held a lien on the titles of the vehicles to maintain continuing control. When TAPS canceled service, NCTCOG was able to sell or transfer all 28 of the vehicles. Some of the vehicles TAPS purchased with RTC funds had features that made it more difficult to relocate to other transit agencies. Specifically, the vehicles were not lift equipped to meet American with Disabilities Act requirements and some were heavily branded. NCTCOG funding procedures have been updated to preclude those features in the future to maximize fleet flexibility moving forward. Ms. Chadderdon presented a recap of McKinney Urban Area funding. The RTC is not directly involved in the federal funding since the State manages small urban funding. While providing service from 2013-2015, TAPS directly accessed \$4 million in federal funds for the McKinney Urbanized Area without adequate documentation. The Federal Transit Administration (FTA) has requested repayment of the approximately \$4 million in federal funds. The Texas Department of Transportation (TxDOT) has proposed that the funds be repaid from the McKinney Urbanized Area using unspent funds from Fiscal Years (FY) 2015, 2016, and 2017. Approximately \$5.4 million was available for funding, leaving approximately \$1.4 million for McKinney to restart its transit service. Turning back to the RTC's funding area, following the financial issues, staff conducted an internal assessment of the TAPS experience. Staff emphasized the importance of early and often communication. Review of internal controls showed that NCTCOG's system of checks and balances is quite healthy. Additional communication checkpoints have been added in risk-assessment processes. Staff will continue open communication internally and with external stakeholders including the Surface Transportation Technical Committee, RTC, TxDOT, and FTA. In addition, the experience with TAPS can help those involved stay wary of cost estimates and timelines for transit service that seem too good to be true. Ms. Chadderdon recognized successful partnerships among RTC, the transit authorities, rural transit agencies, and private companies that were positive during the troublesome times with TAPS. Specifically, RTC partnered with Dallas Area Rapid Transit, Denton County Transportation Authority, STAR Transit, and Yellow Cab to help keep transit services running. Final steps are to reprogram

the approximately \$700,000 through the RTC Transit Call for Projects that recently closed. This includes funding to increase mobility options for seniors and individuals with disabilities. Staff will also explore opportunities for a legislative approach related to transit board oversight of financials at smaller transit agencies to be more similar to larger transit agency code regarding financial oversight. Staff will continue to support cities in Collin County as they plan for ongoing and future transit services. Brian Loughmiller, Mayor, City of McKinney provided additional information regarding transit services in the city. He discussed the receipt of direct recipient status as it relates to FTA funds. The City has also formed an Urban Transit District and have met twice. The purpose is to look at ways to access state funding for public transportation. In addition, DCTA and DART have presented options for transit service in the McKinney Urbanized Area. McKinney is specifically discussing on-demand service for disabled and elderly as a starting point. It is believed that \$312,000 can be accessed through the Urban Transit District and the City has also allocated funds through its budget as well. At its April 5 meeting, staff was authorized to begin negotiations with transit providers based on the approved funding model and believed based on information from the meeting, that within the next 60-90 days McKinney will have a better idea what is moving forward and who with. Robert Franke noted that a lot of lessons have been learned through the process and that to the extent of raising local awareness, a white paper should be developed so that the right questions are asked as others enter these types of agreements. Michael Morris thanked the mayor for his leadership position. He asked staff to review a letter being drafted to TxDOT. Ms. Chadderdon noted the letter addresses the \$4 million repayment to TxDOT that will reduce the amount of money available for transit. It requests that TxDOT, as the direct recipient, hold the region harmless for inappropriate activities that were not done by the RTC to ensure an appropriate amount of transit funding is available to support the return and growth of transit service in the area.

12. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Funding:** Christie Gotti provided information on the proposed project selection process for Fiscal Years (FY) 2017-2020 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funds scheduled to occur this year. During the 10-year planning effort, CMAQ and STBG funds were not programmed and instead were used as a potential backstop for the 10-Year Plan. A process was proposed for programming the funds. Staff anticipates that approximately \$350-\$400 million is available through this programming effort, depending on the amount of carryover from FY2016 funds. Staff proposed to select projects via several funding programs that align with the goals of Mobility 2040 versus through a large call for projects. Projects will be categorized into approximately 11 programs based on similar goals. Federal/local funding exchanges will increase regional revenues through the exchange of federal funds and local funding. Current efforts include the recently approved Dallas Area Rapid Transit partnership and others to be presented in the future. The Automated Vehicle Program is to advance automated vehicle testing, infrastructure, and deployment in the region as discussed earlier in the meeting. The Strategic Partnerships effort is to coordinate and develop partnership with local agencies to help fund high-priority projects, leverage non-RTC funds, and advance project development such as the Hemphill/Lamar partnership approved earlier in the meeting and the Southern Dallas County partnership that will be presented at the May 11, 2017, meeting. Studies in Coordination with the Unified Planning Work Program will provide funding for feasibility studies to examine future project scenarios and efforts are currently under development. The next program, 10-Year Plan/Proposition 1 Adjustments, will be used to fund any overruns on Proposition 1 projects not already handled through the 10-Year Plan effort. Projects are to be determined and staff will discuss/finalize details with the Texas Department of

Transportation. The Sustainable Development Phase 4/Turnback Program, Context Sensitive and Transit Oriented Development (TOD) Projects effort is to support sustainable development initiatives by providing funds for turnback partnerships, context sensitive design, and TOD projects. Next, the Transit Program is to assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region. Assessment Policy Programs/Projects is the implementation of a policy to assess the increased value of transportation improvements to adjacent property so as development occurs along the project area the RTC is repaid for improvements funded along the corridor. Local Bond Program Partnerships are developed to leverage bond funds for projects of strategic importance to local governments and the region. The next effort is Safety, Innovative Construction, and Emergency Projects. This effort is to support operations, safety, innovative construction, and emergency improvements. Current efforts include the Wycliffe Avenue flooding project and Shady Shores bridges. Maintenance and Operations, NCTCOG-Implemented, and Regional/Air Quality Programs is to consider extending existing and funding new regional air quality and management/operations programs. Examples of this include the SH 161 tow truck staging project and the employer trip reduction program. Ms. Gotti noted that feedback from entities is requested regarding the funding programs and projects to be considered in the individual programs.

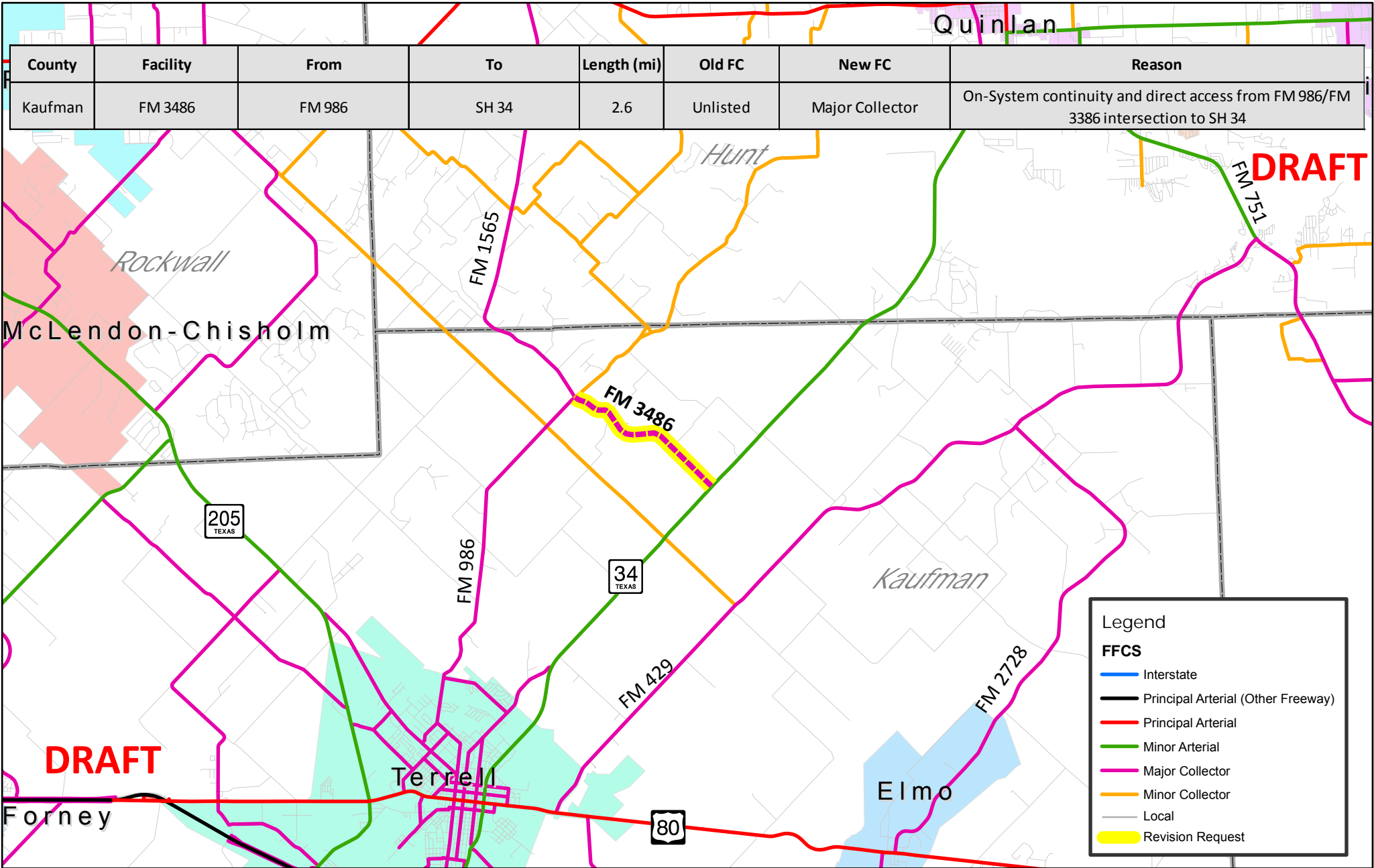
13. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 13.1, Surface Transportation Technical Committee attendance meeting minutes in Electronic Item 13.2, and the current Local Motion in Electronic Item 13.3.
14. **Other Business (Old or New):** There was 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, May 11, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:40 pm.



# Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)



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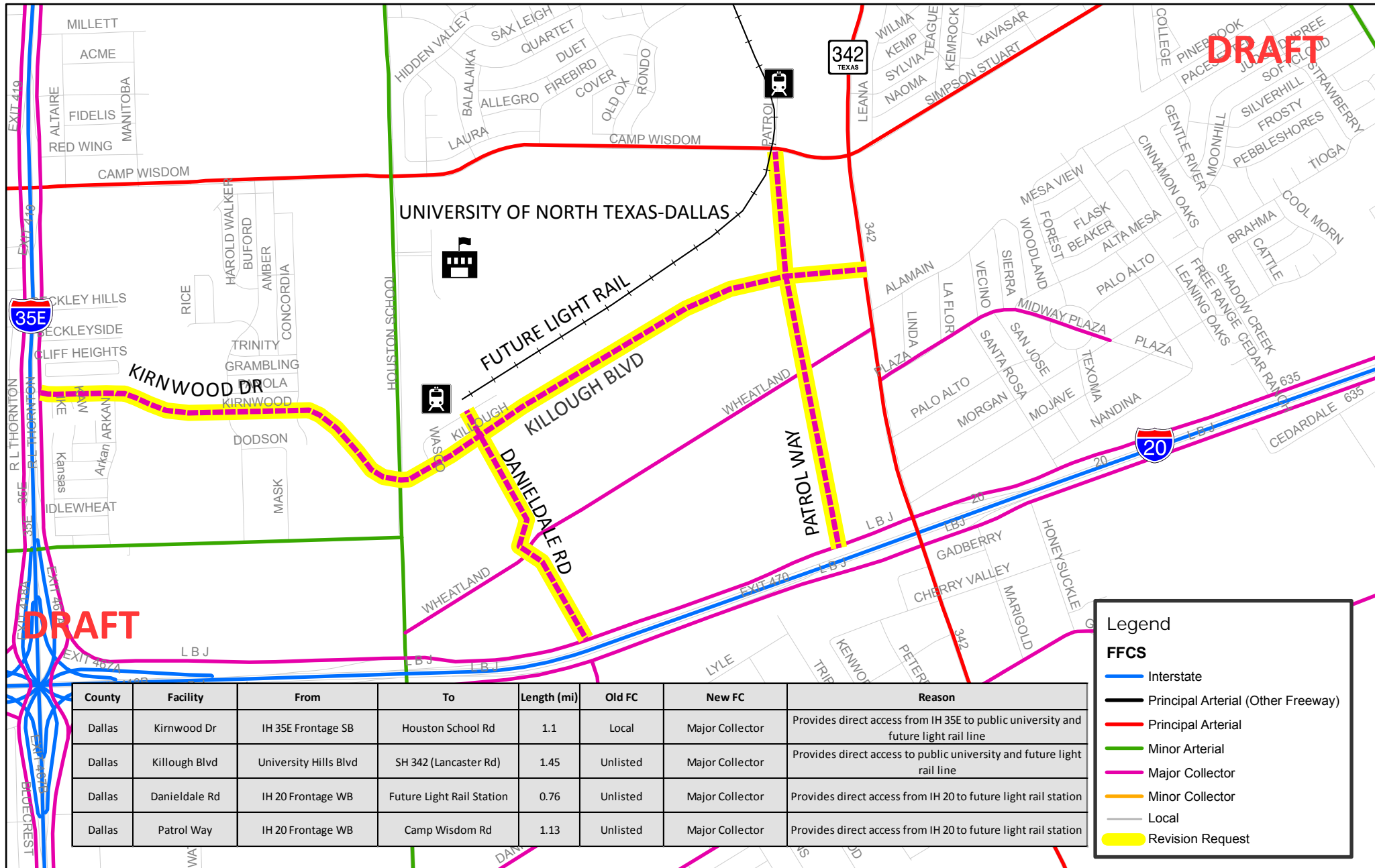
**Legend**

**FFCS**

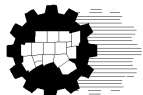
- Interstate
- Principal Arterial (Other Freeway)
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Revision Request

# Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and the City Of Dallas and approved as part of the Transportation Improvement Program (TIP)



County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Dallas	Kirnwood Dr	IH 35E Frontage SB	Houston School Rd	1.1	Local	Major Collector	Provides direct access from IH 35E to public university and future light rail line
Dallas	Killough Blvd	University Hills Blvd	SH 342 (Lancaster Rd)	1.45	Unlisted	Major Collector	Provides direct access to public university and future light rail line
Dallas	Danieldale Rd	IH 20 Frontage WB	Future Light Rail Station	0.76	Unlisted	Major Collector	Provides direct access from IH 20 to future light rail station
Dallas	Patrol Way	IH 20 Frontage WB	Camp Wisdom Rd	1.13	Unlisted	Major Collector	Provides direct access from IH 20 to future light rail station



**MINUTES****Regional Transportation Council  
PUBLIC MEETING*****TxDOT's ADA Accessibility Program Reporting******Hemphill/Lamar Partnership******DART/RTC TRIP Partnership******Southern Dallas County Partnership******Air Quality Updates*****Meeting Dates and Locations**

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

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

**Public Meeting Purpose and Topics**

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

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

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

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

## Summary of Presentations

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

- Purpose of the ADA

**Purpose of the ADA**

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

**Purpose of the ADA**

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

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

ADA REPORTING Thursday, April 12, 2011

- Protection Under The ADA

**Protection Under the ADA**

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


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- **ADA Goals**

**ADA Goals**

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

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

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- **ADA Reporting**

**ADA Reporting**

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

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
- **ADA Reporting CHART**

**ADA Reporting: CHART**

District/Division: Dallas District

Americans with Disabilities Act (ADA)/Section 504

- # of barriers identified in the STA ADA Transition Plan
- # of barriers corrected in the STA ADA Transition Plan
- # of barriers observed in facilities during daily operations
- # of barriers removed in facilities during daily operations
- # of accommodations requested
- # of accommodations provided
- # of planned outreach events
- # of completed outreach events
- # of Accessibility Committee meetings planned
- # of Accessibility Committee meetings completed
- # of planned training sessions
- # of completed training sessions
- # of complaints filed with the STA ADA Coordinator
- # of completed investigations
- # of planned Sub-recipient reviews
- # of completed Sub-recipient reviews

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- **ADA Reporting Title I: Employment**

**ADA Reporting Title I: Employment**

- Title I of the Americans with Disabilities Act of 1990 prohibits private employers, State and local governments, employment agencies and labor unions from discriminating against qualified individuals with disabilities in job application procedures, hiring, firing, advancement, compensation, job training, and other terms, conditions, and privileges of employment. The ADA covers employers with 15 or more employees, including State and local governments. It also applies to employment agencies and to labor organizations.

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- **Title II: Public Accommodation**

**Title II: Public Accommodation**

**Title III: Public Accommodations**

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

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- **Title II: Public Services**

**Title II: Public Services**

**Title II: Public Services**

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


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- **Title IV: Telecommunications**

**Title IV: Telecommunications**

Title IV: Telecommunications

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


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- **Title V: Miscellaneous**

**Title V: Miscellaneous**

Title V: Miscellaneous

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

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## B. Hemphill/Lamar Partnership

- **Project Background**

### PROJECT BACKGROUND

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

- **Project Area**

### PROJECT AREA



Source: City of Fort Worth

- **Proposed Local Design Partnership Deal Points**

### PROPOSED LOCAL DESIGN PARTNERSHIP DEAL POINTS

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

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

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

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

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

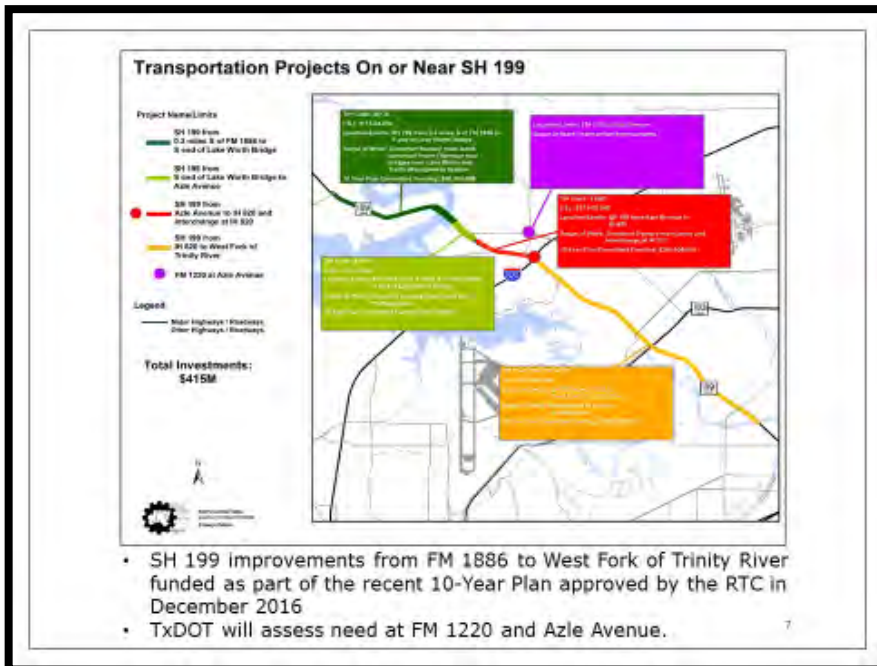
- Funding Proposal for Hemphill/Lamar Connector

### FUNDING PROPOSAL FOR HEMPHILL/LAMAR CONNECTOR

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

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

- Transportation Projects On Or Near SH 199



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



- **East/West RTR Swap**

## EAST/WEST RTR SWAP

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

- **Timeline**

## TIMELINE

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

## C. DART/RTC TRIP Partnership

- **Background**

### BACKGROUND

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

- **RTC/Local Funds**

### RTC/LOCAL FUNDS

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

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

## RTC/DART PROPOSED PARTNERSHIP DEAL POINTS

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

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

- **Proposed Project Types**

## PROPOSED PROJECT TYPES

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

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

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

- **Project Proposed For Federal Funds**

## PROJECT PROPOSED FOR FEDERAL FUNDS

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### Cotton Belt Rail Line:

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

- **Summary**

## SUMMARY

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

D. Southern Dallas County Partnership

- Background

## BACKGROUND

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

- Proposed Projects



- Proposed Funding Partnership

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

- Benefits Of Partnerships

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

- **Timeline**

## TIMELINE

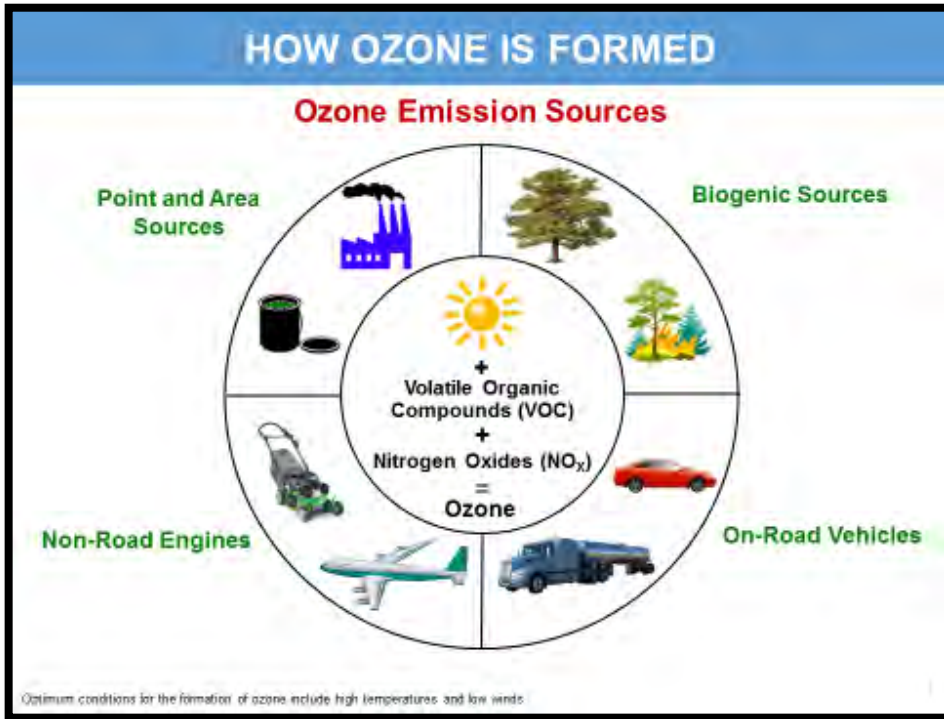
November 2016 -March 2017	Coordination with county and cities
<b>April 2017</b>	<b>Public Meetings</b>  Committee Action
May 2017	Council Action

**E. Air Quality Updates**

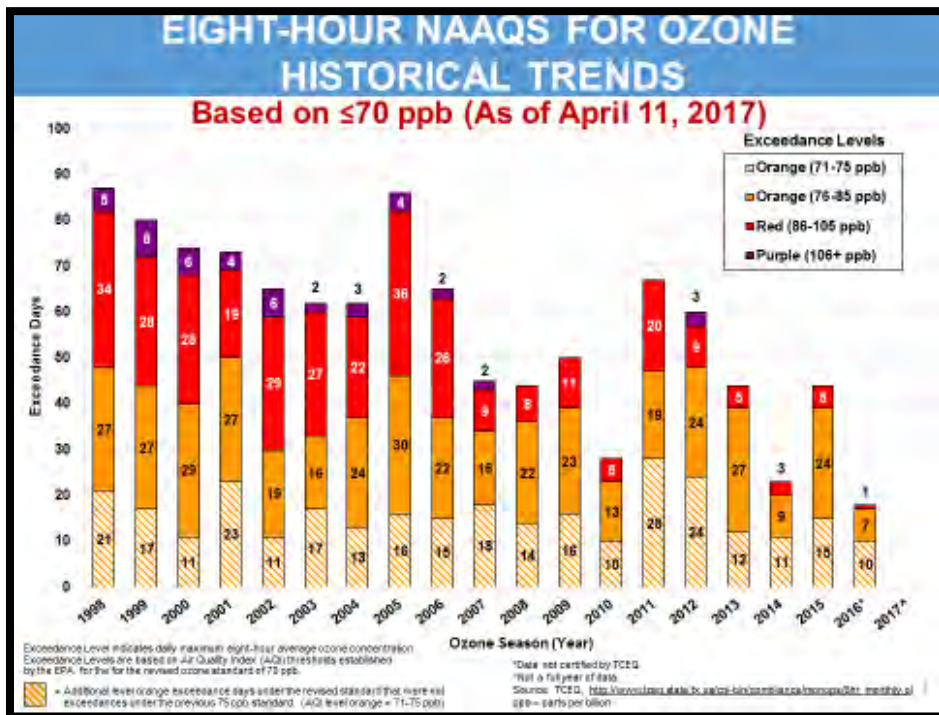
- **2017 Ozone Season**



- How Ozone Is Formed

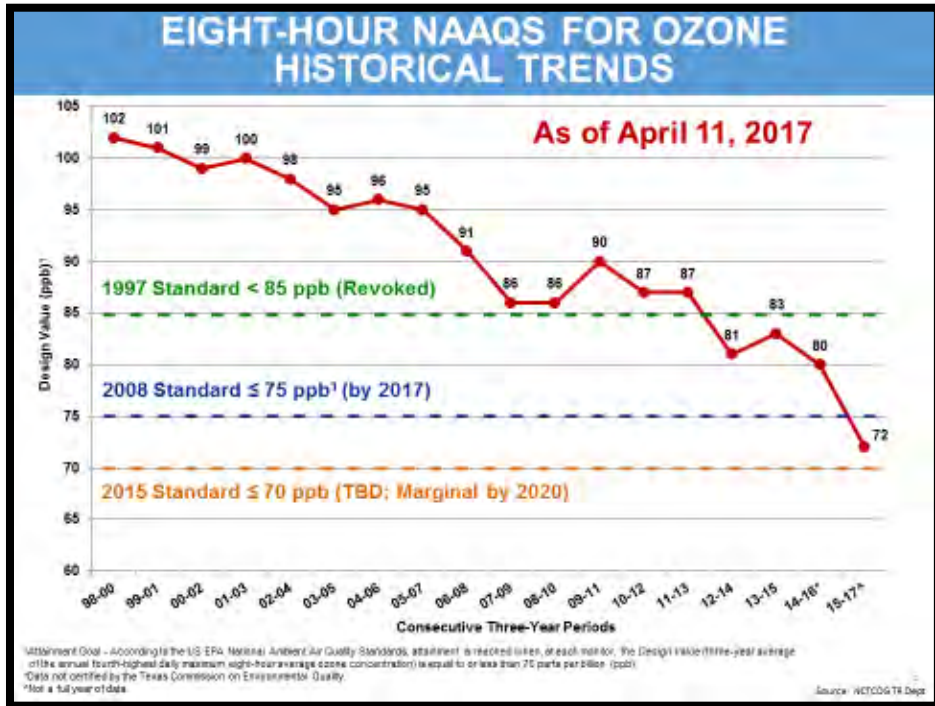


- Ozone Historical Trends





- Ozone Historical Trends



- 2015 NAAQS For Ozone

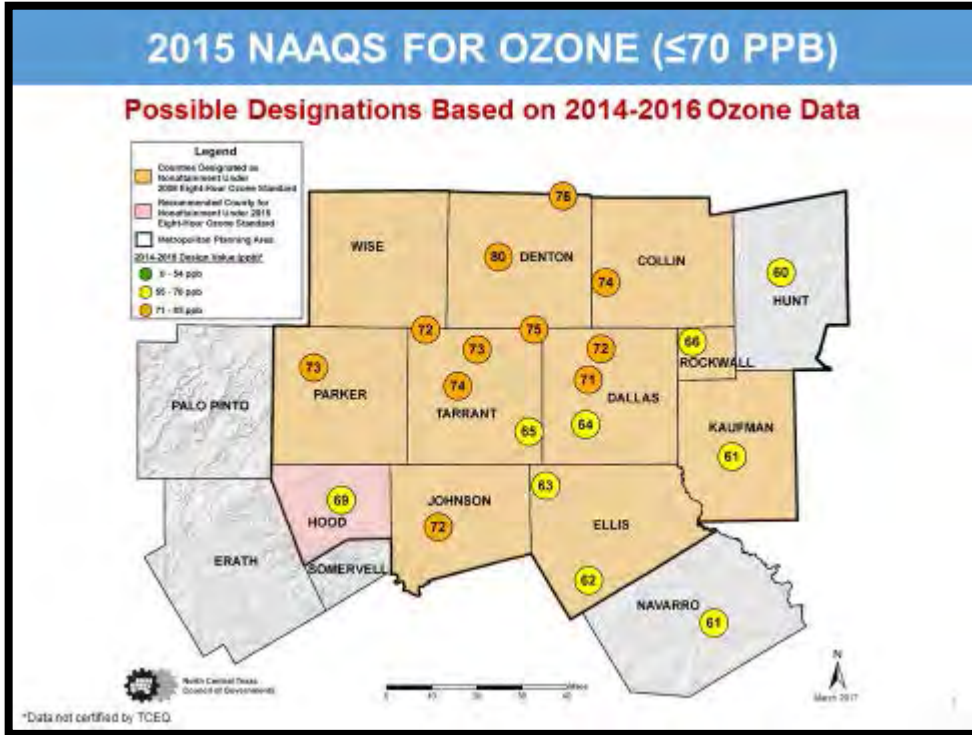
### 2015 NAAQS FOR OZONE (≤70 PPB)

#### Anticipated Implementation Timeline

2015 Standard Final:	October 26, 2015 <sup>1</sup>
Effective Date:	December 28, 2015
State Nonattainment Designation Recommendations to EPA:	October 2016
<b>EPA Designations Final:</b>	<b>October 2017*</b>
<b>EPA Designations Effective:</b>	<b>December 2017*</b>
<b>Attainment Plans Due (moderate and above):</b>	<b>December 2020*</b>
<b>Attainment Dates (no later than)</b>	
Marginal:	December 2020*
Moderate:	December 2023*
Serious:	December 2026*
Severe:	December 2032*

<sup>1</sup> HHS-010482-15-0001-0005-2015-26924  
 \*Dates are anticipations based on EPA's final ozone criteria data.  
 Source: Environmental Protection Agency (EPA)

- Map - 2015 NAAQS For Ozone



- Sample Of Air Quality Initiatives



- Regional Air Quality Status

**REGIONAL AIR QUALITY STATUS**

**NCTCOG Current Ozone Activity Website**

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

**Current Air Quality Index (AQI) for Tuesday, March 28, 2017 12:00:00 PM**  
 These are our monitor values. These are AQI values. See table below.

**Hourly AQI (Combined PM and O<sub>3</sub>)**  
 Tuesday, March 28, 2017 10:00 AM CDT  
 These are our monitor values. These are AQI values. See table below.

**Current Ozone Forecast**

Time	Conditions	Temperature	Humidity	Wind	AQI Forecast	Ozone
12:00 PM	Clear	65°F	55%	10 mph	72	72 ppb

**Air Quality Forecast Expires at 7:00 PM**

Time	AQI	Ozone
12:00 PM	72	72 ppb
1:00 PM	72	72 ppb
2:00 PM	72	72 ppb
3:00 PM	72	72 ppb
4:00 PM	72	72 ppb
5:00 PM	72	72 ppb
6:00 PM	72	72 ppb
7:00 PM	72	72 ppb

**Air Quality Index Values and Ozone Concentration**

Air Quality Index (AQI) Range	Air Quality Category	Level of Health Concern	Color
0-50	Good	Minimal	Green
51-100	Moderate	Minor	Yellow
101-150	Unhealthy for Sensitive Groups	Minor to Moderate	Orange
151-200	Unhealthy	Moderate	Red
201-300	Very Unhealthy	Very Serious	Purple
301-500	Hazardous	Extremely Serious	Maroon

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

- Air Quality Education

**AIR QUALITY EDUCATION**

**Air North Texas**

Updated Website, <http://www.airnorthtexas.org/>  
 Sign up for Air Pollution Alerts  
 Find Air Quality and Ozone Information  
 Commit to Clean Air Actions for Individuals, Businesses, Governments  
 Become a Partner

**CLEAN AIR ACTIONS FOR INDIVIDUALS**

10



- Upcoming Events

## UPCOMING EVENTS

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

## UPCOMING EVENTS

**Earth Day Texas**

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




  
**Dallas-Fort Worth**  
**CLEAN CITIES**



- Upcoming Events (Continued)

**UPCOMING EVENTS**

**North Texas Car Care Clinics**


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

**Events in DFW on Various Dates**

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

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

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



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

**UPCOMING EVENTS**

**Clean Air Action Day**

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



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

## ORAL COMMENTS RECEIVED AT PUBLIC MEETING

### Hemphill/Lamar Partnership

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

##### A. Definition of CMAQ funding

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

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

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

##### B. Transit Pilot Projects

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

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

### Southern Dallas County Partnership

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

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

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

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

**WRITTEN COMMENT FROM PUBLIC MEETING**

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



North Central Texas  
Council of Governments

### Public Meeting Comment Form

**Instructions:**

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

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

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

Please provide written comments below:

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

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



## WRITTEN COMMENTS FROM OUTREACH EVENTS

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



North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

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

Please provide written comments below:

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

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



North Central  
Texas Council  
of Governments

## PUBLIC COMMENT SHEET

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

Please provide written comments below:

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

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



North Central  
Texas Council  
of Governments

### PUBLIC COMMENT SHEET

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

Please provide written comments below:

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

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

## WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

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

Chris:

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

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

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

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

Councilman Simmons,

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

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

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

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

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

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

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

**Alma Lara, April 11, 2017**

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

**Judy House, April 11, 2017**

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

**Kim Welch, April 11, 2017**

Dear Great Leaders,

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

**Response by Amanda Wilson, NCTCOG**

Mr. Welch,

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

**Response by Kim Welch, Citizen**

Thank you Amanda,

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

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

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

**Todd Schreiber, April 19, 2017**

Subject: FM 2499 Connection to 35E Project Update

Dear Amanda,

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

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

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



## WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

### Twitter Comments

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



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



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



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

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

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

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

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

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

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

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

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

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

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



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

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



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



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



## **Facebook Visitor Posts**

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

# TRANSPORTATION PUBLIC MEETINGS

Transportation Alternatives Set-Aside Program Recommended Projects  
Staff will present the list of recommended projects for funding in the 12-county North Central Texas Council of Governments Metropolitan Planning Area. Projects eligible under this program include on- and off-road pedestrian and bicycle facilities, multimodal connections to public transportation, and pedestrian and bicycle infrastructure associated with Safe Routes to School projects that will substantially improve safety and the ability for students to walk and bicycle to school.

### New Federal Transportation Funding

Staff will be presenting on a proposed process to select projects via funding programs for an overall amount of approximately \$345 million in federal funds. The projects will be categorized into approximately 11 programs based on similar goals. Project selection is proposed to occur in stages throughout 2017 and possibly into early 2018.

### Mobility 2045: The Metropolitan Transportation Plan for North Central Texas Kick-off

One of the primary responsibilities of a Metropolitan Planning Organization is the development and maintenance of a metropolitan transportation plan (MTP). The last comprehensive update of the MTP occurred in 2016 with the adoption of Mobility 2040. Staff has initiated the development of a new MTP, Mobility 2045. This Plan will reassess existing recommendations and include new demographics, financial forecasts and planning initiatives. Staff is working with partners to develop draft recommendations and will present an overview and proposed timeline for the Plan.

### Joining Forces: Aligning Community & Military Missions

NCTCOG is collaborating with military and community leaders for Joining Forces, a Regional Joint Land Use Study (JLUS) that will identify and recommend voluntary communications and land use strategies that support continued military capabilities. During a JLUS, the cities and counties surrounding the military installation work with the installation to plan and carry out specific actions that will promote compatible community and economic growth. Staff will present project activities conducted to date as well as remaining public involvement opportunities.

### Other Information to be Highlighted at the Meetings:

- Auto Occupancy Detection Technology Pilot Program Recruitment
- 2017 Clean Air Action Day

The Arlington meeting will be live streamed at [www.nctcog.org/video](http://www.nctcog.org/video) (click on the "live" tab). A video recording of this meeting will also be posted online at [www.nctcog.org/input](http://www.nctcog.org/input).

TUESDAY, MAY 9, 2017

6:00 PM

Richardson Civic Center  
411 W Arapaho Road  
Richardson, TX 75080

WEDNESDAY, MAY 10, 2017

2:30 PM

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

MONDAY, MAY 15, 2017

6:00 PM

North Richland Hills Library  
9015 Grand Ave  
North Richland Hills, TX 76180

For anyone wanting to ride transit to the May 10 public meeting, NCTCOG will offer a free connection to the meeting upon request on a first-come, first-served basis. To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the meeting at 817-608-2365 or [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).



CentrePort/DFW Airport Station  
Arrival Options May 10

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

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




NCTCOGtrans



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[Ozone Information >](#)  
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## Air Quality Funding Opportunities for Vehicles

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

Air Quality Funding Home

Other Air Quality Funding Opportunities

Sign-Up for Email Updates

Current Vehicle Grant Funding Opportunities

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Select Language ? ?

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
<b>NEW!</b> <a href="#">Clean Diesel Funding Assistance Program</a> Deadline: June 20, 2017, 11 pm CST	X	X	X	X	X				Public Sector
<a href="#">Drayage Loan Program</a> Deadline: First Come, First Served		X			X				Private Sector
<a href="#">Drayage Truck Incentive Program (DTIP)</a> Deadline: May 26, 2017, 5 pm CST					X				Public Sector, Private Sector, General Public
<a href="#">Federal and State Incentives and Laws (Including Tax Credits)</a>	X	X	X	X	X	X	X		Private Sector
<a href="#">Propane Vehicle Incentives for Texas</a>	X	X		X	X	X	X		Public Sector, Private Sector
<a href="#">Rebate Grants Program (Rebate)</a> Deadline: May 26, 2017, 5 pm CST, First Come- First Served	X	X	X	X	X				Public Sector, Private Sector
<a href="#">Texas Natural Gas Vehicle Grant Program (TNGVGP)</a> Deadline: May 26, 2017, 5 pm CST	X	X	X	X	X				Public Sector, Private Sector

[NCTCOG Funding Opportunity Archive](#)

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

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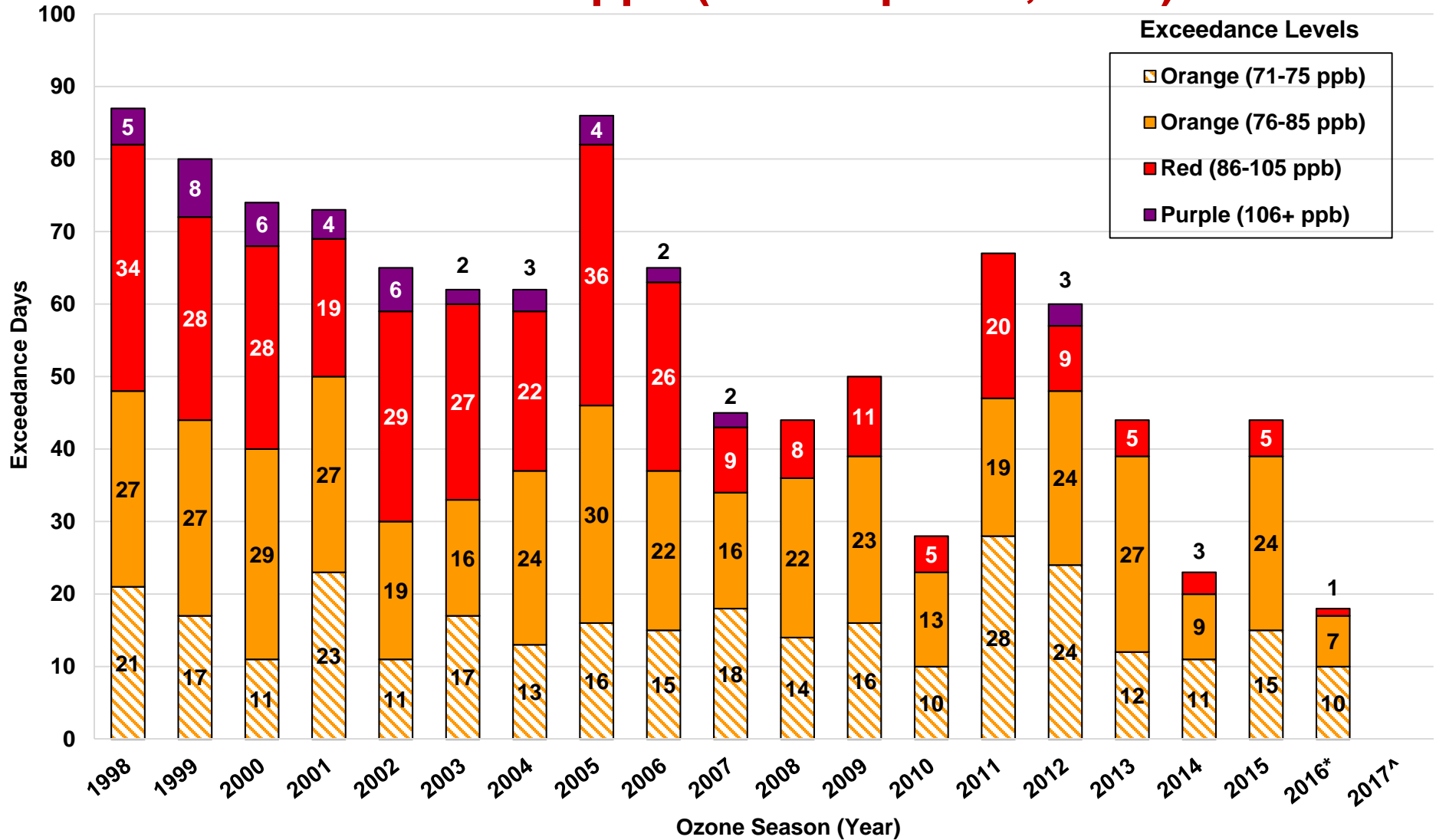
North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888

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




# EIGHT-HOUR OZONE HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of April 24, 2017)



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

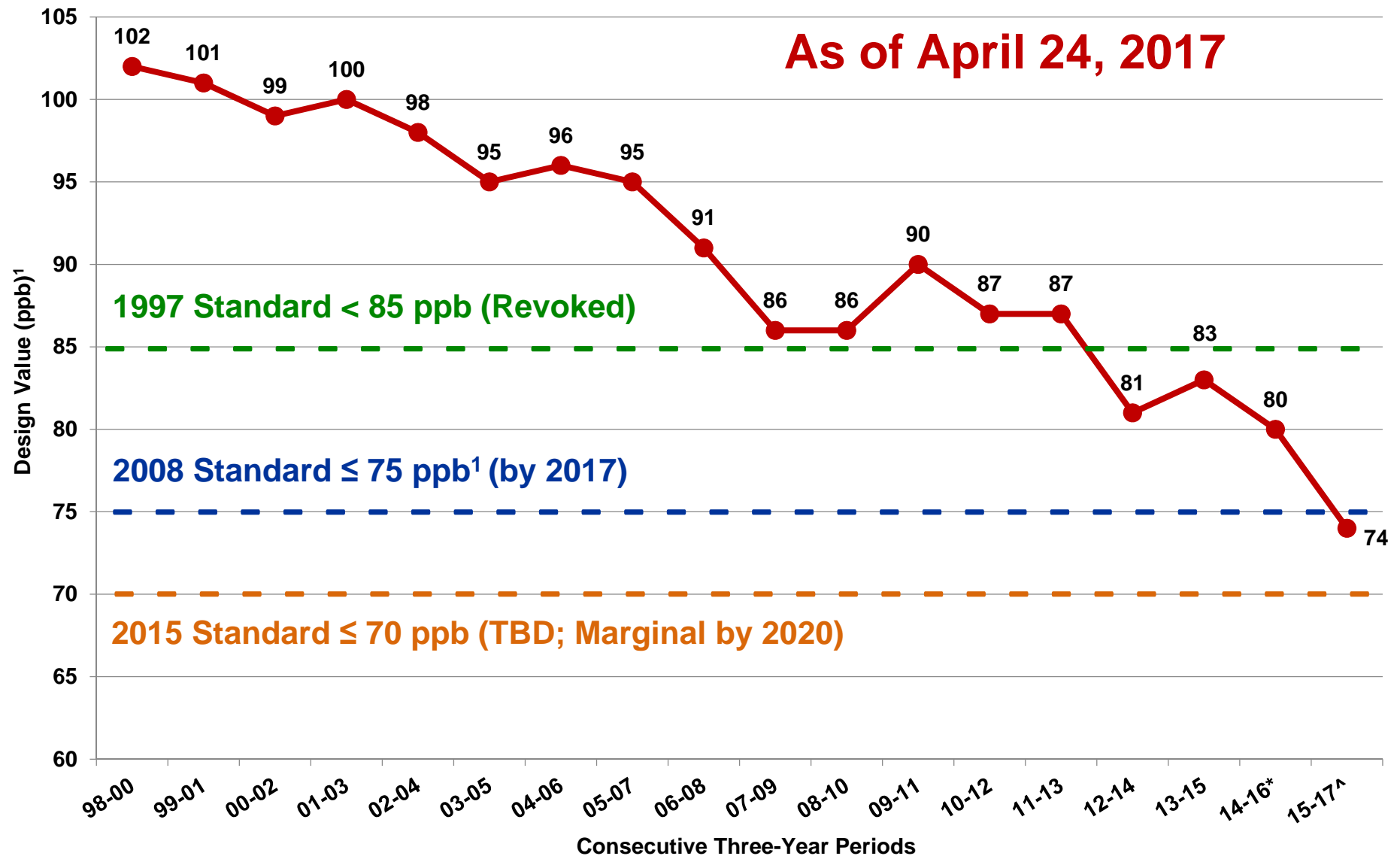
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

\*Data not certified by TCEQ.

^Not a full year of data.

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

# EIGHT-HOUR OZONE HISTORICAL TRENDS



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

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

^Not a full year of data.

# Compressed Natural Gas

## Station Safety and Inspection Training

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

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

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

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

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

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

**Cost:** \$15 per trainee

**Register:**


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



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## SmartWay

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

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

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

### NCTCOG Receives 2017 SmartWay Affiliate Challenge Award!



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

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

SmartWay Links

[EPA SmartWay Program](#)

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

[NCTCOG SmartWay Fact Sheet](#)

[EPA Certified Passenger Vehicles](#)


[EPA Verified Technologies](#)

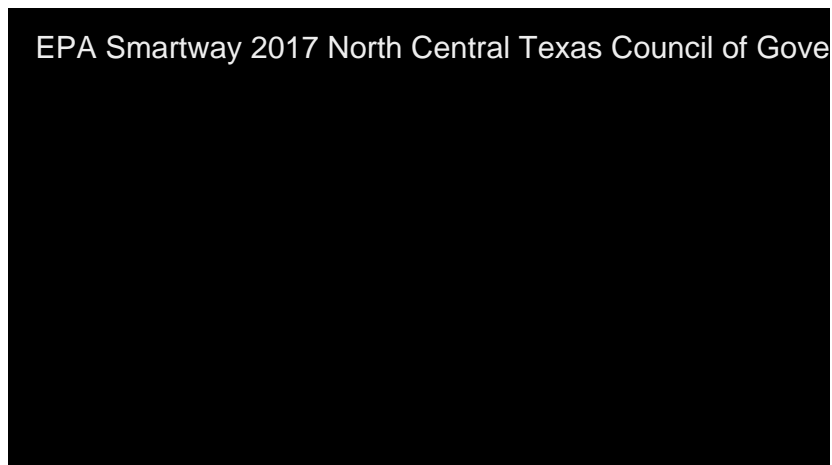
[EPA SmartWay Driver](#)

**Sign-Up for  
SmartWay Email  
Updates**

**Become a  
SmartWay Partner**

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





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

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

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

## Webinar: Realizing the Benefits of SmartWay Partnership

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

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

## SmartWay Passenger Vehicles Outreach

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

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

## SmartWay Upgrade Kit Demonstration Project

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

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

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

## Reusable Packaging Workshop

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

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

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

### **New Proposed Rate Structure for Street Lighting**

[Oncor Electric Delivery Company](#) (Oncor) has proposed a rate revision that could help more entities get cost savings for retrofitting street lights to light-emitting diode (LEDs). On March 17, 2017, Oncor filed an Application for Authority to Change Rates, commonly known as a rate case, to the Public Utility Commission of Texas (PUCT). Among other items, the proposed rate case introduces changes that would impact solar and LED street light projects in Oncor service territory, which includes the North Central Texas Council of Governments service area. The revised street lighting rates, to accommodate LEDs, are likely in response to municipal demand, as many cities have been requesting this option for several years. If adopted, the expanded rate options may make it easier for cities and other Oncor customers who own street lights to realize cost savings associated with switching to more energy-efficient LED street lighting without having to install a separate meter.

Attached is an excerpt from the full rate case that details the street lighting options rate table. If you are interested in learning more, the rate case has been assigned the PUCT docket number 46957 and all relevant documentation can be found on the [PUCT's website](#). You may also contact Kristina Ronneberg, NCTCOG, at (817) 695-9226 with questions.



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### 6.1.1.1.8 Lighting Service

#### Street Lighting Service

##### AVAILABILITY

Applicable to Competitive Retailer for street lighting, pedestrian walkway lighting, and overhead sign lighting service to governmental entities in areas served by Company. Overhead sign lighting is available only under the provisions of Schedule D of the Monthly Rate - Unmetered Facilities or the Monthly Rate - Metered Facilities - Non-Company-Owned provisions or the appropriate Secondary Service or Primary Service Rate Schedule.

##### TYPE OF SERVICE

Single or three phase, 60 hertz, at any of the Company's standard secondary or primary service voltages as required by Competitive Retailer. Where existing distribution facilities are not adjacent to the point of delivery, additional charges and special contract arrangements may be required prior to its being furnished. If service is provided at primary voltage, Company may at its option meter service on the secondary side of the governmental entity's transformers and adjust for transformer losses in accordance with Company's Tariff for Retail Delivery Service.

##### MONTHLY RATE

##### I. Unmetered Facilities

**Points of Delivery (POD) Charge: \$68.00 per governmental entity served by the Competitive Retailer.**

Lamp	Watts	Lumens	kWh	Schedule			Rectangular*	Post-Top*
				A	B*	C* and D		
Mercury Vapor * (See Note 1)	175	7,900	70	\$10.54	\$15.31	\$1.61	\$23.93	\$11.63
	400	21,000	150	\$11.73	\$19.25	\$3.25	N.A.	N.A.
	1,000	63,000	370	\$14.84	\$23.46	\$7.76	N.A.	N.A.
Sodium Vapor	100	9,500	40	\$10.19	\$14.97	\$0.99	\$23.83	\$10.91
	150	16,000	70	\$10.74	\$18.25	\$1.61	N.A.	N.A.
	200	22,000	80	\$10.94	\$18.47	\$1.81	N.A.	N.A.
	250	27,500	100	\$11.16	\$18.68	\$2.22	\$25.94	N.A.
	400	50,000	160	\$12.50	\$21.11	\$3.45	N.A.	N.A.
	1,000*	140,000	375	\$15.15	\$23.31	\$7.87	N.A.	N.A.
Metal Halide *	150	14,000	65	\$12.29	N.A.	\$1.50	N.A.	N.A.
	175 (see note 2)	14,000	65	\$12.29	\$20.50	\$1.50	N.A.	N.A.
	250	25,000	100	\$14.00	\$22.31	\$2.22	N.A.	N.A.
	400	36,000	160	\$14.44	\$22.31	\$3.45	\$33.75	N.A.
	1,000*	110,000	370	\$17.66	\$25.58	\$7.76	\$37.00	N.A.

Other:				
Lamp	Watts	Lumens	kWh	
Incandescent	All			\$10.19
Historical*				
Mercury Vapor	175	7,900	70	\$10.54
Sodium Vapor	100	9,500	40	\$10.20
Sodium Vapor	150	16,000	70	\$10.75
Metal Halide	175	14,000	65	\$12.26

\* Closed to new street lighting installations.



**Tariff for Retail Delivery Service  
Oncor Electric Delivery Company LLC**

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**LED Street Lighting Options**

Lamp	Wattage Range	kWh	Schedule A LED Street Lighting				Schedule D LED Street Lighting
			Cobra Head (See Note 3)	Rectangular (See Note 4)	Post – Top (See Note 4)	Historical (See Note 4)	
LED	0 - 55	15	\$11.42	\$24.45	\$16.02	\$28.30	\$0.48
LED	56 - 100	30	\$11.79	\$25.10	\$15.95	\$27.91	\$0.78
LED	101 - 140	45	\$12.20	N/A	N/A	N/A	\$1.09
LED	141 - 180	55	\$12.43	\$25.38	N/A	N/A	\$1.30
LED	181 - 265	80	\$15.02	N/A	N/A	N/A	\$1.81

Note 1: Mercury Vapor options are closed to new installations. Company will continue to maintain existing Mercury lamps as long as replacement lamps are available. When replacement lamps are no longer available or existing fixtures are damaged or fail and must be replaced, Retail Customer will have the option to switch its service to the lamp type as specified in Mercury Vapor and Metal Halide Fixture Replacement Schedule below or to cancel service at no cost. Existing 250 Watt Mercury Vapor lighting will be billed at same rate as 175 Watt.

Note 2: Metal Halide option is closed to new installations. Company will continue to maintain existing metal halide lamps as long as replacement lamps are available. When replacement lamps are no longer available or existing fixtures are damaged or fail and must be replaced, Retail Customer will have the option to switch its service to the lamp type as specified in Mercury Vapor and Metal Halide Fixture Replacement Schedule below or to cancel service at no cost.

Note 3: **Schedule A Cobra Head LED Street Lighting applies to:**  
Company installed, owned, operated, and maintained street lights mounted on wood poles with a cobra head arm and served overhead.

Company installed, owned, operated, and maintained street lights mounted on wood, steel, or ornamental poles of a type normally used by Company, and served overhead or underground, and Retail Customer has contributed to Company an amount equivalent to the difference between the total installed cost of such street lighting and the Standard Allowance for the Cobra Head Street Lighting Option.

Note 4: **Schedule A Rectangular, Post-Top, and Historical LED Street Lighting applies to:**  
Company installed, owned, operated, and maintained street lights mounted on wood, steel, or ornamental poles of a type normally used by Company, and served overhead or underground, and Retail Customer has contributed to Company an amount equivalent to the difference between the total installed cost of such street lighting and the Standard Allowance for the applicable LED Street Lighting Option.

II. Nuclear Decommissioning Charge: See Rider NDC per kWh

III. Transmission Cost Recovery Factor: See Rider TCRF

IV. Energy Efficiency Cost Recovery Factor: See Rider EECRF

**Other Charges or Credits**

V. Rate Case Expense Surcharge: See Rider RCE per kWh

**DEFINITIONS**

**Pedestrian Walkway Lighting:**

Pedestrian walkway lighting is used to illuminate sidewalks along municipally-owned streets and roads and within municipally-owned parks and recreational areas.



**Tariff for Retail Delivery Service  
Oncor Electric Delivery Company LLC**

**6.1.1 Delivery System Charges**

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**Standard Allowance:**

An amount equal to the average installed cost of a street light of a type normally used by Company and served either overhead. For LED Street Lighting Options, the standard allowance is equal to the installed cost of the following:

- Cobra Head - an LED street light mounted on a 35' wooden pole, with a cobra head arm, served overhead.
- Rectangular - a Rectangular LED street light mounted on a 20' steel anchor-based pole, served underground.
- Post-Top - a Post-Top LED street light mounted on a 20' fiberglass pole, served underground.
- Historical - a Historical LED street light mounted on a 11' aluminum anchor-based historical pole, served underground.

**Repair and Maintenance:**

Repair consists of the repair or replacement of any individual component associated with the pole or fixture that allows the facility to operate safely and effectively. Maintenance includes photocell replacement and cleaning of lens at the time of bulb replacement. Repair and Maintenance do not include painting or straightening of poles unless Company determines that safety or operation is adversely affected.

**Replacement:**

Replacement includes only the complete replacement of the street light luminaire and pole caused by impacts related to weather, construction, or traffic accidents.

**For street lights installed after the effective date of this revision, Schedules A and D are defined as follows:**

Schedule A applies to Company installed, owned, operated, and maintained street lights of the types and sizes provided in the chart under Section I. Unmetered Facilities.

Schedule D applies to Retail Customer owned, operated and maintained street lights and overhead sign lights or where such lights are installed by a governmental entity for the use of Retail Customer, and Company supplies delivery service to Retail Customer for the operation of the street lights or overhead sign lights. Company does not provide maintenance to Schedule D lights in accordance with this tariff.

**For street lights installed prior to the effective date of this revision, Schedules A, B, C, and D are defined as follows:**

**Schedule A applies to:**

Company installed, owned, operated, and maintained street lights mounted on wood poles and served overhead.

Company installed, owned, operated, and maintained street lights mounted on wood, steel, or ornamental poles of a type normally used by Company, and served overhead or underground, and Retail Customer has contributed to Company an amount equivalent to the difference between the total installed cost of such street lighting and the total installed cost of an equivalent lighting system mounted on wood poles and served overhead.

**Schedule B applies to:**

Company installed, owned, operated, and maintained street lights mounted on steel or other ornamental poles of a type normally used by Company and served overhead. If the number of steel and/or other ornamental poles exceeds the number of such poles on which lights are mounted, there will be an additional charge of \$5.34 per month for each such excess pole. Where two street lights with lamps of the same size are mounted on the same steel and/or other ornamental pole, Schedule B applies to one of the lights and Schedule A to the other.

Company installed, owned, operated, and maintained street lights mounted on steel or other ornamental poles of a type normally used by Company and served underground, and Retail Customer has contributed to Company an amount equivalent to the difference between the total installed cost of the underground circuits serving the street lights and the total installed cost of overhead circuits. Where two street lights with lamps of the same size are mounted on the same steel and/or other ornamental pole, Schedule B applies to one of the lights and Schedule A to the other.

**Schedule C applies to:**

Street lights installed for the use of Retail Customer by Retail Customer or by a governmental subdivision. All equipment replacement and maintenance is performed by Retail Customer or the governmental subdivision. Company provides lamp replacement service only which includes lamp and labor (unless otherwise requested in writing by Retail Customer).

Company owned street lights mounted on steel or other ornamental poles of a type not normally used by Company, and Retail Customer has contributed to Company an amount equivalent to the entire construction cost of the street lighting facilities including luminaires and circuits.

Company operates all street lights under Schedule C (must be of a type suitable for use with the lamp sizes provided for herein) and makes all normal lamp replacements which includes lamp and labor at its expense. All other maintenance will be billed to Retail Customer on the basis of actual costs including appropriate overhead expenses.



**Tariff for Retail Delivery Service  
Oncor Electric Delivery Company LLC**

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**Schedule D applies to:**

Retail Customer operated and maintained street lights and overhead sign lights or where such lights are installed by a governmental subdivision for the use of Retail Customer, and Company supplies distribution service to Retail Customer for the operation of the street lights or overhead sign lights.

**CONVERSION OR REPLACEMENT OF EXISTING FUNCTIONAL FACILITIES AT RETAIL CUSTOMER'S REQUEST**

Company will convert or replace existing Company-owned, functional facilities (size or type of luminaire) to a different Company-offered size or type of luminaire upon request of and payment by Retail Customer of \$63 for each luminaire, to cover the cost of removal of existing facilities and an amount equal to the unamortized investment in the converted or replaced facilities, less the salvage value of the existing facilities. If the salvage value of the converted or replaced facilities is less than \$0, this negative salvage value will be treated as additional cost to be paid by the Retail Customer. Installation of new facilities requested by Retail Customer will be performed pursuant to the Standard Allowance described above.

Company will limit the conversion of fully operable mercury vapor, sodium vapor, and metal halide street lights to any LED Street Lighting Options to a maximum of 30,000 street lights per year.

**Customer Requested Removal of Existing Facilities**

Company will remove existing facilities upon request by Retail Customer if Customer pays an amount in accordance with the Company's Section 6.1.3.1 Uniform Discretionary Service Charge 17 – Street Light Removal

**SPECIAL CONDITIONS**

For billing purposes the monthly street lighting and overhead sign lighting burning hours are 333 hours per month and all connections and disconnections are assumed to have occurred at the beginning of the current month's billing period.

Retail Customer-owned unmetered lamps other than those of the lamp sizes shown under Schedule D existing prior to the effective date of this tariff are billed under the metered rate and the amount of monthly energy is determined by multiplying the connected load (including ballast) by the number of burning hours.

New Service provided to customer-owned street light other than the types and sizes provided in Schedule D will be provided under the appropriate Secondary Service or Primary Service Rate Schedule.

Company reserves the right to discontinue service at locations where excessive maintenance and/or lamp replacement occur, or Company may charge Retail Customer for such maintenance and/or lamp replacements. Company makes all connections and disconnections to its distribution system.

Company-owned, operated, and maintained lighting facilities shall be installed in accordance with National Electrical Safety Code standards.

**AGREEMENT**

An Agreement for Street Lighting Service with a term of not less than ten years is required.

**NOTICE**

This rate schedule is subject to the Company's Tariff and Applicable Legal Authorities.

**MONTHLY RATE**

**I. Metered Facilities – Non-Company Owned**

Applicable for distribution service supplied at one point of delivery and measured through one meter to Retail Customer owned, operated and maintained street and highway lighting, overhead sign lighting, and incidental safety lighting equipment which operates same hours as normal street lighting.

Customer Charge	\$3.62	per Retail Customer
Metering Charge	\$13.04	per Retail Customer
Distribution System Charge	\$0.019647	per kWh



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- II. Nuclear Decommissioning Charge: See Rider NDC per kWh
- III. Transmission Cost Recovery Factor: See Rider TCRF
- IV. Energy Efficiency Cost Recovery Factor: See Rider EECRF
- V. Competitive Meter Credit: See Rider CMC

**Other Charges or Credits**

- VI. Rate Case Expense Surcharge: See Rider RCE per kWh

**MONTHLY RATE**

**I. Metered Facilities - Company-Owned (Closed to new installations)**

- Customer Charge \$3.62 per Retail Customer
- Metering Charge \$13.04 per Retail Customer
- Distribution System Charge \$0.119647 per kWh
- II. Nuclear Decommissioning Charge: See Rider NDC per kWh
- III. Transmission Cost Recovery Factor: See Rider TCRF
- IV. Energy Efficiency Cost Recovery Factor: See Rider EECRF
- V. Competitive Meter Credit: See Rider CMC

**Other Charges or Credits**

- VI. Rate Case Expense Surcharge: See Rider RCE per kWh

**MERCURY VAPOR AND METAL HALIDE FIXTURE REPLACEMENT SCHEDULE**

For Company-owned lights, when existing mercury vapor fixtures require replacement, Company will make such replacements with comparable high pressure sodium vapor or LED Cobra Head lighting at no cost, as specified below:

Existing Mercury Vapor Lighting :			Sodium Vapor Replacement :			LED Replacement :	
<u>Wattage</u>	<u>Lumens</u>	<u>kWh</u>	<u>Wattage</u>	<u>Lumens</u>	<u>kWh</u>	<u>Wattage Range</u>	<u>kWh</u>
175	7,900	70	100	9,500	40	56 – 100	30
400	21,000	150	200	22,000	80	101 – 140	45
1,000	63,000	370	400	50,000	160	181 – 265	80
Existing Metal Halide Lighting :			Sodium Vapor Replacement :			LED Replacement :	
<u>Wattage</u>	<u>Lumens</u>	<u>Wattage</u>	<u>Wattage</u>	<u>Lumens</u>	<u>kWh</u>	<u>Wattage Range</u>	<u>kWh</u>
150	14,000	65	150	16,000	70	101 – 140	45
175	14,000	65	150	16,000	70	101 – 140	45
250	25,000	100	250	27,500	100	101 – 140	45
400	36,000	160	400	50,000	160	181 – 265	80
1,000	110,000	370	400	50,000	160	181 – 265	80

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Upon replacement, Retail Customer will be billed at the applicable facilities charge and associated kWh usage for the sodium vapor replacement lighting.

Upon request of the Retail Customer, Company will convert or replace existing mercury vapor lighting to street lighting options other than those indicated above, as stated in "CONVERSION OR REPLACEMENT OF EXISTING FACILITIES."



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## Outdoor Lighting Service (CLOSED)

### AVAILABILITY

Applicable to Competitive Retailers for unmetered lighting service supplied exclusively to one or more existing outdoor lamps as specified below operating automatically from dusk to dawn.

Not applicable to street lighting.

### MONTHLY RATE

#### **I. Unmetered Facilities**

Point of Delivery (POD) Charge: \$1.30 per premise.

#### Guard Lights

Type	Watts	kWh	Lumens	Facilities Charge
Mercury Vapor (See Note 1)	175	70	7,900	\$7.07
	400	150	21,000	\$10.78
Sodium Vapor	100	40	9,500	\$6.65
	200	80	22,000	\$9.42
LED Cobra Head	0 - 55	15	Not Applicable	\$11.42
	56 - 100	30		\$11.79
	101 - 140	45		\$12.20
	141 - 180	55		\$12.43
	181 - 265	80		\$15.02

#### Flood Lights

Type	Watts	kWh	Lumens	Facilities Charge
Metal Halide	175	65	14,000	\$9.16
	250	100	25,000	\$12.46
	400	160	36,000	\$15.02
	1000	370	110,000	\$26.33
Sodium Vapor	100	40	9,500	\$9.05
	200	80	22,000	\$9.42
	250	100	27,000	\$11.62
	400	160	50,000	\$14.87
	1000	375	140,000	\$27.22
LED Cobra Head	0 - 55	15	Not Applicable	\$11.42
	56 - 100	30		\$11.79
	101 - 140	45		\$12.20
	141 - 180	55		\$12.43
	181 - 265	80		\$15.02

Note 1: Company will continue to maintain existing Mercury Vapor and Metal Halide installations as long as replacement lamps are available. As existing fixtures are damaged or fail and must be replaced, Retail Customer will have the option to switch its service to another lamp type as specified in Mercury Vapor and Metal Halide Fixture Replacement Schedule below or cancel service at no cost.



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### 6.1.1.1.8 Lighting Service

#### Street Lighting Service

##### AVAILABILITY

Applicable to Competitive Retailer for street lighting, pedestrian walkway lighting, and overhead sign lighting service to governmental entities in areas served by Company. Overhead sign lighting is available only under the provisions of Schedule D of the Monthly Rate - Unmetered Facilities or the Monthly Rate - Metered Facilities - Non-Company-Owned provisions or the appropriate Secondary Service or Primary Service Rate Schedule.

##### TYPE OF SERVICE

Single or three phase, 60 hertz, at any of the Company's standard secondary or primary service voltages as required by Competitive Retailer. Where existing distribution facilities are not adjacent to the point of delivery, additional charges and special contract arrangements may be required prior to its being furnished. If service is provided at primary voltage, Company may at its option meter service on the secondary side of the governmental entity's transformers and adjust for transformer losses in accordance with Company's Tariff for Retail Delivery Service.

##### MONTHLY RATE

##### **I. Unmetered Facilities**

**Points of Delivery (POD) Charge: \$68.00 per governmental entity served by the Competitive Retailer.**

Lamp	Watts	Lumens	kWh	Schedule			Rectangular*	Post-Top*
				A	B*	C* and D		
Mercury Vapor * (See Note 1)	175	7,900	70	\$10.54	\$15.31	\$1.61	\$23.93	\$11.63
	400	21,000	150	\$11.73	\$19.25	\$3.25	N.A.	N.A.
	1,000	63,000	370	\$14.84	\$23.46	\$7.76	N.A.	N.A.
Sodium Vapor	100	9,500	40	\$10.19	\$14.97	\$0.99	\$23.83	\$10.91
	150	16,000	70	\$10.74	\$18.25	\$1.61	N.A.	N.A.
	200	22,000	80	\$10.94	\$18.47	\$1.81	N.A.	N.A.
	250	27,500	100	\$11.16	\$18.68	\$2.22	\$25.94	N.A.
	400	50,000	160	\$12.50	\$21.11	\$3.45	N.A.	N.A.
	1,000*	140,000	375	\$15.15	\$23.31	\$7.87	N.A.	N.A.
Metal Halide *	150	14,000	65	\$12.29	N.A.	\$1.50	N.A.	N.A.
	175 (see note 2)	14,000	65	\$12.29	\$20.50	\$1.50	N.A.	N.A.
	250	25,000	100	\$14.00	\$22.31	\$2.22	N.A.	N.A.
	400	36,000	160	\$14.44	\$22.31	\$3.45	\$33.75	N.A.
	1,000*	110,000	370	\$17.66	\$25.58	\$7.76	\$37.00	N.A.

Other:				
Lamp	Watts	Lumens	kWh	
Incandescent	All			\$10.19
Historical*				
Mercury Vapor	175	7,900	70	\$10.54
Sodium Vapor	100	9,500	40	\$10.20
Sodium Vapor	150	16,000	70	\$10.75
Metal Halide	175	14,000	65	\$12.26

\* Closed to new street lighting installations.



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**LED Street Lighting Options**

Lamp	Wattage Range	kWh	Schedule A LED Street Lighting				Schedule D LED Street Lighting
			Cobra Head (See Note 3)	Rectangular (See Note 4)	Post – Top (See Note 4)	Historical (See Note 4)	
LED	0 - 55	15	\$11.42	\$24.45	\$16.02	\$28.30	\$0.48
LED	56 - 100	30	\$11.79	\$25.10	\$15.95	\$27.91	\$0.78
LED	101 - 140	45	\$12.20	N/A	N/A	N/A	\$1.09
LED	141 - 180	55	\$12.43	\$25.38	N/A	N/A	\$1.30
LED	181 - 265	80	\$15.02	N/A	N/A	N/A	\$1.81

Note 1: Mercury Vapor options are closed to new installations. Company will continue to maintain existing Mercury lamps as long as replacement lamps are available. When replacement lamps are no longer available or existing fixtures are damaged or fail and must be replaced, Retail Customer will have the option to switch its service to the lamp type as specified in Mercury Vapor and Metal Halide Fixture Replacement Schedule below or to cancel service at no cost. Existing 250 Watt Mercury Vapor lighting will be billed at same rate as 175 Watt.

Note 2: Metal Halide option is closed to new installations. Company will continue to maintain existing metal halide lamps as long as replacement lamps are available. When replacement lamps are no longer available or existing fixtures are damaged or fail and must be replaced, Retail Customer will have the option to switch its service to the lamp type as specified in Mercury Vapor and Metal Halide Fixture Replacement Schedule below or to cancel service at no cost.

Note 3: **Schedule A Cobra Head LED Street Lighting applies to:**  
Company installed, owned, operated, and maintained street lights mounted on wood poles with a cobra head arm and served overhead.

Company installed, owned, operated, and maintained street lights mounted on wood, steel, or ornamental poles of a type normally used by Company, and served overhead or underground, and Retail Customer has contributed to Company an amount equivalent to the difference between the total installed cost of such street lighting and the Standard Allowance for the Cobra Head Street Lighting Option.

Note 4: **Schedule A Rectangular, Post-Top, and Historical LED Street Lighting applies to:**  
Company installed, owned, operated, and maintained street lights mounted on wood, steel, or ornamental poles of a type normally used by Company, and served overhead or underground, and Retail Customer has contributed to Company an amount equivalent to the difference between the total installed cost of such street lighting and the Standard Allowance for the applicable LED Street Lighting Option.

II. Nuclear Decommissioning Charge: See Rider NDC per kWh

III. Transmission Cost Recovery Factor: See Rider TCRF

IV. Energy Efficiency Cost Recovery Factor: See Rider EECRF

**Other Charges or Credits**

V. Rate Case Expense Surcharge: See Rider RCE per kWh

**DEFINITIONS**

**Pedestrian Walkway Lighting:**

Pedestrian walkway lighting is used to illuminate sidewalks along municipally-owned streets and roads and within municipally-owned parks and recreational areas.



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**Standard Allowance:**

An amount equal to the average installed cost of a street light of a type normally used by Company and served either overhead. For LED Street Lighting Options, the standard allowance is equal to the installed cost of the following:

- Cobra Head - an LED street light mounted on a 35' wooden pole, with a cobra head arm, served overhead.
- Rectangular - a Rectangular LED street light mounted on a 20' steel anchor-based pole, served underground.
- Post-Top - a Post-Top LED street light mounted on a 20' fiberglass pole, served underground.
- Historical - a Historical LED street light mounted on a 11' aluminum anchor-based historical pole, served underground.

**Repair and Maintenance:**

Repair consists of the repair or replacement of any individual component associated with the pole or fixture that allows the facility to operate safely and effectively. Maintenance includes photocell replacement and cleaning of lens at the time of bulb replacement. Repair and Maintenance do not include painting or straightening of poles unless Company determines that safety or operation is adversely affected.

**Replacement:**

Replacement includes only the complete replacement of the street light luminaire and pole caused by impacts related to weather, construction, or traffic accidents.

**For street lights installed after the effective date of this revision, Schedules A and D are defined as follows:**

Schedule A applies to Company installed, owned, operated, and maintained street lights of the types and sizes provided in the chart under Section I. Unmetered Facilities.

Schedule D applies to Retail Customer owned, operated and maintained street lights and overhead sign lights or where such lights are installed by a governmental entity for the use of Retail Customer, and Company supplies delivery service to Retail Customer for the operation of the street lights or overhead sign lights. Company does not provide maintenance to Schedule D lights in accordance with this tariff.

**For street lights installed prior to the effective date of this revision, Schedules A, B, C, and D are defined as follows:**

**Schedule A applies to:**

Company installed, owned, operated, and maintained street lights mounted on wood poles and served overhead.

Company installed, owned, operated, and maintained street lights mounted on wood, steel, or ornamental poles of a type normally used by Company, and served overhead or underground, and Retail Customer has contributed to Company an amount equivalent to the difference between the total installed cost of such street lighting and the total installed cost of an equivalent lighting system mounted on wood poles and served overhead.

**Schedule B applies to:**

Company installed, owned, operated, and maintained street lights mounted on steel or other ornamental poles of a type normally used by Company and served overhead. If the number of steel and/or other ornamental poles exceeds the number of such poles on which lights are mounted, there will be an additional charge of \$5.34 per month for each such excess pole. Where two street lights with lamps of the same size are mounted on the same steel and/or other ornamental pole, Schedule B applies to one of the lights and Schedule A to the other.

Company installed, owned, operated, and maintained street lights mounted on steel or other ornamental poles of a type normally used by Company and served underground, and Retail Customer has contributed to Company an amount equivalent to the difference between the total installed cost of the underground circuits serving the street lights and the total installed cost of overhead circuits. Where two street lights with lamps of the same size are mounted on the same steel and/or other ornamental pole, Schedule B applies to one of the lights and Schedule A to the other.

**Schedule C applies to:**

Street lights installed for the use of Retail Customer by Retail Customer or by a governmental subdivision. All equipment replacement and maintenance is performed by Retail Customer or the governmental subdivision. Company provides lamp replacement service only which includes lamp and labor (unless otherwise requested in writing by Retail Customer).

Company owned street lights mounted on steel or other ornamental poles of a type not normally used by Company, and Retail Customer has contributed to Company an amount equivalent to the entire construction cost of the street lighting facilities including luminaires and circuits.

Company operates all street lights under Schedule C (must be of a type suitable for use with the lamp sizes provided for herein) and makes all normal lamp replacements which includes lamp and labor at its expense. All other maintenance will be billed to Retail Customer on the basis of actual costs including appropriate overhead expenses.



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**Schedule D applies to:**

Retail Customer operated and maintained street lights and overhead sign lights or where such lights are installed by a governmental subdivision for the use of Retail Customer, and Company supplies distribution service to Retail Customer for the operation of the street lights or overhead sign lights.

**CONVERSION OR REPLACEMENT OF EXISTING FUNCTIONAL FACILITIES AT RETAIL CUSTOMER'S REQUEST**

Company will convert or replace existing Company-owned, functional facilities (size or type of luminaire) to a different Company-offered size or type of luminaire upon request of and payment by Retail Customer of \$63 for each luminaire, to cover the cost of removal of existing facilities and an amount equal to the unamortized investment in the converted or replaced facilities, less the salvage value of the existing facilities. If the salvage value of the converted or replaced facilities is less than \$0, this negative salvage value will be treated as additional cost to be paid by the Retail Customer. Installation of new facilities requested by Retail Customer will be performed pursuant to the Standard Allowance described above.

Company will limit the conversion of fully operable mercury vapor, sodium vapor, and metal halide street lights to any LED Street Lighting Options to a maximum of 30,000 street lights per year.

**Customer Requested Removal of Existing Facilities**

Company will remove existing facilities upon request by Retail Customer if Customer pays an amount in accordance with the Company's Section 6.1.3.1 Uniform Discretionary Service Charge 17 – Street Light Removal

**SPECIAL CONDITIONS**

For billing purposes the monthly street lighting and overhead sign lighting burning hours are 333 hours per month and all connections and disconnections are assumed to have occurred at the beginning of the current month's billing period.

Retail Customer-owned unmetered lamps other than those of the lamp sizes shown under Schedule D existing prior to the effective date of this tariff are billed under the metered rate and the amount of monthly energy is determined by multiplying the connected load (including ballast) by the number of burning hours.

New Service provided to customer-owned street light other than the types and sizes provided in Schedule D will be provided under the appropriate Secondary Service or Primary Service Rate Schedule.

Company reserves the right to discontinue service at locations where excessive maintenance and/or lamp replacement occur, or Company may charge Retail Customer for such maintenance and/or lamp replacements. Company makes all connections and disconnections to its distribution system.

Company-owned, operated, and maintained lighting facilities shall be installed in accordance with National Electrical Safety Code standards.

**AGREEMENT**

An Agreement for Street Lighting Service with a term of not less than ten years is required.

**NOTICE**

This rate schedule is subject to the Company's Tariff and Applicable Legal Authorities.

**MONTHLY RATE**

**I. Metered Facilities – Non-Company Owned**

Applicable for distribution service supplied at one point of delivery and measured through one meter to Retail Customer owned, operated and maintained street and highway lighting, overhead sign lighting, and incidental safety lighting equipment which operates same hours as normal street lighting.

Customer Charge	\$3.62	per Retail Customer
Metering Charge	\$13.04	per Retail Customer
Distribution System Charge	\$0.019647	per kWh



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- II. Nuclear Decommissioning Charge: See Rider NDC per kWh
- III. Transmission Cost Recovery Factor: See Rider TCRF
- IV. Energy Efficiency Cost Recovery Factor: See Rider EECRF
- V. Competitive Meter Credit: See Rider CMC

**Other Charges or Credits**

- VI. Rate Case Expense Surcharge: See Rider RCE per kWh

**MONTHLY RATE**

**I. Metered Facilities - Company-Owned (Closed to new installations)**

Customer Charge	\$3.62	per Retail Customer
Metering Charge	\$13.04	per Retail Customer
Distribution System Charge	\$0.119647	per kWh

- II. Nuclear Decommissioning Charge: See Rider NDC per kWh
- III. Transmission Cost Recovery Factor: See Rider TCRF
- IV. Energy Efficiency Cost Recovery Factor: See Rider EECRF
- V. Competitive Meter Credit: See Rider CMC

**Other Charges or Credits**

- VI. Rate Case Expense Surcharge: See Rider RCE per kWh

**MERCURY VAPOR AND METAL HALIDE FIXTURE REPLACEMENT SCHEDULE**

For Company-owned lights, when existing mercury vapor fixtures require replacement, Company will make such replacements with comparable high pressure sodium vapor or LED Cobra Head lighting at no cost, as specified below:

Existing Mercury Vapor Lighting :			Sodium Vapor Replacement :			LED Replacement :	
<u>Wattage</u>	<u>Lumens</u>	<u>kWh</u>	<u>Wattage</u>	<u>Lumens</u>	<u>kWh</u>	<u>Wattage Range</u>	<u>kWh</u>
175	7,900	70	100	9,500	40	56 – 100	30
400	21,000	150	200	22,000	80	101 – 140	45
1,000	63,000	370	400	50,000	160	181 – 265	80
Existing Metal Halide Lighting :			Sodium Vapor Replacement :			LED Replacement :	
<u>Wattage</u>	<u>Lumens</u>	<u>Wattage</u>	<u>Wattage</u>	<u>Lumens</u>	<u>kWh</u>	<u>Wattage Range</u>	<u>kWh</u>
150	14,000	65	150	16,000	70	101 – 140	45
175	14,000	65	150	16,000	70	101 – 140	45
250	25,000	100	250	27,500	100	101 – 140	45
400	36,000	160	400	50,000	160	181 – 265	80
1,000	110,000	370	400	50,000	160	181 – 265	80

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Upon replacement, Retail Customer will be billed at the applicable facilities charge and associated kWh usage for the sodium vapor replacement lighting.

Upon request of the Retail Customer, Company will convert or replace existing mercury vapor lighting to street lighting options other than those indicated above, as stated in "CONVERSION OR REPLACEMENT OF EXISTING FACILITIES."



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## Outdoor Lighting Service (CLOSED)

### AVAILABILITY

Applicable to Competitive Retailers for unmetered lighting service supplied exclusively to one or more existing outdoor lamps as specified below operating automatically from dusk to dawn.

Not applicable to street lighting.

### MONTHLY RATE

#### **I. Unmetered Facilities**

Point of Delivery (POD) Charge: \$1.30 per premise.

#### Guard Lights

Type	Watts	kWh	Lumens	Facilities Charge
Mercury Vapor (See Note 1)	175	70	7,900	\$7.07
	400	150	21,000	\$10.78
Sodium Vapor	100	40	9,500	\$6.65
	200	80	22,000	\$9.42
LED Cobra Head	0 - 55	15	Not Applicable	\$11.42
	56 - 100	30		\$11.79
	101 - 140	45		\$12.20
	141 - 180	55		\$12.43
	181 - 265	80		\$15.02

#### Flood Lights

Type	Watts	kWh	Lumens	Facilities Charge
Metal Halide	175	65	14,000	\$9.16
	250	100	25,000	\$12.46
	400	160	36,000	\$15.02
	1000	370	110,000	\$26.33
Sodium Vapor	100	40	9,500	\$9.05
	200	80	22,000	\$9.42
	250	100	27,000	\$11.62
	400	160	50,000	\$14.87
	1000	375	140,000	\$27.22
LED Cobra Head	0 - 55	15	Not Applicable	\$11.42
	56 - 100	30		\$11.79
	101 - 140	45		\$12.20
	141 - 180	55		\$12.43
	181 - 265	80		\$15.02

Note 1: Company will continue to maintain existing Mercury Vapor and Metal Halide installations as long as replacement lamps are available. As existing fixtures are damaged or fail and must be replaced, Retail Customer will have the option to switch its service to another lamp type as specified in Mercury Vapor and Metal Halide Fixture Replacement Schedule below or cancel service at no cost.



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- II. Nuclear Decommissioning Charge: See Rider NDC per kWh
- III. Transmission Cost Recovery Factor: See Rider TCRF
- IV. Energy Efficiency Cost Recovery Factor: See Rider EECRF
- V. Competitive Meter Credit: See Rider CMC

**Other Charges or Credits**

- VI. Rate Case Expense Surcharge: See Rider RCE per kWh

Extra Spans: Plus \$2.85 per span of secondary line installed hereunder in excess of one span per light.

**MERCURY VAPOR AND METAL HALIDE FIXTURE REPLACEMENT SCHEDULE**

When existing mercury vapor or metal halide fixtures require replacement, Company will make such replacements with comparable high pressure sodium vapor or LED Cobra Head lighting at no cost as specified below:

Existing Mercury Vapor Lighting :			Sodium Vapor Replacement :			Comparable LED Replacement :	
Wattage	Lumens	kWh	Wattage	Lumens	kWh	Wattage Range	kWh
175	7,900	70	100	9,500	40	56 – 100	30
400	21,000	150	200	22,000	80	101 – 140	45
Existing Metal Halide Lighting :			Sodium Vapor Replacement :			Comparable LED Replacement :	
Wattage	Lumens	kWh	Wattage	Lumens	kWh	Wattage Range	kWh
175	14,000	65	150	16,000	70	101 – 140	45
250	25,000	100	250	27,500	100	101 – 140	45
400	36,000	160	400	50,000	160	181 – 265	80
1,000	110,000	370	400	50,000	160	181 – 265	80

Retail Customer is not limited to the Comparable LED Replacement option listed above, but may choose from any LED Cobra Head Guard Light or Flood Light option shown in the Outdoor Lighting table. Upon replacement, Retail Customer will be billed at the applicable facilities charge and associated kWh usage for the sodium vapor replacement lighting.

**MAINTENANCE OF FACILITIES**

Company will maintain all facilities incidental to providing this service, including replacement of burned-out lamps.

Company reserves the right to discontinue service at locations where excessive maintenance and/or lamp replacements are, in Company's sole judgment, likely to or actually do occur.

**REMOVAL OF EXISTING FACILITIES**

Except as specified above, Company will replace existing Company-owned luminaires with any of the outdoor lighting options above or remove the existing luminaire upon request of and payment by Retail Customer in accordance with the Company's Section 6.1.3.1 Uniform Discretionary Service Charge 16 – Security Light Removal, for each luminaire to cover the labor cost of removal and Company's average unamortized investment in the existing luminaire. This charge is applicable to all replacements whether or not an outdoor lighting service is active or inactive or a customer change has taken or is taking place.

**NOTICE**

This rate schedule is subject to the Company's Tariff and Applicable Legal Authorities.



## Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$ 100.00	\$ (100.00)	100.00	(100.00)
Apr-17	Transfer Kaufman County RTR funds from East to West [Part of Hemphill-Lamar Funding Partnership]	\$ 3.45	\$ (3.45)	103.45	(103.45)
Updated FAST Act Equity Share as of April 2017		\$ 103.45	\$ (103.45)	100.00%	0.00%

East-West Equity Share (SAFETEA-LU, MAP-21, and FAST Act)	Cumulative Total	
	West	East
SAFETEA-LU East-West Equity Total	\$ 649.76	\$ 1,558.48
MAP-21 East-West Equity Total	\$ 320.98	\$ 847.62
FAST Act East-West Equity Total	\$ 103.45	\$ (103.45)
Cumulative Total	\$ 1,074.19	\$ 2,302.65
Percentage Shares	31.81%	68.19%

## Overview of Actions Affecting Western/Eastern Funding Shares

(\$ in Millions)

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

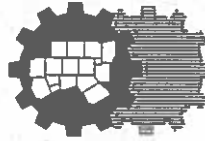
## NOTES:

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

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

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

No change since last presented in January 2017



## North Central Texas Council Of Governments

May 2, 2017

The Honorable Ron Simmons  
Texas House of Representatives  
P.O. Box 2910  
Austin, Texas 78768-2910

Dear Representative Simmons:

This letter is in response to your letter dated April 11, 2017, regarding the draft Unmanned Aircraft System (UAS) Model Ordinance for the Dallas-Fort Worth Region. The North Central Texas Council of Governments (NCTCOG) appreciates your review and comments on the UAS Model Ordinance. NCTCOG, working with its regional partners through the Air Transportation Advisory Committee (ATAC), has drafted multiple versions and we have enclosed the most recent version for your reference.

North Texas has approximately 400 aviation facilities within the 15,700 square-mile area that encompass over 200 municipalities. Of the 400 aviation facilities, 35 are General Aviation (GA) airports, two are commercial airports, and more than 140 are registered heliports, in addition to military and private aviation facilities. Within a five-mile radius of commercial, military, and GA airports, 109 municipalities are impacted. The region has a highly concentrated and complex aviation system with over 2.1 million annual aircraft operations and approximately 4,100 based aircraft. As you know, the Federal Aviation Administration (FAA) controls the operation of UAS aircraft while they are above the ground.

We have been working with Congress Member Granger and the FAA to control UAS activity that does not fall under the responsibility of FAA, and that is the activity while the UAS is on the ground. The focus of our ordinance is related to takeoff and landing in order to minimize potential conflict with our aviation system. Our ordinance is not intended to conflict with FAA's responsibility but to aid in creating a systematic safety partnership in conjunction with the responsibilities of our Federal Government. We respectfully request that HB 3238 permit the location in which UAS vehicles take off and land.

Coordination and consistency for UAS model ordinances is critical to provide regional guidance and safety restrictions to UAS operators. A regional model ordinance, with local law enforcement mechanisms, is needed to prevent takeoff and landing from locations identified as creating safety hazards near critical infrastructure and other predetermined operational restrictions such as near public venues. NCTCOG believes this will help citizens better understand and interpret UAS laws and restrictions to mitigate potential safety hazards.

Regional commercial and GA partners, as well as military installations, have taken a vested interest in the development of a UAS model ordinance based on the data collected by the FAA on the number of registered users and reckless UAS sightings recorded for the region. The Dallas-Fort Worth (DFW) area has the most registrants in the state, with approximately 15,000, and the number of reckless UAS sightings from pilots, citizens, and law enforcement continues to rise. From January 2015 to September 2016, the DFW region has encountered the third most sightings in the country, behind New York and Los Angeles, with a total of 96. Each one of these sightings represents the possibility of an accident or catastrophic event where the UAS could have crashed into a manned aircraft, businesses, or pedestrians.

The Honorable Ron Simmons  
Page Two

May 2, 2017

ATAC began working to educate and collaborate with regional partners to discuss how to plan and integrate UAS in 2012, with the development of the North Central Texas Regional General Aviation and Heliport System Plan. In 2015, ATAC held a UAS Workshop to educate members and interested parties and reached out to FAA and Texas Department of Transportation Aviation, to emphasize the need to facilitate local-level involvement in UAS frameworks, operations, strategies, and integration. In April 2015, following FAA's release of the Notice of Proposed Rulemaking for Small UAS, ATAC organized a UAS Subcommittee to discuss draft model ordinances and community impact. This effort was put on hold in February 2016 at the request of FAA, awaiting the final rule. NCTCOG and ATAC were pleased with the release of the final rule on June 21, 2016, to provide additional guidance for UAS operations regarding airspace. ATAC continues to monitor existing state regulations related to privacy, assault, critical infrastructure, and injury to persons or property including the 12 current bills being considered by you and your fellow members of the Texas Legislature.

The ATAC UAS Subcommittee determined that additional coordination and collaboration was needed to ensure consistency across the DFW region. In January 2017, the ATAC UAS Subcommittee reconvened to begin drafting a UAS model ordinance for regional partner consideration, with a focus on recreational user takeoff and landing. NCTCOG plans to finalize the UAS model ordinance by the summer of 2017. We believe that a local-level landside ordinance is needed to complement federal airside regulations for recreational users. This will allow municipalities to better understand the regulatory and operational framework for UAS and define strategies to safely and responsibly integrate authorized use of UAS. If accepted by regional partners, this will allow for consistency across the region to keep our skies safe and also ensure that commercial operators can utilize UAS technology with minimal hindrances.

In your April 11, 2017 correspondence, you cite a quote from the office of the Chief Counsel for FAA. He states and your legislation, speaks to the negative implications of a "fractionalized control of the navigable air space." We agree 100 percent and our ordinance assists FAA in controlling the UAS operation that does not fall under their jurisdiction, the takeoff and landing. We respectfully request the State of Texas permit the supplemental management of UAS operation that maximizes the safety of our aviation system.

If we can provide more information or if you have any questions, please contact me at [mmorris@nctcog.org](mailto:mmorris@nctcog.org) or (817) 695-9241.

Sincerely,



Michael Morris, P.E.  
Director of Transportation

NB:lk  
Enclosure

cc: Members of the ATAC UAS Subcommittee

**ORDINANCE NO. [Number of Ordinance]**

**AN ORDINANCE AMENDING THE [NAME] ORDINANCE OF THE [CITY NAME], BEING ORDINANCE NO. [NUMBER], AS AMENDED, CODIFIED AS [SECTION/AREA OF CITY CODE] OF THE [CITY NAME], PROVIDING REGULATIONS FOR USE OF UNMANNED AIRCRAFT; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A PENALTY CLAUSE; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR PUBLICATION IN THE OFFICIAL NEWSPAPER; AND PROVIDING AN EFFECTIVE DATE.**

WHEREAS, the [Airport(s)/Heliport(s) Names] are major economic generators and fulfill an essential community purpose; and

WHEREAS, the [Military Installation Name – if applicable] serves a vital role in the economy of the City of [City Name] and the region as well as in the defense of the Nation; and

WHEREAS, reckless unmanned aircraft activity are not compatible with the operations of an airfield is a public nuisance, injures the region served by the airports, and affects the welfare of users of the airports and of owners, occupants, and users of land in the vicinity of the airports; and

WHEREAS, nuisances may include takeoff and landing of a UAS; and

WHEREAS, it is necessary in the interest of the health, safety, and welfare of the general public, as well as the economic stability of the region that reckless UAS activity by prevented;

WHEREAS, it is necessary in the interest of predictable growth and development of land in the vicinity of the airports, the long term integrity of the airports' usage and operations; and

WHEREAS, it is necessary to protect the safety and privacy of the public.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE [CITY NAME], Texas:**

**SECTION 1.**

Section X.XXX.X. " [Name of Applicable City Standard and Guidelines], of Article X, of Chapter X is amended to add recommended policy for the use of small unmanned aircraft, commonly referred to as drones:

It shall be unlawful for any Pilot in Command (PIC) to take off and land an Unmanned Aircraft System (UAS) for any recreational aircraft operation outside of a designated Airpark Zone unless the requirements below are met.

It shall further be unlawful for any PIC to use a UAS for any operation unless the flight is permitted under the applicable Federal Aviation Administration (FAA) Part 107 rules for the operation and maintenance of UAS activity.

The following requirements must be met to be eligible to receive permission to take of or land outside of a designated Airpark Zone:

- a. Must be Part 107 certificated and/or
- b. 333 exempted operator and/or
- c. Part 101 certificated and/or
- d. Have a COA (Certificate of Waiver or Authorization) with the FAA
- e. No UAS shall be operated in any manner while equipped with a weapon of any kind.
- f. No person shall capture or store any image using an unmanned aircraft which is in violation of Texas Privacy Act (HB 912), as amended.
- g. Prior to their use within 2 miles, the noise footprint, or controlled airspace, whichever is greater, for any military installation with flight operations requires correspondence with the Operations Officer and/or Community Planning Liaison Officer of the installation Commanding Officer's staff. All UAS shall be registered in accordance with FAA policy and guidance prior to operation. Proof of FAA registration shall be provided by the PIC of any UAS upon request by law enforcement.

**SECTION 2.**

This ordinance shall be cumulative of all provisions of ordinances and of the Code of the [City Name], as amended, except where the provisions of this ordinance are in direct conflict with the provisions of such ordinances and such Code, in which event conflicting provisions of such ordinances and such Code are hereby repealed.



**SECTION 3.**

It is hereby declared to be the intention of the City Council that the sections, paragraphs, sentences, clauses and phrases of this ordinance are severable, and, if any phrase, clause, sentence, paragraph or section of this ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this ordinance, since the same would have been enacted by the City Council without the incorporation in this ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

**SECTION 4.**

Any person, firm, or corporation, who violates, disobeys, omits, neglects or refuses to comply with or who resists the enforcement of Section 1 of the provisions of this ordinance shall be fined [Dollar Amount] for each offense. Each day that a violation exists shall constitute a separate offense.

Per Section 1 (b), violations for the capture of imagery using an unmanned aircraft are an offense if defined as an illegal use of an unmanned aircraft to capture an image per Section 423.003 and 423.004 of the Texas Privacy Act.

**SECTION 6.**

All rights and remedies of the [City Name] are expressly saved as to any and all violations of the provisions of [Ordinance Numbers] and any other ordinances affecting zoning which have accrued at the time of the effective date of this ordinance, and, as to such accrued violations and all pending litigation, both civil and criminal, whether pending in court or not, under such ordinances, same shall not be affected by this ordinance but may be prosecuted until final disposition by the courts.

**SECTION 7.**

The City Secretary of the [City Name] is hereby directed to publish the caption, penalty clause and effective date of this ordinance for two (2) days in the official newspaper of the [City Name] as authorized by Section 52. 013, Texas Local Government Code.

**SECTION 8.**

All other provisions of the [Name] Ordinance of the [City Name] not herein amended shall remain in full force and effect.

SECTION 9.

This ordinance shall take effect upon adoption and publication as required by law.

Terms as defined by the FAA or the State of Texas:

1. **Aircraft:** any contrivance invented, used, or designed to navigate, or fly, in the air (Title 49, United States Code (49 USC) § 40102)
2. **Pilot in Command (PIC):** the person who has final authority and responsibility for the operation and safety of the flight; has been designated as PIC before or during the flight; and holds the appropriate category class and type-rating, if appropriate, for the conduct of the flight (14 CFR § 1.1)
3. **Unmanned Aircraft (UA):** any aircraft that is operated without the possibility of direct human intervention from within or on the aircraft (P.L. 112-95, Section 331)
4. **Unmanned Aircraft System (UAS):** an unmanned aircraft and associated elements, including communication links and the components that control the unmanned aircraft, that are required for the pilot in command to operate safely and efficiently in the national airspace system (P.L. 112-95, Section 331)
5. **UAS Certificate of Waiver or Authorization (COA):** an authorization issued by the Air Traffic Organization to an operator for a specific unmanned aircraft activity
6. **Image:** any capturing of pictures, video, sound waves, thermal, infrared, ultraviolet, visible light, or other electromagnetic waves, odor, or other conditions existing on or about real property in this state or an individual located on that property
7. **Public Operations:** limited by federal statute to certain government operations within U.S. airspace. Title 49 U.S.C. § 40102(a)(41) provides the definition of "Public Aircraft" and § 40125 provides the qualifications for public aircraft status. Whether an operation qualifies as a public aircraft operation is determined on a flight-by-flight basis, under the terms of the statute. The considerations when making this determination are aircraft ownership, the operator, the purpose of the flight, and the persons on board the aircraft
8. **Civil Operations:** non-governmental including, but not limited to, commercial purposes or in furtherance of, or incidental to, any business or media service or agency
9. **Model Aircraft:** aircraft used for Hobby or Recreation operations only
10. **Weapons:** something used to injure, defect or destroy
11. **Malice:** per Section 41.001 of the Texas Civil Practice and Remedies Code, a specific intent by the defendant to cause substantial injury or harm to the claimant



TEXAS HOUSE OF REPRESENTATIVES  
RON SIMMONS  
DISTRICT 65

Received  
APR 24 2017  
NCTCOG  
Administration Dept

April 11, 2017

North Central Texas Council of Governments  
P.O. Box 5888  
Arlington, TX 76005-5888

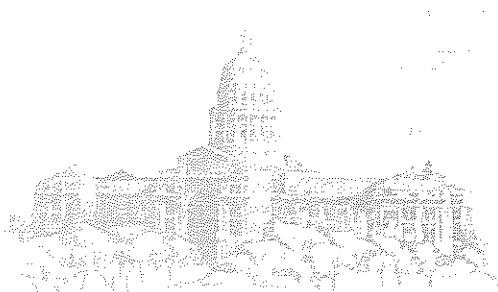
**Re: DRAFT DFW Region UAS Model Ordinance**

Fellow Members of the North Central Texas Council of Governments:

I recently read the draft Unmanned Aircraft Ordinance for the DFW Region. While I understand the COG is in the initial phase of creating a draft ordinance on Unmanned Aircraft Systems (UAS) usage, I felt it necessary to express my concerns before the COG proceeds to make the case for such an ordinance.

The COG should be aware there are existing federal and state regulations. On June 21, 2016, the FAA released a rule, commonly referred to as Part 107, governing UAS operations below 400 feet. Under the federal law, all drones over 0.55 lbs. must be registered with the FAA. Hobbyists may fly drones with limited restrictions (ex. they may not fly within 5 miles of major commercial airports, must keep the drone within line of sight, and must follow community-based safety guidelines (such as from the Academy of Model Aeronautics)). Commercial drone operators must pass a knowledge test to obtain a remote pilot certificate, which must be carried while operating a drone, must keep the drone within line of sight, must not fly over people and must adhere to other restrictions. However, commercial drone operators may apply for waivers of their restrictions.

In addition to federal regulation, the Texas Legislature has enacted a set of laws codified in Government Code Section 423 (Sec. 423). As you are likely aware, the Legislature is considering 12 bills amending Sec. 423. Most of these bills consider expanding the list of locations deemed as critical infrastructure.



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With this issue already being regulated at the federal and state levels, we need to consider whether a real need exists to add a third layer of laws for our citizens to interpret. A better solution may be to work with local government and law enforcement on the interpretations and enforcement of existing laws relating to criminal trespass, assault, voyeurism, or injury to persons or property.

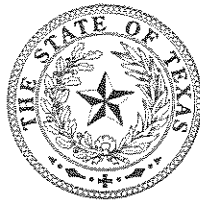
I close with this observation from the Office of the Chief Counsel for the FAA: "If one or two municipalities enacted ordinances regulating UAS in the navigable airspace and a significant number of municipalities followed suit, fractionalized control of the navigable airspace could result."

I welcome further conversation on this matter. Please do not hesitate to contact me to discuss.

Best regards,

A handwritten signature in black ink that reads "Ron Simmons". The signature is written in a cursive, slightly slanted style.

Ron Simmons  
State Representative  
House District 65



TEXAS HOUSE OF REPRESENTATIVES  
RON SIMMONS  
DISTRICT 65

April 25, 2017

Mayor Ron Jenson  
P.O. Box 5888  
Arlington, TX 76005

Dear Mayor Jenson,

Thank you for sharing the Regional Transportation Council's opposition to HB 2568 and HB 2569. I appreciate your thoughts on this matter.

Both House Bill 2568 and House Bill 2569 were left pending in the Environmental Regulation committee on April 18, 2017.

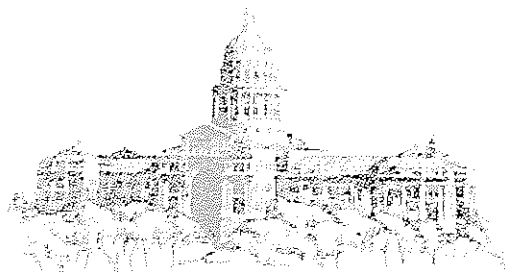
As a member of the House Committee on Transportation, please know that I will keep your organization's concerns firmly in mind if any legislation regarding the Texas Motor Vehicle Emissions Inspection and Maintenance Program is brought to the House floor for a vote.

Again, thank you for sharing your concerns on this issue. Please continue to stay in touch with me if I can ever be of service.

Best regards,

A handwritten signature in black ink that reads "Ron Simmons".

Ron Simmons  
State Representative  
House District 65



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MAY 01 2017

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

April 4, 2017

The Honorable Joe Pickett  
Texas House of Representatives  
P.O. Box 2910  
Austin, TX 78768

Dear Chair Pickett:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your leadership on transportation and air quality issues in the Texas Legislature. The RTC would like to express concern for two bills you authored, House Bill (HB) 2568 and HB 2569, which severely limit or end the Texas Motor Vehicle Emissions Inspection and Maintenance (I/M) Program.

Supporting programs that improve air quality is a priority for the RTC. Minimizing emissions is critical as 10 counties in the DFW region have been designated nonattainment for the Eight-Hour Ozone Standard by the Environmental Protection Agency (EPA). The I/M program is one of the most cost effective ways to reduce emissions and is accredited to reducing nitrogen oxide emissions, precursors to ozone formation, by up to 12 tons per day in North Central Texas. In addition, the EPA is implementing a more stringent ozone standard, which will make it even more difficult for DFW to reach attainment.

Overall, inspection failure rates appear to be low, but the true failure rate is underrepresented. Drivers often make corrective repairs in advance of a vehicle inspection, if they know they will otherwise fail. This action prevents a failing inspection from being recorded, suppressing the true failure rate. Additionally, technical factors relating to the on-board diagnostics (OBD) inspection method as implemented in Texas can allow some vehicles to pass that should fail. The 2016 I/M Program Evaluation prepared for the Texas Commission on Environmental Quality recommends implementing stricter standards for OBD monitor readiness to address these technical issues. The report also recommends improving the OBD communications protocol to help reduce fraud and suggests the state consider including OBD-equipped diesel vehicles in the I/M program. These recommendations underscore the need for emissions reduction measures and the continuation of the motor vehicle I/M program.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Jensen", written over a light blue horizontal line.

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

RH:ch

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

April 20, 2017

Jerry Dittrich, Mayor, City of Benbrook, Place 1  
Ms. Renee Franklin, City Council, Place 2  
Larry Marshall, City Council, Place 3  
Rickie Allison, City Council, Place 4  
Jim Wilson, City Council, Place 5  
Mark Washburn, City Council, Place 6  
Ron Sauma, City Council, Place 7  
CITY OF BENBROOK  
P.O. Box 26569  
Benbrook, Texas 76126-0569

HAND DELIVERED TO CITY COUNCIL MEETING ON APRIL 20, 2017

Dear Mr. Mayor and Council Members:

We are aware of your plans to construct a bridge from the Interstate 20 service road across the Clear Fork River onto Bellaire Dr. South. We are in possession of the 200 page response you made to the Open Records Act requested by Arturo R. Montoya on March 2, 2017. While you are characterizing the bridge as restricted to only emergency vehicles, pedestrians and bicyclists, it is clear from your records that your real intention is to ultimately convert it to an all vehicle bridge without restriction. In this regard we refer to Mr. Bennett Howell's comments as quoted in the City Council meeting minutes of January 2, 2017.

A neighborhood coalition of Benbrook and Fort Worth neighborhoods along Bellaire Drive South represents more than 1,000 households who are opposed to the construction of any bridge at the proposed location.

A bridge would cause the following significant negative impacts on our neighborhoods: (1) increased crime, traffic, noise and air and water pollution, (2) lower quality of life, (3) decrease in property values, (4) diminished safety for walkers, bikers, children and neighborhood drivers, (5) adverse environmental impacts on the ecologically fragile Clear Fork of the Trinity River.

You have not considered all feasible alternatives to resolve the supposed emergency response time's issue, nor a valid assessment of the positive effects of each alternative. We ask that you give our neighborhood coalition the opportunity to provide input in this regard. Failure to do so constitutes violations of the National Environmental Policy Act, (NEPA).

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APR 28 2017  
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Page 2

We request an open meeting between you and the residents of the Neighborhood Coalition where we have an opportunity to express our concerns and alternatives directly to you.

Finally, this is our official notification to you of our opposition to the bridge and be advised that we are prepared to take whatever action is necessary to prevent it. We are attaching our position paper on the proposed bridge for your information and action.

Very truly yours,

A handwritten signature in cursive script that reads "Carol Guarnieri". The signature is written in black ink on a white background.

Carol Guarnieri, Coordinator  
Bellaire Drive South Neighborhood Coalition  
6725 River Bend Road  
Fort Worth, Texas 76132  
(817) 929-1981

Attachment

cc: Texas Department of Transportation, (Tx.Dot)  
Federal Highway Administration (FWHA)  
North Central Texas Council of Governments (NCTCOG)  
Corp of Engineers (COE)  
Tarrant Regional Water District (TRWD)  
Environmental Protection Agency (EPA)  
Fort Worth City Councilman, W.B. Zimmerman  
Dr, Brian Byrd, Candidate, Fort Worth City Council, District 3  
Mayor Betsy Price, Mayor, City of Fort Worth  
Kay Granger, United States Senator, District 12

# **STOP the Benbrook Clear Fork Bridge and Prevent Bellaire Drive S From Becoming a High Volume Thoroughfare!!!**

## **ISSUE STATEMENT**

- The City of Benbrook is proposing a restricted emergency access and pedestrian/bike bridge to connect I-20 service road in Benbrook with a “Dead End” into Bellaire Dr. S (Figures 1 & 2) at a projected cost of > \$1M
- The east side of Clear Fork neighborhoods’ concern is that the bridge will become unrestricted in the future and result in Bellaire Dr. S becoming a thoroughfare with a deterioration to the quality of life for the citizens
- Benbrook claim: Police/Fire/EMS response times are too long for the neighborhoods east of the Clear Fork
- Hidden Agenda: Access to commercial and residential development along I-20 service road in Benbrook???
- Per City Council Official: Bridge planned to be two lanes so it can be unrestricted in the future

## **CONSEQUENCES**

- Once a restricted bridge is built, nothing stops it from being changed to an unrestricted bridge in the future
- If unrestricted, Bellaire Drive S becomes a thoroughfare to/from I-20 and future commercial (Regional Mall) and residential (Steve Hawkins) development planned for north and south I-20 in the City of Benbrook
- Significantly increased crime, traffic, noise, and air and water pollution for all surrounding neighborhoods
- Decrease in property values for residences on the east side of the Clear Fork
- Decreased safety for walkers, bikers, children and neighborhood drivers
- Decrease in quality of life for residents in the surrounding neighborhoods
- Adverse environmental impact on ecologically fragile Clear Fork of the Trinity River

## **OTHER CONSIDERATIONS**

- Drivers look for alternate routes to avoid the Bryant Irvin Rd. “Parking Lot” at peak travel times
- An unrestricted bridge at Bellaire Dr. S at I-20 becomes an attractive alternate thoroughfare
- A more cost effective solution exists: Eliminate the large upfront capital cost of a bridge and negotiate with the City of Fort Worth for emergency services for the affected Benbrook neighborhoods

**Citizens of Affected Benbrook and Fort Worth Neighborhoods UNITE to Oppose the Bridge**

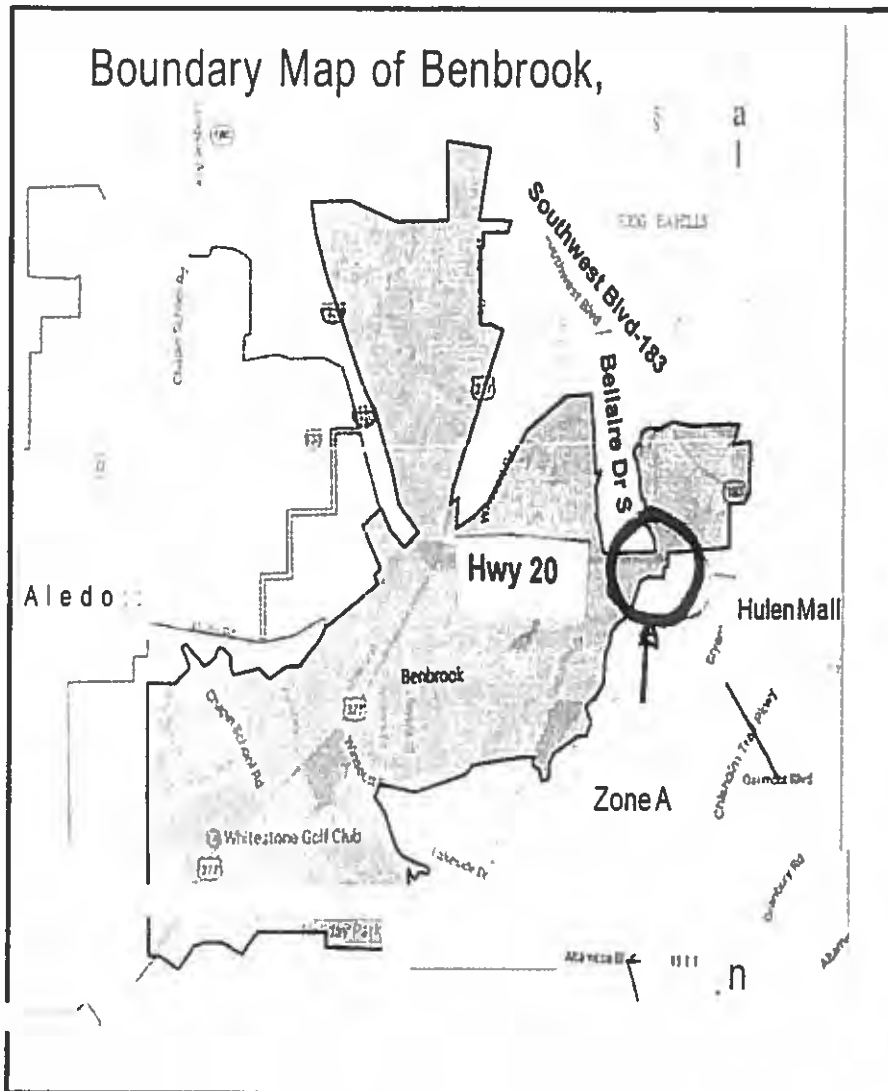


Figure 1

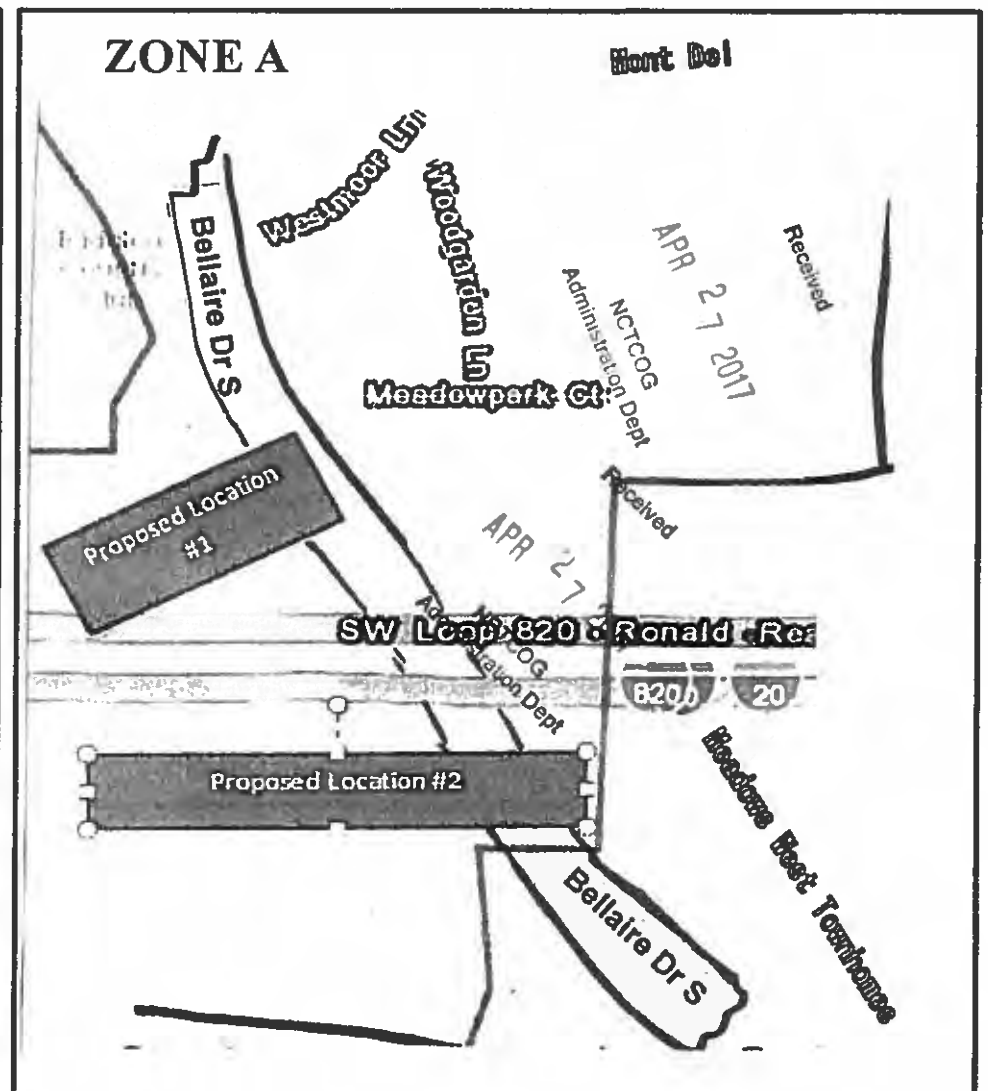


Figure 2

Homeowners Associations (HOA) Have Been Mobilized  
 Tell Your Neighbor – Get Involved  
 Contact Your HOA President



April 27, 2017

Mr. Michael Morris, P.E.  
Director of Transportation  
North Central Texas Council of Governments  
616 Six Flags Drive, Centerpoint Two  
Arlington, Texas 76011

Dear Mr. Morris:

Thank you for meeting with me and Greg Peters yesterday to discuss the Merritt Road widening and alignment with Woodbridge Parkway project. As we discussed, the Collin County Roadway Action Plan has identified the need for an arterial north-south roadway west of Lake Lavon. The corridor schematically shown in the plan includes the Country Club/Woodbridge Parkway/Merritt Road corridor, which travels through Sachse. Currently, the route is unclear through the cities of Lucas and Fairview, however; the route is clear through Wylie and Sachse. It is also significantly improved, consistent with the plans of Wylie and Sachse and is already more than 75% constructed.

On March 6, 2017, the Sachse City Council approved a new Comprehensive Plan that identified the significance of the Merritt Road/Woodbridge Parkway Corridor for both economic development and regional mobility. Specifically, the approved recommended action is to align Merritt Road with Woodbridge Parkway and widen Merritt Road so that it can function as an arterial road. This offset intersection causes significant traffic delays, especially at peak hours. Merritt Road also experiences significant flooding and must be closed during any moderate rain event. The City of Sachse completed preliminary engineering in 2013 for the road alignment, but does not have funding for construction of this project, which is currently estimated at \$20 million.

The City of Sachse fully supports the NCTCOG recommendation in the Collin County Roadway Action Plan for an arterial north-south roadway west of Lake Lavon. **We support and recommend that the Merritt Road - Woodbridge Parkway project be developed as the western thoroughfare; however we do not support development of a freeway in this corridor.** Selecting this corridor for the western thoroughfare would meet critical transportation needs in the region, accelerate economic development on the President George Bush Turnpike and give the Collin County Roadway Action Plan a project that is ready to move forward without deliberation or delay.

The City of Sachse is prepared to work with you and your staff to move this project forward eminently. We look forward to our next meeting to discuss next steps.

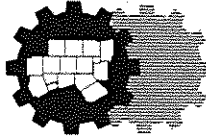
Sincerely,

Gina C. Nash  
City Manager

3815 - B Sachse Rd., Sachse, Texas 75048 [www.cityofsachse.com](http://www.cityofsachse.com)

Phone: (972) 495-1212 Fax: (972) 530-0426

*Sachse is a tranquil community welcoming the future while offering a safe and enjoyable quality of life to all those who call Sachse home.*



North Central Texas Council Of Governments

April 25, 2017

Mr. Alfredo Escriba Gallego  
President  
Kapsch TrafficCom Transportation NA, Inc.  
1390 Piccard Drive, Suite 200  
Rockville, MD 20850

Dear Mr. Gallego:

The North Central Texas Council of Governments (NCTCOG) and Kapsch TrafficCom Transportation NA, Inc. (Kapsch) are in the process of finalizing a contract for the Development, Operations and Maintenance Support of the 511DFW Traveler Information System and Information Exchange Network. While the final execution procedures are being completed, NCTCOG extends the following Limited Notice to Proceed, effective April 28, 2017, through July 31, 2017, for costs associated with activities outlined in the attached Scope of Work, in an amount not to exceed \$490,000. The Texas Department of Transportation (TxDOT) is the funding agency for this project and is reviewing our draft Contract for compliance with federal requirements. This Limited Notice to Proceed and draft Contract are subject to comments NCTCOG may receive from TxDOT.

This Limited Notice to Proceed is issued in good faith prior to contract execution and with the understanding that expenses incurred outside of the effective dates of this Limited Notice are not eligible for reimbursement. Reimbursement shall not be issued prior to the full execution of the Contract and a full Notice to Proceed.

NCTCOG looks forward to working with Kapsch on this project. If you have any questions, please contact Marian Thompson, P.E., Transportation System Operations Supervisor, at (817) 608-2336 or [mthompson@nctcog.org](mailto:mthompson@nctcog.org).

Sincerely,

Michael Morris, P.E.  
Director of Transportation

EB:bw  
Attachment

cc: Marian Thompson, NCTCOG  
Kapsch Contract File (TRN2498)



# MESQUITE

T E X A S

Real. Texas. Flavor.

April 25, 2017

Stan Pickett  
Mayor

Bruce Archer  
Mayor Pro Tem

Jeff Casper  
Deputy Mayor Pro Tem

Bill Porter  
Councilmember

Daniel Aleman, Jr.  
Councilmember

Greg Noschese  
Councilmember

Dennis Tarpley  
Councilmember

Cliff Keheley  
City Manager

The Honorable Toni Rose  
Texas House of Representatives  
District 110  
Room E2.310  
P.O. Box 2910  
Austin, TX 78768

Dear Representative Rose,

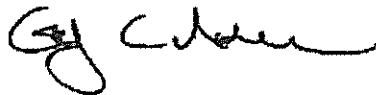
The City of Mesquite strongly endorses Representative Turner's HB 2321 that modernizes the LIRAP/LIP program by:

- Adding leased vehicles to the definition of vehicle purchases
- Adding a maximum repair assistance amount of at least \$800
- Increasing the replacement incentive amounts to \$4,000 for cars/trucks and \$4,500 for cleaner vehicles
- Expands replacement vehicle eligibility by one model year and increases the odometer limit to account for the additional model year
- Allows county oversight of LIRAP/LIP fund distribution while maintaining a minimum 50 percent threshold for LIRAP
- Eliminates any LIP match requirements

The LIRAP/LIP program is funded by vehicle inspection fees and designed to assist low-income citizens with replacement or repair of their high nitrogen oxide emitting vehicles. The Legislature must use these funds for their intended purpose – air quality improvement – and not as a budgetary gimmick to balance the biennial State budget. Expansion of the eligibility requirements as proposed in HB 2321 will enable more citizens to take advantage of this program that improves our air quality and their quality of life.

Please let me know how I may be of assistance in further promoting this worthy legislation.

Sincerely,



Greg Noschese  
Councilmember

cc: Michael Morris, NCTCOG

RECEIVED

APR 25 2017

TRANSPORTATION



## Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

April 19, 2017

Mr. Donald R. Koski, Director  
Planning & Program Development, Region VI  
U.S. Department of Transportation  
Federal Transit Administration  
819 Taylor St., Room 14A02  
Fort Worth, TX 76102

Re: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Koski:

Thank you for your letter of April 3, 2017 addressed to Erik Steavens regarding the Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas. Mr. Steavens is no longer with the Texas Department of Transportation (TxDOT). I am responding as the current Rail Division Director at the Texas Department of Transportation.

This project is for a passenger rail service on a railroad corridor. In addition to the proposed passenger rail service, project design and development needs to take into consideration existing freight rail service and future plans for rail freight. The impact of future rail service on vehicular traffic at grade crossings also needs to be evaluated. TxDOT favors grade separations where possible. The railroad corridor is owned by DART and is within the planning jurisdiction of the North Central Texas Council of Governments (NCTCOG). TxDOT supports the planning process of NCTCOG.

If you have additional questions, please feel free to contact me by email at [peter.espy@txdot.gov](mailto:peter.espy@txdot.gov) or at (512) 486-2056.

Sincerely,

Peter D. Espy  
Rail Division Director

cc: Kevin Wright, Environmental Protection Specialist, Federal Railroad Administration  
John MacFarlane, Environmental Protection Specialist, Federal Aviation Administration  
John Hoppie, Southeast Corridor Project Manager, DART  
Michael Morris, P.E., Director of Transportation, NCTCOG  
Marc D. Williams, P.E., Deputy Executive Director, TxDOT  
James Selman, P.E., Dallas District Engineer, TxDOT  
Mohamed Bur, P.E., Dallas District Transportation Planning & Development Director, TxDOT  
Michael Chacon, P.E., Traffic Operations Division Director, TxDOT  
Eric Gleason, Public Transportation Division Director, TxDOT  
Gil Wilson, Rail Division, TxDOT  
Mark Werner, P.E., Rail Division, TxDOT

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

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U.S. Department  
of Transportation  
Federal Transit  
Administration

REGION VI  
Arkansas, Louisiana,  
New Mexico,  
Oklahoma, Texas

819 Taylor St. Room 14A02  
Fort Worth, TX 76102  
817-978-0550  
817-978-0575 (fax)

April 3, 2017

Mr. Erik Steavens  
Rail Division Director  
Texas Department of Transportation  
118. E. Riverside  
Austin, TX 78704

*RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas*

Dear Mr. Steavens:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), has recently reinitiated the Cotton Belt Corridor Regional Rail project. In 2010, DART originally launched and, soon thereafter, suspended the Cotton Belt Regional Rail project due to insufficient funding. As FTA may now provide funding to complete the project, FTA and DART will complete an Environmental Impact Statement (EIS) to assess potential environmental and historic impacts from construction of the 26-mile long rail line. The proposed project extends from Dallas-Fort Worth International Airport in Tarrant County, Texas through a large portion of northern Dallas County, Texas to Shiloh Road in the City of Plano in Collin County, Texas (see map).

The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA) and other federal legislation under the NEPA umbrella including the National Historic Preservation Act (NHPA). The Federal Railroad Administration and the Federal Aviation Administration are acting as cooperating agencies under NEPA. FTA has authorized DART, as the potential recipient of Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 of NHPA for this project (per Subpart A, Section 800.2(a)(3) and 800.2(c)(4).

In 2010, the federal, state and regional agencies were invited to provide comments regarding potential impacts of the proposed project. Your agency did not provide a written response. Should you have any new concerns, please inform us within 30 days of receipt of this letter.

The proposed project would lie almost entirely within an existing railroad right-of-way purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various planning documents since 1983 as an alignment alternative for passenger rail. The right-of-way width varies throughout the corridor, but is generally 100 feet

wide. The corridor would be a mostly at-grade design configuration of single-track, with intermittent? sections of double-track. Additional information about the proposed project can be found on the project Website at [www.dart.org/cottonbelt](http://www.dart.org/cottonbelt).

DART will be conducting the bulk of the analysis for the project and would be most familiar with details including engineering and specific areas where the project may require new construction in previously undisturbed areas. Consequently, we encourage you to interact directly with John Hoppie, Project Manager at DART at 214-749-2525 or [jhoppie@dart.org](mailto:jhoppie@dart.org), regarding any questions you may have related to the project.

Comments should be directed to Ronisha Hodge, FTA Community Planner at 817-978-0576 or [Ronisha.Hodge@dot.gov](mailto:Ronisha.Hodge@dot.gov) and John Hoppie, DART Project Manager, at (214) 749-2525 or [Cottonbelt@dart.org](mailto:Cottonbelt@dart.org).

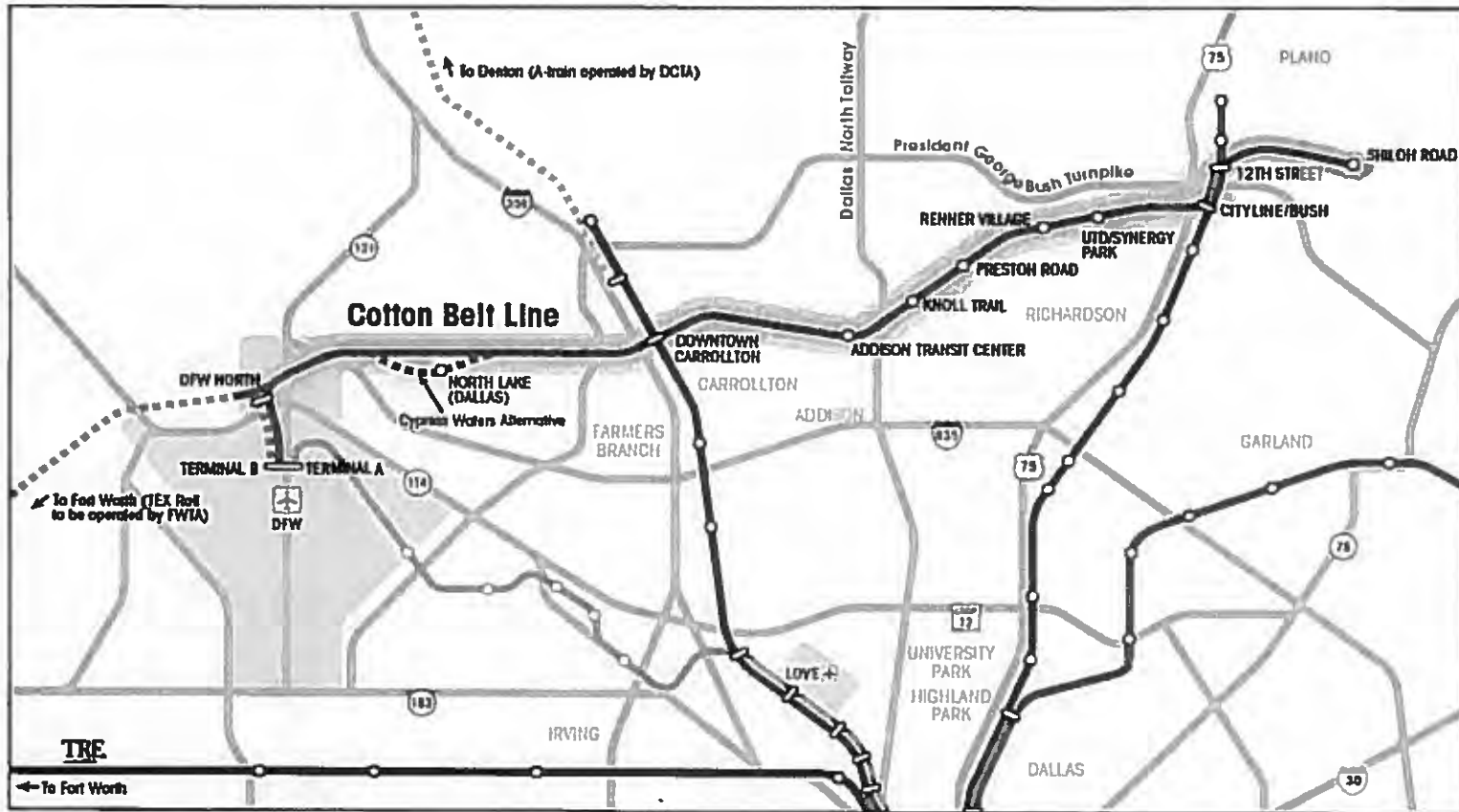
Sincerely,



Donald R. Koski,  
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA  
John MacFarlane, FAA  
John Hoppie, DART







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

April 19, 2017

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

Dear Representative Alonzo:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your leadership in the Texas Legislature. The RTC would like to express concern for Senate Bill (SB) 385, which requires municipalities to hold a public vote to approve acceptance of federal funds for construction of a commuter rail project.

Planning and implementing all modes of transportation is a top priority for the RTC and the broad language in this legislation threatens the future of commuter rail projects in North Texas. SB 385 would harm the Fort Worth Transportation Authority's TEXRail project that will run from downtown Fort Worth to the Dallas Fort Worth International Airport, as well as the Dallas Area Rapid Transit's (DART) planned Cotton Belt rail project that will extend from the TEXRail line airport terminal to Plano. In addition, the bill could keep DART's D2: Dallas Central Business District Second Light Rail Alignment Project from moving forward.

As currently written, the bill would allow a city to block another city or a transportation agency from receiving federal funds for a project on land that is owned by another governmental entity. It is not clear if a vote by a city to join a transportation authority would satisfy the requirements of the bill, or if the bill would apply retroactively to a project like TEXRail for which all the contracts and grant agreements are signed and construction work has already begun. The bill also prohibits a metropolitan planning organization from including a commuter rail project in its transportation plan if the project is financed with federal funds, unless acceptance or use of the federal funds was voter approved. This language makes it difficult to plan long-term and makes it unclear which projects could be included in a regional long-range transportation plan.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Jensen", written in a cursive style.

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

RH:ch

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



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

April 19, 2017

The Honorable Konni Buton  
Texas Senate  
P.O. Box 12068, Capitol Station  
Austin, TX 78711

Dear Senator Burton:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your leadership in the Texas Legislature. The RTC would like to express concern for a bill you have authored, Senate Bill (SB) 385.

Planning and implementing all modes of transportation is a top priority for the RTC and the broad language in SB 385 threatens the future of commuter rail projects in North Texas. SB 385 would not only harm the Fort Worth Transportation Authority's TEXRail project, but would also harm the Dallas Area Rapid Transit (DART) planned Cotton Belt rail project that will extend from the TEXRail line airport terminal to Plano. In addition, the bill could keep DART's D2: Dallas Central Business District Second Light Rail Alignment Project from moving forward.

As you know, the bill also prohibits a metropolitan planning organization from including a commuter rail project in its transportation plan if the project is financed with federal funds, unless acceptance or use of the federal funds was voter approved. This language makes it difficult to plan long-term and makes it unclear which projects could be included in a regional long-range transportation plan.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Jensen", written in a cursive style.

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

RH:ch

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



North Central Texas Council Of Governments

April 12, 2017

Mr. James M. Bass  
Executive Director  
Texas Department of Transportation  
125 East 11th Street  
Austin, TX 78701

Dear Mr. Bass:

In September 2016, the Federal Transit Administration (FTA) requested a repayment plan from Texoma Area Paratransit System (TAPS) related to undocumented drawdowns of federal funds totaling \$4,405,176. During the period of the undocumented drawdowns, TAPS was the direct recipient of funds for two small urban areas: the Sherman-Denison Urbanized Area and the McKinney Urbanized Area. Because the Texas Department of Transportation (TxDOT) serves as the designated recipient of small urban FTA funds, TAPS has coordinated closely with TxDOT to prepare a repayment plan for the funds. Our understanding is that the TxDOT/TAPS proposed repayment plan includes \$4,089,524 in McKinney Urbanized Area funds based on information that this amount was drawn down from McKinney Urbanized Area grants without adequate documentation. The proposed repayment would reduce FTA grant funds available from Fiscal Year (FY) 2015 to FY2017 apportionments for the McKinney Urbanized Area.

As you know, the Regional Transportation Council (RTC) of the North Central Texas Council of Governments (NCTCOG) is the Metropolitan Planning Organization for the North Central Texas Region, which includes the McKinney Urbanized Area in Collin County. TxDOT staff has discussed repayment with NCTCOG staff and staff from the City of McKinney. While the proposed repayment does not appear to hinder the return of public transportation service in McKinney in the short term, the loss of approximately \$4 million in FTA funding will negatively impact public transportation services in the region after service is restarted and ramped up to meet demand. Through this letter, NCTCOG staff is requesting that TxDOT, as the designated recipient for small urban FTA funds, use a repayment approach that holds the North Central Texas Region harmless against inappropriate actions taken by TAPS.

The City of McKinney has recently received direct recipient status from FTA and is working on restarting service to rebuild public transportation following the void left when TAPS cancelled service. Consistent and adequate public transportation funding will be vital to support the rebuilding of transit service in the McKinney Urbanized Area and to support a strong public transportation network in North Central Texas. I appreciate your consideration of this request. If you have any questions or need additional information, please feel free to contact me at (817) 695-9241.

Sincerely,

Michael Morris, P.E.  
Director of Transportation

SJC:tmb

cc: Eric Gleason, Director, Public Transportation Division, TxDOT  
The Honorable Brian Loughmiller, Mayor, City of McKinney

616 Six Flags Drive, Centerpoint Two  
P. O. Box 5888, Arlington, Texas 76005-5888  
(817) 640-3300 FAX: 817-640-7806 ♻️ recycled paper  
[www.nctcog.org](http://www.nctcog.org)



## Texas Department of Transportation

4777 EAST US HIGHWAY 80, MESQUITE, TEXAS 75150-6643 | 214-320-6100 | WWW.TXDOT.GOV

April 5, 2017

The Honorable Robert Franke  
Mayor, City of Cedar Hill  
285 Uptown Boulevard, Building 100  
Cedar Hill, Texas 75104

Subject: Loop 9 Status

Dear Mayor Franke:

In response to your e mail of March 10<sup>th</sup>, we understand your concern to progress the Loop 9 project forward and are looking forward to continued advancement of the Loop 9 project from IH 35 to US 67. Our office is currently working on the project and recently hired a consultant to design the schematic. We anticipate environmental clearance in July of 2021 and, at that point, we can begin right-of-way (ROW) acquisition.

On Tuesday, March 7<sup>th</sup>, we met with public officials from Cedar Hill to kick off the project and identify any concerns, including proposed developments in the area. We are working with them and will have regular meetings throughout the schematic design process. We plan to move forward with the alignments recommended by the Texas Department of Transportation (TxDOT) feasibility study that was approved in 2014 and as shown in the attached White Paper.

In the coming months, we will have more detailed exhibits identifying the proposed ROW needed for the project throughout the corridor. To assist TxDOT in moving the project forward, we would appreciate the city preserving the corridor. We look forward to working closely with Cedar Hill in moving this project forward.

Sincerely,

James K. Selman, P.E.  
Dallas District Engineer

Attachment

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City of Lancaster  
OFFICE OF THE CITY MANAGER

211 N. Henry Street \* Lancaster, TX 75146 \* 972. 218.1312 \* 972.275.0917 FAX  
www.lancaster-tx.com



March 31, 2017

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

Dear Mr. Morris:

I am writing to express commitment and support of funds in the amount of \$3,000,000 for the City of Lancaster's share of funding for the **Southern Dallas County Inland Port**. Dallas County is managing this multi-jurisdictional project for roadway improvements, which will increase the infrastructure base essential to sustaining safe growth for several cities in the area. It will also improve the flow of goods and services to and from regional highways (IH 45 and IH 20) directly from the Union Pacific Rail Road (UPRR) terminal of the Southern Dallas County Inland Port.

Since 2005, the Dallas County Inland Port has been established in an extremely underutilized and economically depressed region of Dallas County. The inland port is comprised of two class 1 railroads (UPRR and BNSF) with an impact area of more than 7,000 acres of previously agricultural land and rural roadways. The North Texas Council of Governments (NCTCOG) with the support of Dallas County's implementation and partnership has funded two highway overpasses over IH45 at Pleasant Run Rd and Wintergreen Rd which are essential to freight circulation and highway access. Dallas County continues to work closely with the cities in this region to improve undersized roadways to establish safe and adequate access and circulation of freight coming in and out of the Inland Port.

In order to strengthen the economic vitality of the entire Southern Dallas County Inland Port area and to allow the Inland Port to fulfill its full capacity, Dallas County is proposing the reconstruction of Jefferson Road (from Wintergreen to Pleasant Run Road); Wintergreen Road (from Jefferson Road to the easternmost city limits) and Pleasant Run Road (from Jefferson Road to Lancaster-Hutchins Road) see attached map. These roadways will help filter freight traffic in and out of the Inland Port and between two major interstate highways to complete the circulation of roadways needed for freight movement in this area. Furthermore this project improves safety and capacity on these inadequate roadways to help facilitate interaction with nearby distribution centers and manufacturing facilities locating in this area.

Dallas County is a competent and highly respected project delivery organization based on several successful experiences that the City of Lancaster has had working with Dallas County on implementing projects within our City. We have successfully partnered with Dallas County on Wintergreen Rd from Dallas Ave to Jefferson St, a project that was fast tracked in order to be completed before school began at an adjacent high school. We believe that the listed



improvements will provide improved roadway infrastructure within our City that will encourage companies to locate their distribution facilities within our border.

This is a great project and one that will be groundbreaking and necessary for the future development and vitality of this part of the region. The City of Lancaster greatly appreciates the consideration and support for the Southern Dallas County Inland Port Railway/Roadway Connectivity Project.

Sincerely,

A handwritten signature in black ink that reads "Opal Mauldin-Robertson". The signature is written in a cursive style with a large initial "O".

Opal Mauldin-Robertson  
City Manager

CC: File  
Carl Sherman, City Manager – City of Hutchins  
Alberta Blair, Director - Dallas County Public Works  
Antoinette Bacchus, Assistant Director – Dallas County Public Works  
Micah Baker, Dallas County Public Works








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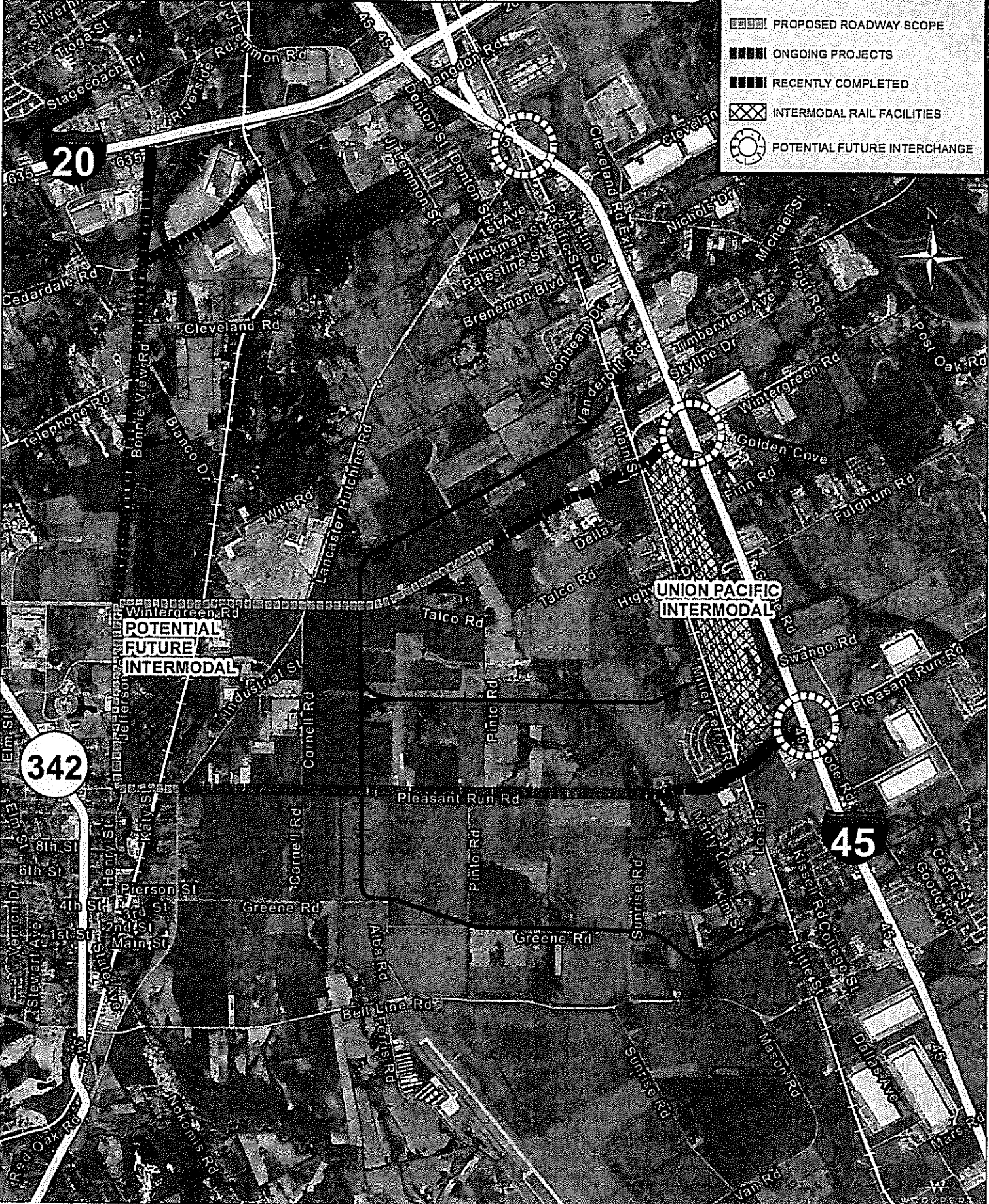
APR 04 2017

TRANSPORTATION

# SOUTHERN DALLAS COUNTY INLAND PORT MULTI-CITY INTERMODAL CONNECTIVITY AND ACCESS TO INTERSTATE FACILITIES (PROPOSED TIGER SCOPE)

## LEGEND:

-  FUTURE RAIL (UPRR)
-  EXISTING RAIL
-  PROPOSED ROADWAY SCOPE
-  ONGOING PROJECTS
-  RECENTLY COMPLETED
-  INTERMODAL RAIL FACILITIES
-  POTENTIAL FUTURE INTERCHANGE



SENIOR DEMOCRATIC WHIP

COMMITTEE ON SCIENCE, SPACE  
AND TECHNOLOGY  
RANKING MEMBER

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

CONGRESSIONAL BLACK CAUCUS  
CHAIR, 107TH CONGRESS



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

PLEASE RESPOND TO:

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

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

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[FLICKR.COM/REPBJ](https://FLICKR.COM/REPBJ)

April 28, 2017

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

**RE: Medical District People Mover**

Dear Mr. Morris:

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

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

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

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

Sincerely,

  
EDDIE BERNICE JOHNSON  
Member of Congress

RECEIVED

APR 28 2017

TRANSPORTATION

# High-speed pods proposed

## Futuristic loop would connect Texas Triangle

By *CLAIRE BALLOR*

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

Imagine ditching Interstate 35 and traveling from Dallas to Austin in 15 minutes.

It's a lofty dream, but a Dallas-led team of engineers, urban planners and architects is working to bring the futuristic Hyperloop transportation system to Texas.

Hyperloop One, a company based in Los Angeles, is developing new transportation technology described as "airline speeds for the price of a bus ticket." The system uses levitating pods that travel at high speeds — as fast as 700 mph — through low-pressure tubes by propulsion from electric motors.

The Hyperloop Texas team was chosen as one of 35 semifinalist teams that participated in the Hyperloop One global challenge. More than 2,600 teams submitted proposals and routes for the new transportation system.

The proposed Texas route, which is being called the Texas Triangle, would connect 640 miles between Dallas-Fort Worth, Austin, San Antonio and Houston, and get passengers from Dallas to Houston in just 30 minutes.

Steven Duong, a senior urban designer in AECOM's Dallas office who is leading the Hyperloop Texas team, said Texas would be ideal for the technology because the landscape is relatively flat, traffic issues are growing just as fast as the cities, and the state has a high population of frequent commuters.

Duong said the Hyperloop system would do for transportation what broadband did for communications.

"It would provide on-demand, very high-speed transportation over long distances," he said.

Hyperloop One will be choosing three teams out of the 35 semifinalists to work closely with and explore financing and project development. Duong said he feels confident Texas could be one of them.

Duong said the company expects to have the technology up and running by 2020. The first implementations will be for freight transportation, he said. Passenger travel will follow.

While Texas has a need for more efficient passenger travel, Duong said transporting freight to and from cities would significantly improve traffic by eliminating the need for cargo trucks on the highways.

And not only would the new technology address the traffic issues, but it would do so while being environmentally friendly and relying mostly on solar panels for energy.

"There are definite environmental benefits to this," said Duong. "It is designed to be very low-energy."

The technology hasn't been completely tested, but it was announced yesterday that Hyperloop One is putting the finishing touches on its test facility. The first full test run will be completed within the next month or two.

If the technology checks out as planned and Texas is picked to be one of the leading locations, Duong said, Texans could be experiencing high-speed travel in the not-so-distant future.

@claireballor

# NAFTA has staying power, especially if Texas supporters keep speaking out

By [Mitchell Schnurman, Business columnist](#)

In one of his first acts in Washington, President Donald Trump pulled the United States out of the Trans-Pacific Partnership, a controversial trade deal involving a dozen countries.

Unwinding the North American Free Trade Agreement with Mexico and Canada would be much tougher, even if Trump wants to go there.

That's no accident. Before NAFTA took effect 23 years ago, Mexico was angling for more than easy access to U.S. consumers, which is usually the primary goal for a developing country.

Mexico wanted an accord that would also benefit the U.S. and Canada, and strengthen economic ties among all three countries. Such multi-sided trade deals are more stable and durable, and that's helpful when there's a change in popular opinion -- or elected leaders.

NAFTA has created impressive growth in trade and jobs, especially for Texas. But it's also spawned large networks of suppliers and manufacturers whose goods often criss-cross the border before final assembly.

"The North American trade agreement has evolved," Geronimo Gutierrez Fernandez, Mexico's new ambassador to the U.S., told reporters from *The Dallas Morning News* last week. "It's about joint production. It's about the supply chains that go throughout Mexico and the United States. And that is not often known."

While many focus on which country is exporting more to the other, he believes there's a more important point: "It's how are we producing together?" Gutierrez said.

The short answer: a lot.

About 40 percent of the content in Mexican imports comes from U.S. companies. In 2014, \$136 billion in U.S. goods were used in Mexican products, according to [a study](#) by the Mexico Institute at the Wilson Center in Washington.

U.S. companies consumed nearly as much in Mexican inputs -- "direct evidence of joint production on a massive scale," the report said.

For example, a car's plastic dashboard might originate with oil in Mexico, go through a Louisiana refinery and be produced by an injection molder in the Midwest. The dashboard might go to a parts company near the border and to final assembly in Bajío, Mexico.



While most of the finished cars will be sold in the U.S., many go to other points around the world. Major components in the vehicles will cross the Mexican, U.S. and Canadian borders up to eight times.

“With such deep integration, there is no longer any such thing as an American car, a Canadian car, or a Mexican car,” the [report said](#). “There are only North American cars, incorporating parts and materials from across the continent.”

Disrupting these supply chains would make U.S. companies less competitive and drive up prices for American consumers. Some political and diplomatic leaders have begun to defend the trade deal, and Gutierrez said it’s important for business executives to be more vocal, too.

“This is, in a sense, our first post-NAFTA strong disagreement,” the ambassador said.

No state stands to lose as much as Texas if the trade agreement unravels, he said, and he encouraged supporters of NAFTA and Mexico to take a stand. He cited a February op-ed by six former U.S. ambassadors to Mexico that emphasized the value of the strategic relationship.

“That cooperation needs to be strengthened, not undermined,” the [former ambassadors wrote](#). “Let’s keep building it.”

Almost two weeks ago, a group of senators in Washington, including Sen. John Cornyn, R-Texas, sponsored a resolution to reaffirm the U.S. partnership with Mexico and recognize shared interests.

“From diplomacy to security, immigration to trade, the United States is safer and stronger when we work together with Mexico,” said Sen. Ben Cardin, D-Md.

“Those things help,” Gutierrez said about the public comments, in part because they counter misinformation about trade, migration and public safety.

As a candidate, Trump tended to conflate NAFTA with drug cartels, deportation and the need for a big, beautiful wall. More recently, the Trump administration has [appeared to soften](#) its anti-trade stance, judging from a draft proposal on potential NAFTA changes.

The business community is gearing up to defend the trade agreement, said Chris Wallace of the Texas Association of Business. In general, the group has taken the same position as Gutierrez: Review NAFTA, improve it, update it -- just don’t scrap the deal.

Defending it publicly can be a delicate proposition because Trump has criticized companies that plan to expand in Mexico. Alfredo Duarte, CEO of Taxco Produce in Dallas, believes the trade pact has been great for the U.S. and Mexico. But he wants to respect others’ views when speaking out.

“A lot of people voted for Mr. Trump,” Duarte said. “I need to find a balance so I don’t offend my good Republican customers.”

As Trump settles into the presidency, there's hope his anti-trade sentiment will fade. Maybe he'll learn more details about the positive effects, supporters will become more vocal and other issues may crowd it out.

"In a sense, we have been exercising strategic patience," Gutierrez said.

The crisis in Syria, along with debates over NATO and other hot spots in the Mideast, may take the heat off Mexico, too.

"Why complicate things?" Gutierrez said. "We're not in any way a serious security threat or challenge. On the contrary, we're partners."

# Radio or phone signals set off sirens, city says

## Incident caused by culprit broadcasting tones, not cyberattack, officials say

By ROBERT WILONSKY  
Staff Writer [rwilonsky@dallasnews.com](mailto:rwilonsky@dallasnews.com)

City officials don't know who triggered Dallas' outdoor warning sirens late Friday, but they do know how it was done — by broadcasting a few tones, via either radio or telephone signal.

In other words, there was no computer hack.

"It's a radio system, not a computer issue," Dallas City Manager T.C. Broadnax said Monday morning.

The city's outdoor warning sirens had to be manually shut down and turned back on late Sunday, with "immediate fixes" intended to prevent the type of incident that woke up — and shook up — much of the city Friday night, according to Broadnax.

"As we brought the system back up, some encryption was added as part of our process to prevent this type of error from occurring going forward," he said.

City officials said late Monday that the system was purchased a decade ago and that encryption was not part of the original deal with the vendor for one simple reason: No one at City Hall knew something like this was possible.

"No one had ever seen anything like this," said Sana Syed, the city's spokeswoman. "No one had ever seen anyone able to break into the entire system and impact every signal."

Syed said that within 48 hours of Friday's incident, "the system was not only encrypted, but other safeguards were taken."

The city is not providing further details on those security upgrades. But the fix could be relatively short-term anyway, as city officials investigate replacing the system that triggers the sirens.

Dallas' emergency warning sirens, like many across the country, are radio-controlled and activated via encoded transmitters that act like pagers, sending tones to receivers attached to each siren. In Dallas' case, security experts say, it appears that someone took control of the frequency and transmitted the tones that turned on all 156 sirens across the city.

Broadnax said he was "leery about [sharing] how these systems work," citing security concerns. He would confirm only that "it's a tonal-type system."

In Moore, Okla. — a town in Tornado Alley that relies on sirens for weather emergencies — a base radio station is set up in a secure location. An employee activates the system, and the radio sends out an encoded message via the airwaves. The sirens then receive the message, decode it and start to wail, said Gayland Kitch, director of emergency management for Moore.

It's likely that whoever activated Dallas' 156 sirens did so by compromising the city's infrastructure and gaining access to the codes, said Jeff Schilling, who has a background in military communications and is now chief security officer of Armor, a cloud security company based in Richardson.

"If I were doing the investigation, the first thing I would be looking for is former and current employees who have extensive knowledge of how the system works, or contractors or maintenance people who have worked on the system," Schilling said. "It's very unlikely that someone did this with their own radio gear."

On Saturday, city officials said they believed the incident originated locally. Broadnax said the Dallas Police Department is leading the investigation and that the FBI and Federal Communications Commission, which governs — and recently narrowed — the public safety frequency, have been brought in to assist.

"We are not sure what specifically the FCC is going to do and can do in terms of their resources in how they address this case," he said. "But we are working with the FBI to see if we can find the individuals who committed this crime, and as the mayor indicated, to make every effort to prosecute them to the fullest extent of the law."

In September, City Auditor Craig Kinton told the council his office planned to review how vulnerable the city is to outside interference as part of this fiscal year's audit plan. Broadnax said Monday that it's likely the city will hire an outside consultant to assess all of its security measures, from the water department to

911.

An action item will be presented to and discussed with the City Council on Wednesday.

Friday night's incident also alerted city officials to another problem: its inability to tell residents when they shouldn't panic. The sirens began blaring around 11:40 p.m., and it took the city more than an hour to issue a statement, which it did via social media. Initially, the city said it believed a "malfunction" triggered the sirens.

Some 4,400 calls poured into the city's already understaffed 911 call center, resulting in significant delays.

Broadnax, whose first day as city manager was Feb. 1, said the incident made it clear the city needs "more comprehensive protocols" when dealing with these types of situations.

*Staff writer Sarah Mervosh*

*contributed to this report.*

*Twitter: @RobertWilonsky*

# Who Owns Transit Data?

Most U.S. cities share their transit information freely, which helps trip-planning services and boosts ridership. But most German cities don't. Should they?

- [David Zipper](#)
- Apr 9, 2017

As the hometown of Daimler and Porsche, the German city of Stuttgart [has a powerful car culture](#). The city also has—perhaps unsurprisingly—an acute problem with air pollution. Last year the [air quality in Stuttgart](#) was so bad that the mayor implored residents to leave their cars at home and use the city's many transit options, which include subways, commuter trains, streetcars, and buses.

Unfortunately, residents could not turn to many of the technology solutions that American commuters might use when plotting their trip on public transport, such as Apple Maps, Bing Maps, or a startup like CityMapper. None of those are available in Stuttgart—or in almost any other German city.

The reason? Stuttgart's VVS public transport system is one of many cities around the world that doesn't share transit data with startups or mapping companies. As a result, commuters cannot access trip-planning tools that many in the United States take for granted. That's holding down transit ridership, increasing vehicle emissions, and stifling economic innovation.

By way of disclosure, I have a direct stake in this issue: My employer, [1776](#), is an investor in [TransitScreen](#), a startup that displays up-to-the-second information for multiple modes of transportation, from both public and private providers. The idea is, if you live in a city, you might decide at the spur of the moment how to get from point A to point B; depending on price and convenience—you might drive, take a bus or subway, flag a taxi, or grab a bike-share cycle. Further complicating these decisions is the emergence of private transportation providers like Uber, Lyft, and Bridj, which seldom coordinate with public transit agency websites or apps.

To take a step back, it's worth considering where trip-planning apps came from and how are able to tell you when the next train or bus will arrive. These services rely on Application Program Interfaces (APIs) from a transit agency that shares schedules and information about train positioning, arrival projections, and accidents. Transit agencies make this information available through their websites (like [this one](#)), with data feeds that keep the information current. Every time you open an app or use Google Maps to plan your bus ride, you're relying on these APIs.

I have not found a single example of a transit agency making money from keeping their data private.

Transit apps are able to expand easily into new cities because many transit agencies share their data through a standard language called General Transit Feed Specification (GTFS), which originated because of a collaboration in 2005 between Google and TriMet, the regional rail



system of Portland, Oregon. Bibiana McHugh, the TriMet employee who initially approached Google, [says she did so](#) out of frustration that Google Maps and MapQuest made it easy to plan a car trip but were largely useless for transit. Google used the GTFS data to launch Google Transit (now part of Google Maps); within four years, [25 transit apps](#) had emerged in Portland to offer their own way of guiding local travelers.

Such third-party tools also rely on information [shared from private transportation providers like Uber and Lyft](#), who deserve credit for making some of their APIs public—though not for the exclusivity requirements that prevent a company accessing their real-time data to do the same with loosely-defined “competitors.”

Soon after Portland’s experience, transit systems like BART in the Bay Area and MARTA in Atlanta also adopted GTFS, opening their data to third-party developers. “We’ve put SFMTA in front of customers in so many places that we wouldn’t be able to do on our own,” [Timothy Moore of San Francisco’s MTA noted](#).

Some other American cities, however, pushed back. In Washington, D.C., WMATA halted an initial move toward GTFS by [claiming](#) that making data available to Google and transit startups “was not in our best interest from a business perspective.” WMATA never explained how it might profit from its data, and it wasn’t clear whether it could even do so legally since transit schedules are public information. Under pressure from transportation advocates and entrepreneurs, WMATA relented and ultimately embraced GTFS.

Today, a map of the United States today shows that virtually every transit agency makes its data available through GTFS. It is also the most common standard abroad, used by almost [800 transit agencies](#) around the world. Though a few holdouts, such as Charlotte, North Carolina, still don’t share data, in the 11 years since GTFS’s emergence, I have not found a single example of a transit agency making money from keeping their data private.

But the story is very different in places where transit agencies continue to resist opening their data. Germany is a particularly egregious example. There are only three cities in the country that currently utilize GTFS: Berlin, Mannheim, and Ulm. Other German cities use their own national transit data standard called VDV 452, which was born in the 1980s. Even then, companies have to ask permission to get access to the VDV 452 data; there is no transit open data portal in cities like Stuttgart. Google, with its \$73 billion war chest, can invest in accessing Stuttgart’s data and converting it into Google Maps, but other services, like TransitScreen or even Apple Maps, won’t bother. In a country like Germany that is [committed to reducing pollution and combating climate change](#), easier trip planning should be a no-brainer.

Why the German resistance? One [researcher](#) exploring the reluctance of these cities to part with their transit data cited agencies’ desires to provide a single “official” mapping tool, rather than open the door to transit apps of varying quality (though America’s experience suggests that the market can sort itself out pretty well). I recently had a chance to raise this question with Alexander Dobrindt, Germany’s Minister of Transport and Digital Infrastructure. He acknowledged that German cities are lagging in open data, and he mentioned a fear of missing out on potential revenue—an echo of what was voiced in some American cities seven years ago.

“We have to move away from the principle of data minimization and towards a creative and secure wealth of data,” he told me. “Public data is open data.”

Minister Dobrindt has his work cut out for him: A [recent study](#) of Stuttgart’s real-time transit planning celebrated the app provided by the government’s Travel and Transport Association, but made no mention of attracting trip planning companies through adopting the GTFS standard.

That’s a missed opportunity—as American cities learned years ago, transit agencies harm themselves and their passengers by shackling their data.

# DISD officials: Shut down Dallas County Schools

## District urges lawmakers to scrap embattled agency, give schools a year to transition

By EVA-MARIE AYALA  
Staff Writer [eyala@dallasnews.com](mailto:eyala@dallasnews.com)

AUSTIN — Even as administrators from embattled Dallas County Schools tried to save their agency, Dallas ISD officials urged lawmakers to shut it down.

Lawmakers discussed a bill Tuesday that would scrap the countywide agency — which provides busing, technology and other services — and give dependent districts a year to transition to other providers.

The bill's author, Sen. Don Huffines, R-Dallas, said he began looking into DCS initially thinking it was a duplicate layer of bureaucracy. He said he was disturbed to find questionable business deals across Texas, seemingly mismanaged finances and reports of bus drivers running red lights.

Many DCS officials have stepped down or were fired in recent months, including former Superintendent Rick Sorrells, who abruptly retired.

Dallas ISD Superintendent Michael Hinojosa told the Senate education committee that his district has had to pick up a lot of slack because of DCS' shortcomings. DISD officials have said they pay more than they should for transportation services and scramble to help students whose buses are late or missing.

"The one and only reason I'm here is to protect the interest of the Dallas Independent School district," Hinojosa said. "I have enough work to do. I'm not looking for any extra work."

Dallas ISD trustee Edwin Flores told lawmakers that about a third of the district's 29,000 students who rely on busing are late to school because of the county agency's poor performance. That means elementary students, many of whom rely on free breakfasts at school, aren't getting fed, he said.

Flores noted that DISD spends about \$1,654 per student for transportation compared with Fort Worth, which spends about \$285 per student.

"This is about unaccountable bureaucracy gone wild. It's that simple," Flores said.

Hinojosa said Dallas ISD would help other area districts transition away from DCS if needed, such as providing transportation services, but only for a year or so. DISD would not be a long-term provider, he stressed.

Leatha Mullins, who became DCS acting superintendent last month, issued a statement Tuesday night saying it was surprising to hear of Dallas ISD's "secret takeover plan." During the hearing, officials discussed how DCS' assets could possibly be split up among the districts it serves, including a significant portion to Dallas ISD.

"They want the buses, the technologies and today we found out they also want our building," she said in the statement. "I will be interested in how the smaller Dallas County districts we serve will respond to that idea."

Mullins denied rumors of a criminal investigation into DCS's dealings, saying she hasn't been contacted by any law enforcement agencies.

Sen. Royce West, D-Dallas, challenged Mullins to detail exactly what DCS is doing to change:

"Give us one good reason why we should allow this agency to continue to operate?"

Mullins countered that DCS has overhauled its operational and financial procedures and replaced many key staffers, including Sorrells. The agency announced recently that it would discontinue one of its most criticized efforts: stop-arm cameras on buses that allowed cities to fine drivers who went around them.

"We have been addressing the issues that have been brought to our attention," Mullins said. "Now I believe with the team that we have, they are the best in their field and we can get this done."

DCS administrators and consultants tried to convince lawmakers that troubled staff was replaced and that the agency was financially solvent despite a shortfall of more than \$40 million. They said districts would be on the hook for even more money if they had to provide the services DCS does.

West expressed frustration with Huffines for not talking to smaller districts in the area — such as Lancaster or Cedar Hill — about how shutting down DCS would affect them. Huffines countered that he had sent letters to all area districts asking for input.

Cedar Hill Superintendent Orlando Riddick, who was not at the hearing, said he's nervous about the future of DCS and frustrated with the "herky-jerky" relationship that's left him fuming many times. Cedar Hill had to adjust its school start times to make up for the constantly late buses and recently scrambled to find another technology provider when DCS decided to scale back on those services. Riddick said he's routinely struggled to arrange meetings with the county agency to address problems.

"I am tired of Dallas County [Schools]. They are inefficient," he said.

But even as Cedar Hill recently opened bids to look for transportation options, he's unsure any other provider can come in close to the \$2 million a year the district spends with the county. "That's a player when you're looking at a tight budget," Riddick said.

Lawmakers made no decision on the bill Tuesday.

*Twitter: @EvaMarieAyala*

# In infrastructure bill, Trump wants regulations streamlined

## Measures would shorten permitting times for projects

*The Associated Press*

WASHINGTON — On infrastructure, President Donald Trump wants to offer a two-for-one deal.

The Trump administration intends to propose a package of tax breaks meant to help spur \$1 trillion in new spending on roads, bridges and other construction over the next decade. But as part of that bill, Trump also wants to introduce measures to drastically shorten approval times for projects.

The strategy appears aimed at building support for an effort with little momentum in Congress. Democrats are critical of Trump's focus on public-private partnerships, rather than more traditional funding, while many conservative Republicans have balked at the idea of a massive government investment.

Trump's National Economic Council is crafting changes to the law to speed up the regulatory process, so that construction could start sooner and builders would find it easier to finance projects.

Trump and Transportation Secretary Elaine Chao have played up the problem of regulatory hurdles for infrastructure.

"We're going to try and take that process from a minimum of 10 years down to one year," the president said at an event earlier this month. On Tuesday, the president hosted a gathering of business leaders to discuss infrastructure and regulations, among other subjects.

But the measures being considered for Trump's infrastructure package would follow a series of streamlining efforts that began under President Barack Obama.

At the end of 2015, Obama signed a measure called the FAST Act. Its title stands for "Fixing America's Surface Transportation." In addition to providing funds for infrastructure through 2020, the law established the steering council that reviews the permitting process to ensure projects were reviewed in a timely manner. The law also put limits on the environmental reviews which in theory should shorten a process that could cause permitting to drag on well beyond five years.

Some business groups say the Obama-era law is working and they see little reason for an aggressive overhaul.

"You've got it down to a process that is 2 1/2 years," said Bill Kovacs, a senior vice president for environment, technology and regulatory affairs at the U.S. Chamber of Commerce.

Kovacs said that it was uncertain as to how much more the government could shrink the timeline while still conducting reviews "to make sure there is no harm to the environment."

The Business Roundtable, a trade association for CEOs, sent a letter last week to Gary Cohn, the president's top economic adviser, saying Trump already had the authority under this law to cut permitting times for infrastructure but it had yet to be "fully implemented."

While the reforms are not "perfect," the group wrote, "if implemented aggressively, they may be able to deliver the timelines and certainty in the permitting process" that Trump seeks.



# Parks, street repairs top needs for record Fort Worth bond package

By Sandra Baker

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

## FORT WORTH

Eight new neighborhood parks, a fire station in far north Fort Worth and citywide street repairs are among the projects to be included in a proposed \$399.5 million bond program the city plans to bring to voters next year.

The Fort Worth City Council on Tuesday gave the go-ahead to city staff to start rolling out details of the bond program, which would be the city's largest. District 5 Councilwoman Gyna Bivens said the proposed bond package is "the most exciting ever."

Next month, dates for public hearings are expected to be picked and then each council member will weigh in on the proposed plan and projects. The council will vote on a final project list in December and the election would be on May 5, 2018.

Already, some have noticed the lack of new pools on the proposed list.

"Looking at pools and looking at partnerships on the pools is going to be critical," Mayor Betsy Price said.

The program would be a 37 percent increase over the last bond package in 2014, when voters approved spending \$292 million on city projects.

During planning for the 2018 bond program, department heads said the city has nearly \$1.6 billion in needs, said Jay Chapa, an assistant city manager.

The bulk of the 2018 bond money, \$258 million, or 65 percent of the total, would be used for street and transportation projects. That's a \$40 million increase from the amount approved in 2014. The city soon will issue \$10 million in seven-year tax notes to pay for engineering studies on some of the proposed street projects in advance of the bond election.

The city staff said the amount will allow the city to keep up with growth while maintaining existing infrastructure.

"We have a very good problem to solve," City Manager David Cooke said, "meaning that people like Fort Worth; they keep moving here. Businesses keep expanding here and other businesses move here. That creates a challenge on infrastructure."

About \$65.5 million is needed just to maintain existing streets, according to the proposal. The city, though, for the first time has shifted the maintenance of park roads to the transportation department. The program also recommends spending \$12.5 million to revitalize established thoroughfare corridors such as West Seventh Street and University Drive, something the city hasn't done before.

Moreover, the city will present to voters more defined categories regarding how the money will be spent. For example, the city wants to spend \$12.5 million fixing and buying new traffic lights, \$10 million to buy new street lights and \$5 million on improving neighborhood and school safety.

Also proposed in the bond package is spending \$120 million to add street and intersection capacity.

Behind streets, \$84.6 million will be used for the parks and recreation department.

Among the various projects proposed are eight new neighborhood park projects, completing the expansion of five community parks, building two 25,000-square-foot prototype community centers and renovating two others. New hike-and-bike trails are recommended, as is lighting for some athletic fields and buying more parkland.

It will include \$6.6 million to build a clubhouse at Rockwood Park, the renovated golf course the city plans to reopen this summer.

Also recommended is \$10.5 million to replace the Wedgewood Library, \$7.8 million for a new fire station in far north Fort Worth and \$6.1 million to replace an obsolete fire station in far south Fort Worth.

The bond program would include \$13.5 million for the construction of a 30,000-square-foot animal care and control center in north Fort Worth approved by voters in 2014 and \$17.7 million to build a police headquarters on the south side to centralize police operations in that part of the city.

Voters will consider the bond program under six propositions, broken down by streets and transportation; parks, recreation and community centers; library system improvements; fire safety improvements and animal care and control facility improvements.

Beginning in 2015, the city began issuing debt from the the 2014 bond program. So far, \$143 million has been spent on projects. The city doesn't anticipate issuing any debt this year on the 2014 bond, rather it will issue the remaining \$149 million in 2018 and 2019.

Cooke said the proposed 2018 bond program can be handled under the current 83.5 cents per \$100 assessed valuation property tax rate. Of that, 17.35 cents is put toward the city's debt service.

The projects, though, will add to the city's budget beginning in fiscal 2020. By fiscal 2023, \$7.2 million annually will be added to the operating budget to run the facilities.

*Sandra Baker: 817-390-7727, @SandraBakerFWST*

# Dallas to close, shrink and make streets two-way to keep AT&T downtown

Filed under [AT&T](#) at 16 hrs ago

**Written by**

[Robert Wilonsky, City Columnist](#)

AT&T made the call in October to keep its headquarters in downtown Dallas by spending \$100 million on its revamped campus.

But the decision to stay in the city rather than flee to the suburbs was contingent upon several major requests, chief among them the significant alteration of some major downtown streets for a so-called "Discovery District" filled with shops, restaurants and other pedestrian-friendly amenities.

On Wednesday, the Dallas City Council agreed to give the communications company what it wants, including the closure of two streets, the narrowing of another and the conversion of two others to two-way traffic around AT&T's headquarters at Akard and Commerce streets.

"Our chairman and employees love downtown," said Russ McFadden, who oversees AT&T's real estate transactions. "We believe the changes being proposed are critical to providing the campus we want to provide for our employees and the city."

All of the changes are significant, but the shrinking of Commerce Street will probably have the greatest impact. From Houston Street to Cesar Chavez Boulevard, the downtown thoroughfare will go on a so-called road diet, shrinking from four eastbound lanes to three.

Renderings provided by AT&T in October show a long glass canopy extending over the sidewalk and a new drop-off lane on the southern side of the street.

Commerce, said downtown council member Philip Kingston, "right now is kind of overburdened with traffic and not supportive of retail and pedestrians." With the shrinkage, he said, "you'll see that change in a big way."

But Kingston was not supportive of another major traffic change: the closing of about 550 feet of Jackson Street from Akard Street to Lane Street. AT&T at the moment owns six office towers and parking garages in the area, and it asked to close Jackson to create a true campus feel. Kingston had hoped to leave the one-way street open and turn it into a two-way.

But the council voted instead to close that portion of Jackson, per AT&T's request.

"We ought to be tickled to death they're going to want to stay down there," said Rickey Callahan, chair of the council's Economic Development Committee. "To have a true campus flavor, we need to close Jackson Street."

Other changes include: closing Akard Street between Jackson and Wood streets; turning Akard from a three-lane, one-way street into a two-lane, two-way between Wood and Young streets; and turning Wood from Griffin Street to Pearl Expressway from a three-lane, one-way street into a two-lane, two-way.

"We're grateful to Mayor Mike Rawlings and the Dallas City Council for their vision to improve downtown Dallas by supporting the AT&T Discovery District," said John Stephens, AT&T's chief financial officer. "We believe the Discovery District will be a welcome destination for future visitors, Dallas residents and downtown employees and bring multiple benefits to an area that's daily seeing positive changes for everyone."

The redo is the product of a year's worth of discussions involving AT&T, City Hall, Downtown Dallas Inc., Dallas Area Rapid Transit and downtown property owners, businesses, schools and residents. City officials are also in discussions with AT&T about potential economic incentives, but those have yet to go before the council's Economic Development Committee.

"We do not take closing streets lightly," Kourtney Garrett, president and CEO of Downtown Dallas Inc., told the council, "but when taken as a whole, these proposed changes are greater than the sum of their parts."

# Growth in eastern Parker County sprouting like a weed

By Lance Winter

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

April 11, 2017

Glancing across the rolling hills of eastern Parker County, where livestock once roamed and native grass begins to sprout, something new has begun to grow.

On 738 acres, north of Interstate 20 and the City of Aledo, folks with the Morningstar Development have begun building new homes located in the extra-territorial jurisdiction of the City of Fort Worth, but still in the award winning Aledo School District.

Already dozens of homes have sprung up valued around the \$200,000 mark.

“Morningstar offers the best in resident amenities while maintaining the land’s natural beauty,” developer Kim Gill said.

In 2006, the land which is in development, was purchased by a group of individuals who established a Municipal Utility District - (MUD) and negotiated utility agreements with the City of Fort Worth. But before any further development took place, the property was taken into foreclosure, and sold to the Wilks Group.

Later, in 2014, Tim Fleet and Gill purchased the land from Wilks and continued the effort.

“We took the MUD and re-worked the development as well as the utility agreements with Fort Worth,” Gill said. “We also re-worked the preliminary plat and broke ground in 2015, almost two years to the date.”

According to Gill, Morningstar will feature acres of open green spaces filled with native wildflowers, man-made lakes and streams that run throughout the community. The amenity center and clubhouse will be complete with resort-style pools for kids and adults, cabanas, play yards and a lakeside amphitheater. Residents will be able to enjoy two-and-a-half miles of hike and bike trails that wind along creeks lined with large mature trees and natural landscape.

“Every home will have natural gas from Atmos Energy, AT&T’s Fiber Network, City of Fort Worth water and sewer and electricity from Tri-County Electric,” Gill said.



On Thursday a special realtors showing took place with 50 realtors expected to attend the open house. More than 150 came to see the new model homes.

Homes at Morningstar range from 1,800 to more than 4,000 square feet, built on 50 to 70 foot lots. Home prices range from the \$250's to \$400's in the first two neighborhoods.

“You can choose from a range of builders,” Gill said. “Morningstar presents a wide range of home styles and sizes, from perfect starter homes, to homes for growing families.”

Gill said that at the present time there are 140 homes for sale.

Builders include: Highland Homes, Impressions Homes, Rendition Homes and DR Horton.

Looking across the landscape Gill and Fleet are very pleased with the way the development is progressing.

“I am thrilled to see people beginning to move into Morningstar,” Fleet said. “Kim and I have worked hard to build a high quality community with great amenities and located in a top notch school district while still offering homes from \$250,000.”

Gill had similar remarks.

“We will continue to work very hard to maintain the integrity of the project for the families that choose to live in Morningstar,” Gill said.

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## Self-Driving Trucks, Delivery Vans at Vanguard of Autonomous Vehicle Revolution

TIFFANY HSU  
APRIL 13, 2017

Commercial vehicles aren't the only mode of transportation that can be automated, but when it comes to urban spaces, they're likely to be the early movers.

That's the assessment of panelists Wednesday at the Empire State of Mobility Conference in Manhattan. They predicted that long-haul trucks, delivery vans, fleet units and other business-based vehicles will be at the front lines as self-driving vehicles are introduced onto city streets.

"Commercial vehicles will be among the first to reach scale because private-sector entities will be willing to make the upfront investment," said Avery Ash, an autonomous vehicle market strategist with Inrix, a connected car services company based in Washington state. "Automated vehicles could drive longer periods more safely, decrease congestion and increase profit."

The conference at the Jacob Javits Center was one of several associated with this week's New York International Auto Show, which takes place in one of the most densely populated cities in the world.

Ash's session focused on the role of cities as test beds for mobility innovation. **Automated vehicle technology**, he said, could save 30,000 lives a year in the U.S. at a cost savings of 30 percent to 60 percent per mile.

But unless the rollout is carefully coordinated, automated vehicle adoption could have unintended consequences, including increased pollution, availability that is limited to higher-income areas and lack of investment in infrastructure, panelists said.

"We're only in the first wave of this technology," said moderator Seval Oz, former chief executive of manufacturing company Continental Intelligent Transportation Systems. "Our responsibility is to start small.

That includes checking off basic, unglamorous requirements such as painting clearer road signals, filling in potholes and gathering data on transportation trends, said panelist Dawn Manley, director of Samsung's Strategy and Innovation Center in Menlo Park, Calif.

"There are all of these small steps that cities and regions can start with and then move on to tackle the big problems," she said.

But who should take the lead in preparing urban areas for self-driving vehicles? Oz, former head of global partnerships and business development at GoogleX, pointed out that cities and states have multiple transportation departments creating a "mishmash of budgets" and a hodgepodge of rules.

Still, many cities have embraced the technology. Pittsburgh welcomed Uber, whose Advanced Technologies Center **launched self-driving vehicles in the city last fall**. Boston recently began hosting a fleet of autonomous electric Renaults being tested by local start-up nuTonomy.

"Cities are good at collaborating, and they're competitive," Ash said. "We need to create a space where cities are empowered to think outside the box and break down boundaries without letting bureaucracy stand in the way of innovation."

"There's a halo effect from some of these deployment scenarios," Ash said. "Unlike in D.C., where trash day makes you want to hide inside and shelter in place, automation could improve the pickup process, the traffic flow and general sanitation."

But potential complications at the government level mean that businesses might play a major role in bringing driverless vehicles to the mass market. Distance trucking could benefit from decreased distractions, fixed speeds and cost savings, relying on drivers to manage trip navigation and to guide the rig off and onto ramps.

“It’s a very compelling and attractive business models for long-haul trucking,” Oz said.

Grayson Brulte, president of consulting company Brulte & Co., adds that as truck drivers today become “autonomous logistics officers” tomorrow, they may ultimately enjoy higher salaries and better hours.

Government and enterprise should support driverless vehicle onboarding, Brulte said. He hopes that, one day, Beverly Hills will shut down its famous Rodeo Drive to host an autonomous vehicle demonstration day. He wonders whether his 3-year-old daughter will ever have to drive her own car.

Federally, the future of driverless deployment hinges largely on [Transportation Secretary Elaine Chao](#).

“She’s made bullish statements before, but now they’re iffy statements,” Brulte said.

Forward-thinking cities hoping to make self-driving vehicles a reality must tread carefully. Unlike some technologies, automated cars and trucks are extremely visible to consumers and might face extra scrutiny.

“Because of the scary thought of relinquishing control to a computer, it’s a much hotter topic,” said Ted Cardenas, vice president of marketing for Pioneer Electronics (USA) Inc. “If the consumer has a bad experience, they’ll easily turn away, which could push this entire initiative back years, decades, centuries.”

Other sessions at the Manhattan conference involved the use of public-private partnerships to support groundbreaking urban mobility techniques. Panelists from Zipcar, Navigant Research and smart transportation technologies advisory firm VectoIQ discussed how lack of consumer education and high turnover at dealerships can hamper technology adoption.

Ash also presented data from his firm suggesting that New Orleans; Albuquerque, N.M.; and Tucson, Ariz., would be the most affected by automated vehicle adoption.

Researchers considered regional features such as population, number of intra-city trips, frequency of drives that were 10 miles or less, parking availability and more.

Other metro areas primed for a major transportation shake-up if the technology generates mass appeal include Portland, Ore.; Omaha, Neb.; El Paso, Texas; Fresno, Calif.; Wichita, Kan.; Las Vegas and Tulsa, Okla.

INRIX also looked at how cities such as San Francisco, Austin and New York City would accommodate automated vehicles.

In Manhattan, the firm identified three areas ripe for automated vehicle deployment. In Harlem, the self-driving vehicles would give an underserved, lower-income population better access to transportation, according to researchers. In the Upper East Side, the vehicles would help alleviate a parking shortage. And in the Lower East Side, automation would be well-suited to a demographic that already tends to travel very short distances.

“Automated vehicle technology in and of itself is not a solution,” Ash said. “And all cities may not be perfect fits for autonomous vehicles.”

# Dallas Police and Fire Pension board officially backs proposal to take DART funds

Filed under [Dallas City Hall](#) at 20 hrs ago

## Written by

[Tristan Hallman, Dallas City Hall Reporter](#)  
[The Dallas Morning News](#)

The Dallas Police and Fire Pension board is officially asking for some of DART's money, if it can get it.

City Council and pension board member Scott Griggs, author of the nonbinding resolution, argues that the portion of sales tax sent to Dallas Area Rapid Transit belongs to the taxpayers, even though the cash has been dedicated to the transit agency since voters approved DART's creation in 1983.

And Griggs said today's taxpayers ought to decide whether they would rather give the money to the failing pension system. The pension board agreed to the resolution over the objections of fellow board and council members Erik Wilson and Jennifer Staubach Gates, who blasted the push from Griggs and council member Philip Kingston as "political gamesmanship" during a campaign season.

"You, as this board, are being used as a tool," Gates said.

Gates said the resolution is "potentially a lost cause" because of the muddy legal and financial entanglements with DART. The agency has made the same argument and its officials have said that taking an eighth of the sales tax revenue that the city dedicates to DART — which totals more than \$30 million a year — would mean painful service cuts.

Griggs and Kingston have another motivation for the resolution: they hope to sink the Cotton Belt rail line in the northern suburbs. Griggs said as much Thursday, arguing that the city is "subsidizing the transportation costs in the suburbs" and should instead use the money for police and firefighters. The two wanted DART to give its preference to a new subway through downtown Dallas instead of the suburban commuter line.

Fellow pension board members said they didn't care whether it's political grandstanding. They just wanted to tell legislators they support a new revenue stream for the pension fund that could possibly mitigate the effects of pension benefit cuts.

Those cuts are included in a bill in the state Legislature to save the pension system from insolvency. The fund is currently set to go broke within a decade.

The House Pensions Committee advanced the bill Wednesday to the full House. But Mayor Mike Rawlings is still pushing for changes that would lessen the potential burden on taxpayers.

The DART funds are not part of the legislation, and lawmakers might leave that decision up to the city and its voters.

But retirees lauded the board for their vote. Paul Ellzey, a former homicide detective, criticized Wilson and Gates for voting against the resolution and thanked Griggs and Kingston.

"Thank you very much for trying to find the funds through DART," Ellzey said. "That's appreciated. We will not forget who supports us."



# Eminent domain is right for rail

High-speed project is fitting use of tool provided by Founding Fathers, Don Huffines says

By 2050, Dallas and Houston together, according to the Texas Demographic Center, will likely share an increase of more than 4.5 million new residents. To accommodate that growth, we must make innovative transportation solutions a top priority, and that starts with private sector high-speed rail.

Traveling between the cities means either driving four hours by car or bus, or spending three hours getting to the airport, putting up with security and flying to the destination. Interstate 45 endures significant wear and tear and is so congested and deteriorated that the Texas Department of Transportation has recommended adding two lanes, costing taxpayers billions.

Private sector high-speed rail is a promising solution that Texas should welcome. The best part: It won't cost taxpayers.

Texas Central Rail has secured many millions of dollars in private investments for such a project. It's difficult to imagine why some legislators are fighting a project that represents a \$10 billion economic infusion, new jobs and indirect tax relief, but opponents insist that property rights and the hypothetical risk of failure should thwart the construction.

Building rails occasionally requires eminent domain authority, much like utilities, pipelines, roads, airports, schools, hospitals, firehouses and police stations. Texas has a long history of the private sector exercising eminent domain for public use, and typically without gross exploitation. In fact, private rail companies have been doing so for more than a century.

Eminent domain is a tool that our Founding Fathers included in the Fifth Amendment to the Constitution. It must be exercised judiciously and with the utmost restraint, and Texas has enacted property-owner protections to ensure that individual rights are prioritized. This legislative session, I have jointly authored a package of property rights legislation that empowers property owners.

There are numerous misapplications of eminent domain, but as a constitutional conservative, I know that high-speed rail will not be one. Texas Central is earnestly trying to minimize its impact on property owners by planning to build the rail on existing right of way and to elevate most of the rail above ground.

Property owners will also have the benefit of dealing with a private company that can pay more than appraisal value, as opposed to the state, which seizes land only at the appraised value.

Despite state demographer forecasts of significant population growth in Dallas and Harris counties, obstructionists fear Texas Central will fail, leaving taxpayers on the hook for a bail-out. It's worth remembering that Texas didn't bail out its largest electric company. In fact, Texas won't bail out any failing companies as long as I have a vote in the Texas Senate. We will continue to honor risk takers and investors, inviting them to succeed or fail on their own merits.

Obstructing private sector high-speed rail leaves us with tired and unworkable alternatives. We do not want government to enter the rail business, so the only option for rail is the private sector. If private sector rail is thwarted, we're hamstrung in our options to improve the state's infrastructure.

Private sector high-speed rail could relieve the infrastructure mess that the I-45 corridor is quickly becoming. TxDOT is already planning to spend \$2.1 billion on I-45 by 2020. If I-45 ultimately has to be widened, the state will likely need to seize private property by eminent domain.

A vote against private sector high-speed rail is a vote for toll roads or more taxpayer investment in roads.

It's possible to respect property rights and embrace private sector investment and development. When Texas strikes that balance, our future will be brighter for it.

*Texas Sen. Don Huffines, R-Dallas, wrote this column for The Dallas Morning News. Website: [donhuffines.com](http://donhuffines.com)*

## [Grapevine to invest in Dallas Road remake](#)

Pedestrian signals, Cotton Belt Trail expansion in city plan to accommodate TEX Rail

By [Sherelle Black](#) | Posted April 13, 2017Apr 11, 2017 at 8:03 am

In anticipation of the opening of its TEX Rail station at the northeast corner of Main Street and Dallas Road in late 2018, the city of Grapevine is getting ready to spend about \$10 million on improving the Dallas Road corridor.

City Manager Bruno Rumbelow said the corridor, between Dooley Road and Ball Street, will be revamped into a safer, more pedestrian-friendly and visually appealing area.

“We’re getting ready to invest quite a bit of money in a commuter rail station, and we need for people who are interacting with Dallas Road, whether they are on a bicycle or walking, to feel more comfortable,” he said.

To help fund the Dallas Road corridor project, the city has applied for a grant through the North Central Texas Council of Governments in the amount of \$5 million.

The city will find out this summer if it is receiving the grant money. If awarded, there will be local funds used to match the NCTCOG funds.

Grapevine is one of three cities that will have a station for TEX Rail, which is a 27-mile commuter rail line that will extend from downtown Fort Worth through Colleyville and Grapevine into Dallas-Fort Worth International Airport.

Grapevine Capital Improvement Projects Manager Kathy Nelson said although the station is a priority, the transit-oriented development and landscaping surrounding it is just as important.

“That quarter- to half-mile walkability around the station [along Dallas Road] is going to either make it successful or not,” she said. “We want it to be successful because we want folks who live in Grapevine or who wish to dine or be entertained in Grapevine or work in Grapevine to have easy access to the train station. It’s crucial that the last half-mile is comfortable for people to walk to the train station, and they feel comfortable to walk to their place of employment from the train station.”

### **Making Dallas Road more pedestrian-friendly**

In describing Dallas Road in its current state, Rumbelow said: “It’s a sea of concrete, and getting across it feels unsafe.”

Traffic Engineer Rich Larkins said Dallas Road will be reconfigured to help increase pedestrian safety.

“Dallas Road is five lanes wide—two lanes in each direction with a center left-turn lane—and when you have a roadway that is very wide, it can be challenging for pedestrians to cross,” Larkins said. “So one of the things we are doing is we are adding a center median where the center left turn is.”

Nelson said pedestrians can stand in the median while waiting to get across the street.

Larkins said pedestrian signals called HAWKs, or high-intensity activated crosswalk beacons, will be installed along Dallas Road.

“We have two HAWKs in Grapevine—one on Westport [Parkway], which is south of [SH] 114, for the GameStop facility, and we have another one on Mustang, and that’s at one of our community centers,” he said. “What happens is if a pedestrian wants to cross, they push the pedestrian button; it then flashes a red flash just like a traffic signal. Motorists are required to stop at any red signal, so we will be installing those in the corridor to enhance the ability for pedestrians to move across the Dallas Road corridor.”

Nelson said landscaping will also be added along the street as a safety measure to serve as buffers between the trail, sidewalk and the roadway.

“When you add landscaping in those buffer areas, it not only makes the pedestrian more comfortable, but it makes them more willing to want to use those trails or sidewalks because they feel comfortable,” she said. “It also makes a person in the car slow down. Studies show people inherently slow down when you have canopy trees or any kind of vegetation.”

Although city staff has not drafted a final design, Nelson said the intersection of Dallas and Main will be revamped to serve as an entry point to the corridor.

“We want to create a focal point so that anybody on foot or in a car will become more aware that they are entering the Dallas Road corridor, so whether that’s done with a star [design on the intersection] or raised intersection, it will be noticeable,” she said.

Nelson said although the Dallas Road corridor will have a different feel, it will still complement the style of historic Main Street.

“It’s not going to mimic [Main Street], but at the same time we are not going to have some sort of space-age, totally urbanized, streamline feel,” she said. This is Grapevine, and we have our own style here. You’ll still know that you are in Grapevine.”

In an effort to expand regional connectivity in Grapevine, city officials have decided to expand its pedestrian Cotton Belt Trail as part of the project.

The Cotton Belt Trail covers about 11 miles along the former Cotton Belt Rail corridor and goes through the cities of North Richland Hills, Hurst, Colleyville and Grapevine.

“I think the icing on the cake for this particular project is expanding our regional Cotton Belt Trail,” Nelson said.

Currently the trail stops at the intersection of Ira E. Woods Avenue and Ball Street. Once expanded, the trail will extend through the Dallas Road corridor and connect to Links Trail. Links Trail extends to Grapevine Mills.

Nelson said there are regional plans for the Cotton Belt Trail to extend to Plano.

The trail not only further connects Grapevine to the region but it also provides residents who live near the corridor a way to walk to the station.

“Currently we don’t have any neighborhood connections,” Nelson said.

### **Restaurants, retail and apartments**

One other project under construction in the Dallas Road corridor is Trinsic Residential Group’s 250-unit multifamily project, Aura Grapevine, that will contain retail and restaurant uses. The two-building project, at the corner of Dallas Road and Berry Street, broke ground in October.

The first building will be ready for tenants in February with the second building coming online in fall 2018.

“It gives you a very good idea of the feel of what is going to occur in the near future of the Dallas Road corridor in response to the new TEX Rail station,” Nelson said.

Trinsic Managing Director Adam Brown said the company is currently talking to several potential restaurants.

“There is definitely a lot of interest being shown,” he said. “We hope to put two to three restaurants below the apartments.”

Brown said the project will be unique to Grapevine and feature a plaza and a public dog park as well as other features that will make the development pedestrian-friendly.

“We think of ourselves as a good catalyst for what’s going to come to the corridor,” Brown said. We are excited to create another component of that live aspect of the live, work and play concept along the Dallas Road corridor. A year from now [the corridor] is going to be something special.”

# Tesla to unveil electric tractor-trailer this fall

By Melanie Zanona - 04/13/17 02:45 PM EDT 30

Tesla Inc. is set to unveil an electric tractor-trailer this fall, the company's top executive announced Thursday.

Tesla CEO [Elon Musk](#) said the reveal was slated for September, tweeting, "Team has done an amazing job. Seriously next level."

Musk first teased plans for such a vehicle nearly a year ago. The project was floated in Musk's second "master plan," which was posted on Tesla's blog last summer when the semitrailer was still in the early stages of development.

"We believe the Tesla Semi will deliver a substantial reduction in the cost of cargo transport, while increasing safety and making it really fun to operate," Musk said in his plan. Musk said the company would eventually expand its inventory to include a compact SUV, a new kind of pickup truck and its affordable Model 3 vehicle. Tesla also plans to offer some sort of ride-hailing service.

"We plan to address most of the consumer market," he said.

<http://thehill.com/policy/transportation/328717-tesla-to-unveil-electric-semi-truck-this-fall>



# Apple officially enters self-driving field

## Company gets permit from California to test autonomous vehicles on public roads

SAN FRANCISCO — Apple is joining the fiercely competitive race to design self-driving cars, raising the possibility that a company that has already reshaped culture with its iPhone may try to transform transportation, too.

Ending years of speculation, Apple's late entry into a crowded field was made official Friday with the disclosure that the California Department of Motor Vehicles had granted a permit for the company to start testing its self-driving car technology on public roads in the state.

The permit covers three vehicles — all 2015 Lexus RX 450h hybrid SUVs — and six individual drivers. California law requires people to be in a self-driving car who can take control if something goes wrong.

### A new way to go mobile

Apple confirmed its arrival in the self-driving car market but wouldn't discuss its intentions. Its interest in autonomous vehicle technology, however, has long been clear.

The Cupertino, Calif., company pointed to a statement that it issued in December. "Apple is investing heavily in machine learning and autonomous systems," the company said then. "There are many potential applications for these technologies, including the future of transportation."

Apple released that statement after Steve Kenner, a former Ford Motor Co. executive who is now Apple's director of product integrity, notified federal regulators of the company's interest in self-driving cars in a letter.

Like others, Apple believes self-driving cars could ease congestion and save millions of people who die annually in traffic accidents often caused by drunk or distracted motorists.

Self-driving cars could also be a lucrative new market. And Apple has been searching for its next act for a while, one that will take it beyond its mainstay phones, tablets and personal computers.

### A next big thing

Although the iPhone's popularity has helped Apple remain the world's most valuable company, the company hasn't had a breakthrough product since the 2010 debut of the iPad, currently in a three-year sales slump. The dry spell has raised doubts as to whether Apple lost some of its trendsetting magic with the death of co-founder Steve Jobs in 2011.

Apple will be vying against 29 other companies that already have California permits to test self-driving cars. The list includes major automakers, such as Ford, General Motors, BMW, Volkswagen and Tesla, as well as one of its biggest rivals in technology, Google, whose testing of self-driving cars has been spun off into an affiliate called Waymo.

Since Google began its work on self-driving vehicles eight years ago, Waymo's fleet of self-driving cars has logged more than 2 million miles on the road.

That means Apple has a long way to catch up in self-driving technology. But it has often been a follower in markets that it eventually revolutionized. It wasn't the first to introduce a digital music player, smartphone, or tablet before its iPod, iPhone and iPad came out.

### **Deep pockets**

With \$246 billion in cash, Apple also could easily afford to buy technology that accelerates its development of self-driving cars. There has been recurring speculation that Apple might eventually acquire Tesla, which has a market value of about \$50 billion. Neither Apple nor Tesla has given any inkling that they're interested in joining forces, though.

Speculation about Apple's interest in expanding into automobiles began in 2015 amid media reports that the company had begun secretly working on building its own electric car under the name project Titan. Apple never confirmed the existence of Titan, which is now believed to be dead.

*Michael Liedtke,*

*The Associated Press*

# Could Cotton Belt be derailed?: Legislation and lack of funds threaten rail

- Kelsey Samuels, [ksamuels@starlocalmedia.com](mailto:ksamuels@starlocalmedia.com)
- Apr 15, 2017

For close to a decade, Dallas Area Rapid Transit (DART) has been planning and designing a new railway called the Cotton Belt Rail. This line would stretch from east to west, connecting Plano to Dallas/Fort Worth International Airport, starting with a newly proposed Downtown DART stop on 12<sup>th</sup> Street. The CBT would stretch across Richardson, Addison, Carrollton, Farmers Branch until finally reaching DFW.

The Cotton Belt Rail is funded primarily through the Railroad Rehabilitation and Improvement Program as well as anticipated federal funding; however, proposed Senate legislation could halt the entire project.

Brandi Youngkin, policy and government relations with the city of Plano, said the city's been watching Senate Bill 385 led by Sen. Konni Burton, R-Colleyville, which calls for unanimous support from all cities connected to the CBT.

When a new railway is planned, DART selects cities that are already members of DART, but Burton is calling for every city that's part of the line – DART-approved or not – to hold a vote and let the people decide the rail's fate.

“So if one city says ‘no’ on the new vote, then that would stop the whole rail,” Youngkin said.

Youngkin noted this 85<sup>th</sup> session has had a huge emphasis on accountability, and “every citizen, every property owner should be able to have a vote.”

DART is taking the lead on fighting the legislation, but Plano is watching things closely, Youngkin said. SB 385 is set for a vote on April 18, and according to Youngkin, it will likely pass in the Senate.

“We are very in favor of the Cotton Belt because it adds that rail component from east to west. So it would connect from our DART line and it would go all the way to DFW.

That adds a component that speaks to our economic development and the people, and companies that are coming here and the people that are choosing to live over in east Plano.”

DART spokesman Mark Ball said construction of the rail hasn't started yet because of paperwork – design and contracts. And alongside current legislation and whispers from Washington, Cotton Belt could be delayed even further.

“What concerns us of course is the funding mechanism,” Ball said. “And we're hearing out of Washington that things are up in the air, so there is legitimate concern for all future construction projects that refer to transit and federal funding.”

Gary Thomas, DART president and executive director, recently testified before the House Transportation and Infrastructure Subcommittee on Highway and Transit on behalf of the American Public Transportation Association (APTA).

The Trump administration mentioned cutting funding for the Fixing American's Surface Transportation Act, or FAST Act and its Capital Investment Grants (CIG). These federal grants directly fund rails and roadways across Texas.

“DART was able to build its 93 miles of electric light rail in just over 20 years because the federal government has been a partner, providing three FTA Full Funding Grant Agreements as part the CIG program, which the Trump administration proposes eliminating,” Thomas said.

“It is critical that Congress keeps these commitments and reject the administration’s proposed cuts to public transportation programs that were authorized a little more than one year ago.”

# Another Atlanta highway closes

*Associated Press*

## **DECATUR, GA.**

Another major highway through Atlanta was partially shut down on Monday, this one after underground utility work caused the pavement to rise up, break apart and send a passing motorcyclist flying through the air.

While the east-west highway could reopen as soon as Tuesday, the rupture proved to be another headache for Atlanta-area motorists already struggling with the collapse of an overpass on a key north-south route.

Witnesses said the motorcyclist was riding in the carpool lane when the pavement suddenly rose up in front of him. Others rushed to his aid. DeKalb County spokesman Andrew Cauthen said he was hospitalized with multiple fractures.

The buckling was caused by a utility crew using machinery to bore a new natural gas pipeline under Interstate 20, authorities said.

DeKalb County police spokeswoman Shiera Campbell said a pipeline being filled with concrete ruptured, and the concrete was forced upward.

The pressure the pavement to rise and break apart, creating a mound as high as six feet or more in the High Occupancy Vehicle lane.

"Work was being performed in the area on behalf of Atlanta Gas Light," company spokeswoman Melissa Clontz said. "This incident was not caused by and did not involve the release of natural gas."

County spokeswoman Sarah Page said all westbound lanes were closed until further notice several miles southeast of downtown Atlanta. Westbound traffic was being diverted at Interstate 285, the city's perimeter highway.

Repair crews were inspecting the area with ground-penetrating radar, said Natalie Dale, a spokeswoman for the Georgia Department of Transportation.

She said they are hoping to have a few of the adjacent lanes open Monday evening and the entire road open by noon on Tuesday.

# Cities Now Exploring Autonomous Buses – But Is It Worth It?

By [Greg Rogers](#)

Communications Specialist and Assistant Editor, Eno Transportation Weekly  
[Autonomous Vehicles](#)

**April 14, 2017**

Add Arlington, Texas to your mental list of cities conducting local tests of driverless shuttles.

On March 28, the City Council of Arlington, Texas approved a [six-month lease](#) of two [EZ10 driverless shuttles](#) from the French startup EasyMile, with a six-month option to renew. The vehicles, which can transport up to a dozen people at a time, will operate on a fixed course between parking lots and venues in Arlington's entertainment district.

Arlington joins Contra Costa County in California as the second community conducting official tests of EasyMile's driverless shuttles. A similar project is being undertaken in Boston, Massachusetts with Nutonomy – the same company that launched the world's first autonomous vehicles for hire in Singapore [last year](#).

However, the three models diverge both in their financing and the policies enabling their implementation.

The Boston pilot was authorized through executive actions issued by [Mayor Martin Walsh](#) and [Governor Charlie Baker](#) (son of former USDOT Assistant Secretary Charles Baker). Initial testing began earlier this year in Raymond Flynn Marine Park after Massachusetts Department of Transportation and Nutonomy signed a memorandum of understanding (MOU). Future phases of testing the vehicles, which are solely owned and operated by Nutonomy, are planned to take place on intersecting and surrounding public roads.

Under a California law passed last year, the Contra Costa Transportation Authority (CCTA) is allowed to oversee the deployment of autonomous shuttles on public and private roads through public-private partnerships. Half of the two-year, \$5 million pilot program is [funded](#) by private investments, with CCTA seeking the remaining funds from federal and local grants.

CCTA has taken a multifaceted approach to implementation – both for financial and policy reasons – that requires buy-in and engagement from stakeholders including the city council, California Department of Transportation, local law enforcement, and interested business leaders.

The CCTA project will bring [the nation's first](#) autonomous shuttles to public roads in the coming months when two EasyMile EZ10s begin transporting passengers within and around the Bishop Ranch office park in San Ramon. The two driverless were purchased by Sunset Development Company for \$500,000.



The Arlington pilot presents another approach entirely. The city itself is accepting the full financial responsibility of leasing two EZ10 shuttles from EasyMile for six months for a little more than \$270,000.

While is a step in Arlington’s gradual turnaround from being the nation’s largest city [without](#) a comprehensive public transportation system, it should be viewed more as an investment in the exploration of autonomous vehicle technology than a groundbreaking mobility solution.

Out of curiosity, Eno’s Paul Lewis did a back-of-the-envelope calculation of how much it would cost Arlington to lease and operate two passenger vans with similar capacity instead of funding the EasyMile pilot project.

If the city opted for two Ford Transit 15 passenger vans at \$500 month for 6 months, it would pay a total of \$6,000 for the lease.

To operate the vans, the city would need to employ five drivers. They would cover two 8-hour shifts (assuming that the shuttle will operate 16 hours a day), plus one extra for weekends and other gaps in coverage. Drivers could be paid an equivalent salary of \$40,000 per year, which includes payroll taxes and some healthcare. This comes out to \$100,000 over the course of six months.

We will assume that the vans get 10 miles per gallon while operating at an average of 10 miles per hour for 16 hours every day. If gas is \$2.50/gallon, then the city would pay a total of \$7,320 for six months of gas.

That brings our total cost to \$113,000 – less than half of what it costs to lease EasyMile’s driverless shuttles at \$272,000 for six months, should the city decide not to renew. Indeed, one could double labor costs and pay drivers \$80,000 per year in PC&B instead of \$40,000 per year – and the costs of leased shuttles with human drivers would still be more than 20 percent lower than the AV shuttles.

	<u>Transit Vans</u>	<u>EasyMile Shuttles</u>
Vehicle Lease	\$6,000	\$272,159
Labor	\$100,000	0
Gas	\$7,320	0
<b>Total Cost</b>	<b>\$113,320</b>	<b>\$272,159</b>

However, the City of Arlington’s one-year contract with EasyMile *begins* with a six month pilot and includes an option to renew at no additional cost for another six months. Assuming that the cost of the transit vans would simply be doubled, this significantly narrows the gap between the two options:

	<u>Transit Vans</u>	<u>EasyMile Shuttles</u>
Vehicle Lease	\$12,000	\$272,159

Labor	\$200,000	0
Gas	\$8,640	0
<b>Total Cost</b>	<b>\$226,640</b>	<b>\$272,159</b>

So, if Arlington opts for the full twelve months, it would only be a difference of about \$45,500 versus about \$158,800 for six months.

Certainly this is not *yet* the low-cost mobility solution that advocates of autonomous vehicle have been predicting. But the technology is still years from maturity, and pilot programs present an opportunity to nudge communities like Arlington towards increasing their mobility options for residents.

While tech should never be a cop-out for insufficient mobility options, its ability to convince policymakers and the public to reconsider their transportation options should not be underestimated.

As Arlington city council member Kathryn Wilemon [said](#) herself, “I think it’s an innovative concept and one that is of the future. We are trying them to see how it works.”

**CORRECTION 4/17/2017 9:45am: This article has been updated to reflect that the City of Arlington’s contract with EasyMile includes a six month option to renew, amounting to a full year. ETW has added an additional table with the side-by-side comparison of shuttle costs if Arlington leases the EasyMile shuttle for one year.**

# Denton Vies for Federal Dollars to Install Sidewalks Near Schools

Money would make for a safer walk to and from school

By [Ben Russell](#)

Brothers Charlie and Thomas Sturdivant, 9 and 8, often walk to and from Ginnings Elementary School in their Denton neighborhood.

But the lack of sidewalks along busy Stuart Road often make what should be a straightforward route became far more circuitous than it otherwise would need to be.

“Kids try to avoid this place,” said big brother Charlie Sturdivant, a third grader at Ginnings, about the prospect of walking along Stuart. “They would just rather go the other way because it’s dangerous here.”

Both the city of Denton and the Denton Independent School District appear to agree.

Last week, the Denton ISD school board unanimously approved a resolution in support of a city grant proposal that could bring sidewalks to two local schools, according to the [Denton Record-Chronicle](#).

The paper noted that in February the city submitted a proposal to the North Central Texas Council of Governments for a share of federal Safe Route to School funding that could fund sidewalk installation along Stuart Road near Ginnings and along Audra and Mulkey lanes near Lee Elementary.

Stephanie Garza is a mother of two students who attend Ginnings Elementary.

“They get scared walking on this road,” Garza said, referring to Stuart. “They take another way [to school] because there are no sidewalks and it’s dangerous.”

Published at 7:42 AM CDT on Apr 18, 2017 | Updated at 7:45 AM CDT on Apr 18, 2017

Source: [Denton Vies for Federal Dollars to Install Sidewalks Near Schools | NBC 5 Dallas-Fort Worth](#) <http://www.nbcdfw.com/news/local/Denton-Vies-for-Federal-Dollars-to-Install-Sidewalks-Near-Schools-419701493.html#ixzz4ehcCkugD>

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# Where are the most distracted drivers? Where are the safest?

By TIM HENDERSON Stateline.org

Distracted driving numbers becoming cause for concern

According to a distracted driving survey by State Farm Insurance, 50 percent of drivers still talk on their handheld smartphone while driving and 35 percent text.

KSNB - Lincoln, NE

Midwesterners are the safest drivers, while Northeasterners speed the most and Southern drivers are most likely to use cellphones while driving.

Or so new results from a mobile application carried by drivers on their smartphones over millions of miles between April 2016 and March 2017 suggest.

The differences in regional and even state-by-state driving habits cast new light on recent statistics that show the most dramatic two-year increase in road-related fatalities in decades, and add fuel to the debate over the effect state laws and enforcement play in making travel on streets and highways less dangerous.

Everquote, an online insurance marketplace, drew its conclusions on regional driving habits from information gathered during 2.7 million car trips over 230 million miles by users of its Everdrive app, for customers who want to gauge and improve their safety habits. The app uses smartphone components to detect speeding, as well as signs of distraction such as phone use and sudden stops, turns and acceleration, said CEO Seth Birnbaum.

Birnbaum said he suspects Everdrive users are safer than average, because downloading the app shows an interest in safe driving habits. That even those people speed on 36 percent of their trips and use phones on 38 percent of them is a sign that "we have even further to go as a nation in addressing these issues than we thought," he said.

Almost everyone breaks the rules sometimes, even when they know an app is recording what they do. But some do it more than others.

Mississippi drivers use their phones, either for talking or texting, on almost half their trips. Drivers from Rhode Island, Connecticut, Hawaii and New Hampshire break the speed limit by 10 mph or more on more than half their trips. California and New Jersey drivers stop short the most, and also do the most risky accelerating. West Virginia and North Carolina drivers make the most abrupt turns.

Some of the differences may be explained by state laws. Few Southern states, for example, have blanket laws that ban the use of cellphones while driving, according to an assessment of state laws this month by the

National Conference of State Legislatures. Lower speed limits in the Northeast may make it easier to get caught speeding.

In its March report on a projected record 11 percent increase in pedestrian fatalities for 2016, the Governors Highway Safety Association pointed to an increase in driving after the recession, as well as more distractions from growing cellphone use by drivers and pedestrians, as the likely causes.

Local driving habits and even engineering can make a difference in safety, some traffic analysts say. States that developed after World War II are more dangerous to pedestrians because roads were often built for the convenience of drivers, said Peter Norton, a technology historian at the University of Virginia.

That could help explain why Florida has a high rate of pedestrian fatalities. Florida drivers also seem to be a talkative bunch when behind the wheel, which can be distracting. They rank second on Everquote's list of states with the largest proportion of drivers using phones while driving. Florida also has a high share of elderly drivers – 22 percent are 65 and over, second only to West Virginia, according to national figures.

"Florida is a state built around driving, which means pedestrians are unexpected intruders from an alien planet," Norton said. "In places where roads are older than cars – especially the Northeast and the Midwest – driving hasn't taken over to the same degree. You expect people on sidewalks and crossings more, and walkers have better and safer conditions."

Beyond Florida and Mississippi, drivers in the Southern states of Alabama, Georgia, Louisiana, South Carolina and Tennessee also use their phones more on the road than do drivers in other parts of the nation – on 41 to 44 percent of their trips, according to the Everquote data.

Like cities in Florida, many in the South are surrounded by suburban sprawl. And Norton said long commutes from the exurbs can tend to force people to do more in their cars.

"When you design worlds around driving, where you can't do anything without driving, you're implicitly telling people that they have to do everything in the car – eat, groom themselves, cancel appointments," he said.

The Midwest may appear to be a safer place to be on the road because populations there are older, which means they may be more experienced drivers and less likely to be cellphone-dependent, Norton said.

And in big, wide-open spaces where speed limits are high and drivers few and far between, there appears to be less speeding. Montana drivers, for instance, had the lowest rates for speeding at 17 percent, followed by Alaska and North Dakota at 20 percent. Montana and North Dakota drivers also had the lowest rates for abruptly braking and speeding up.

Hard braking – one sign of distracted driving – is highest in California and New Jersey, two states known for traffic-clogged roads. There, drivers displayed hard braking in about two out of five trips. Yet abrupt turns – another possible sign of inattention – were most common in rural West Virginia (26 percent) and North Carolina (20 percent).

West Virginia banned all use of hand-held cellphones while driving in 2012, and the state credited a drop in fatalities in subsequent years to it. North Carolina, however, has no blanket ban.

There are indications that increased regulation may play a role in diminishing some bad driving habits.

Vermont had the lowest rate of cellphone use on the road at 27 percent. Dick Mazza, Democratic chairman of the state Senate's transportation committee, said that's no accident. The state banned all hand-held cellphone use while driving in 2014, and has since extended it to cars stopped at lights. It's also increased fines for using phones in roadwork zones.

"We even put police officers up on snow plows so they can look down and see who's got phones on their laps out of view," Mazza said. "It got to be a very serious problem in our small state, and we're putting a big emphasis on it." Still, fatalities are up in the state as nearly everywhere else, albeit slightly.

In contrast, state police in Mississippi have complained that anti-texting laws in their state lack teeth. The state has no ban on talking on the phone while driving, except for school bus drivers.

Kansas, one of several states that launched a crackdown on speeding in late 2016, had the largest drop in speeding rates, down from 27 to 23 percent of trips from 2017 to 2016, according to Everquote's findings. But Everquote also warns that its 2016 data may not be comparable to the newest data because fewer people were using the app then.

Not everyone agrees that distraction from new technology is to blame for the recent spike in road-related deaths. Russ Rader, spokesman for the industry-funded Insurance Institute for Highway Safety, said other factors are more likely to blame.

"Other things are happening that make driving riskier," Rader said. "Teens, the riskiest drivers, are coming back into the driving force, and many states are raising speed limits. Study after study shows that increased speeds make crashes more likely, and the crashes that happen are more severe."

The biggest regional factor, Rader said, is that rural roads are deadlier because they're often two lanes and have high speed limits.

The auto group AAA says there is a "do as I say, not as I do" culture among many drivers when it comes to risky behavior.



A survey from AAA released in February said most drivers see texting on the road as completely unacceptable, and support laws against the practice. Yet, a third admitted to typing a text or email while driving in the last month. Similarly, many drivers admit to speeding although they consider it unacceptable.

One in three respondents told AAA they use cellphones regularly when behind the wheel, and almost half said they had exceeded the speed limit by more than 10 mph in the last month.

The Governors Highway Safety Association said through its communications director Kara Macek that states need more regulation and policing for all unsafe behavior.

"We've got to get these laws on the books and we've got to get the police on the street enforcing them," Macek said. "These things only stop when people know they're going to get caught."

# DART threatens D2 rail line if funding diverted to pension

**Posted:** Apr 18 2017 09:50PM CDT

**Updated:** Apr 19 2017 06:28AM CDT

**DALLAS** - Dallas Area Rapid Transit is threatening to scale back the downtown Dallas subway plan, in favor of suburban rail to DFW Airport, if Dallas is able to divert 1/8 of 1 cent of its transit funding to the struggling Police and Fire Pension Fund.

Last September, Addison city officials joined others from the northern suburbs to lobby DART for new light rail on the Cotton Belt Line running through Plano, Richardson, and Carrollton, then on to DFW airport.

But some on the Dallas City Council think a portion of the city's contribution to DART would be better spent solving their city's most pressing problem.

"The City of Dallas is subsidizing transportation in the suburbs," Dallas Councilman Scott Griggs. "As a result of that, the suburbs are able to provide higher salaries to police and firefighters and with the crisis, we have right now with the pension fund it's turning into a public safety crisis. I believe we have to keep Dallas taxpayer money in Dallas."

The city council holds its regular update on the ailing police and fire pension fund Wednesday.

Councilman Griggs is looking for support to take 1/8th of each penny of sales tax that's dedicated to DART - about \$35 to 40 million per year - and give it to the pension fund.

The DART board held a public meeting tonight - talking about another long-range goal - an underground line in downtown Dallas. DART says both the Cotton Belt and the D2 underground line can be built - but not if Dallas cuts its funding.

"If Dallas were to cut its contribution, the cuts are going to happen in Dallas," according to DART spokesman Morgan Lyons. He calls the proposal a terrible idea and one that would likely stall the downtown project, not the suburbs' Cotton Belt project.

"There's no reason to punish a suburban city that continues to make its investment," Lyons said.

The Dallas tax money diversion plan would require the Texas Legislature to enable the city to hold a special election and let voters decide.

# Uber, Lyft drive Texas House to debate statewide ride-hailing regulations

Filed under [Texas Legislature](#) at 2 hrs ago

## Written by

[Madlin Mekelburg, Austin bureau](#)

AUSTIN — The Texas House on Wednesday will debate whether cities or the state should be responsible for regulating companies like Uber and Lyft, a question that has plagued policymakers since an Austin election prompted the ride-hailing giants to leave the city.

Now, cities are responsible for deciding what guidelines, if any, should be in place for ride-hailing companies. Lawmakers will debate a bill from Rep. Chris Paddie on Wednesday that would shift that authority to the state and bar local governments from creating the regulations.

"Ride-sharing brings so many benefits to cities in Texas," Lyft spokeswoman Chelsea Harrison said in an interview. "In order to really preserve that and make sure that the industry is able to grow and continue providing those, having a consistent set of uniform rules is really important."

Austin voters last year opted to uphold the city's existing regulations that required fingerprint background checks instead of adopting alternative regulations (without fingerprints) backed by Uber and Lyft.

The companies spent millions on an ad campaign against Austin's rules and made it clear they would stop offering rides in the city if the fingerprint requirements were upheld — and they kept their promise, turning off their apps the next day within the city limits.

Ride-hailing companies have pushed for statewide regulations before. Harrison said Lyft has been at the Capitol the last six years. But the Austin election propelled the issue into the spotlight and prompted many lawmakers to call for uniform regulations across all Texas cities.

In Dallas, drivers are not required to get fingerprint background checks, [making its regulations far less controversial than in other cities.](#)

"This is not a bill about any specific city or any specific company," said Paddie, R-Marshall, during a committee hearing on his bill last month. "It's a bill about creating regulatory certainty for a growing industry serving a growing number of Texans."

Forty states have universal regulations for ride-hailing companies, Harrison said, including New York, Colorado and New Jersey.

Paddie's legislation would require any company looking to operate in Texas to have a permit from the Texas Department of Licensing and Regulation, paying an annual fee of \$5,000 for it.

The bill doesn't apply to taxi, limousine or other car services — just to digital networks like Uber and Lyft.

The bill doesn't require drivers to get fingerprint background checks. Instead it calls for name-based local, state and national criminal background checks. It would also require companies to review applicants' driving records.

If adopted, it would void all existing city regulations for ride-hailing companies and prevent future local ordinances. Airports would be allowed to create regulations for rides to and from an airport as long as they don't violate provisions of the bill.

Paddie's proposal is expected [to pass easily](#) through the House on Wednesday — [it has 74 co-authors and four joint authors.](#)

Austin Mayor Steve Adler told the House Transportation Committee that he opposes the bill, but he urged them to consider allowing local fees and requiring companies to share data with cities about traffic if lawmakers decide to move forward with the measure.

"I would urge you, when you look at this, to not pass this bill, to let the local folks do it, let them do fingerprinting if they want to," Adler told the committee in March. "When you talk about personal liberty and a community getting together, there's no more direct measure of that than a direct vote of the people. We didn't ask for that. Uber and Lyft asked for that in our community, and elections have consequences."

# Explosive Texas Growth Prompts More Work Zones But Also Accidents

**Texas Department of Transportation says fatalities around work zones statewide rose 27 percent last year, resulting in 181 deaths.**

By [Tony Cantu \(Patch Staff\)](#) - April 20, 2017 12:29 am ET

AUSTIN, TX — Work zone fatalities in Texas increased by 27 percent last year, resulting in 181 lost lives—854 crashes in Austin alone, claiming two lives. Those grim statistics have prompted state transportation officials to urge motorists to be cautious when driving around such construction areas.

Among the fatalities, 174 of them (96 percent) were bicyclists, motorists and pedestrians, state officials said.

“People often think work zone crashes result in the deaths of roadside workers, but statistics show the vast majority of these fatalities are drivers like you and me who are passing through as motorists,” Texas Department of Transportation Executive Director James Bass said. “We urge you to pay attention and adhere to posted traffic signs when driving through work zones to ensure your safety and the safety of the men and women who are working on our roads. At the end of the day, we want everyone to return home safely to their loved ones.”

Texas in general and Austin in particular are experiencing exponential growth, which only enhances the likelihood of accidents at work zones. The upshot: more than 2,500 active TxDOT work zones can now be found at any given time, TxDot officials said.

More grim stats from TxDot: In 2016, there were 25,713 work zone crashes in Texas. The leading causes of fatal work zone crashes statewide – speeding and failure to stay in a single lane – are entirely preventable, officials said.

“We’ve all driven through work zones, but unless you’ve personally been impacted by a death or injury in one, it’s easy to forget about the human element involved,” said TxDOT Austin District Engineer Terry McCoy. “It’s heart-wrenching to hear these tragic stories about work zone crashes. That’s why I’m asking the entire community to step up and accept the challenge to plan ahead, be patient, and focus on driving safely, especially in our work zones—because one miscalculation could change your life forever.”

By law, drivers are required to move over or slow down when approaching work crews, emergency vehicles or tow trucks stopped on the roadside or shoulder with flashing blue or amber lights. Traffic fines in work zones double when workers are present and can cost up to \$2,000.

# Protect Texas bases from wind turbines

**Donna Campbell:**

## **Military facilities are mainstay of economy**

In Texas, we value our military and the role of military bases in our communities. According to the governor's Texas Military Preparedness Commission, they contribute more than \$136 billion annually to our economy.

Our military is among the state's leading industries, as vital as the \$170 billion oil and gas industry and the \$100 billion economic impact provided by agriculture, according to Texas Comptroller calculations.

The 15 military installations spread across Texas help keep us secure and employ almost 900,000 Texans, both directly and indirectly, according to the governor's commission.

In hearings last year, military officials told the Veteran Affairs Committee that wind turbines could impact their ability to fulfill their missions. Elected officials from Wichita Falls, Kingsville and Corpus Christi asked for legislation to protect their local economies from the negative consequences of encroaching wind farms.

I authored Senate Bill 277 to protect our bases from wind turbines, and the bill passed the Senate on Wednesday. It is narrowly tailored to prohibit tax abatements for wind farms within 30 nautical miles of a Texas aviation facility. Abatements for existing wind turbines are grandfathered in, and by emphasizing fixed-wing airfields, the bill only affects potential wind farms around five military installations in the state.

The Texas Commanders Council said wind turbines can interfere with critical radar systems and create safety risks. The height and location affect the altitude of flights. It is important to encourage wind farm development in areas where military training and mission readiness will not be disrupted.

Over half of all Navy and Marine Corps pilots train at Naval Air Station Kingsville. Sheppard Air Force Base in Wichita Falls trains thousands of Air Force and NATO pilots. The commanders and military officials at these bases were some of the first to alert us to issues wind turbines pose to pilot training.

We must do everything we can to protect our military communities from the next round of base closures. With 15 military installations in Texas, our state has a huge target on its back. If wind farms make it harder to meet training goals, Texas will have to surrender jobs and missions to other states. That would be a devastating blow to the cities near our bases.



I have no plans to surrender such assets. The bill is co-authored by Democrats and Republicans. A companion bill has been introduced in the House by Rep. James Frank, who represents Sheppard Air Force Base.

Military installations are responsible for about 240,000 direct jobs; the American Wind Energy Association can only point to 1,100 jobs in the entire state, an abysmal number given the nearly \$2 billion in property tax exemptions wind farms have received that would have gone to our schools, according to Texas Comptroller calculations.

Given the vastness of Texas, wind farms and military bases should be able to coexist. To hear the wind farms say they can't, while demanding subsidies, is simply not very neighborly.

*State Sen. Donna Campbell, R-New Braunfels, is chairwoman of the Senate Committee on Veteran Affairs and Border Security. Email: [info@ donnacampbell.com](mailto:info@donnacampbell.com)*

## Bus agency faces elimination

Dallas County Schools fights bill, says leaders are turning it around

Dallas Morning News

April 21, 2017

By EVA-MARIE AYALA

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

AUSTIN — The controversial Dallas County Schools bus system moved a step closer to elimination Thursday when the Senate Education Committee voted to send it to the full chamber.

The measure, brought by Sen. Don Huffines, R-Dallas, would do away with the system that provides busing and other services to member districts. The agency has struggled in recent months amid reports of questionable business dealings, drivers running red lights, financial problems and complaints from local school districts that DCS was falling down on the most important job: transporting kids.

“For far too long, the students, taxpayers and schools in Dallas County have endured the unreliability, dangerous buses and financial corruption of Dallas County Schools,” Huffines said in a prepared statement after the vote.

DCS officials stressed that they have performed “herculean tasks” to turn the agency around.

“This fight is not over. Prior to today’s vote, DCS provided a draft audit conducted by outside financial consultants, to the Senate Education Committee,” acting superintendent Leatha Mullins said in a written statement. “It states that the agency is financially sound and viable for the future.”

The officials defended the agency earlier this month, saying they’ve been working to fix problems. They have instituted stricter policies for driver safety and scaled back a contentious stop-arm camera program that allowed cities to fine drivers who went around buses. In the midst of these moves, DCS superintendent Rick Sorrells abruptly retired.

“We have been addressing the issues that have been brought to our attention,” Mullins told lawmakers earlier this month. “The team that we have, they are the best in their field and we can get this done.”

But lawmakers weren’t convinced, voting 9-1 to approve Huffines’ bill. It is expected to go before the full Senate next week.

The legislation includes a transition plan to give participating school districts a year to find another bus provider. Dallas ISD Superintendent Michael Hinojosa has said the district would help smaller ones temporarily, should it take over some of DCS’ buses and its service center.

## Hyperloop One Taps the Brakes on Testing

Company is delaying and scaling back its first full test of its prototype of trainlike pods that speed through low-pressure tubes

Wall Street Journal  
4/19/17 8:03 a.m. ET  
By Georgia Wells & Eliot Brown

The self-proclaimed transportation of the future is running late, short and slow.

Hyperloop One Inc. is delaying and scaling back the first full test of its prototype of trainlike pods that whisk through low-pressure tubes, an event the company has held up as a historic milestone that would showcase the technology and help attract crucial future investment.

Last year, the company said it would perform the public test—which it called its “Kitty Hawk moment,” referring to the Wright brothers’ aviation milestone—before the end of 2016. It later pushed the deadline back to March 31 at the latest, which it also missed. Last month, Hyperloop One’s general counsel said at a public hearing the company plans to hold a public test of a prototype “by May or June,” several months past its original estimates.

Meanwhile, Hyperloop One has slashed the length of the test track for the prototype by more than 80%—so much that the technology won’t be able to reach the planned top speed of about 750 miles an hour, previously a key feature of the planned public display.

“We’re not building an app,” says Josh Giegel, Hyperloop One’s president of engineering. “It takes more money and time and physical space to build what it is we are building.”

Mr. Giegel said the company is on track and plans to extend the test track’s size and speed in later stages. A date for the test hasn’t yet been set, a spokeswoman said.

Still, the delay and scale-back are a setback to a company that has been vocal about its aggressive timetable, a selling point in the company’s quest to be the first to bring the high-speed transportation network to life.

One aim of these tests is to fuel interest in the technology among governments and potential developers. Hyperloop One is under pressure to get buy-in from these groups, because it ultimately is counting on them to build the hyperloop tubes, and it would sell components such as the pods.

The Los Angeles-based company is one of a handful of startups aiming to commercialize the idea that billionaire inventor Elon Musk floated in a 2013 paper: transporting people in low-pressure tubes at nearly the speed of sound. Hyperloop One has raised the most money, signed the most deals and performed the most testing. Mr. Musk’s Space Exploration Technologies Corp. recently built its own vacuum tube, where other companies tested hyperloop pods.

Despite predictions from transportation-industry professionals that its construction costs will prove wildly understated and the concept impractical, the technology has dazzled venture-capital investors, from whom Hyperloop One has collected about \$160 million. Mr. Giegel, who is now responsible for the technology, rose to the top engineering position last July after the previous engineering head departed the company and [filed a lawsuit](#).

Last May, Hyperloop One conducted a test of its propulsion system in a high-profile display of its technology. In front of bleachers filled with journalists, investors and family members, a sled zipped down a track in the Nevada desert for about two seconds and crashed into a pile of sand, as intended.

As soon as the test concluded, Hyperloop One executives began touting the next step: Kitty Hawk. In January, Hyperloop One Chief Financial Officer Brent Callinicos predicted the Kitty Hawk test would “cause a spike in demand” from investors. At the time, he said the company expected to soon raise additional money from investors.

But Mr. Giegel favors a more gradual approach: more frequent and smaller tests, moving away from Hyperloop One’s previous public displays of prowess. “The quicker we get to testing, the quicker we get to data to influence our design,” he says.

He says that Hyperloop One is still working toward a so-called Kitty Hawk moment—with a complete tube and pod, using levitation technology—but on a shorter track that won’t allow the pod to reach full speed.

Hyperloop One has built its track to 500 meters instead of the full 3,000 meters planned when the company struck an incentive deal with Nevada in March 2016. The demonstration doesn’t need to test the technology at the full speed, Mr. Giegel said. He declined to say what speed he expects the pod to reach.

With the shorter test, for example, Mr. Giegel hopes to learn how leaky the hyperloop’s near-vacuum tube will be, something for which a longer tube wouldn’t have provided much more information, he said.

At the end of March, Hyperloop One did its first test of the electrical system at its Las Vegas facility that takes power from the grid and distributes it throughout the tube, Mr. Giegel said.

Still, Hyperloop One’s previous testing promises haunt Mr. Giegel’s progress. In multiple presentations to government officials last year, PowerPoint slides touted the two-mile test route as “Full scale, Full Speed, Fully Operational in Q4 2016.”

<https://www.wsj.com/articles/hyperloop-one-taps-the-brakes-on-testing-1492603205>

## Rules for Uber, Lyft backed

Measure would prevent cities from adopting their own ordinances

Dallas Morning News

April 20, 2017

By MADLIN MEKELBURG

Austin Bureau [mmekelburg@dallasnews.com](mailto:mmekelburg@dallasnews.com)

AUSTIN — Debate on the Texas House floor Wednesday on a bill to create statewide regulations for companies like Uber and Lyft devolved into conversations about anti-discrimination policies and the definition of sex.

Policymakers have been debating whether cities or the state should be responsible for regulating companies like Uber and Lyft since an Austin election prompted both ride-hailing giants to leave the city.

Rep. Chris Paddie's bill would shift regulatory authority from cities to the state and bar local governments from creating their own regulations. The proposal would not require drivers to get fingerprint background checks. Instead, it calls for annual name-based local, state and national criminal background checks. The House gave it preliminary approval Wednesday with a 110-37 vote.

As debate on the bill progressed, lawmakers' conversations turned to a nondiscrimination clause in Paddie's bill that did not include protections for gender identity and sexual orientation, pointing instead to "location or destination, race, color, national origin, religious belief or affiliation, sex, disability, or age."

Democratic lawmakers put forward amendments to change it but were unsuccessful. Uber and Lyft both have policies that prevent discrimination based on sexual orientation and gender identity.

After that discussion, Republican Rep. Tony Tinderholt put forward an amendment that would define sex within the bill as "the physical condition of being male or female." It was adopted with a 90-52 vote.

Paddie's bill would require any ride-hailing company looking to operate in Texas to pay an annual fee for a permit from the Texas Department of Licensing and Regulation. The bill doesn't apply to taxi, limousine or other car services — just to digital networks such as Uber and Lyft.

"Ride-sharing brings so many benefits to cities in Texas," Lyft spokeswoman Chelsea Harrison said in an interview. "In order to really preserve that and make sure that the industry is able to grow and continue providing those, having a consistent set of uniform rules is really important."

The bill would void all existing city regulations for ride-hailing companies and prevent future local ordinances. Airports and cruise ship ports would be allowed to create regulations for rides to and from an airport as long as they don't violate provisions of the bill.

Dallas Democrat Yvonne Davis tried to attach an amendment to Paddie's bill that would allow local entities to require drivers to pass fingerprint background checks before driving. The amendment was tabled with a 101-40 vote.

"I don't know why we would allow a company to come into the state of Texas and not protect our citizens by ensuring that they have criminal background checks," Davis said. "Give local control

issues back to local control authorities that also have a responsibility to the citizens they represent.”

Austin has a city ordinance that requires fingerprint background checks. Last year, voters upheld the city’s rules instead of adopting alternative regulations (without fingerprints) backed by Uber and Lyft.

The companies spent millions on an ad campaign against Austin’s rules and made it clear they would stop offering rides in the city if the fingerprint requirements were upheld. They kept their promise, turning off their apps the next day within the city limits.

In Dallas, drivers are not required to get fingerprint background checks, making its regulations far less controversial than in other cities.

Ride-hailing companies have pushed for statewide regulations before. Harrison said Lyft has been at the Capitol the last six years. But the Austin election propelled the issue into the spotlight and prompted many lawmakers to call for uniform regulations across all Texas cities.

“This is not a bill about any specific city or any specific company,” said Paddie, R-Marshall, during a committee hearing on his bill last month. “It’s a bill about creating regulatory certainty for a growing industry serving a growing number of Texans.”

Forty-one states have universal regulations for ride-hailing companies, Paddie said Wednesday, including New York, Florida and New Jersey.

“It is time to move beyond the inconsistent regulations across the state that stand in the way of transportation innovation and adopt a consistent, common-sense law focused on safety and access to new technology,” Uber spokesman Travis Conside said in a prepared statement. “A statewide solution would allow Uber to expand across the state of Texas and help to bring greater economic opportunity and access to safe, reliable transportation for more Texans.”

Lawmakers also took issue with a section of the bill that would have prohibited ride-hailing companies from accepting cash payments for rides, prompting outrage from many members on the floor who were concerned about putting such a prohibition in state law.

“If a business does not want to accept cash, that’s their choice,” said Rep. Dustin Burrows, R-Lubbock, who added an amendment striking that language. “Let’s not put this in statute.”

Paddie also added an amendment to his bill that would let cities enter into agreements with ride-hailing companies for traffic data collection and to coordinate transportation coverage during major events in a city — something Austin Mayor Steve Adler asked the House Transportation Committee that considered the bill to adopt.

“I would urge you, when you look at this, to not pass this bill, to let the local folks do it, let them do fingerprinting if they want to,” Adler told the committee in March. “When you talk about personal liberty and a community getting together, there’s no more direct measure of that than a direct vote of the people. We didn’t ask for that. Uber and Lyft asked for that in our community, and elections have consequences.”



# Flying car nearing reality

## Slovakian firm AeroMobil set for pre-orders, but plane not quite ready for takeoff

MONACO — It may not be quite like the Jetsons, but for over \$1 million you too can soon fly around in a car.

A Slovakian company called Aero-Mobil unveiled its version of a flying car last week, a light-framed plane whose wings can fold back, like an insect's, and is boosted by a hybrid engine and rear propeller.

It will be available to pre-order as soon as this year but is not for everyone: Besides the big price tag — between \$1.3 million and \$1.6 million — you'd need a pilot's license to use it in the air.

"I think it's going to be a very niche product," said Philip Mawby, professor of electronic engineering and head of research at the University of Warwick.

Several companies are working on flying cars, either like AeroMobil's two-seater that needs a runway or others that function more like helicopters, lifting off vertically. But not many companies are seriously looking at marketing these vehicles anytime soon, Mawby said.

"The technology is there. ... The question is bringing it to the market at an affordable cost and making it a useful product."

Among the big questions is how to control the air traffic if there are hundreds of such vehicles zipping through the air. There is no control except for traditional aircraft, Mawby said.

So while vehicles like the AeroMobil could be used for recreational purposes by people who have a large piece of land, flying cars are unlikely to become a mass market reality quickly, he said.

The AeroMobil has a driving range of about 435 miles and a top speed of 99 mph. When flying, its maximum cruising range is 466 miles, and it takes about three minutes for the car to transform into a plane.

"You can use it as a regular car," said Juraj Vaculik, co-founder and CEO of AeroMobil, at the unveiling in Monaco. Though it is not legal —yet — to take off from a highway.

The previous AeroMobil 3.0 prototype made news in 2014 when it was presented in Vienna, but no test flight took place then. It crashed during a test flight in Slovakia in 2015 with its inventor Stefan Klein on board. He escaped largely unharmed.

*Milos Krivokapic*

*and Angela Charlton,*

*The Associated Press*

# Is equity found in transit, schools?

JAMES RAGLAND

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The mere thought of Dallas seeking to become a more equitable city — a metropolis built on the egalitarian principles of economic, political and social equality — is an encouraging sign of civic progress.

The question is: “Are we ready to roll up our sleeves and do the nitty-gritty work?”

As idealistic or elusive as it may sound, this notion of leveling the playing field for those living on the edge of the nation’s ninth most populous city — bridging the divide, if you will — is a goal well within our reach.

Yes, we can get *there* from here.

But the journey from a city deeply divided by class, race and income to a city with fewer segregated public schools and neighborhoods, requires us to think more radically, engage more responsibly and act more resolutely.

Now, if you’re looking for a magic wand, you’ve come to the wrong place.

However, if you’re looking for a more practical step Dallas can take to make our city a more equitable and livable place, let’s talk. It’s exactly the sort of discussion I’m looking forward to at the Dallas Festival of Ideas on April 29.

Earlier this year, someone sent me an article written by Matt Hoffman, the vice president of Innovation for Enterprise Community Partners Inc., a Maryland-based nonprofit that creates opportunities for low- and moderate-income people through affordable housing in diverse and thriving neighborhoods.

In the piece, which was penned for NextCity.org, Hoffman ticks off “7 Ways Cities Can Become More Equitable, Vibrant and Affordable.” I was intrigued by all of them but none, perhaps, more than the first: Make public transit free to ride.

“The more people who use public transit, the more people who benefit, whether they are riders or not, due to reduced congestion and pollution and increased potential for productivity,” Hoffman wrote. “Eliminating fees to use public transit (rail and bus) would entice more riders to use the system and would reduce cost burdens on low-income families. How would transit budgets be covered? By paying for it out of the city budget, the same way we do with roads and public education, thereby sharing the cost across all taxpayers. This is the fairest solution since non-riders also are gaining benefit from the transit system.”

Forget, for a second, that Hoffman isn't speaking directly to Dallas. Gloss over the fact that our city's underfunded police and fire pension fund, not to mention our crumbling infrastructure, has put the city on the verge of bankruptcy.

Keep in mind that Dallas Area Rapid Transit is a regional agency that involves Dallas and 13 suburban cities that all chip in a 1 percent sales tax to pay for expansion and cover its nearly half-billion dollar a year operating budget.

And recall, as painful as it may be, that Dallas already has been toying with the idea of trying to use a part of its contributions to — hold your breath — bail out the police and fire pension system.

I still like the thrust of Hoffman's idea, which, in theory, could help clean up our air and unclog our roads.

Hoffman offered another idea that caught my eye: Put the "best" schools in the "worst" neighborhoods.

I like it, in part, because it sounds so counterintuitive, but mainly because Dallas has some of the most racially and economically segregated neighborhoods in America.

Plop a top-notch elementary school with a complementary feeder pattern in one of those neighborhoods, and what do you think would happen?

"Nothing is more powerful to transform a neighborhood than having a world-class school that people want their kids to attend," Hoffman wrote. "While much of the school choice movement has been focused on allowing kids to leave their neighborhoods to attend better schools, what if we flipped the script?"

If neighborhood kids automatically qualified and others could apply, "the neighborhood would quickly receive the investments and attention that it needs to become less challenged," Hoffman said.

That, in turn, would create another issue — the potential displacement of low-income families in those neighborhoods as property values began to rise. Gentrification, they call it.

That's the inherent problem with creating an "equitable city," isn't it? Things are always changing, people always moving.

But if you believe, as I do, that education is the great equalizer in our society, then we must keep searching for ways to improve our public schools.

Singapore, of all places, isn't a bad place to look for clues.

This Southeast Asia city-state, where my older son, Alex, recently worked for a year, boasts the highest-achieving primary and secondary students in global education tests in math and science. Not bad.

Tharman Shanmugaratnam, the deputy prime minister and coordinating minister for economic and social policies, explained how Singapore used its public schools to create a more equitable city in an April 2014 interview in the *Urban Solutions* magazine published by Singapore's "Centre for Liveable Cities."

"We haven't discovered some golden mean in education, but we do somewhat better than most other countries, and the international comparisons show that we do especially well in bringing up students from weaker socioeconomic backgrounds."

One key challenge, he said, is "in finding effective ways to intervene earlier in children's lives to help those with weak language skills or confidence."

Sound familiar, Dallas?

That's why the fight to keep state lawmakers from cutting pre-K funding for economically disadvantage children in Dallas and across Texas is so important to the idea of an equitable city. Education matters, perhaps more than anything else.

The other "critical feature" in Singapore's successful educational system is its sole reliance on public schools "at the primary level; and very limited private options at the secondary level."

That creates a common bond, a shared sense of commitment and community.

"It creates an ethos that is different from countries where the elite go to private schools, typically from first grade," said Shanmugaratnam.

If there's one nugget that Dallas ISD could easily borrow from Singapore, it's this: To make sure no students or schools are left behind, Singapore regularly rotates its principals and senior staff from school to school — not for show, but for effect.

"It helps level up quality, spreads good ideas and practices across the system, and ensures there are no bad schools," Shanmugaratnam said.

Can you believe it? Here I am, at least 1,000 words deep into this, and I haven't mentioned the big elephant in the room: The lack of jobs and economic development in southern Dallas. The dearth of grocery stores in southern Dallas. The lack of mental health facilities in southern Dallas. The intractable homeless problem. The highest-child poverty rates among big cities.

And so on.

All of those arrows point in the same direction. And if Dallas truly wants to become a more equitable city, it must find ways, both figuratively and literally, to draw our city closer together.

No idea is too small or, at this point, too radical to put on the table.

*Twitter: @jamesragland61*

**More Southern drivers using cellphones  
App tracks driving habits across U.S., shows safety needs.  
Stateline.org 4/23/17 By Tim Henderson**

WASHINGTON — Midwesterners are the safest drivers, while Northeasterners speed the most and Southern drivers are most likely to use cellphones while driving.

Or so new results from a mobile application carried by drivers on their smart-phones over millions of miles between April 2016 and March 2017 suggest.

The differences in regional and even state-by-state driving habits cast new light on recent statistics that show the most dramatic two-year increase in road-related fatalities in decades, and add fuel to the debate over the effect state laws and enforcement play in making travel on streets and highways less dangerous.

Everquote, an online insurance marketplace, drew its conclusions on regional driving habits from information gathered during 2.7 million car trips over 230 million miles by users of its Everdrive app, for customers who want to gauge and improve their safety habits. The app uses smartphone components to detect speeding, as well as signs of distraction such as phone use and sudden stops, turns and acceleration, said CEO Seth Birnbaum.

Birnbaum said he suspects Everdrive users are safer than average, because downloading the app shows an interest in safe driving habits. That even those people speed on 36 percent of their trips and use phones on 38 percent of them is a sign that “we have even further to go as a nation in addressing these issues than we thought,” he said.

Almost everyone breaks the rules sometimes, even when they know an app is recording what they do. But some do it more than others.

Mississippi drivers use their phones, either for talking or texting, on almost half their trips. Drivers from Rhode Island, Connecticut, Hawaii and New Hampshire break the speed limit by 10 mph or more on more than half their trips. California and New Jersey drivers stop short the most, and also do the most risky accelerating. West Virginia and North Carolina drivers make the most abrupt turns.

Some of the differences may be explained by state laws. Few Southern states, for example, have blanket laws that ban the use of cellphones while driving, according to an assessment of state laws this month by the National Conference of State Legislatures. Lower speed limits in the Northeast may make it easier to get caught speeding.

In its March report on a projected record 11 percent increase in pedestrian fatalities for 2016, the Governors Highway Safety Association pointed to an increase in driving after the recession, as well as more distractions from growing cellphone use by drivers and pedestrians, as the likely causes.

Local driving habits and even engineering can make a difference in safety, some traffic analysts say. States that developed after World War II are more dangerous to pedestrians because roads were often built for the convenience of drivers, said Peter Norton, a technology historian at the University of Virginia.

That could help explain why Florida has a high rate of pedestrian fatalities. Florida drivers also seem to be a talkative bunch when behind the wheel, which can be distracting. They rank second on Everquote’s list of states with the largest proportion of drivers using phones while driving. Florida also has a high share of elderly drivers: 22 percent are 65 and over, second only to West Virginia, according to national figures.

“Florida is a state built around driving, which means pedestrians are unexpected intruders from an alien planet,” Norton said. “In places where roads are older than cars — especially the Northeast and the Midwest — driving hasn’t taken over to the same degree. You expect people on sidewalks and crossings more, and walkers have better and safer conditions.”



Beyond Florida and Mississippi, drivers in the Southern states of Alabama, Georgia, Louisiana, South Carolina and Tennessee also use their phones more on the road than do drivers in other parts of the nation — on 41 to 44 percent of their trips, according to the Ever-quote data.

Like cities in Florida, many elsewhere in the South are surrounded by suburban sprawl. And Norton said long commutes from the exurbs can tend to force people to do more in their cars.

“When you design worlds around driving, where you can’t do anything without driving, you’re implicitly telling people that they have to do everything in the car — eat, groom themselves, cancel appointments,” he said.

The Midwest may appear to be a safer place to be on the road because populations there are older, which means they may be more experienced drivers and less likely to be cellphone-dependent, Norton said.

And in big, wide-open spaces where speed limits are high and drivers few and far between, there appears to be less speeding. Montana drivers, for instance, had the lowest rates for speeding at 17 percent, followed by Alaska and North Dakota at 20 percent. Montana and North Dakota drivers also had the lowest rates for abruptly braking and speeding up.

Hard braking — one sign of distracted driving — is highest in California and New Jersey, two states known for traffic-clogged roads. There, drivers displayed hard braking in about two out of five trips. Yet abrupt turns — another possible sign of inattention — were most common in rural West Virginia (26 percent) and North Carolina (20 percent).

West Virginia banned all use of hand-held cellphones while driving in 2012, and the state credited a drop in fatalities in subsequent years to it. North Carolina, however, has no blanket ban.

There are indications that increased regulation may play a role in diminishing some bad driving habits. Vermont had the lowest rate of cellphone use on the road at 27 percent. Dick Mazza, Democratic chairman of the state Senate’s transportation committee, said that’s no accident. The state banned all hand-held cellphone use while driving in 2014, and has since extended it to cars stopped at lights. It’s also increased fines for using phones in roadwork zones.

“We even put police officers up on snow plows so they can look down and see who’s got phones on their laps out of view,” Mazza said. “It got to be a very serious problem in our small state, and we’re putting a big emphasis on it.”

Still, fatalities are up in the state as nearly everywhere else, albeit slightly.

### **RISE IN ROAD DEATHS**

2016 U.S. highway fatalities	<b>40,200</b>
2015 U.S. highway fatalities	<b>37,757</b>
Increase	<b>6 percent</b>

SOURCE: NATIONAL SAFETY COUNCIL

<http://digital.olivesoftware.com/Olive/ODN/AustinAmericanStatesman/Default.aspx>

# Would Free Fares Drive More People to Use Public Transit?

Reliability, not cost, is the chief obstacle to public transit ridership. It's also why Dallas isn't as affordable as cities with higher rents but better transit.

By [Peter Simek](#) Published in [FrontBurner](#) April 24, 2017 4:07 pm  
[2](#)

James Ragland has a column [over on the Dallas Morning News](#) today that offers two suggestions to tackle Dallas' inequality issues. His first solution is something of a no-brainer: better public schools. The second suggestion, however, wades into a more complicated topic. What if, Ragland asks, public transit in Dallas was free?

As it stands, Dallas Area Rapid Transit is by no means the most expensive public transit system in the country, and fares don't cover what it costs to move each individual rider through the system. In other words, every ride on public transit is already heavily subsidized. But what if you went all the way and made it free? Ragland cites an article by Matt Hoffman, the vice president of Innovation for Enterprise Community Partners Inc., who advocates for making transit free to ride as one of his "7 Ways Cities Can Become More Equitable, Vibrant and Affordable." Here's a quote from Hoffman:

"The more people who use public transit, the more people who benefit, whether they are riders or not, due to reduced congestion and pollution and increased potential for productivity," Hoffman wrote. "Eliminating fees to use public transit (rail and bus) would entice more riders to use the system and would reduce cost burdens on low-income families. How would transit budgets be covered? By paying for it out of the city budget, the same way we do with roads and public education, thereby sharing the cost across all taxpayers. This is the fairest solution since non-riders also are gaining benefit from the transit system."

On the surface, the argument seems logically enough. But setting aside the political challenges that further subsidizing DART rides would pose (particularly at a moment when some council members are calling to pull DART funding to shore up a failing Police and Fire Pension Fund), would eliminating the cost of public transit entice more riders to use the system, as Hoffman argues?

Perhaps not. A [2013 study by the University of California](#), Berkeley found that cost of public transit doesn't play a large role in the reasons people don't ride public transit. Rather, the number one reason people don't ride transit is unreliability. Other reasons people give up on transit found the [in same study](#): long transfers, missed transfers do to misinformation, crowds, delays, long waits, buses that leave riders stranded, inaccessibility of destinations by transit, and buses (and in the case of DART, light rail trains) that sit in traffic. In other words, people stay off transit when it doesn't get them where they need to go or when it takes too long together. Unfortunately, eliminating a bus or rail fare won't solve any of these problems.

But we don't even need the transit studies to prove this; consumer behavior suggest that cost isn't the primary factor when making transportation decisions. It's not very expensive to ride DART. Five bucks will get you anywhere in the system for a day. Eighty dollars will give you access to DART for month. I understand that is a lot of money for many people in Dallas. But compare that to the cost of a car payment, auto insurance, and gas to get around Dallas for a month, let alone ongoing auto maintenance costs in a city with such garbage streets. If public transit decisions were made purely by comparing costs, surely more people would choose the save the hundred or hundreds of dollars they pay to have a car each month by riding DART. But people are willing to take on the burden of higher transportation costs if that means they can count on a reliable means to get to where they need to go. In Dallas, that means owning and maintaining an automobile, which is a big problem.

When you look at the [many studies](#) that [compare costs of living](#) in light of transportation costs, you find out that DFW isn't as affordable as cities like New York, San Francisco, Boston, and Washington D.C. Similarly, if you look at cities with the most [upward mobility](#), they are the kinds of places in which density and access to public transit provides the most reliable access to the most number of jobs, places like New York and Washington D.C.

So Ragland is half right. Improving access to public transit is an important part of building an equitable city. But we won't get there by eliminating fares. First, we have to make public transit reliable. Delays, transfer times, and arduous commutes represent an implicit surcharge DART enforces on its riders thanks to poor system design and management. That's the cost of commuting via public transit that needs to be tackled.

Uber, Bell look to the skies for next step in ride-hailing

By Andrea Ahles

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Sick of getting stuck in Metroplex traffic? Uber wants to create a way for commuters to fly over it.

The company announced plans Tuesday to develop a network of aircraft, working with manufacturers including Fort Worth's Bell Helicopter, to provide on-demand air transportation in large urban areas. Dallas-Fort Worth would be the test market for the concept, with Uber hoping to launch its first network here by 2020.

"Imagine one day you're using your everyday Uber [app], you see a new option for air," said Jeff Holden, chief product officer at Uber. "You literally push a button and get a flight."

#### ADVERTISING

The car-for-hire company discussed its vision for urban air service at the Uber Elevate Summit in Dallas. With its Uber Elevate network, Uber plans a network of electric-powered aircraft and skyports that could provide transportation and delivery services in cities.

Hillwood Properties, the developer of AllianceTexas, is partnering with Uber to build the vertical skyports, called vertiports, with plans to develop two to five ports within the year.

Imagine landing at DFW airport and flying to Frisco in just a few minutes.

Jeff Holden, Uber chief product officer

The first vertiports will be located at Dallas/Fort Worth Airport and in Frisco, said Hillwood Chief Executive Ross Perot Jr. Eventually, the company would like to build vertiports at Victory Park in Dallas, near AT&T Stadium and Globe Life Park in Arlington, and at the old Tandy heliport on the Trinity River in downtown Fort Worth.

"The backstage will be AllianceTexas," Perot said of Hillwood's industrial airport complex in north Fort Worth. "This is where we can do manufacturing. ... We have lots of pilot training at Alliance."

With military pilots stationed in Fort Worth and commercial pilots at American Airlines and Southwest Airlines, Perot believes the Metroplex is a great place to test Uber Elevate and find pilots to fly the aircraft.

"All of them could be flying part-time for Uber as we launch this project," Perot said, noting that as a helicopter pilot, he would love to fly one of the new electric aircraft.

Perot said he is talking with Uber's Elevate manufacturing partners about building aircraft that are used for the electric air taxi network at Alliance.

Fort Worth-based Bell is working on propulsion technology to build electric vertical takeoff and landing aircraft that are quieter than the usual helicopter.

"It's not going to happen right away, tomorrow, but the technology is definitely there," said Bell Chief Executive Mitch Snyder in an interview this week.

“We definitely believe the hybrid electric is something we could go make and fly right now,” Snyder said. “But I think full electric, to give it the range and everything you want out of it, is not quite there.”

Uber also has agreements with Embraer, Aurora Flight Sciences, Pipistrel and Mooney International Corp. to develop possible electric aircraft for the network. It is also looking to test a network in Dubai.

The first electric aircraft would be piloted, but eventually with fly-by-wire systems, the aircraft could be self-piloted, Holden said.

“Imagine landing at DFW Airport and flying to Frisco in just a few minutes,” Holden said.

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## Deck park over I-35E debated

Some support notion of attraction near zoo; others worry about cost, congestion

April 27, 2017

By JULIE FANCHER

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

Dallas Morning News

City officials want to bridge north and east Oak Cliff with a beautiful new deck park over Interstate 35E, but they may need to build more bridges with the community affected to get its full support.

While many residents support the idea of the Klyde Warren-like park near the Dallas Zoo, saying it could help spur much needed-development in the area, others at a Tuesday meeting were concerned about the high cost and driving more people to an already congested area.

“I think the money could be better spent on places like our libraries,” said Brandon Herrmann, who lives near the proposed park. “When I look at the plan, I see something that is good primarily for the zoo, and maybe some developers.”

The proposed 5.5-acre deck park would physically reconnect north and east Oak Cliff, areas torn apart decades ago by years of highway building. It would connect Marsalis Avenue to Ewing Avenue.

The North Central Texas Council of Governments has provided about \$40 million toward the project, but the rest of the funding will be left to the city of Dallas. That total cost has not yet been determined, nor has Dallas identified exactly where its share of the money will come from for the joint project with Texas Department of Transportation.

As part of a presentation earlier this year, city staff estimated the project would be broken up into two phases and would cost about \$135 million overall, with about \$95 million being funded by the city.

But that number has fluctuated several times in the last year.

Pressure is mounting for Dallas to figure out funding if the deck park — which is part of the Southern Gateway plan — is to move forward, though. On Wednesday the Texas Transportation Commission was expected to select the developer of the Southern Gateway project. Construction on the rest of the project is expected to begin later this year, and the city must have identified a source of funding by July.

TxDOT officials said construction on the deck park could begin later this year, if funding is identified.

Last June, the Dallas City Council voted 9-6 to support the park. Council member Carolyn King Arnold, though, calls the the idea a “wreck park,” and bashes her council colleagues for supporting the project. She has previously said she fears it would gentrify the area near the Dallas Zoo.

Several people who spoke out against the project cited the cost, saying they would rather the money be put toward saving the failing Dallas Police and Fire Pension System, or fixing aging streets and sidewalks.

“This is a matter of priorities,” said resident David King, citing the pension fund and the proposed upcoming Dallas bond package. “Let’s deal with priorities we have, to solve the problems first. I appreciate Southern Gateway, but I have serious concerns about the deck park.”



## **Editorial: Texas can lead the way in self-driving cars, creating a safer, better future**

April 27, 2017  
Fort Worth Star-Telegram  
BY PAUL HEMMERSBAUGH Special to the Star-Telegram

How we get from point A to point B is changing, and our cars are getting smarter every day.

New technology is providing greater protection for everyone on the road.

Advanced braking systems can detect a potential collision and help a car stop before it happens, and features like adaptive cruise control can adjust a vehicle's speed to maintain safe driving distance between vehicles.

These existing advancements enhance safety for increasingly distracted drivers. But, importantly, they also are stepping stones to something much larger.

The next major evolution in personal mobility, self-driving vehicles, has the potential to drastically reduce human error as a cause of traffic accidents.

The reality of self-driving vehicles is now in the foreseeable future — merely years instead of decades away —and Texas has the opportunity to help lead the way in developing this transportation innovation.

The Texas economic miracle is not a lucky accident, but the result of deliberate policy decisions that promote innovation and business growth.

To affirm Texas' leadership role in self-driving cars, the Legislature must act now to change the rules of the road in Texas to allow safe testing of cars without drivers.

This is why General Motors supports Committee Substitute for SB 2205, a thoughtful proposed law that provides a safe path for responsible automakers, tech companies and others to test and deploy life-saving automated vehicle technologies.

When deployed, self-driving cars will help alleviate traffic congestion, facilitate economic growth and increase independence for elderly and disabled Texans and for those without access to public transportation.

These vehicles will make travel more efficient, help us be more productive and transform our economy and lifestyles.

Imagine a future with significantly less traffic in our big cities — less time crawling up Interstate 35W in Fort Worth, the Dallas Tollway or Austin's Mopac — as self-driving vehicles navigate your commute.

The most important benefit of self-driving vehicles is the tremendous potential to save lives.

In 2016, serious injury accidents throughout Texas increased by 7 percent, with more than 3,700 traffic-related fatalities total.

At least one person has died every day on Texas roads since Nov. 7, 2000.

The vast majority of traffic accidents — over 90 percent — are caused by human error. Done right, self-driving cars have the potential to dramatically reduce human-induced accidents.

The benefits of self-driving vehicles are clear, but before fully autonomous technology can be introduced to consumers, research and testing is needed in a safe, controlled environment.

This is why we need to enact laws that ensure self-driving technology is deployed cautiously and responsibly.

Achieving consensus among all stakeholders is challenging, but we believe the best and most responsible approach is to establish regulations now that define how self-driving vehicles may operate, keeping safety first while allowing for flexibility in testing and development.

Our Legislature won't meet again until 2019. By then, Texas could find itself far behind other states in enabling development and deployment of self-driving cars.

That's why we applaud Sens. Kelly Hancock, R-North Richland Hills, and Robert Nichols, R-Jacksonville, and the Senate Transportation Committee for acting now to make smart changes to our laws.

Current Texas laws require human drivers in vehicles, which impedes the deployment of automated vehicle technology in our state.

The proposed legislation will allow self-driving vehicles on our public roads, helping drive us toward a safer future, and moving Texas into the fast lane of transportation progress.

*Paul Hemmersbaugh is chief counsel and public policy director, transportation as a service, at General Motors Corp.*

# ‘Frickinney’ mayors reflect on tenures

## Longtime McKinney, Frisco leaders steered growing boomtowns

*By NANETTE LIGHT and VALERIE WIGGLESWORTH  
Staff Writers*

As neighboring cities challenged by similar growing pains, McKinney and Frisco Mayors Brian Loughmiller and Maher Maso have joked they should merge and become Frickinney.

For nearly two decades, these Collin County leaders have worked in lockstep. First, as council members, then as mayors pro tem, and for the last several years, as mayors of their cities.

Now, they’re on their way out. Term limits prevent both from running for another term. On May 6, Frisco and McKinney voters will elect new leaders with new ideas and priorities.

Whoever wins will have an impact not only citywide, but countywide. The new chiefs follow a years-long collaborative spirit by Frisco and Mc-Kinney mayors, along with leaders in Allen and Plano, to boost Collin County’s profile.

“If you talk about your individual city, we’re not significant enough,” Loughmiller said. “You really had to promote Collin County as a whole.”

### **McKinney’s Loughmiller**

Brian Loughmiller was there with balloons more than a decade ago when McKinney leaders knocked on the door of the city’s 100,000th resident.

“That was a huge deal for us,” said Loughmiller, 56, who was mayor pro tem at the time. He’s been mayor since 2009, after six years as a City Council member.

Now the mayor chuckles at the memory of that day as he reflects on a city that’s grown to more than 168,000 people and is expected to increase that count nearly 70 percent by 2040.

“It’s funny, because you think about some of the things we went through — the changes, the growth,” he said.

For more than a decade, Loughmiller has guided McKinney’s progress, even flying to Taiwan to lure leaders of Wistron Corp. to build a \$21 million electronics recycling hub in the city.

“He’s done a lot for laying the foundation, making economic development a priority,” said council member Travis Ussery, who served as mayor pro tem for six years under Loughmiller.

“And he’s done a marvelous job of ambassadorship representing the city of McKinney. It’s difficult to quantify that.”

Loughmiller will vacate his post June 5.

Loughmiller isn’t a native of McKinney, but he’s lived there since 1989. He remembers when the city’s popular historic downtown, which helped it land *Money* magazine’s No. 1 place to live in 2014, was mostly antique shops and consignment stores. His law practice was once on the second floor of an old Goodwill store, above an antique mall downtown.

Back then, Highway 121 was a two-lane road and the mixed-use Gateway development at U.S. Highway 75 and Sam Rayburn Tollway wasn’t even on the radar.

“It was just a really small town. Nothing like it is now,” he said.

His departure comes as the city still grapples with some of its latest challenges.

For more than a year, Mc-Kinney has struggled to find a solution to its lack of public transportation. TAPS Public Transit abruptly halted service in Collin County in 2015 after a financial crisis.

In February, DART and the Denton County Transportation Authority made pitches to the newly formed Urban Transit District board to bring bus and taxi services back to the city.

“We’re in a good place even when I leave because we’ve gone from the discussion of ‘Do we have transit or not?’ to now the discussion is, ‘We’ve all agreed we’re going to have transit; now what does it look like?’ ” Loughmiller said in a March interview. “I don’t see that changing.”

In February, a discussion to build a freeway north of U.S. Highway 380 launched a public outcry, stalling council approval until after the May election for the city’s ONE McKinney 2040 Comprehensive Plan.

And a lawsuit over whether McKinney or Collin County holds the power to develop land just outside the city limits isn’t expected to have its court date until late August.

Also, in 2015, the Craig Ranch pool party, where a white officer slammed a bikini-clad black teenage girl to the ground, put the city in the national spotlight, fueling a nationwide discussion on racial discrimination.

The issues, Loughmiller admits, are now bigger than when he was a freshman on the council in 2002. The problems won’t be his to solve anymore, but he assures he won’t be far away.

“I’ll still be here. I’m going to come down during citizen comments in July and take my three minutes.”

**Frisco’s Maso**

Second-grader Ian Bolanos had a winning bid in Tadlock Elementary PTA's silent auction in February. His prize? Lunch with the mayor of Frisco.

As the big day approached, Ian could hardly contain his excitement because, he said, "the mayor is basically like the president of the city."

The meeting on April 3 didn't disappoint. The 8-year-old and Maso shared chicken sandwiches and conversation in the school cafeteria. They took a selfie that Maso posted to his more than 6,900 Twitter followers. After lunch, many of Ian's classmates stopped for handshakes and high fives.

For Maso, 53, meeting with constituents is an important part of his job — even if they aren't old enough to vote. He makes sure his schedule includes time with kids, whether he's reading to preschoolers or overseeing the Mayor's Youth Council. "It makes an impact," he said.

For the past nine years, Maso has been the public face of Frisco. From ambassador to advocate, crisis manager to public relations chief, Maso has played a broad role.

He describes the volunteer position, which he will leave this month, as the best job in the world.

"So many people depend on you to guide the city and make it a good place," he said. "They trust you. And that just makes you want to do even more."

His 16 years in elective office parallel Frisco's transformation from a small suburb to a major player in the region as well as on national and international stages.

"It would have been very difficult to get somebody from Dubai or China or Japan or Toyota to come to our little metal [City Hall] building up at 8750 Mc-Kinney Street and be impressed," said Mike Simpson, Frisco's mayor from 2002 to 2008. Those years focused on city infrastructure, including roads, a new City Hall and library complex, and police and fire stations.

When Maso took over as mayor in 2008, he capitalized on that foundation, sought out new relationships and traveled the world to spread Frisco's story of success.

"He was the mayor at the absolute right time," Simpson said.

The city's explosive growth, now estimated at more than 164,840 residents, is no accident, Maso said. There's a lot of work behind the scenes.

"It's definitely not a situation where you sit back and watch it grow," Maso said. "You have to steer it, you have to mold it, you have to work hard at it — the whole organization does."

During his tenure, Maso helped negotiate the closure of the Exide Technologies battery plant. He worked on a compromise to bury a transmission line along Main Street. And he was a major player in recruiting countless companies.

Most notable are the four mixed-use developments along Dallas North Tollway that make up what's called the \$5 Billion Mile. The Star in Frisco, home to the Dallas Cowboys, along with Frisco Station, The Gate and Wade Park have already exceeded that initial worth. The estimated value for that stretch of real estate now sits at \$6.3 billion. And it could grow to \$8 billion or \$9 billion by the time the projects are fully built.

Not bad for someone who didn't want the job.

"I never intended to be mayor," said Maso, who noted he has no plans to seek another elective office. "But it worked out. That's how I feel about what's next. ... I just don't know what that is today."

*vwigglesworth@dallasnews.com* ,

*nlight@dallasnews.com*

*Twitter: @vlwigg, @NanetteLight*

# DCTA, NCTCOG: Ride your bike, win prizes

Written by

*Britney Tabor, Staff Writer*

DCTA

The Denton County Transportation Authority and the North Central Texas Council of Governments are partnering in May to encourage that people ride bikes instead of driving.

The 2017 Bike Everywhere Challenge, which coincides with National Bike Month, makes Denton County residents who log their bike trips eligible for gift cards and other prizes. Participants can utilize cycle racks on DCTA buses and A-trains to get around the county, according to officials.

"Our goals for this challenge [are] to encourage all Denton County residents to ride their bike as alternative transportation to help increase their physical activity and reduce their carbon footprint," said Jim Cline, DCTA president.



CONGRESS

# Deal struck to avert federal shutdown

## Bill backs border security but not Trump's wall; it would step up military spending

*The Associated Press*

WASHINGTON — Top Capitol Hill negotiators reached a hard-won agreement Sunday night on a \$1 trillion-plus spending bill to fund the day-to-day operations of virtually every federal agency through September, aides said.

Details were expected to be made public later Sunday night, said the aides, who work for lawmakers involved in weeks of negotiations. The House and Senate have until midnight Friday to pass a spending measure and avert a government shutdown.

The catchall spending bill would be the first major piece of bipartisan legislation to advance during President Donald Trump's short tenure in the White House. It was said to deny Trump a win on his oft-promised wall along the U.S.-Mexico border but to give him a \$15 billion down payment on his request to strengthen the military.

It also reportedly rejects White House Budget Director Mick Mulvaney's proposals to cut popular programs such as medical research funding and community development grants and adds \$1.5 billion for border security measures such as additional detention beds.

Most of the core decisions about agency budgets had been worked out earlier. Unrelated policy issues — such as a Democratic request to help the cash-strapped government of Puerto Rico with its Medicaid burden — were among the final holdups.

The aides required anonymity because they were not authorized to speak for attribution about the agreement.

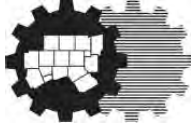
Democrats denied Trump a big-picture win on obtaining an initial down payment for his oft-promised border wall with Mexico, while anti-abortion lawmakers didn't even attempt to use the must-pass measure to try to cut off federal money for Planned Parenthood.

Details were being closely held ahead of the agreement, but Trump and Capitol Hill defense hawks procured a \$15 billion infusion of cash for Pentagon readiness and won funding for other border security accounts, such as detention beds for people caught entering the country illegally.

Democrats praised a \$2 billion funding increase for the National Institutes of Health — rejecting the steep cuts proposed by Trump — as well as additional funding to combat opioid abuse, fund Pell Grants for summer school and additional transit funding.

A provision extending health care for 22,000 retired Appalachian coal miners and their families was on track to provide permanent health benefits, a priority of Senate Majority leader Mitch McConnell, R-Ky., and other Appalachia region lawmakers.

Democratic votes will be needed to pass the measure, so even though Republicans control the White House and Congress, Democrats were actively involved in the talks.



North Central Texas  
Council of Governments

**PRESS RELEASE**

Contact: Amanda Wilson  
(817) 695-9284  
[awilson@nctcog.org](mailto:awilson@nctcog.org)

**NCTCOG to Discuss Funding Partnerships with Public on April 12**

North Texans invited to provide input on transportation recommendations

**April 11, 2017** (Arlington, Texas) – The North Central Texas Council of Governments will hold a public meeting April 12 at its Arlington offices to discuss proposed funding partnerships intended to move transportation projects forward across the region.

The Hemphill/Lamar Connector project, south of downtown Fort Worth, experienced rising costs as it neared implementation. Staff will provide details of a proposed partnership with the City of Fort Worth to facilitate construction of the project.

Dallas Area Rapid Transit requested a partnership with the Regional Transportation Council to assist with the Transit Related Improvement Program, or TRIP, which helps DART respond to concerns from member cities without rail service. This partnership will benefit Dallas-Fort Worth by increasing the pool of regional funds available for future projects. Staff will discuss the innovative funding exchange between DART and the RTC.

Additionally, a funding partnership is being proposed among the RTC, Dallas County and the cities of Lancaster and Hutchins for several roadway projects in southern Dallas County. The proposed projects would provide critical connections to Interstate Highway 45 and intermodal facilities. Staff will discuss the potential funding partnership.

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

Since the Dallas-Fort Worth region does not meet the federal air quality standard for ozone pollution, NCTCOG implements various projects and programs to improve air quality and protect public health. With the Environmental Protection Agency's new, more stringent ozone standard, the region will need to continue to work together to improve air quality. North Texans are encouraged to adopt clean air choices throughout the year, especially during ozone season, which began March 1 and runs through November 30. Staff will provide an update on a variety of air quality topics, including programs, upcoming outreach efforts and the transition to the 2015 ozone standard.

Scheduled for 2:30 p.m., the meeting will be streamed at [www.nctcog.org/video](http://www.nctcog.org/video), giving residents unable to attend in person access to it in real time. This live streaming of the public meeting represents the NCTCOG Transportation Department's effort to provide innovative opportunities for the public to become involved in transportation. Following the meeting, a recording of the proceedings will be available at [www.nctcog.org/input](http://www.nctcog.org/input).

## Public Meeting Details

**Wednesday, April 12, 2017**

**2:30 p.m.**

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

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

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

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

### **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).

###

## TRAFFIC SIGNAL DATA SHARING PROGRAM Questions for Applicants and Evaluation Criteria

### QUESTIONS FOR APPLICANTS

1. Public entity name
2. Description of proposed technical solution:
3. Amount of funding sought (\$25,000 maximum): \$ \_\_\_\_\_
4. Expected allocation of funding
  - a. Staff/consultant time: \$ \_\_\_\_\_
  - b. Equipment: \$ \_\_\_\_\_
  - c. Software: \$ \_\_\_\_\_
5. Number of traffic signals in jurisdiction
6. Traffic signal software (e.g., ATMS) platform(s) in use (by vendor name)
7. Readiness: Number of traffic signals whose data can be shared via proposed technical solution
  - a. Immediately
  - b. Within one year
  - c. More than one year
8. Traffic signals on Routes of Significance ([List](#); [Map](#))
  - a. Routes
  - b. Number of signals
  - c. Readiness
    - i. Immediate data sharing
    - ii. Data sharing w/in one year
    - iii. More than one year
9. Is your public entity willing to make its traffic signal data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices:
  - a. Yes
  - b. No
10. Is your public entity willing to accept the terms and conditions of the draft ILA:
  - a. Yes
  - b. No (if no, describe exceptions)
11. Contact person
  - a. Name
  - b. Title
  - c. Email
  - d. Phone
12. Has this request received all necessary internal approvals to allow the public entity to implement its proposed solution in 90 days?
  - a. Yes

**Traffic Signal Data Program**

**Draft**

**4/19/17**

b. No

13. Is there anything you would like to add about your proposed solution or funding request?

## EVALUATION CRITERIA

### Eligibility Requirements

1. Public entity with jurisdiction over traffic signals
2. Public entity is willing to make its traffic signal data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices

### Evaluation Criteria

1. Amount requested [10%]
2. Quality of proposed technical solution [60%]
  - a. Number of traffic lights made accessible
    - i. Immediately
    - ii. Within one-year
    - iii. Within more than one year
  - b. Number of traffic signals on Routes of Significance
  - c. Traffic volumes served by accessible traffic signals
  - d. Connectivity with other jurisdictions sharing their traffic signal data
  - e. Ability to share traffic signal data with multiple parties
3. Ability to implement proposed solution in a timely fashion [30%]

511DFW/Waze Program  
Draft  
4/19/17

## 511DFW/WAZE DATA SHARING PROGRAM Questions for Applicants and Evaluation Criteria

### QUESTIONS FOR APPLICANTS

1. Public entity name
2. Amount of funding sought (\$25,000 maximum): \$\_\_\_\_\_
3. Expected allocation of funding
  - a. Staff/consultant time: \$\_\_\_\_\_
  - b. Equipment: \$\_\_\_\_\_
  - c. Software: \$\_\_\_\_\_
4. Description of proposed technical solution:
5. What information related to highway and traffic or transit conditions does your public entity currently share with the general public or individual entities:
  - a. Planned road closures
  - b. Planned lane closures
  - c. Special events in community that may affect traffic
  - d. Road/lane closures due to weather events
  - e. Road/lane closures due to incidents such as crashes
  - f. Other information relating to highway and traffic or transit conditions (list)
6. How does your public entity share information about highway and traffic or transit conditions
  - a. .XML, .JSON or similar data feed
  - b. Email
  - c. Twitter
  - d. Facebook
  - e. Other social media (list)
  - f. Text messaging
  - g. Other (list)
7. Is your public entity a member of the Waze Connected Citizens Program or in the process of joining that program?
  - a. Yes
  - b. No
8. Is your public entity willing to make its highway and traffic or transit conditions data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices:
  - a. Yes
  - b. No
9. Is your public entity willing to accept the terms and conditions of the draft ILA:
  - a. Yes
  - b. No (if no, describe exceptions)
10. Contact person



**511DFW/Waze Program**

**Draft**

**4/19/17**

- a. Name
  - b. Title
  - c. Email
  - d. Phone
11. Has this request received all necessary internal approvals to allow your public entity to complete implementation within 90 days?
- a. Yes
  - b. No (please indicate how long it will take to implement proposed solution)
12. Is there anything you would like to add about your proposed solution or funding request?

## EVALUATION CRITERIA

### Eligibility Requirements

1. Public entity with jurisdiction over highways/streets or transit system
2. Public entity is willing to make its highway and traffic or transit conditions data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices

### Evaluation Criteria

1. Amount requested [10%]
2. Quality of proposed technical solution [60%]
  - a. Number/mileage of Routes of Significance ([List](#); [Map](#)) in the community
  - b. Traffic volumes in community
  - c. Population of the community
  - d. Connectivity with other jurisdictions sharing their highway and traffic or transit conditions data
  - e. Ability to share highway and traffic condition or transit conditions data with multiple parties as a result of proposed solution
3. Ability to implement proposed solution in a timely fashion [30%]

# **SOUTHERN DALLAS COUNTY PARTNERSHIP**

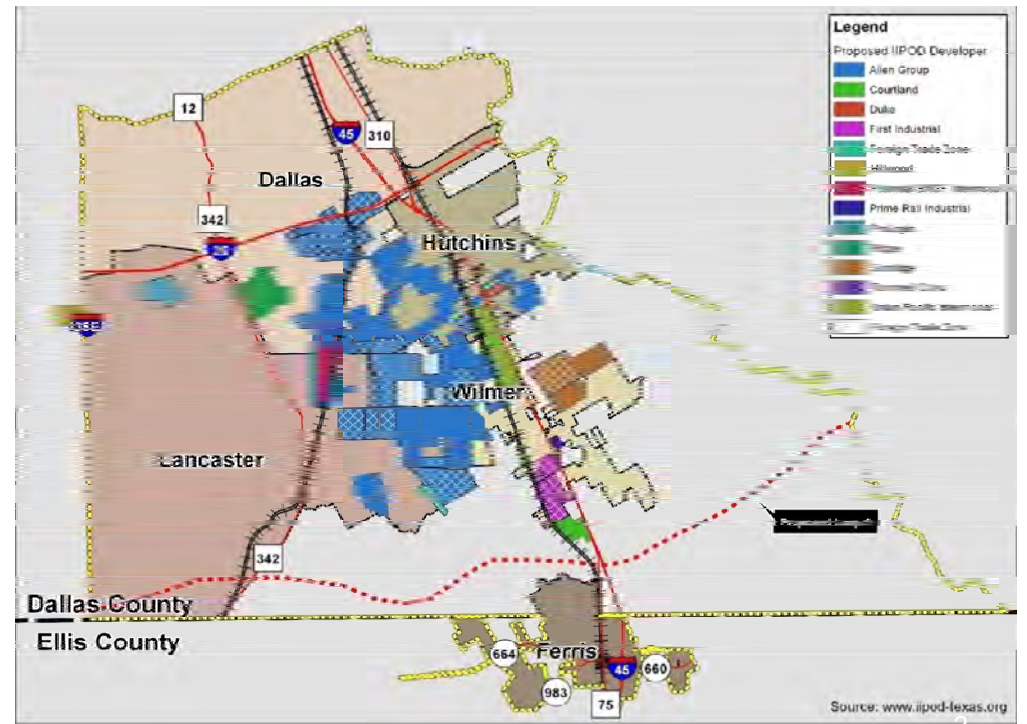
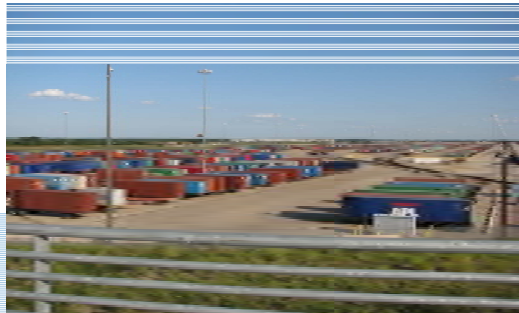
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**REGIONAL TRANSPORTATION COUNCIL**

**May 11, 2017**

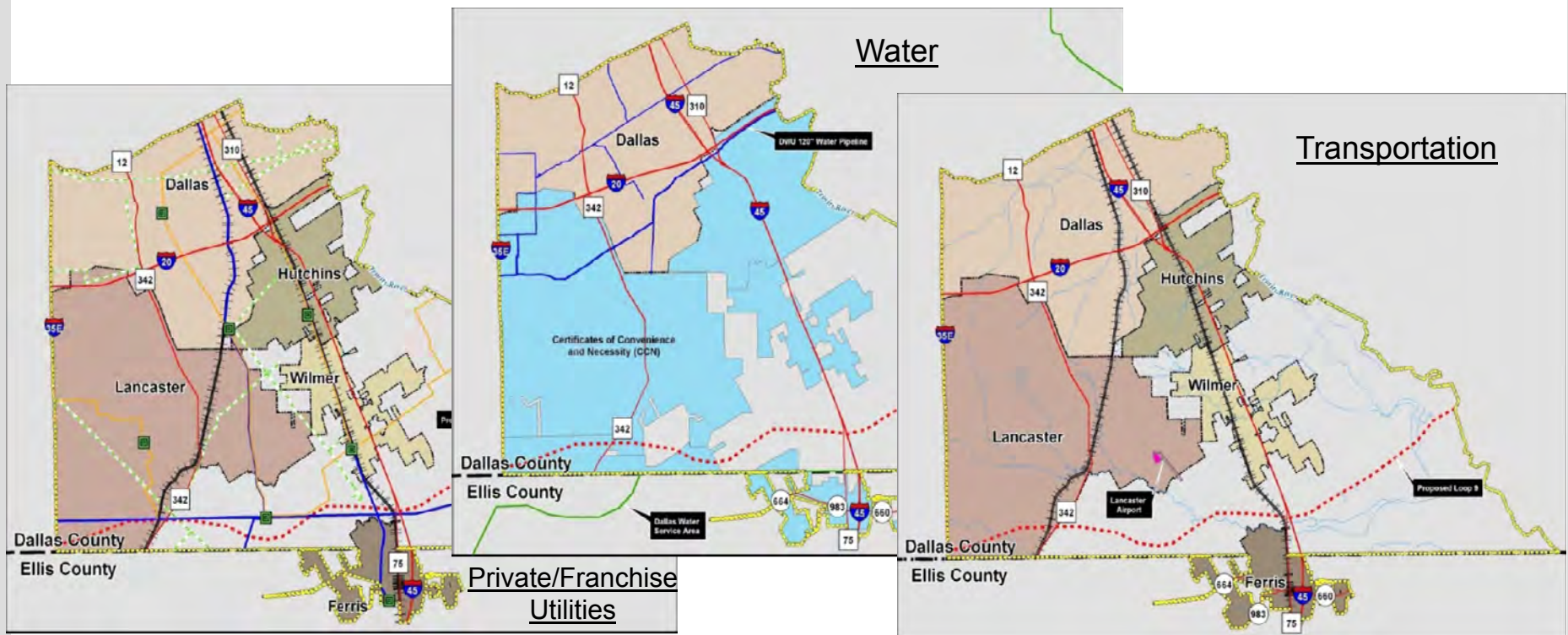
# SOUTHERN DALLAS COUNTY INFRASTRUCTURE STUDY (2010-2012)

- *Goal:* Support growth of a high-quality, well-integrated Inland Port in southern Dallas County
- *Project Partners:* Cities of Dallas, Ferris, Hutchins, Lancaster, and Wilmer, Dallas County, and North Central Texas Council of Governments (NCTCOG)



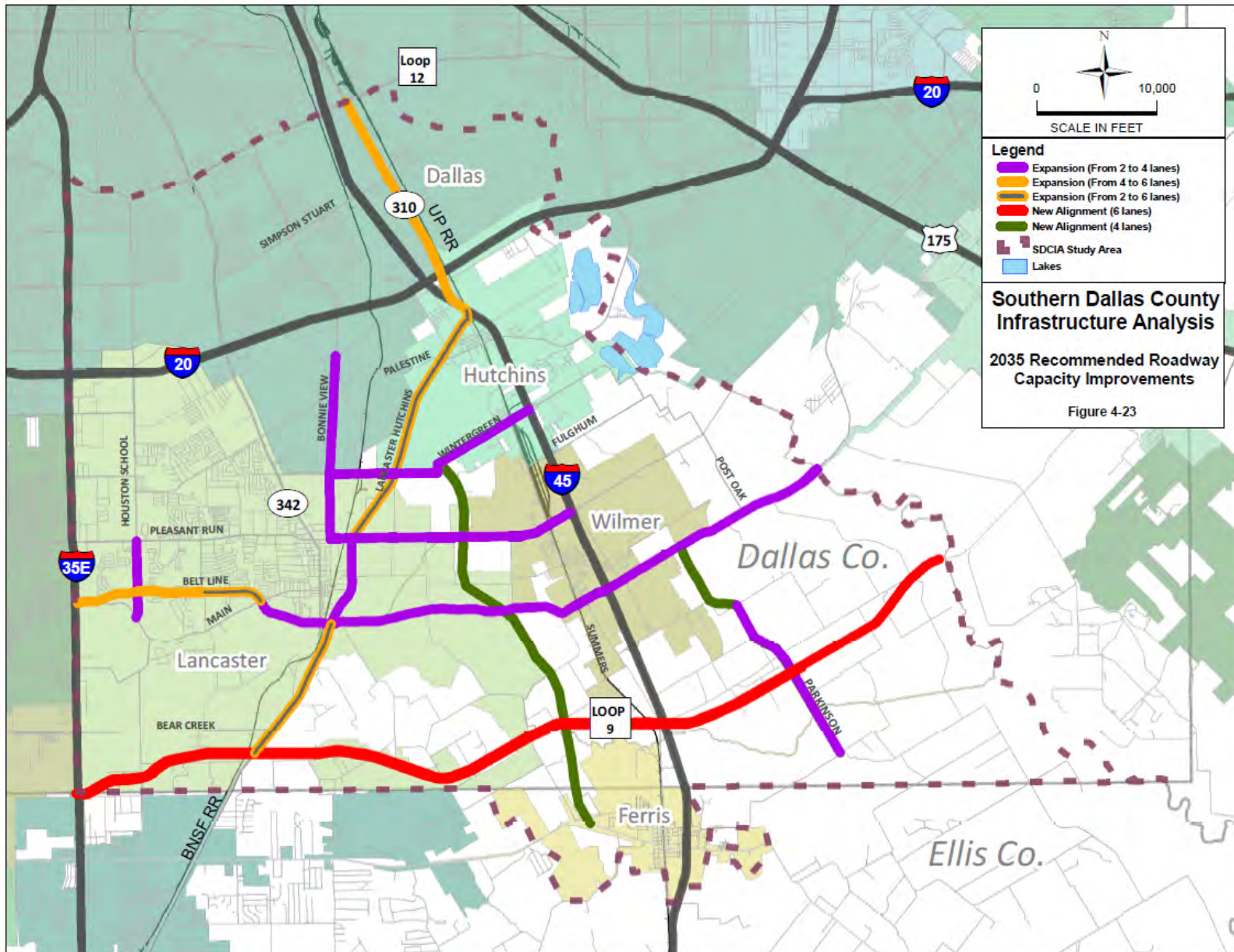
# CREATION OF AN INFRASTRUCTURE ANALYSIS REPORT

- Development framework and implementation program
- Regionally-coordinated infrastructure planning
- Review of Transportation, Water supply, Sanitary Sewer, Storm Water/Drainage, Private/Franchise utilities





# ROADWAY RECOMMENDATIONS



# PROPOSED SOUTHERN DALLAS COUNTY ROADWAY PROJECTS

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



# PROPOSED PROJECTS

## Projects Funded by the Region in the Southern Dallas County Area

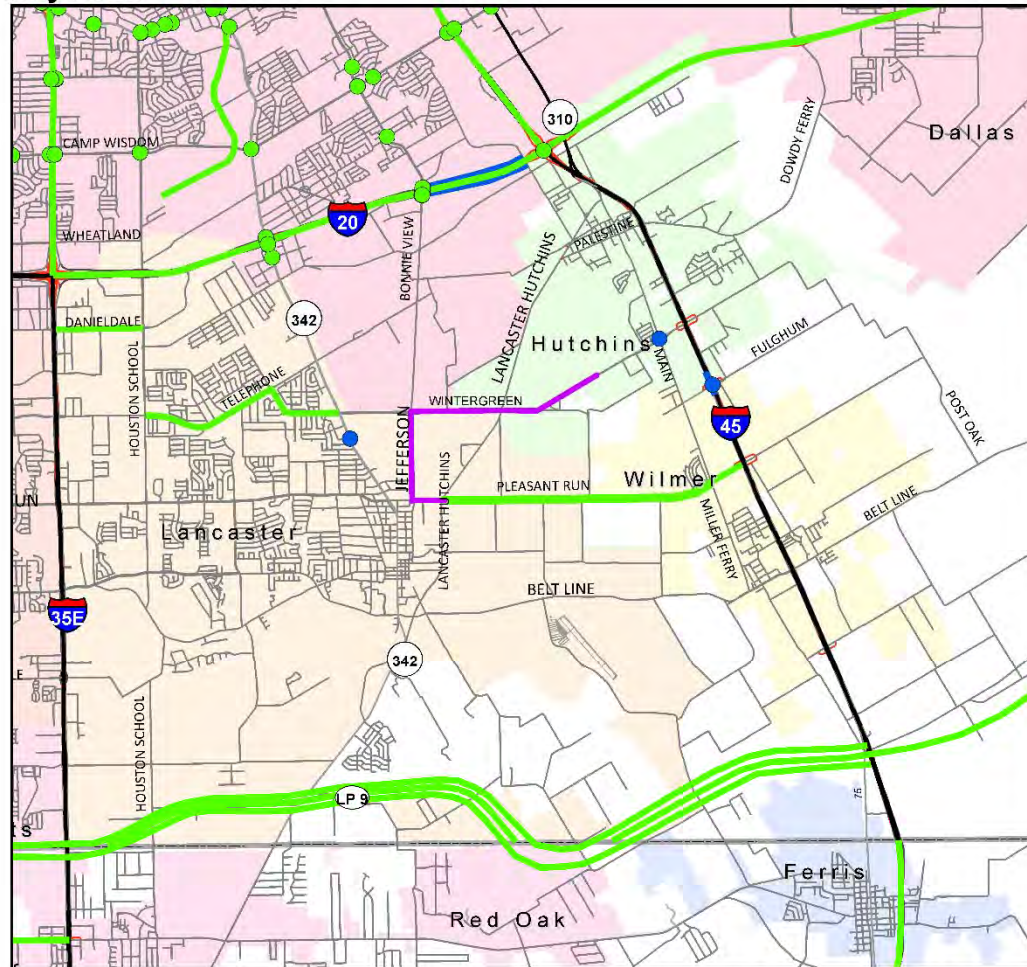
**DRAFT**

### Status

- — Recently Completed
- — Funded/Under Construction
- Current Requests

### Legend

- Major Highways / Roadways
- Other Highways / Roadways
- County Boundary



\*Some projects are citywide and regional in scope and are not displayed as a discrete location on the map.

# PROPOSED FUNDING PARTNERSHIP (\$ in Millions)

**DRAFT**

Location	Fiscal Year	Description	RTC	City of Lancaster	City of Hutchins	Dallas County	Total Funding
Jefferson Street/ Pleasant Run Road	2019	Widen 2 to 4 Lanes	\$8.42	\$1.04	\$0.00	\$1.04	\$10.50
Wintergreen Road	2019	Widen 2 to 4 Lanes	\$9.58	\$1.96	\$2.00	\$3.96	\$17.50
<b>Total</b>			<b>\$18.00</b>	<b>\$3.00</b>	<b>\$2.00</b>	<b>\$5.00</b>	<b>\$28.00</b>

# **BENEFITS OF PARTNERSHIP**

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

# **ACTION REQUESTED**

- Approval of:
  - The proposed funding partnership with Dallas County, City of Lancaster, and City of Hutchins for roadway projects in southern Dallas County.
  - Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

# TIMELINE

November 2016  
-March 2017      Coordination with County and Cities

April 2017      Public Meetings  
  
STTC Action

**May 2017      RTC Action**

August 2017      Inclusion in the 2017-2020 TIP/STIP

# CONTACT

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

April 26, 2017

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

Dear Representative Alonzo:

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

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

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

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

Sincerely,

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

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

RH:ch

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





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# NTE & LBJ

## KEY OPERATION FACTS & BENEFITS

May 2017



**NTET EXPRESS**  
183/121 – 820 – 35W



**13.3 miles**  
**\$2.1 billion investment**  
20% equity  
52% debt  
28% state participation  
**Opened October 2014**



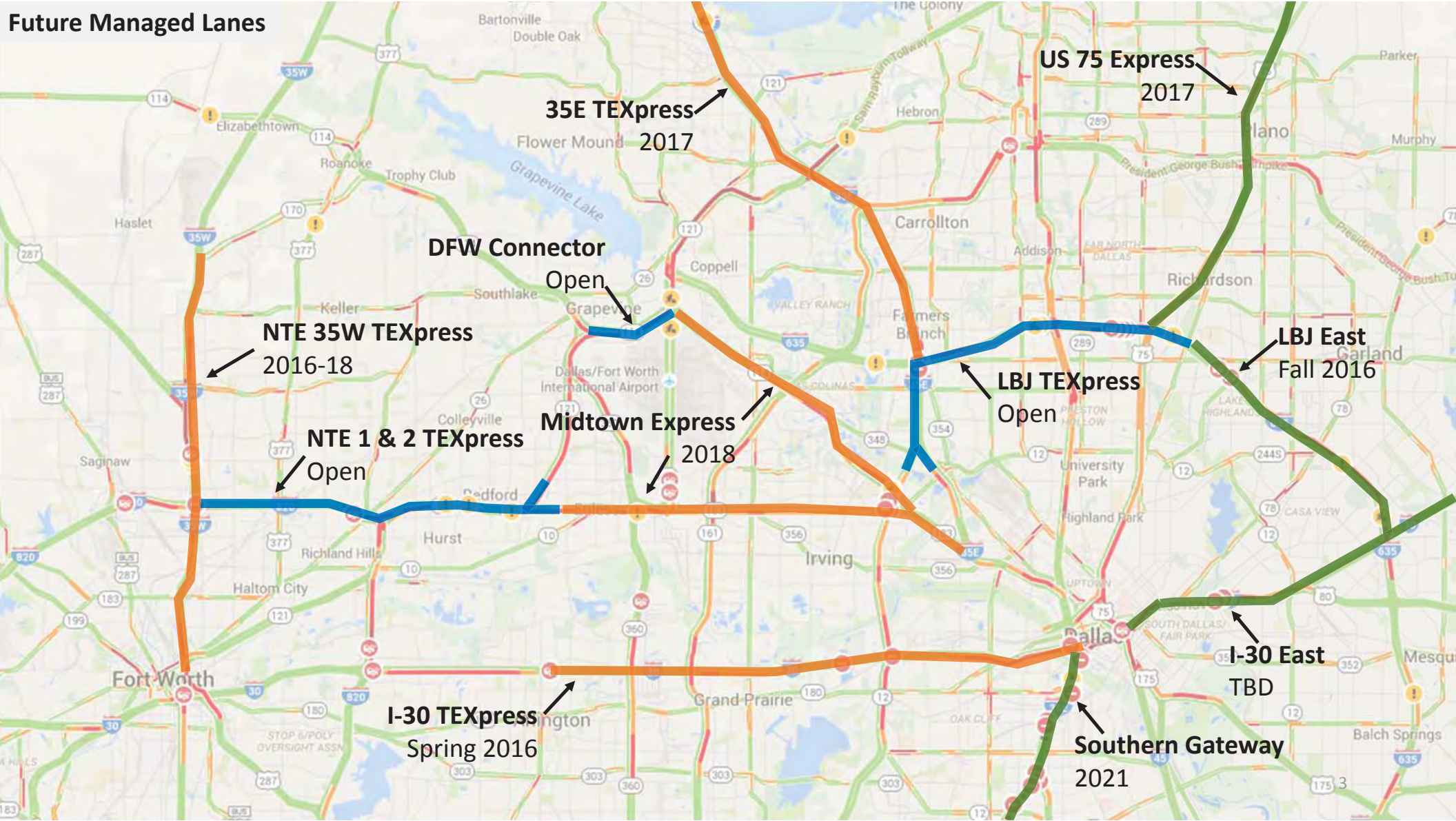
**LBJ EXPRESS**



**13.3 miles**  
**\$2.6 billion investment**  
26% equity  
56% debt  
18% state participation  
**Opened September 2015**



# Future Managed Lanes





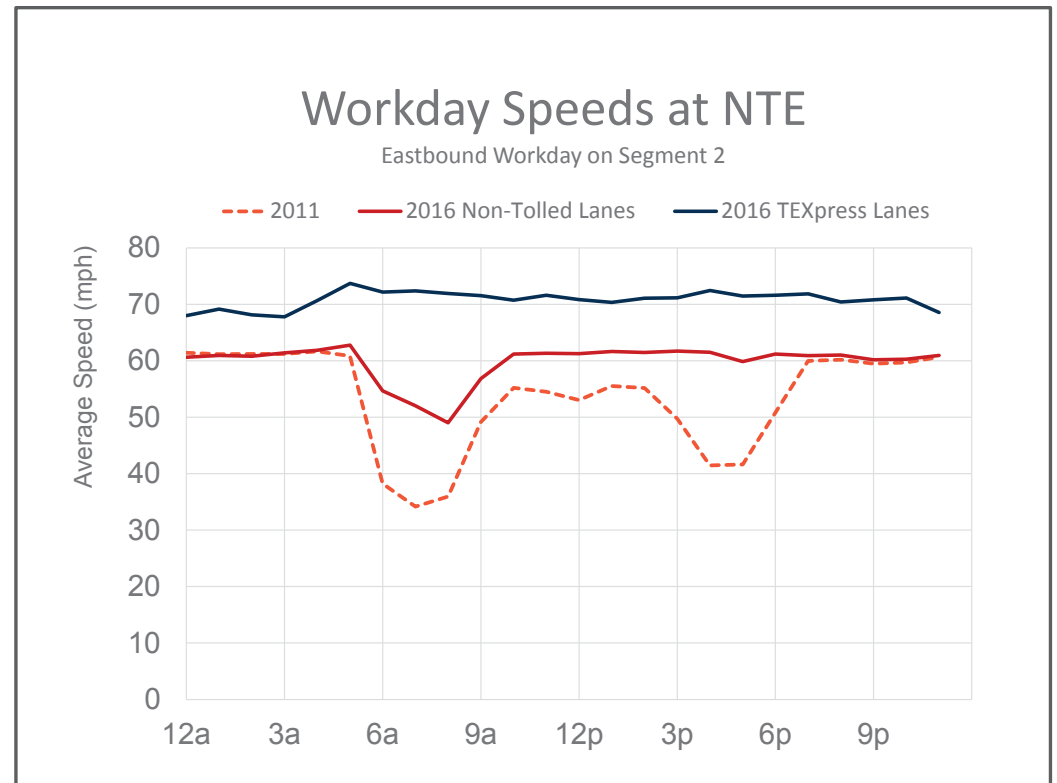
**NTE/LBJ  
Project Benefits**



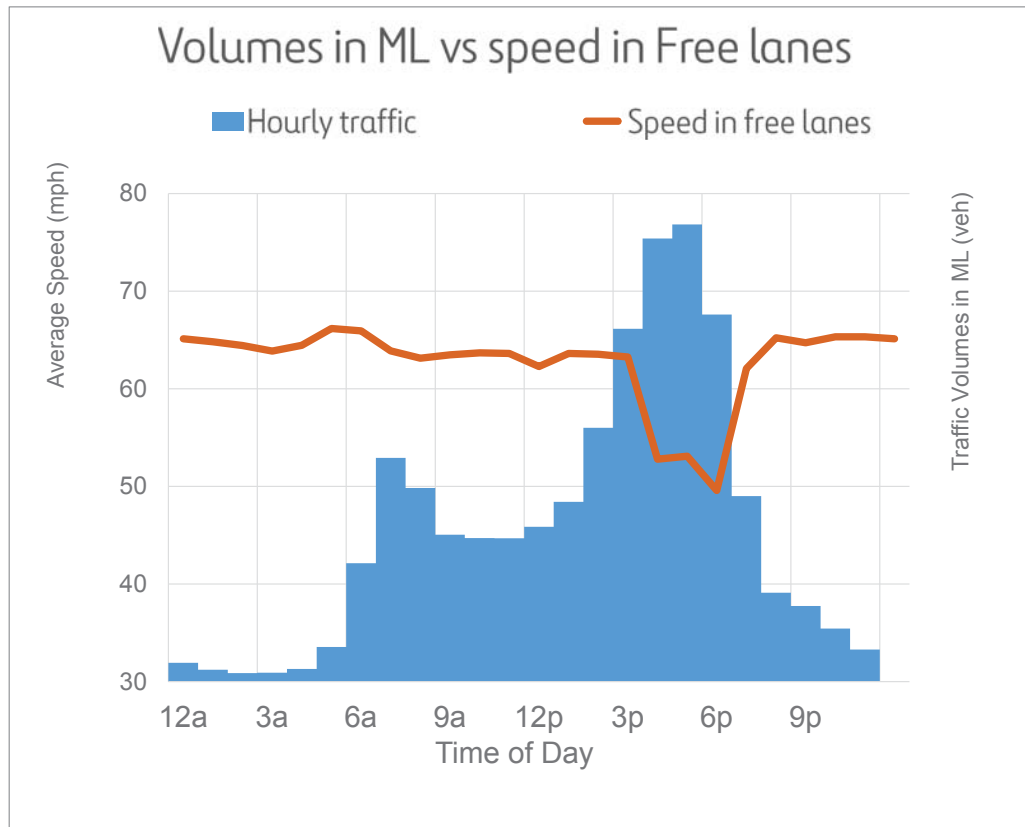
# CONGESTION RELIEF FOR ALL

## Non-Tolled Lanes Benefit

1. No additional lanes; improved shoulders, road design helped non-tolled lanes flow better
2. **Non-Tolled Lanes (General Purpose or GP) traffic 9% higher** than before construction
3. **General Purpose congestion down from 29% to 9%** (time spent traveling at speeds below 50 mph)
4. 72% reduction in overall congestion



# Usage Across the Day



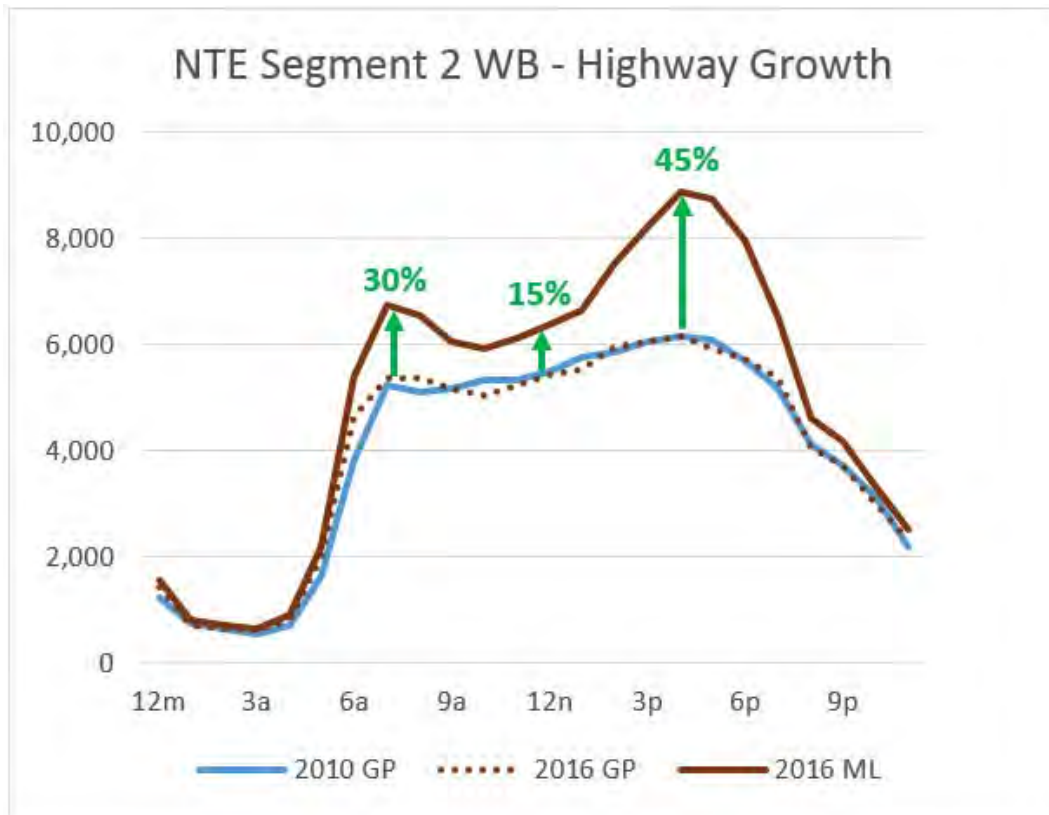
## Peak / Off-Peak

Traffic on the NTE Managed Lanes is high during the rush hours, even when speeds on the general purpose lanes are fairly fast. Drivers say they value the comfort of traveling on a less-crowded facility and feel safer.

About 1/3 of revenues are generated outside of the rush hours.



# Increased Rush Hour Mobility



## Growing Corridor

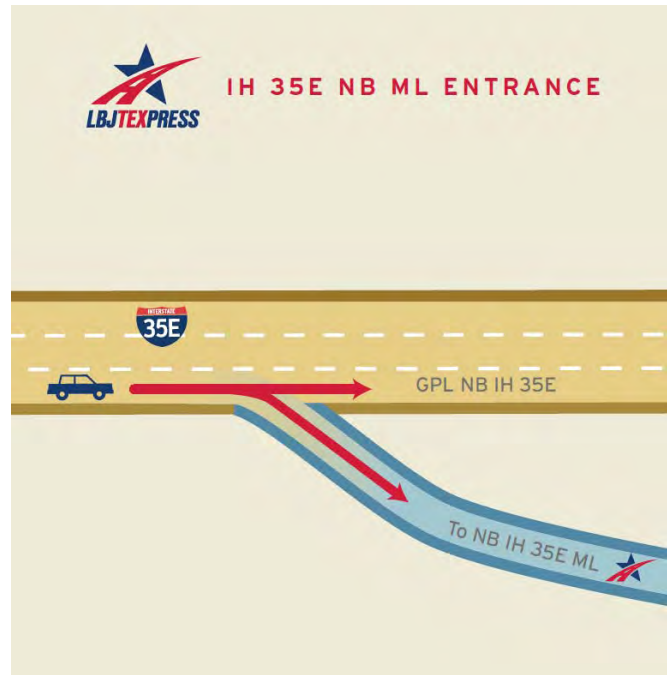
The NTE Corridor has added considerably more traffic, mostly due to the capacity added by the managed lanes.

As more cars return to the corridor, the NTE express lanes are capturing about 1 in 3 new vehicles.





# Connectivity Matters



## Especially Entrances

The way connections are designed and the order in which they're presented to drivers greatly influences express lane choice.

An well-built connection can have double the capture rate of a less conveniently-designed connection.

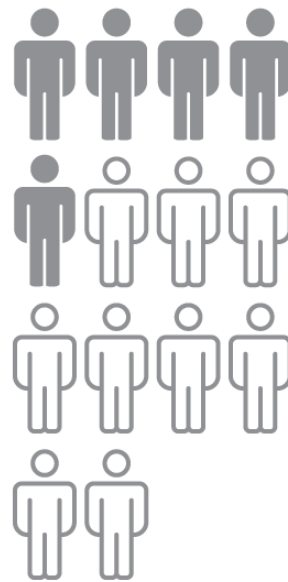
# LBJ + NTE TEXPRESS LANES ARE FOR EVERYONE



**4+ million**  
different vehicles  
have used the LBJ &  
NTE to date



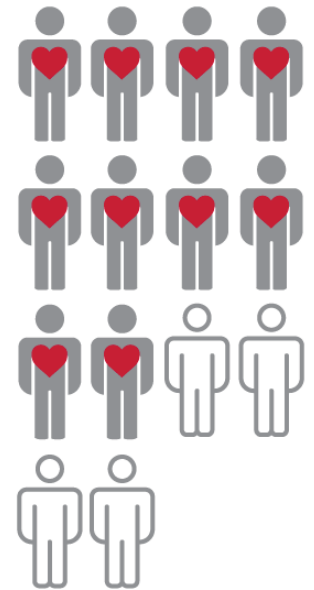
**7 million**  
people live in  
Dallas-Fort Worth



**5 in 14 users are new**  
to the TEXpress Lanes each month



**Only 15% of cars  
are Luxury Brands**  
The most common are  
Toyota, Ford, Honda



**10 in 14 users**  
view the TEXpress  
Lanes favorably



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# TEXPRESS USAGE FACTS

## Mobility for Millions

# 500k

trips/day on corridor

---

The combination of general purpose lanes and managed lanes accommodates over 500,000 trips every day on each facility.

## TEXpress is There When You Need It

# 98%

Use TEXpress as-needed

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The average **TollTag** user chooses the TEXpress lanes occasionally.

Less than 5% of commuters choose the TEXpress lanes for 90% of their trips each month.

## Affordable Option for DFW Drivers

# \$5-15

Bill/month

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Most drivers who choose the TEXpress lanes have a bill between \$5-\$15/month.

Commuters—drivers who are on the highway 40+ times a week, choose the TEXpress for some of those trips. Their average bill is \$35/month.



THANK YOU





# DEVELOPMENT OF THE 2019-2022 TIP

Information and Upcoming  
Schedule

Regional Transportation Council  
May 11, 2017



## WHAT IS THE TIP?

- Transportation Improvement Program (TIP)
- Federal and State mandated inventory of transportation projects
- Contains projects funded with local, State, and federal funding sources
- Covers four years of available funding
- Updated on a quarterly basis
- Re-developed every two years
- The TIP must be consistent with the Metropolitan Transportation Plan
- The TIP funds the first 4 years of the 20 year Plan

## 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

# PROCESS

1. Review all existing projects and solicit additional locally funded projects
2. Make needed adjustments to existing projects (staging, funding, scope)
3. Develop revised project listings
4. Balance project listings to estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, draft listings, final listings)
7. Finalize project listings and submit to partners



## FOCUS AREAS

Critical review of projects:

- On the 10 Year Milestone Policy List
- On the Federal Highway Administration (FHWA) Inactive List
- On the FHWA Preliminary Engineering (PE) Audit List
- Funded with Transportation Alternative Program (TAP) dollars
- Requesting to be placed in the first year of the new TIP (FY 2019)

## 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

# TIMELINE/ACTION TABLE

May-Aug 2017	Meeting with implementing agencies
Jun 2017-Jan 2018	Data input, financial constraint, and analysis
Feb 2018	Draft listings- STTC information
Mar 2018	Draft listings- RTC information Public meetings- draft listings
Apr 2018	Final listings- STTC action
May 2018	Final listings- RTC action
Summer 2018	Final document to TxDOT
Aug 2018	Anticipate TxDOT Commission approval for the Statewide TIP (STIP)
Oct 2018	Anticipate federal/State approval (STIP)

# Your Help Is Needed

- Please help us help you.
- We have over 800 active projects.
- Please reinforce to staff attending TIP development meetings to be prepared.
- We need:
  - Scheduling information by phase
  - Status updates by phase
  - Cost information
  - Status of agreements
- Lack of preparation, creates significant follow up efforts.

# Questions/Comments?

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# 2017 Population Estimates

North Central Texas Council of Governments | April 2017



Dallas skyline photo courtesy of Scott Rae

## Population Estimates

Population estimates are based on current housing inventories for cities in the NCTCOG Region with populations of 1,000 or more. Cities are listed in the county that contains the majority of the city's population.

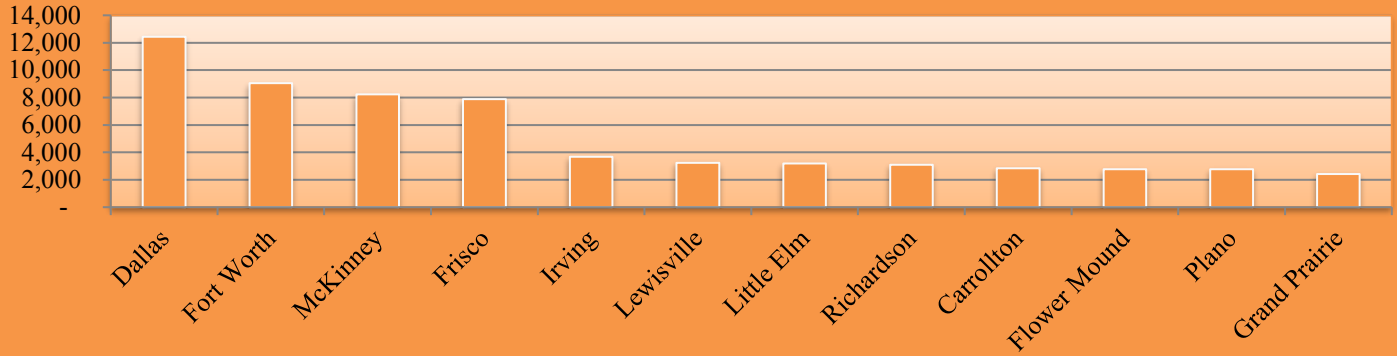
## Executive Summary

The estimated January 1, 2017 population for the NCTCOG region is 7,246,350. Last year, the region added 123,000 people. In 2016, 25 cities grew by more than 5%. The city of Dallas led the region in growth, adding more than 12,000 people last year while Fort Worth added 9,000, followed by McKinney with 8,200. Collin, Denton, Dallas, and Tarrant counties each added more than 20,000 people last year, accounting for 85% of the regional growth.

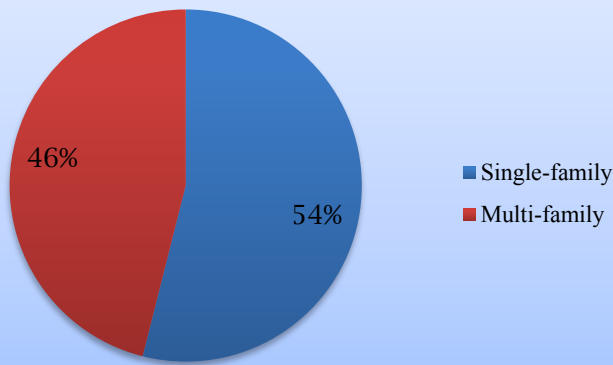
Residential construction continued to trend upward as low interest rates and corporate relocations solidified the north central Texas region as one of the most desirable locations to live. A friendly business environment, mild weather, and the variety of industries have made the area a popular destination for years. Since 2000, the region has grown by 36%. Nearly 45,000 new residential units were completed in 2016—24,400 single-family and 20,500 multi-family. The city of Dallas led the way in residential units with more than 8,000 completions in the past year. More than 80% of these new units were multi-family. Dallas accounted for one third of all new multi-family units added to the region in 2016. Fort Worth had more than 4,000 residential completions. The top 10 cities in new construction accounted for 60% of all units built last year. With 50,000 multi-family units currently under construction and no apparent slowdown in single-family construction, the region is poised to continue an upsurge in residential completions in 2017.

# Highlights

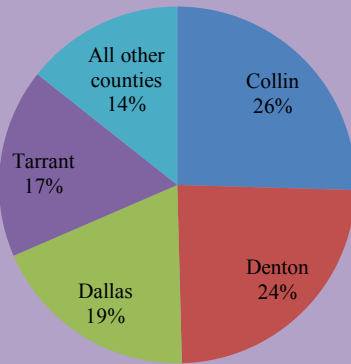
**Top 12 Cities  
Highest Absolute Population Growth  
2016 - 2017**



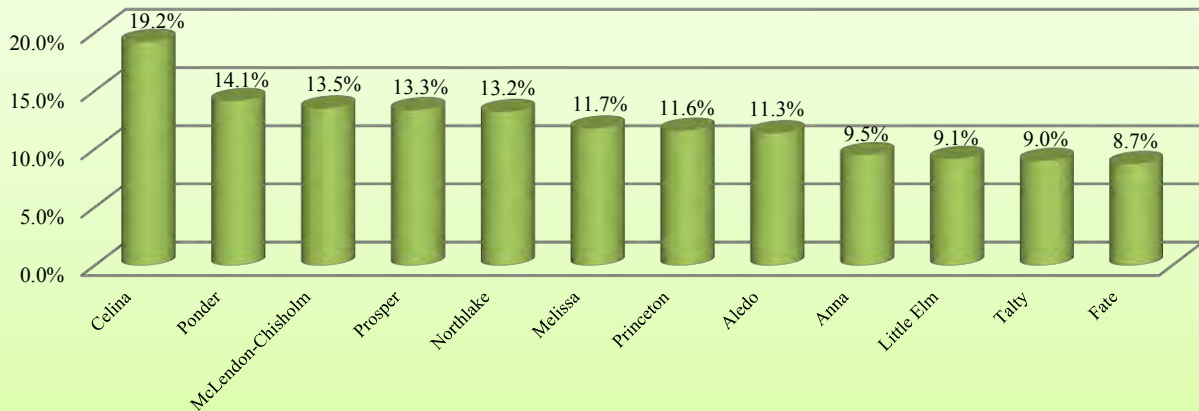
**Housing Units Added in 2016**



**County Percent Share of Regional  
Population Growth 2016 - 2017**



**Top 12 Cities for Estimated Percent Population Growth 2016 - 2017**



## 2017 Population Estimates, City by County

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
<b>Collin County</b>	<b>782,341</b>	<b>901,170</b>	<b>932,530</b>	<b>31,360</b>	<b>3.5%</b>
Allen	84,246	94,060	95,350	1,290	1.4%
Anna	8,249	11,320	12,390	1,070	9.5%
Celina	6,028	8,650	10,310	1,660	19.2%
Fairview	7,248	8,490	9,110	620	7.3%
Farmersville	3,301	3,330	3,330	0	0.0%
Frisco	116,989	153,520	161,400	7,880	5.1%
Josephine	812	1,100	1,160	60	5.5%
Lavon	2,219	3,080	3,220	140	4.5%
Lowry Crossing	1,711	1,710	1,710	0	0.0%
Lucas	5,166	6,680	7,030	350	5.2%
McKinney	131,117	161,470	169,710	8,240	5.1%
Melissa	4,695	7,920	8,850	930	11.7%
Murphy	17,708	19,710	19,980	270	1.4%
Parker	3,811	4,290	4,440	150	3.5%
Plano	259,841	274,960	277,720	2,760	1.0%
Princeton	6,807	8,480	9,460	980	11.6%
Prosper	9,423	17,790	20,160	2,370	13.3%
St. Paul	1,066	1,080	1,090	10	0.9%
Wylie	41,427	46,100	48,140	2,040	4.4%
Split Cities Adjustment	31,426	16,900	15,580		
Remainder of County	39,051	50,530	52,390	1,860	3.7%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
<b>Dallas County</b>	<b>2,368,139</b>	<b>2,478,970</b>	<b>2,502,270</b>	<b>23,300</b>	<b>0.9%</b>
Addison	13,056	15,600	15,730	130	0.8%
Balch Springs	23,728	24,310	24,480	170	0.7%
Cedar Hill	45,028	47,090	47,320	230	0.5%
Cockrell Hill	4,193	4,160	4,160	0	0.0%
Coppell	38,659	40,310	40,820	510	1.3%
Dallas	1,197,816	1,257,730	1,270,170	12,440	1.0%
DeSoto	49,047	51,770	52,120	350	0.7%
Duncanville	38,524	39,230	39,240	10	0.0%
Farmers Branch	28,616	30,480	31,560	1,080	3.5%
Garland	226,876	234,310	234,710	400	0.2%
Glenn Heights	11,278	11,680	11,680	0	0.0%
Grand Prairie	175,396	184,620	187,050	2,430	1.3%
Highland Park	8,564	8,430	8,510	80	0.9%



	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
Hutchins	5,338	5,350	5,350	0	0.0%
Irving	216,290	231,040	234,710	3,670	1.6%
Lancaster	36,361	37,550	37,730	180	0.5%
Mesquite	139,824	142,950	143,060	110	0.1%
Richardson	99,223	104,300	107,400	3,100	3.0%
Rowlett	56,199	57,220	57,840	620	1.1%
Sachse	20,329	23,130	23,950	820	3.5%
Seagoville	14,835	15,580	15,900	320	2.1%
Sunnyvale	5,130	5,410	5,440	30	0.6%
University Park	23,068	22,720	22,820	100	0.4%
Wilmer	3,682	4,190	4,210	20	0.5%
Split Cities Adjustment	(120,096)	(127,770)	(131,450)		
Remainder of County	7,175	7,580	7,760	180	2.4%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
<b>Denton County</b>	<b>662,614</b>	<b>784,840</b>	<b>814,560</b>	<b>29,720</b>	<b>3.8%</b>
Argyle	3,282	3,820	3,920	100	2.6%
Aubrey	2,595	3,100	3,110	10	0.3%
Bartonville	1,469	1,650	1,670	20	1.2%
Carrollton	119,097	127,980	130,820	2,840	2.2%
Copper Canyon	1,334	1,380	1,390	10	0.7%
Corinth	19,935	20,740	20,800	60	0.3%
Cross Roads	1,563	1,910	1,950	40	2.1%
Denton	113,383	125,980	128,160	2,180	1.7%
Double Oak	2,867	2,950	2,970	20	0.7%
Flower Mound	64,669	69,070	71,850	2,780	4.0%
Hickory Creek	3,247	3,730	3,870	140	3.8%
Highland Village	15,056	15,370	15,380	10	0.1%
Justin	3,246	3,370	3,640	270	8.0%
Krugerville	1,662	1,680	1,690	10	0.6%
Krum	4,157	4,880	4,890	10	0.2%
Lake Dallas	7,105	7,250	7,260	10	0.1%
Lewisville	95,290	100,400	103,640	3,240	3.2%
Little Elm	25,898	35,050	38,250	3,200	9.1%
Northlake	1,724	2,660	3,010	350	13.2%
Oak Point	2,786	3,080	3,210	130	4.2%
Pilot Point	3,856	4,050	4,130	80	2.0%
Ponder	1,395	1,560	1,780	220	14.1%
Providence	4,786	6,170	6,310	140	2.3%
Roanoke	5,962	7,650	8,040	390	5.1%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
Sanger	6,916	7,820	8,100	280	3.6%
Shady Shores	2,612	2,660	2,660	0	0.0%
The Colony	36,328	39,810	41,160	1,350	3.4%
Trophy Club	8,024	10,860	11,250	390	3.6%
Split Cities Adjustment	35,292	55,330	59,910		
Remainder of County	67,078	112,880	119,740	6,860	6.1%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
<b>Ellis County</b>	<b>149,610</b>	<b>168,690</b>	<b>173,410</b>	<b>4,720</b>	<b>2.8%</b>
Ennis	18,513	18,590	18,660	70	0.4%
Ferris	2,436	2,450	2,480	30	1.2%
Italy	1,863	1,850	1,850	0	0.0%
Midlothian	18,037	22,620	24,450	1,830	8.1%
Oak Leaf	1,298	1,350	1,370	20	1.5%
Ovilla	3,492	3,820	3,920	100	2.6%
Palmer	2,000	2,030	2,070	40	2.0%
Red Oak	10,769	12,260	12,600	340	2.8%
Waxahachie	29,621	33,480	34,410	930	2.8%
Split Cities Adjustment	3,154	3,250	3,290		
Remainder of County	58,427	66,990	68,310	1,320	2.0%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
<b>Erath County</b>	<b>37,890</b>	<b>43,540</b>	<b>43,850</b>	<b>310</b>	<b>0.7%</b>
Dublin	3,654	3,770	3,770	0	0.0%
Stephenville	17,123	21,640	21,950	310	1.4%
Remainder of County	17,113	18,130	18,130	0	0.0%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
<b>Hood County</b>	<b>51,182</b>	<b>64,620</b>	<b>64,840</b>	<b>220</b>	<b>0.3%</b>
DeCordova	2,683	2,750	2,790	40	1.5%
Granbury	7,978	9,140	9,310	170	1.9%
Split Cities Adjustment	(18)	(20)	(20)		
Remainder of County	40,539	52,750	52,760	10	0.0%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
<b>Hunt County</b>	<b>86,129</b>	<b>93,110</b>	<b>94,350</b>	<b>1,240</b>	<b>1.3%</b>
Caddo Mills	1,338	1,460	1,460	0	0.0%
Commerce	8,078	8,230	8,240	10	0.1%
Greenville	25,557	26,430	26,800	370	1.4%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
Quinlan	1,394	1,410	1,430	20	1.4%
West Tawakoni	1,576	1,600	1,610	10	0.6%
Wolfe City	1,412	1,420	1,420	0	0.0%
Split Cities Adjustment	356	1,090	1,200		
Remainder of County	46,418	51,470	52,190	720	1.4%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
<b>Johnson County</b>	<b>150,934</b>	<b>161,670</b>	<b>164,970</b>	<b>3,300</b>	<b>2.0%</b>
Alvarado	3,785	4,170	4,210	40	1.0%
Burleson	36,690	42,560	43,960	1,400	3.3%
Cleburne	29,337	29,690	29,780	90	0.3%
Godley	1,009	1,040	1,060	20	1.9%
Grandview	1,561	1,610	1,620	10	0.6%
Joshua	5,910	6,350	6,680	330	5.2%
Keene	6,106	6,230	6,280	50	0.8%
Venus	2,960	3,220	3,370	150	4.7%
Split Cities Adjustment	(5,608)	(6,290)	(6,380)		
Remainder of County	69,184	73,090	74,390	1,300	1.8%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
<b>Kaufman County</b>	<b>103,350</b>	<b>113,530</b>	<b>116,140</b>	<b>2,610</b>	<b>2.3%</b>
Combine	1,942	1,970	2,010	40	2.0%
Crandall	2,858	3,100	3,170	70	2.3%
Forney	14,661	17,990	18,590	600	3.3%
Kaufman	6,703	6,620	6,670	50	0.8%
Kemp	1,154	1,170	1,170	0	0.0%
Mabank	3,035	3,180	3,230	50	1.6%
Talty	1,535	2,120	2,310	190	9.0%
Terrell	15,816	16,320	16,570	250	1.5%
Split Cities Adjustment	(1,281)	(1,310)	(1,340)		
Remainder of County	56,927	62,370	63,760	1,390	2.2%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
<b>Navarro County</b>	<b>47,735</b>	<b>49,030</b>	<b>49,170</b>	<b>140</b>	<b>0.3%</b>
Corsicana	23,770	23,970	24,040	70	0.3%
Kerens	1,573	1,700	1,700	0	0.0%
Rice	923	940	1,000	60	6.4%
Remainder of County	21,469	22,420	22,430	10	0.0%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
<b>Palo Pinto County</b>	<b>28,111</b>	<b>28,660</b>	<b>28,660</b>	<b>0</b>	<b>0.0%</b>
Mineral Wells	16,788	16,740	16,740	0	0.0%
Split Cities Adjustment	(2,144)	(2,140)	(2,140)		
Remainder of County	13,467	14,060	14,060	0	0.0%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
<b>Parker County</b>	<b>116,927</b>	<b>127,980</b>	<b>130,150</b>	<b>2,170</b>	<b>1.7%</b>
Aledo	2,716	3,530	3,930	400	11.3%
Annetta	1,288	2,720	2,740	20	0.7%
Hudson Oaks	1,662	2,050	2,110	60	2.9%
Reno	2,494	2,590	2,610	20	0.8%
Springtown	2,658	2,670	2,670	0	0.0%
Weatherford	25,250	27,080	27,660	580	2.1%
Willow Park	3,982	4,640	4,780	140	3.0%
Split Cities Adjustment	4,339	4,380	4,670		
Remainder of County	72,538	78,320	78,980	660	0.8%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
<b>Rockwall County</b>	<b>78,337</b>	<b>90,570</b>	<b>93,130</b>	<b>2,560</b>	<b>2.8%</b>
Fate	6,434	10,470	11,380	910	8.7%
Heath	6,921	7,690	7,820	130	1.7%
McLendon-Chisholm	1,373	2,450	2,780	330	13.5%
Rockwall	37,490	41,370	42,120	750	1.8%
Royse City	9,349	11,010	11,540	530	4.8%
Split Cities Adjustment	6,775	5,620	5,140		
Remainder of County	9,995	11,960	12,350	390	3.3%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
<b>Somervell County</b>	<b>8,490</b>	<b>9,230</b>	<b>9,420</b>	<b>190</b>	<b>2.1%</b>
Glen Rose	2,444	2,490	2,490	0	0.0%
Remainder of County	6,046	6,740	6,930	190	2.8%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016-2017 Absolute Change	2016-2017 Percent Change
<b>Tarrant County</b>	<b>1,809,034</b>	<b>1,945,320</b>	<b>1,966,440</b>	<b>21,120</b>	<b>1.1%</b>
Arlington	365,438	380,740	382,230	1,490	0.4%
Azle	10,947	11,410	11,800	390	3.4%
Bedford	46,979	48,550	48,560	10	0.0%
Benbrook	21,234	22,040	22,260	220	1.0%
Blue Mound	2,394	2,390	2,390	0	0.0%
Colleyville	22,807	24,230	24,630	400	1.7%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016-2017 Absolute Change	2016-2017 Percent Change
Crowley	12,838	14,140	14,440	300	2.1%
Dalworthington Gardens	2,259	2,320	2,330	10	0.4%
Edgecliff Village	2,776	3,030	3,220	190	6.3%
Eules	51,277	54,250	54,870	620	1.1%
Everman	6,108	6,110	6,110	0	0.0%
Forest Hill	12,355	12,390	12,500	110	0.9%
Fort Worth	741,206	806,380	815,430	9,050	1.1%
Grapevine	46,334	48,920	49,130	210	0.4%
Haltom City	42,409	42,730	42,740	10	0.0%
Haslet	1,517	1,710	1,720	10	0.6%
Hurst	37,337	38,380	38,410	30	0.1%
Keller	39,627	44,050	44,620	570	1.3%
Kennedale	6,763	7,290	7,420	130	1.8%
Lake Worth	4,584	4,710	4,710	0	0.0%
Lakeside	1,307	1,690	1,690	0	0.0%
Mansfield	56,368	61,460	63,670	2,210	3.6%
North Richland Hills	63,343	66,530	67,120	590	0.9%
Pantego	2,394	2,460	2,470	10	0.4%
Pelican Bay	1,547	1,620	1,650	30	1.9%
Richland Hills	7,801	7,920	7,920	0	0.0%
River Oaks	7,427	7,290	7,310	20	0.3%
Saginaw	19,806	20,740	21,320	580	2.8%
Sansom Park	4,686	4,670	4,680	10	0.2%
Southlake	26,575	28,290	28,880	590	2.1%
Watauga	23,497	23,600	23,600	0	0.0%
Westlake	992	1,230	1,310	80	6.5%
Westworth Village	2,472	2,630	2,620	(10)	(0.4%)
White Settlement	16,116	16,830	16,830	0	0.0%
Split Cities Adjustment	43,504	46,630	47,190		
Remainder of County	54,010	75,960	78,660	2,700	3.6%

	2010 Census Population April 1	2016 Estimate January 1	2017 Estimate January 1	2016 - 2017 Absolute Change	2016 - 2017 Percent Change
<b>Wise County</b>	<b>59,127</b>	<b>62,240</b>	<b>62,460</b>	<b>220</b>	<b>0.4%</b>
Alvord	1,334	1,340	1,340	0	0.0%
Aurora	1,220	1,380	1,410	30	2.2%
Boyd	1,207	1,350	1,360	10	0.7%
Bridgeport	5,976	6,100	6,130	30	0.5%
Chico	1,002	1,010	1,010	0	0.0%
Decatur	6,042	6,490	6,530	40	0.6%
New Fairview	1,258	1,440	1,460	20	1.4%
Newark	1,005	1,020	1,080	60	5.9%
Rhome	1,522	1,590	1,610	20	1.3%
Runaway Bay	1,286	1,360	1,370	10	0.7%
Split Cities Adjustment	3,597	3,600	3,600		
Remainder of County	33,678	35,560	35,560	0	0.0%

### Population by Planning Area

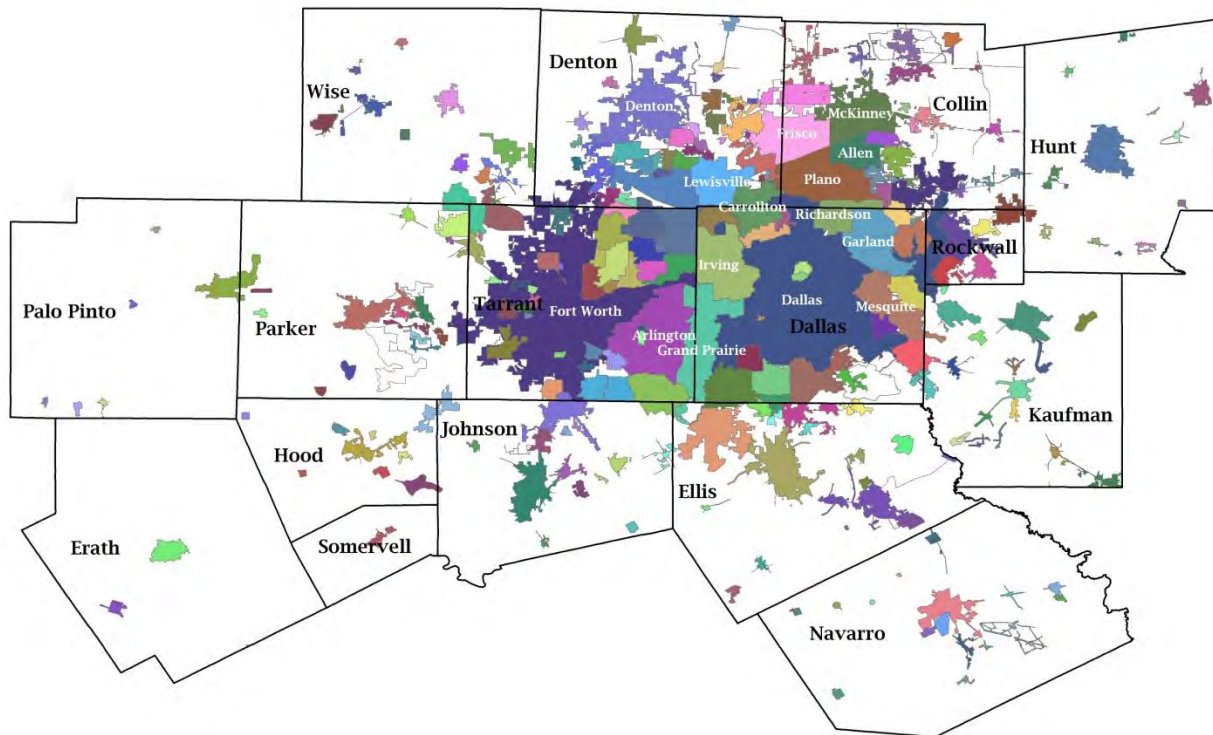
	2000 U.S. Census April 1	2010 U.S. Census April 1	2016 NCTCOG Estimate January 1	2017 NCTCOG Estimate January 1
12 County MPA*	5,197,317	6,417,724	6,992,710	7,115,250
16 County NCTCOG Region	5,309,277	6,539,950	7,123,170	7,246,350

\*The 12 county Dallas-Fort Worth Metropolitan Planning Area (MPA) consists of the following counties:

Collin	Ellis	Johnson	Rockwall
Dallas	Hood	Kaufman	Tarrant
Denton	Hunt	Parker	Wise

Source: U.S. Census Bureau, NCTCOG Population Estimates

## NCTCOG Region Map



This publication and other data produced by RIS can be found on the Regional Data Center website at <http://rdc.nctcog.org/>.

## 2017 Population Estimates Methodology

NCTCOG uses the housing unit method for estimating current year population:

Estimated household population = estimated units \* estimated occupancy rate \* estimated persons per occupied unit

The calculation is performed for each unit type (single family, multi-family, other). The results are summed along with an estimate of group quarters population to arrive at a total population estimate. Every year, cities are asked to provide information about changes in housing stock and population in group quarters housing. Cities are also given the opportunity to review figures prior to release. The 2016 population estimates for some cities have been revised. The estimates included herein supersede any prior estimates.

### Split Cities

County population totals are adjusted for cities that have boundaries in more than one county. Cities that extend outside the NCTCOG Region show the city total. However, the portion of the city's population that is not in the region is not included in the county or regional totals. Cities whose boundaries extend into the NCTCOG Region, but do not have a majority of their population within the region are not included in the city listings.

Split Cities			
Azle	Flower Mound	Mabank	Rowlett
Burleson	Fort Worth	Mansfield	Royse City
Carrollton	Frisco	Mesquite	Sachse
Cedar Hill	Garland	Mineral Wells	Seagoville
Celina	Glenn Heights	Newark	Seven Points
Combine	Grand Prairie	Ovilla	Southlake
Coppell	Grapevine	Plano	Springtown
Cresson	Haslet	Prosper	Trophy Club
Crowley	Heath	Reno	Venus
Dallas	Josephine	Richardson	Westlake
Ferris	Lewisville	Roanoke	Wylie

**Disclaimer:** There are a variety of ways to estimate population for a given area. The North Central Texas Council of Governments has selected a method that accommodates the varying level of data available for local communities while focusing on consistency. These estimates were developed for regional planning activities and have not been evaluated for other uses. They are provided as an informational item and are likely to differ from estimates produced by others, including the cities and counties listed herein. The North Central Texas Council of Governments makes no warranty, express or implied, including warranties of merchantability and fitness for a particular purpose. Responsibility for the use of these data lies solely with the user.

### Research and Information Services (RIS)

NCTCOG's Research & Information Services Department performs demographic research on such topics as population, housing, and employment estimates; population, household, and employment projections; development monitoring; major employers; land use; and tabulation/analysis of Census data. The department also provides support to a regional Geographic Information System (GIS) and NCTCOG's internal computer network. Custom maps, data analysis, and special products are provided on a fee-for-service basis. To learn more about RIS at NCTCOG, visit: [www.nctcog.org/ris](http://www.nctcog.org/ris).

### North Central Texas Council of Governments

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of, by, and for local governments, and was established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. To learn more about NCTCOG, please visit [www.nctcog.org](http://www.nctcog.org).

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North Central Texas COG  
PO Box 5888  
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[www.nctcog.org](http://www.nctcog.org)



STATUS OF TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS  
IN THE DALLAS-FORT WORTH REGION

TIP CODE	CSJ	IMPLEMENTING AGENCY	FACILITY/PROJECT LIMITS FROM	PROJECT LIMITS TO	PROJECT DESCRIPTION	ORIGINALLY PROGRAMMED FUNDING FY	CURRENT FUNDING FY	FEDERAL FUNDS OBLIGATED	TOTAL FEDERAL TAP FUNDS PROGRAMMED	MATCH TO FEDERAL FUNDS	TOTAL TAP FUNDING PROGRAMMED	UNOBLIGATED FEDERAL FUNDS AT RISK OF LAPSING	RISK OF MISSING FY2017 OBLIGATION DEADLINE
53125	0902-48-697	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	2014	2014	\$ 3,000,000	\$ 3,000,000	\$ 750,000	\$ 3,750,000	\$ -	FULLY OBLIGATED
<b>Total for FY2014</b>								<b>\$ 3,000,000</b>	<b>\$ 3,000,000</b>	<b>\$ 750,000</b>	<b>\$ 3,750,000</b>	<b>\$ -</b>	
40024	0918-47-138	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	2015	2016	\$ 80,000	\$ 80,000	\$ 20,000	\$ 100,000	\$ -	FULLY OBLIGATED
40030 <sup>1</sup>	0918-47-141	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	2016	2016	\$ 390,684	\$ 390,684	\$ -	\$ 390,684	\$ -	FULLY OBLIGATED <sup>2</sup>
40006	0918-47-143	MESQUITE	MILITARY PARKWAY TRAIL FROM SAM HOUSTON	RODEO CENTER BOULEVARD	CONSTRUCT APPROXIMATELY 1.6 MILE BIKE/PEDESTRIAN TRAIL	2016	2016	\$ 1,950,351	\$ 1,950,351	\$ 488,588	\$ 2,438,939	\$ -	FULLY OBLIGATED
40011	0918-24-215	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	2016	2016	\$ 440,000	\$ 440,000	\$ 110,000	\$ 550,000	\$ -	FULLY OBLIGATED
<b>Total for FY2016</b>								<b>\$ 2,861,035</b>	<b>\$ 2,861,035</b>	<b>\$ 618,588</b>	<b>\$ 3,479,623</b>	<b>\$ -</b>	
40002	0747-04-073	ARLINGTON	SOUTH COOPER ST SAFE SCHOOL CROSSING AT THE INTERSECTION OF SOUTH COOPER	SNOOTY FOX DRIVE/COOPER SQUARE CIRCLE	TRAFFIC SIGNAL AND CROSSWALKS	2016	2017	\$ 102,035	\$ 448,500	\$ -	\$ 448,500	\$ 346,465	LOW
40004	0902-90-024	ARLINGTON	RIVER LEGACY PARK TRAIL EXTENSION FROM CURRENT EASTERN ENDPOINT	SH 360	CONSTRUCT APPROXIMATELY 0.5 MILE BIKE/PEDESTRIAN TRAIL EXTENSION	2017	2017	\$ 104,772	\$ 574,999	\$ 472,281	\$ 1,047,280	\$ 470,227	LOW
40027	0918-47-136	CEDAR HILL	FM 1382--HIKE AND BIKE TRAIL FROM CEDAR HILL STATE PARK ENTRANCE NORTH	JOE POOL LAKE OVERLOOK ENTRANCE	CONSTRUCT APPROXIMATELY 2 MILES OF SHARED-USE PATH (PHASE 2)	2017	2017	\$ 195,650	\$ 2,999,966	\$ 999,989	\$ 3,999,955	\$ 2,804,316	LOW <sup>3</sup>
40008.1	0136-12-026	COMMERCE	BS 224B FROM LIVE OAK STREET (BUS 244B) FROM SH 24	WASHINGTON STREET	SIDEWALK IMPROVEMENTS ALONG SOUTH SIDE OF LIVE OAK; ON-SYSTEM	2016	2017	\$ 122,531	\$ 471,698	\$ 90,706	\$ 562,404	\$ 349,167	HIGH

<sup>1</sup>\$185,089 Federal TAP funds transferred from TIP 40030 (Grand Prairie Safe Routes to Schools) to TIP 20212 (IH 20 from Carrier Parkway to FM 1382/Belt Line) during the November 2016 TIP modification cycle. Funding was transferred to build sidewalks that were originally included in Grand Prairie's Safe Routes to School project via the IH 20 project instead. As a result, TIP 20212 was added to this list.

<sup>2</sup>Since the March 24, 2017 STTC meeting, the risk level for TIP Code 40030 (Grand Prairie Safe Routes to Schools) has been changed from "Obligated - Cost Saving at Letting" to "Fully Obligated."

<sup>3</sup>Since the March 24, 2017 STTC meeting, the project risk level was changed based on additional information from TxDOT and the agencies.

<sup>4</sup>Since the March 24, 2017 STTC meeting, obligation amounts have been updated.

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**STATUS OF TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS  
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40008.2	0901-22-113	COMMERCE	LIVE OAK STREET FROM WASHINGTON STREET	PECAN STREET	SIDEWALK IMPROVEMENTS ALONG SOUTH SIDE OF LIVE OAK, OFF-SYSTEM	2016	2017	\$ 9,175	\$ 28,302	\$ 4,782	\$ 33,084	\$ 19,127	HIGH
40009.1	0901-22-111	COMMERCE	MAPLE STREET FROM MONROE STREET	PARK STREET	SIDEWALK IMPROVEMENTS ALONG PORTIONS OF MAPLE STREET	2016	2017	\$ 96,753	\$ 396,000	\$ 78,225	\$ 474,225	\$ 299,247	HIGH
40009.2	0901-22-112	COMMERCE	PARK STREET FROM MAPLE STREET	S OF MAPLE STREET	SIDEWALK IMPROVEMENTS ALONG PORTIONS OF PARK STREET	2016	2017	\$ 26,499	\$ 84,000	\$ 14,375	\$ 98,375	\$ 57,501	HIGH
40009.3	0083-01-054	COMMERCE	BS 11H FROM MAPLE STREET	PARK STREET	SIDEWALK IMPROVEMENTS ALONG PORTIONS OF MAPLE STREET	2016	2017	\$ 4,748	\$ 15,052	\$ 2,576	\$ 17,628	\$ 10,304	HIGH
40023	0918-47-139	DALLAS	TRINITY SKYLINE TRAIL EXTENSION FROM SYLVAN AVENUE	CAMPION TRAIL NORTH OF SH 356	CONSTRUCT BIKE/PEDESTRIAN TRAIL ALONG THE TRINITY RIVER	2018	2017	\$ 761,800	\$ 2,989,994	\$ 2,056,794	\$ 5,046,788	\$ 2,228,194	LOW <sup>3</sup>
40014 <sup>4</sup>	0918-47-137	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	2017	2017	\$ 82,172	\$ 2,519,928	\$ 1,478,958	\$ 3,998,886	\$ 2,437,756	HIGH <sup>3</sup>
40028	0918-47-140	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	2017	2017	\$ 85,577	\$ 510,750	\$ 141,747	\$ 652,497	\$ 425,173	HIGH <sup>3</sup>
40031	0902-90-031	FORT WORTH	TRINITY TRAILS EAST FORT WORTH EXTENSION FROM HANDLEY-EDERVILLE RD	RIVER TRAILS PARK AND TRINITY BLVD	CONSTRUCT A BICYCLE/PEDESTRIAN TRAIL	2017	2017	\$ 4,402	\$ 2,347,940	\$ 586,985	\$ 2,934,925	\$ 2,343,538	HIGH
40026	0902-90-030	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	2016	2017	\$ 59,200	\$ 489,515	\$ 107,579	\$ 597,094	\$ 430,315	LOW <sup>3</sup>
40003	0902-90-027	KELLER	MOUNT GILEAD ROAD TRAIL FROM BOURLAND ROAD	WOODSBOROUGH LANE	CONSTRUCT APPROXIMATELY 0.6 MILE BIKE/PEDESTRIAN TRAIL ALONG NORTH SIDE OF MOUNT GILEAD ROAD	2016	2017	\$ 82,000	\$ 481,059	\$ 120,265	\$ 601,324	\$ 399,059	MODERATE

<sup>1</sup>\$185,089 Federal TAP funds transferred from TIP 40030 (Grand Prairie Safe Routes to Schools) to TIP 20212 (IH 20 from Carrier Parkway to FM 1382/Belt Line) during the November 2016 TIP modification cycle. Funding was transferred to build sidewalks that were originally included in Grand Prairie's Safe Routes to School project via the IH 20 project instead. As a result, TIP 20212 was added to this list.

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**STATUS OF TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS  
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40025	0918-46-285	LITTLE ELM	HARTS BRANCH TRAIL FROM EAST ELDORADO PARKWAY	WALKER LANE	CONSTRUCT BIKE/PEDESTRIAN TRAIL	2016	2017	\$ 224,398	\$ 1,720,000	\$ 641,943	\$ 2,361,943	\$ 1,495,602	HIGH <sup>3</sup>
40015	0172-02-074	MANSFIELD	MANSFIELD TRAIL CONNECTION TO CITY SPINE TRAIL FROM WEST OAK STREET	TOWN PARK	CONSTRUCT APPROXIMATELY 0.4 MILE BIKE/PEDESTRIAN TRAIL ALONG BOTH SIDES OF FM 157/BUSINESS 287	2016	2017	\$ 3,647	\$ 947,111	\$ 315,704	\$ 1,262,815	\$ 943,464	MODERATE
40010	0918-24-213	MCKINNEY	PED SAFETY ENHANCE IN VAR LOCS IN PROX TO BURKS, CALDWELL, ELLIOT, GLEN OAKS, JOHNSON, MCNEIL ELEMENTARY SCHOOLS;	COMSTROCK, OGLE, SCOTT, AND SONNTAG ELEMENTARY SCHOOLS; COCKRILL MIDDLE AND SCOGGINS MIDDLE SCHOOLS	SIDEWALK IMPROVEMENTS	2016	2017	\$ 94,802	\$ 490,699	\$ -	\$ 490,699	\$ 395,897	HIGH <sup>3</sup>
40001	0918-24-214	PLANO	COTTONWOOD CREEK TRAIL EXTENSION FROM THE NORTH SIDE OF CHAPARRAL ROAD	OAK POINT PARK NEAR EAST PARKER ROAD	APPROXIMATELY 2 MILE BIKE/PEDESTRIAN TRAIL EXTENSION ALONG COTTONWOOD CREEK	2016	2017	\$ 110,374	\$ 1,692,407	\$ 395,508	\$ 2,087,915	\$ 1,582,033	HIGH <sup>3</sup>
20212 <sup>1</sup>	2374-04-049	TXDOT DALLAS	IH 20 FROM CARRIER PARKWAY	FM 1382 (BELT LINE)	CONSTRUCT 0 TO 6 LANE FRONTAGE ROADS, RAMP MODIFICATIONS, AND SIDEWALKS	2017	2017	\$ -	\$ 185,089	\$ -	\$ 185,089	\$ 185,089	LOW
40012 <sup>4</sup>	0008-09-035	TXDOT FORT WORTH	FM 5 FROM PEDESTRIAN IMPROVEMENTS FROM AUTUMNWOOD DR	VILLAGE PARKWAY	CONSTRUCT APPROXIMATELY 0.4 MILE SIDEWALK ALONG WEST SIDE OF FM 5 TO MCANULLY INTERMEDIATE SCHOOL	2016	2017	\$ 325,000	\$ 325,000	\$ -	\$ 325,000	\$ -	FULLY OBLIGATED <sup>4</sup>
<b>Total for FY2017</b>								<b>\$ 2,495,535</b>	<b>\$ 19,718,009</b>	<b>\$ 7,508,417</b>	<b>\$ 27,226,426</b>	<b>\$ 17,222,474</b>	
40005	0902-90-025	ARLINGTON	LYNN CREEK LINEAR PARK TRAIL EXTENSION FROM CURRENT EASTERN ENDPOINT	NEW YORK AVENUE	CONSTRUCT APPROXIMATELY 1.7 MILE BIKE/PEDESTRIAN TRAIL	2017	2018	\$ 162,879	\$ 1,002,877	\$ 844,742	\$ 1,847,619	\$ 839,998	N/A - PROJECT PROGRAMMED IN FY2018
40029	0918-47-142	IRVING	DELAWARE CREEK TRAIL CONNECTOR FROM SENTER RD/SENTER VALLEY RD	CAMPION TRAIL AT MOUNTAIN CREEK PRESERVE	INSTALL A HIKE AND BIKE TRAIL	2018	2018	\$ 123,913	\$ 1,900,000	\$ 444,022	\$ 2,344,022	\$ 1,776,087	LOW <sup>3</sup>
<b>Total for FY2018</b>								<b>\$ 286,792</b>	<b>\$ 2,902,877</b>	<b>\$ 1,288,764</b>	<b>\$ 4,191,641</b>	<b>\$ 2,616,085</b>	
<b>Grand Total</b>								<b>\$ 8,643,362</b>	<b>\$ 28,481,921</b>	<b>\$ 10,165,769</b>	<b>\$ 38,647,690</b>	<b>\$ 19,838,559</b>	

<sup>1</sup>\$185,089 Federal TAP funds transferred from TIP 40030 (Grand Prairie Safe Routes to Schools) to TIP 20212 (IH 20 from Carrier Parkway to FM 1382/Belt Line) during the November 2016 TIP modification cycle. Funding was transferred to build sidewalks that were originally included in Grand Prairie's Safe Routes to School project via the IH 20 project instead. As a result, TIP 20212 was added to this list.

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LOW RISK - Project on schedule to let in FY2017	\$ 8,240,693
MODERATE RISK - Project scheduled to let in FY 2017, but based on information received, there is a potential for delays	\$ 1,342,523
HIGH RISK - Project not likely to meet FY2017 deadline or no response from agency	\$ 9,415,345
FULLY OBLIGATED - All federal funds programmed to the project have obligated	\$ 6,186,035

# FLEETS FOR THE FUTURE UPDATE AND BOOTCAMP INVITATION

**Regional Transportation Council**  
**May 11, 2017**

**Lori Clark, Air Quality Management & Operations**



# Project Overview

**Focuses** on Reducing the Incremental Costs of Alternative Fuel Vehicles (AFVs) and Supporting Infrastructure



**National Partnership** Includes 4 Regional Procurements and 1 National Effort

- Mid-America Regional Council (MARC)**
  - Greater Kansas City: 1.8 million
  - Mo. and Kan. bi-state: 8.842 million
- Metropolitan Washington COG (MWCOCG)**
  - District of Columbia: 4.7 million
  - Suburban Md., northern Va.: 14.376 million
- Metropolitan Area Planning Council (MAPC)**
  - Greater Boston: 4.732 million
  - Mass. 6.547 million
- North Central Texas Council of Governments (NCTCOG)**
  - Dallas-Fort Worth: 6.603 million
  - Texas: 25.145 million
- Pima Association of Governments (PAG)**
  - Tucson: 980,263
  - Ariz.: 6.392 million
- Clean Cities Coalition outreach areas:**
  - New York, Ohio, Utah, Washington



# Regional Cooperative Procurement

**Focusing** on Local Public Fleets

**Organizing** the Cooperative Procurement to Obtain  
Volume Discounts

**Releasing** a Request for Proposals (RFP) with Specified  
Minimum Volumes

**Executing** Summer-Fall 2017

# Fleet Considerations

## Advantages

Total Cost of Ownership

Maintenance Costs

Sustainability Initiatives

Return on Investment

High Utilization Rates

Lower Fuel Prices

## Feasibility

Use of Central Parking Facilities

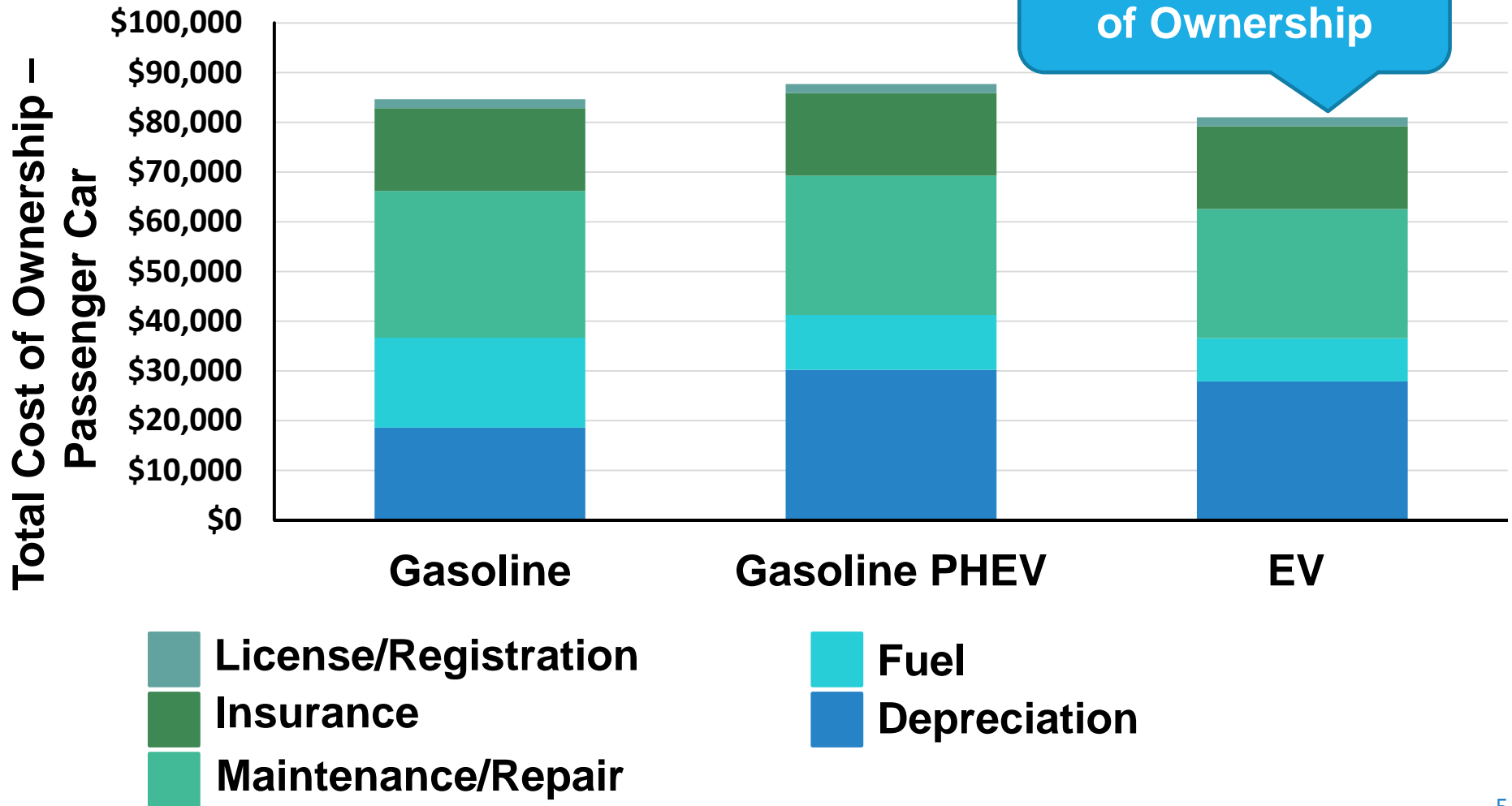
Route Predictability



# Fleet Considerations

## Total Cost of Ownership

Lower Total Cost of Ownership



Source: Argonne National Laboratory Alternative Fuel Life-Cycle Environmental and Economic Transportation Tool

# Regional Cooperative Procurement

## *Anticipated Vehicles*



**Propane Vehicles**



**Electric Vehicles (EV)**

**Plug-In Hybrid Electric Vehicles (PHEV)**



**Natural Gas Vehicles**

***Both Light-Duty and Heavy-Duty Options Available***

# Regional Cooperative Procurement *Anticipated Process*

**Fleet Signs “Soft Commitment”  
with NCTCOG**

**June 2017**



**NCTCOG Pools Soft Commitments to Select  
Vehicles for Procurement**

**June-July 2017**



**NCTCOG Administers RFP and Coordinates  
Vendor Selection**

**August-  
September 2017**



**Participating Fleets Coordinate Purchases  
Directly with Awarded Vendor(s)**

**October 2017 &  
Onward**

# Regional Cooperative Procurement

## *How to Get Involved*

### Attend Fleets for the Future Bootcamp

When: **May 24, 2017** from 10 am - 2 pm

Who: **Fleet and Purchasing Staff**

Where: **North Central Texas Council of  
Governments Offices**



**Lunch will  
be provided!**

RSVP to [bmuller@nctcog.org](mailto:bmuller@nctcog.org) or (817) 695-9299 by May 17 8



**Lori Clark**  
Principal Air Quality Planner  
[lclark@nctcog.org](mailto:lclark@nctcog.org)  
817-695-9232

**Bailey Muller**  
Air Quality Planner  
[bmuller@nctcog.org](mailto:bmuller@nctcog.org)  
817-695-9299

**Website:** [www.nctcog.org/f4f](http://www.nctcog.org/f4f)



**Acknowledgment:** This material is based upon work supported by the Department of Energy, Office of Energy Efficiency and Renewable Energy (EERE), under Award Number DE-0007462.



North Central Texas Council Of Governments

TO: Mayors  
 County Judges and County Commissioners  
 County Administrators and City Managers  
 Superintendents  
 School Board Presidents  
 Public Colleges and Universities  
 Special Districts  
 Regional Transportation Council  
 Surface Transportation Technical Committee

DATE: April 10, 2017

FROM: Michael Morris, P.E.  
 Director of Transportation

SUBJECT: Discounts on Alternative Fuel Vehicles through the Fleets for the Future Initiative

The North Central Texas Council of Governments (NCTCOG) encourages your participation in a regional cooperative procurement project called Fleets for the Future (F4F). Through this project, which is a partnership with the National Association of Regional Councils and five other regional councils, NCTCOG is working to help public fleets acquire alternative fuel vehicles at a lower price. To obtain discounts for fleets, NCTCOG will administer a Request for Proposals on behalf of all project participants, seeking prices for set volumes of vehicle orders. NCTCOG plans to coordinate a cooperative procurement for the following vehicle types:

1. Propane pick-up truck;
2. Light-duty battery electric vehicle (EV);
3. Light-duty plug-in hybrid electric vehicle (PHEV); and
4. Additional alternative fuel vehicles based on demand.

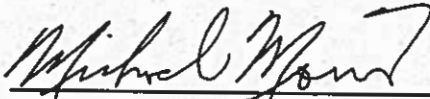
Related infrastructure for these vehicles may also be considered. Vendor selection is anticipated to be finalized in early fall 2017, enabling individual fleets to begin purchases at the beginning of the new fiscal year. In addition to this regional procurement, fleets will have an opportunity to participate in a national Fleets for the Future cooperative purchase in the coming months. This will offer an opportunity to obtain vehicle types that NCTCOG is not including in the regional cooperative procurement. More information on this national opportunity and the vehicles available will be provided at a later date.

The more vehicles purchased, the better the anticipated discounts. Thus, to ensure project success, NCTCOG encourages all local governments to participate in the project as appropriate. To get involved; all local governments are urged to:

April 10, 2017

1. Send both purchasing and fleet staff to attend the **Alternative Fuel Vehicle Odyssey** at Earth Day Texas on **April 20, 2017**. This event will include informational sessions on various types of alternative fuel vehicles, as well as a special procurement kick-off session for this project. Event details and free registration information are available on the enclosed flyer, or at [www.nctcog.org/f4f](http://www.nctcog.org/f4f).
2. Send both purchasing and fleet staff to attend a **Fleets for the Future Boot Camp** to be held at the North Central Texas Council of Governments office, 616 Six Flags Drive, Centerpoint Two, Arlington, TX 76011 on **Wednesday, May 24 from 10 am - 2 pm in the Transportation Council Room**. At this event, staff will discuss vehicles to be procured, details of the cooperative procurement process and vehicle specifications to optimize opportunities for fleet participation. **Lunch will be provided**. Please RSVP by Wednesday, May 17 to [bmuller@nctcog.org](mailto:bmuller@nctcog.org) or (817) 695-9299 to ensure an accurate head count for lunch orders.

For more information on this project, please visit [www.nctcog.org/f4f](http://www.nctcog.org/f4f), or contact Bailey Muller, Air Quality Planner, at [bmuller@nctcog.org](mailto:bmuller@nctcog.org) or (817) 695-9299.

  
Michael Morris, P.E.

BM:mg  
Enclosure

cc: Bailey Muller, Air Quality Planner, NCTCOG



# ALTERNATIVE FUEL VEHICLE ODYSSEY



ODYSSEY KICK-OFF 8:30 AM - 9:45 AM AND AFV SUMMIT 10 AM - 5 PM, APRIL 20, 2017

## FLEET DISCOUNTS

NCTCOG and DFW Clean Cities are proud to partner with Earth Day Texas and the National Alternative Fuels Training Consortium to present the Fleets for the Future (F4F) project. North Texas public fleets have an opportunity to get substantial discounts on alternative fuel vehicles (AFVs) for next year! Join us at this informational breakout session to learn how your fleet can participate in and benefit from this unique regional cooperative procurement process.

F4F is a national partnership between regional councils, Clean Cities coalitions, & industry leaders, coordinating regional scale procurement initiatives. This cooperative procurement is designed to consolidate bulk orders of AFVs and their related infrastructure to reduce purchase costs for public fleets.

More info at [www.nctcog.org/f4f](http://www.nctcog.org/f4f).



REGISTER AT  
[www.nctcog.org/f4f](http://www.nctcog.org/f4f)

## WHY PARTICIPATE?

- Get free AFV procurement advice from industry professionals at the F4F breakout session.
- Network with other industry experts at the AFV Odyssey Kick-off from 8:30 - 9:45 am.
- Learn more about AFVs through industry speakers, workshops, and presentations at the AVF Summit from 10 am - 5 pm.

## GROUP PURCHASES FOR:

- Propane Pick-Up Trucks
- Electric Vehicles
- Plug-In Hybrid Electric Vehicles
- Vehicle Procurement in Fall 2017



## ABOUT AFV ODYSSEY

National Alternative Fuel Vehicle Day Odyssey is the largest, nationwide event dedicated to promoting the use of and educating numerous audiences about alternative fuel and advanced technology vehicles. From electric cars to natural gas-powered vehicles, many options exist for clean-powered, alternative fuel vehicles!

EARTH DAY TEXAS • FAIR PARK • APRIL 20-23 • 150,000+ EXPECTED

# **CLEAN AIR ACTION DAY JUNE 23, 2017**

**Regional Transportation Council Meeting**

**Mindy Mize, Program Manager**



**North Central Texas  
Council of Governments**

**May 11, 2017**



# What is Air North Texas?



A public awareness campaign that encourages residents of North Texas to make clean air choices

Composed of a coalition of regional organizations committed to improving the air in North Texas

Aims to generate a consistent region-wide brand that promotes behavioral and lifestyle changes that impacts our health and the environment



# Challenge Actions



Do at least one thing to help improve air quality on Friday, June 23, 2017

Example actions are:

- Carpool
- Take lunch to work
- Use mass transit
- Bike or walk
- Combine errands
- Telecommute
- Avoid idling
- Maintain vehicle



More at [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday)

# How RTC Members Can Support Clean Air Action Day



Make commitments online

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

Share Clean Air Action Day information on social media #CAAD2017

Become an Air North Texas partner

Have your STTC representative bring the signed partner agreement to June 23 STTC meeting or submit to [airnorthtexas@nctcog.org](mailto:airnorthtexas@nctcog.org)

Support a Clean Air Action Day Challenge at your organization

# Challenge Overview



Each organization challenges their departments to participate in Clean Air Action Day

The department with the highest percentage of participation will be recognized

Organization with the highest participation will receive recognition



# Air North Texas Partners



American Lung Association  
 – DFW Region  
 Brookhaven College  
 City of Anna  
 City of Arlington  
 City of Bedford  
 City of Cedar Hill  
 City of Dallas  
 City of Denton  
 City of Fort Worth  
 City of Grand Prairie  
 City of Grapevine  
 City of Kennedale  
 City of Mesquite  
 City of North Richland Hills  
 City of Plano  
 City of Richardson  
 Cedar Valley College  
 DART  
 DCTA  
 DFW Airport  
 Health and Wellness  
 Alliance for Children  
 Hood County  
 Insta-brite Technologies  
 NCTCOG  
 The North Texas  
 Commission  
 Dallas County  
 Parker County  
 Tarrant County  
 TxDOT – Dallas District  
 TxDOT – Fort Worth District  
 U.S. Green Building Council  
 – North Texas Chapter  
 University of North Texas  
 Health Science Center  
 University of Texas at  
 Arlington  
 UT Southwestern  
 The-T



Brookhaven College  
DALLAS COUNTY COMMUNITY COLLEGE DISTRICT





# Contacts

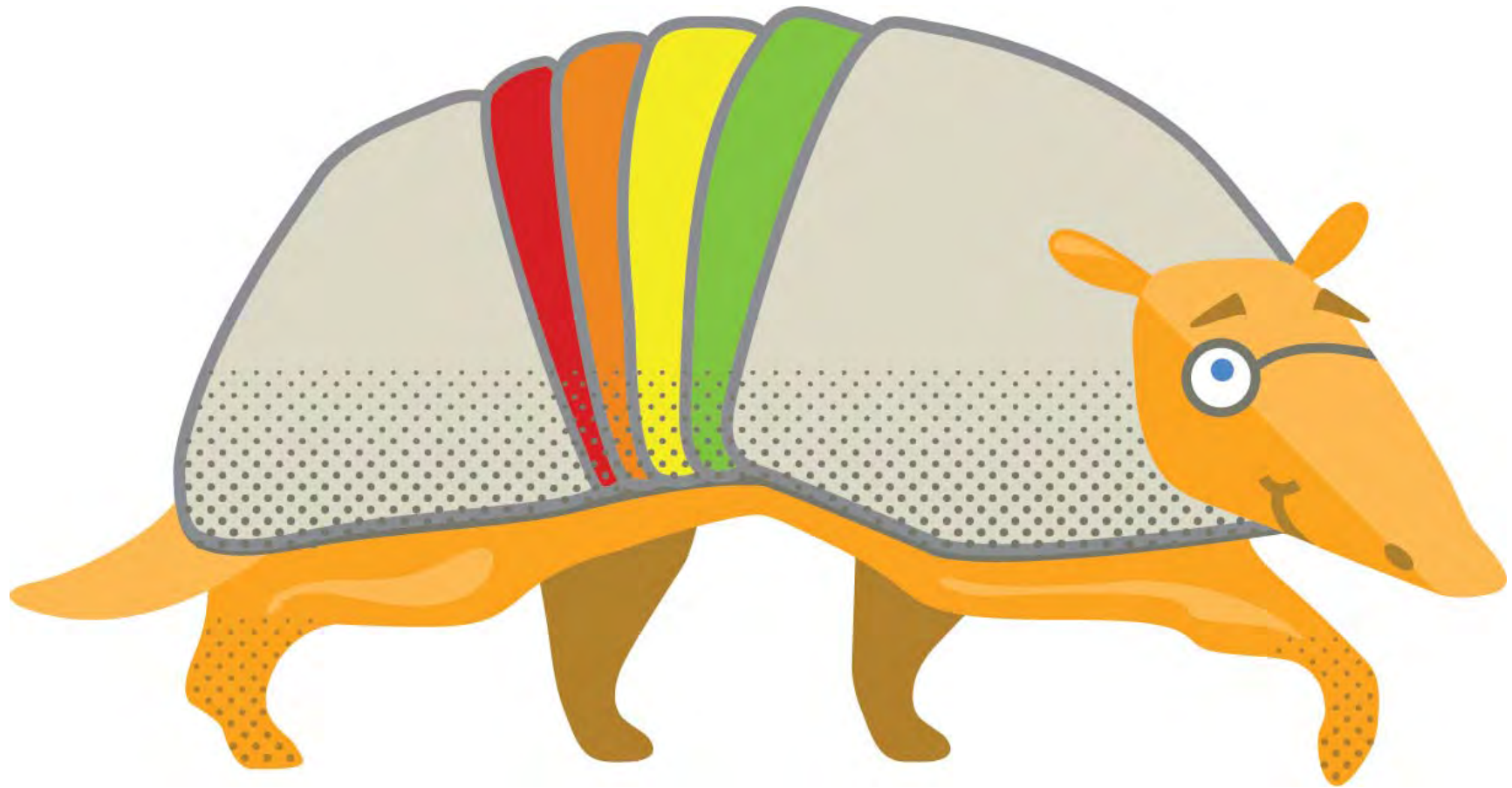


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817-704-5639  
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Program Manager  
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[mmize@nctcog.org](mailto:mmize@nctcog.org)

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

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



**#CAAD2017**



## AIR NORTH TEXAS PARTNER AGREEMENT

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

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

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

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

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

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

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

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

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

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

## **Section 2.**

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

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

## **Section 3.**

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

#### **3.1 Branding**

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

#### **3.2 Implementation**

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

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

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

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

### **3.2.3 Media Relations**

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

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

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

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

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

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

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

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

\_\_\_\_\_  
Name

Title

Entity

**Regional Transportation Council Attendance Roster  
May 2016-April 2017**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>5/12/16</b>	<b>6/16/16</b>	<b>7/14/16</b>	<b>8/11/16</b>	<b>9/8/16</b>	<b>10/13/16</b>	<b>11/10/16</b>	<b>12/8/16</b>	<b>1/12/17</b>	<b>2/9/17</b>	<b>3/9/17</b>	<b>4/13/17</b>
Monica R. Alonzo (07/15)	Dallas	P	P	E	P	P	P	P	P	P	P	P	P
Bruce Arfsten (08/15)	Addison	P	P	P	P	P	P	P	P	P	P	P	P
Douglas Athas (06/13)	Garland	P	P	P	P	P	P	P	P	P	P	E(R)	P
Sara Bagheri (12/16)	Denton	--	--	--	--	--	--	--	P	P	P	P	P
Brian Barth (09/13)	TxDOT, FW	P	P	P	P	P	P	P	P	E(R)	P	P	P
Carol Bush (01/15)	Ellis Cnty	P	P	E	P	A	P	P	E	P	A	P	E
Mike Cantrell (1/07)	Dallas Cnty	P	P	A	P	P	P	R	E	P	P	P	P
David L. Cook (05/16)	Mansfield	E	P	E	P	P	P	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	E(R)	P	P	P	E(R)	E	P	P	P	P	P	E(R)
Andy Eads (1/09)	Denton Cnty	P	P	A(R)	P	P	P	P	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	E	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	E	P	E(R)	P	P	P	P	P
Sandy Greyson (11/11)	Dallas	P	P	E(R)	P	P	P	P	E	P	P	A	P
Mojoy Haddad (10/14)	NTTA	A	P	P	A	P	P	P	E	A	A	P	A
Roger Harmon (1/02)	Johnson Cnty	P	P	P	A	P	E	P	P	P	E(R)	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	E	A	P	P	P	P	P	E	E	P
Ron Jensen (06/13)	Grand Prairie	A(R)	P	P	P	P	P	P	P	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	E(R)	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	P	P	P	P	P	P	P	E	P	P	E	P
Brian Loughmiller (04/15)	McKinney	P	P	P	E(R)	P	P	P	P	P	A	P	P
David Magness (06/13)	Rockwall Cnty	P	P	A(R)	P	P	A	P	E	P	E	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	P	P	P	P	P	P	P	E(R)	P
Matthew Marchant (07/08)	Carrollton	P	P	A	P	A	A	P	P	E	P	P	P
Maher Maso (10/08)	Frisco	E(R)	P	P	P	P	E(R)	P	P	P	P	E	P
B. Adam McGough (07/16)	Dallas	--	--	P	P	P	E	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	--	--	--	--	--	--	--	--	--	E	P	P
Cary Moon (06/15)	Fort Worth	E(R)	P	P	E	P	P	P	P	E(R)	P	E(R)	P
Stan Pickett (06/15)	Mesquite	P	P	A	P	E(R)	P	E(R)	P	P	P	E	E(R)
Mark Riley (1/09)	Parker Cnty	P	P	E(R)	P	P	E(R)	E	P	P	P	P	P
Kelly Selman (02/15)	TxDOT, Dallas	P	P	P	P	P	P	P	E(R)	E(R)	P	P	E(R)
Gary Slagel (11/15)	DART	P	P	P	P	P	P	P	P	P	P	P	E
Lissa Smith (6/12)	Plano	P	P	P	P	P	P	P	P	P	E	P	E
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	P	E(R)	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	E	P	P	P	E(R)	P	P	P	P	P	P
William Tsao (3/17)	Dallas	--	--	--	--	--	--	--	--	--	--	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  
May 2016-April 2017**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>5/12/16</b>	<b>6/16/16</b>	<b>7/14/16</b>	<b>8/11/16</b>	<b>9/8/16</b>	<b>10/13/16</b>	<b>11/10/16</b>	<b>12/8/16</b>	<b>1/12/17</b>	<b>2/9/17</b>	<b>3/9/17</b>	<b>4/13/17</b>
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	P	P	E	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	E(R)	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	E	P	P	P	E	P	E	E	P	P	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	E(R)	P	E	E	P	P	E(R)	E	P	P	P	E
Erik Wilson (07/15)	Dallas	P	P	E	P	A	P	P	E	P	E	P	P
W.B. "Zim" Zimmerman (9/12)	Fort Worth	P	E	E(R)	P	P	E(R)	P	P	P	P	P	P

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

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

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

Surface Transportation Technical Committee Attendance Roster  
March 2016-March 2017

STTC MEMBERS	Entity	3/25/16	4/22/16	5/27/16	6/24/16	7/22/16	8/26/16	9/23/16	10/28/16	12/2/16	1/27/17	2/24/17	3/24/17
Antoinette Bacchus	Dallas County	P	P	A	P	P	P	P	A	A	P	P	P
Micah Baker	Dallas County	--	--	--	P	A	P	A	P	A	A	A	A
Bryan Beck	Fort Worth	P	P	A	P	P	P	P	P	P	A	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	--	--	--	P	A	P	P	P	P	P	P	P
Kristina Brevard	DCTA	P	P	P	R	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	A	P	P	P	P	R	P	A	P	P	A	R
Mohammed Bur	TxDOT, Dallas	A	A	A	P	P	P	P	P	P	P	P	P
Loyl Bussell	TxDOT, FW	P	P	P	A	P	P	P	P	P	P	P	P
Dave Carter	Richardson	A	P	P	P	P	P	A	P	A	A	P	P
Kent Collins	Coppell	--	--	--	--	--	--	P	P	P	P	P	R
John Cordary, Jr.	TxDOT, FW	A	P	P	P	P	P	P	P	P	P	A	P
Hal Cranor	Eules	A	P	A	P	P	P	P	P	P	P	P	P
Clarence Daugherty	Collin County	P	P	A	P	P	R	R	R	P	P	P	P
Chad Davis	Wise County	P	P	P	P	A	P	P	A	P	A	A	P
Greg Dickens	Hurst	A	R	R	R	R	R	A	R	R	A	R	R
David Disheroon	Johnson County	A	A	P	P	P	A	P	P	P	P	P	A
Massoud Ebrahim	Greenville	A	A	P	P	P	P	P	P	P	A	P	P
Chad Edwards	DART	P	P	P	A	A	P	P	P	P	P	P	P
Claud Elsom	Rockwall County	A	P	P	P	P	P	P	P	P	A	P	P
Keith Fisher	Cleburne	--	--	--	--	--	--	--	--	--	P	R	P
Eric Fladager	Fort Worth	A	A	P	A	A	P	P	A	P	P	P	A
Chris Flanigan	Allen	P	P	P	R	P	R	P	P	P	P	P	P
Ann Foss	Arlington	--	--	--	P	P	P	P	P	P	P	P	P
Gary Graham	McKinney	R	P	R	P	R	P	R	P	R	R	P	P
Tom Hammons	Carrollton	P	A	A	A	A	A	P	A	A	A	A	A
Ron Hartline	The Colony	--	--	--	--	R	P	R	P	P	R	A	R
Michael Hasler	Duncanville	P	P	P	P	P	P	A	P	A	P	A	P
Curvie Hawkins	FWTA	P	A	A	A	P	P	P	P	P	P	A	P
Mark Hines	McKinney	--	--	--	P	A	A	A	A	A	A	A	A
Matthew Hotelling	Flower Mound	A	P	P	P	P	P	A	P	P	P	P	P
Kirk Houser	Dallas	P	P	P	P	P	P	A	P	P	A	P	R
Terry Hughes	Parker County	A	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	A	R	A	P	P	P	P	P	P	A	P	P
Paul Iwuchukwu	Arlington	A	P	A	P	P	P	A	P	P	P	P	P
Joseph Jackson	Ellis County	A	A	P	A	P	P	P	P	P	A	P	P
Tim James	Mesquite	P	A	A	P	A	A	A	A	P	P	A	A
David Jodray	Fort Worth	A	R	P	P	A	P	P	P	P	P	P	A
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A	A	A	A	A
Tom Johnson	DeSoto	A	A	P	P	A	P	P	P	A	P	A	P
Sholeh Karimi	Grand Prairie	P	P	P	A	P	P	P	A	P	P	P	P
Paul Knippel	Frisco	--	--	--	P	R	A	P	A	P	A	A	A
Chiamin Korngiebel	Dallas	P	A	A	A	A	A	P	P	P	P	P	A

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

Surface Transportation Technical Committee Attendance Roster  
March 2016-March 2017

STTC MEMBERS	Entity	3/25/16	4/22/16	5/27/16	6/24/16	7/22/16	8/26/16	9/23/16	10/28/16	12/2/16	1/27/17	2/24/17	3/24/17
Richard Larkins	Grapevine	A	P	A	A	A	P	P	P	A	A	P	A
Alonzo Liñán	Keller	--	--	--	--	--	--	--	--	--	--	P	A
Paul Luedtke	Garland	A	P	A	P	P	A	P	P	P	P	P	P
Stanford Lynch	Hunt County	P	P	P	P	R	P	P	P	A	R	P	A
Rick Mackey	TxDOT, Paris	P	A	P	P	P	P	P	P	P	A	A	A
Srini Mandayam	Mesquite	A	P	A	R	R	R	R	R	R	R	A	R
Laura Melton	Burleson	A	P	A	A	P	P	P	P	P	A	A	P
Brian Moen	Frisco	P	R	A	A	A	A	A	A	A	A	A	P
Cesar Molina, Jr.	Carrollton	A	A	A	P	P	P	A	P	P	A	P	A
Lloyd Neal	Plano	A	A	P	P	P	P	P	P	P	P	P	A
Mark Nelson	Denton	P	P	P	R	P	P	P	P	P	P	P	R
Jim O'Connor	Irving	P	P	P	P	P	P	A	P	P	P	P	P
Kenneth Overstreet	Bedford	A	P	A	A	A	A	R	P	P	A	A	A
Kevin Overton	Dallas	P	P	P	A	P	P	P	A	P	P	P	P
Dipak Patel	Lancaster	A	P	P	P	P	R	P	P	P	P	P	P
Todd Plesko	DART	A	A	A	P	A	P	P	P	P	P	P	P
Shawn Poe	Rowlett	--	--	--	--	--	--	--	P	P	P	P	P
John Polster	Denton County	A	P	P	P	P	P	P	P	P	A	P	P
Tim Porter	Wylie	--	--	--	--	--	--	--	--	P	A	P	P
Daniel Prendergast	Plano	--	--	P	P	A	P	A	P	P	P	P	P
Lisa Pyles	Addison	P	A	A	A	A	P	A	P	A	P	P	A
William Riley	Tarrant County	P	P	A	P	P	P	P	P	P	P	P	P
Greg Royster	DFW Int. Airport	P	A	P	A	A	P	P	A	P	A	A	P
Moosa Saghian	Kaufman County	P	P	A	P	A	P	A	P	P	P	P	P
David Salmon	Lewisville	P	P	P	P	P	P	P	P	P	R	P	P
Elias Sassoon	Cedar Hill	P	E	P	P	P	P	P	R	P	R	P	P
Lori Shelton	NTTA	A	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	P	P	P	P	P	P	A	P	P	P
Randy Skinner	Tarrant County	A	A	P	A	P	P	P	P	P	P	P	P
Angela Smith	FWTA	A	P	P	P	A	P	A	P	A	P	P	A
Chelsea St. Louis	Dallas	--	--	--	--	--	--	--	--	--	P	P	P
Caleb Thornhill	Plano	P	P	P	A	P	A	P	P	P	A	P	P
Dave Timbrell	Garland	--	--	--	--	--	--	--	--	--	A	A	A
Mark Titus	Richardson	P	P	P	P	P	P	A	P	P	P	P	P
Timothy Tumulty	Rockwall	P	A	P	P	A	A	P	P	A	A	A	P
Gregory Van Nieuwenhuize	Haltom City	A	P	P	R	P	R	P	P	P	P	P	P
Daniel Vedral	Irving	A	A	P	A	P	A	P	A	A	A	P	A
Caroline Waggoner	North Richland Hills	A	P	P	P	P	P	P	P	A	P	P	P
Jared White	Dallas	P	P	P	P	P	P	A	A	P	P	P	A
Bill Wimberley	Hood County	P	R	A	P	A	P	P	P	P	P	P	P
Mykol Woodruff	TxDOT, Dallas	P	P	P	P	A	A	A	P	P	P	A	P
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE March 24, 2017**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, March 24, 2017, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Bryan Beck, David Boski, Kristina Brevard, Chris Funches (representing Keith Brooks), Mohammed Bur, Loyl Bussell, Dave Carter, Cody Wildoner (representing Kent Collins), John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Chris Flanigan, Ann Foss, Gary Graham, Brian McNulty (representing Ron Hartline), Michael Hasler, Curvie Hawkins, Matthew Hotelling, John Brunk (representing Kirk Houser), Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Joseph Jackson, Tom Johnson, Sholeh Karimi, Paul Luedtke, Yang Jin (representing Srini Mandayam), Laura Melton, Brian Moen, Julie Anderson (representing Mark Nelson), Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, William Riley, Greg Royster, Moosa Saghian, David Salmon, Elias Sassoon, Lori Shelton, Walter Shumac III, Randy Skinner, Chelsea St. Louis, Caleb Thornhill, Mark Titus, Timothy Tumulty, Gregory Van Nieuwenhuize, Caroline Waggoner, Bill Wimberley, and Mykol Woodruff.

Others present at the meeting were: Vickie Alexander, Berrien Barks, Natalie Bettger, Jason Brown, Leah Brown, Ken Bunkley, Sarah Chadderdon, Shawn Conrad, Brian Dell, Kevin Feldt, Marcos Fernandez, Brian Flood, Joe Garcia, Christie Gotti, Jill Hall, Heather Haney, Jeff Hathcock, Victor Henderson, Alan Hendrix, Rebekah Hernandez, Chris Hoff, Yagnesh Jarmarwala, Mike Johnson, Dan Kessler, Mark Kinnaman, Ken Kirkpatrick, Dan Lamers, April Leger, Amanda Long-Rodriguez, Chris Masters, Mark Middleton, Mindy Mize, Jenny Narvaez, Nick Page, Erica Paige, Chris Reed, Rylea Roderick, Kyle Roy, Dean Stuller, Greg Vowels, Mitzi Ward, Amanda Wilson, and Brian Wilson.

Michael Morris recognized Mykol Woodruff for his two years of service on the Surface Transportation Technical Committee and also as a previous alternate member of the Regional Transportation Council.

1. **Approval of February 24, 2017, Minutes:** The minutes of the February 24, 2017, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** There following items were included on the Consent Agenda.
  - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of revisions to the 2017-2020 Transportation Improvement Program, provided in Reference Item 2.1.1, was requested. Administrative amendments were provided for information in Electronic Item 2.1.2.
  - 2.2. **Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council approval of modifications to the FY2016 and FY2017 Unified Planning Work Program, provided in Reference Item 2.2.1, was requested. Additional information was provided in Electronic Item 2.2.2.

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

3. **Critical Freight Corridors: Regional Connections:** Jeff Hathcock briefed the Committee on the proposed 2017 Critical Urban Freight Corridor designations for the region. The effort identifies important freight corridors that provide critical connectivity to the State Freight Network and the National Highway Freight Network. There are three systems within the region: 1) the Primary Highway Freight System (federal, interstate highways), 2) the Texas Freight Network (state highways), and 3) Critical Freight Corridors (regional). Critical freight corridors include urban corridors that are designated by Metropolitan Planning Organizations and rural corridors designated by the Texas Department of Transportation. Staff anticipates that approximately 100 miles are expected for 2017 designations. Proposed freight corridors for the region were evaluated through a qualitative and quantitative process and as mentioned the rural corridors will be designated by the State. Staff has reviewed some of the rural corridors and will provide suggestions to the State. Through this effort, staff proposed to ensure that the designations align with the goals of the Metropolitan Transportation Plan, the Transportation Improvement Program, and the 10-Year Plan. Performance based planning was utilized to develop a scorecard that considered truck travel data, intermodal facility location connections, connections to freight oriented developments, connections to the primary highway freight system, connections to the Texas freight system, and connections to the major freight generator logistic centers and manufacturing warehousing/industrial properties. A map of the proposed 2017 Critical Urban Freight Corridors was shown, including how the regional proposed designations fit into the overall system. Reference Item 3 contained a map showing the proposed facilities for designation. Additional information, the scorecard used for ranking, and future proposal information was provided at [www.nctcog.org/cfc](http://www.nctcog.org/cfc). A motion was made to recommend Regional Transportation Council approval of the proposed 2017 Critical Urban Freight Corridor designations in Reference Item 3. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.
  
4. **Transportation Development Credits: Category Renewals and Additions:** Brian Dell presented proposed changes to the regional Transportation Development Credit (TDC) program. TDCs are earned by the region when toll revenues are used to fund capital projects on the public highway system and are available to be used as a local match to federal funding awards. In 2012, the Regional Transportation Council (RTC) received an allocation of approximately 465 million TDCs and as of September 2016, approximately 319 million remain available for programming. Current categories and the number of credits allocated to date for each were highlighted. In addition, proposed changes discussed at the February 9, 2017, RTC meeting were summarized. For Category 1, Strategic Awards to Small Transit Providers, staff proposed to continue the category and increase its allocation by 16 million. In Category 2, RTC has Revenue, staff proposed to continue the category, increase its allocation by 10.4 million, and remove Type 1 Call from its original name. For Category 3, Local Agency has Revenue, it was proposed to change the name by removing Type 2 Call from its original name; reduce the allocation by 73,484; and retire the category. For Category 4, staff proposed to continue the category and increase the allocation by 50 million. In Category 5, staff proposed more significant changes. Proposed changes include refinement of the category's goal to "Support regional programs and projects that improve air quality, congestion, reliability, safety, and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply." Staff envisions using these credits for other efforts such as sustainable development projects, Regional Turnback efforts, safety, and other strategic partnerships with agencies in the region and proposed to increase the allocation by 20 million. In addition, staff proposed the creation of an additional category for the Metropolitan Transportation Plan Policy Bundle with an allocation of 100 million credits. If approved, approximately 123 million credits will remain for future programming. Mr. Dell noted that additional allocations are for fiscal years (FY) 2017, 2018, and 2019, with the exception of Category 1 which includes 1 million credits from FY2016. Additional details were provided in Reference Item 4. A motion was made to recommend

Regional Transportation Council approval of the recommended changes to the regional Transportation Development Credit program detailed in Reference Item 4, approval of staff contacting other Metropolitan Planning Organizations in the state to assess interest in exchanging Transportation Development Credits for cash, and transmittal of a letter to Texas Department of Transportation Headquarters to clarify why the North Central Texas Council of Governments has not received additional allocations of Transportation Development Credits since 2012. John Polster (M); Lori Shelton (S). The motion passed unanimously.

5. **Hemphill/Lamar Connector Project and Partnership with Tarrant County and Other Agencies:**

Christie Gotti presented proposed action to finalize the partnership with the City of Fort Worth, the Texas Department of Transportation (TxDOT), Tarrant County, and the Regional Transportation Council (RTC) regarding the Hemphill/Lamar Connector project. In the Downtown Fort Worth area, Hemphill Street goes north from IH 20 and terminates just before downtown, south of IH 30. Lamar Street goes south out of downtown and stops just north of IH 30. This effort will build the connection between the two roadways at IH 30. As part of the IH 30 reconstruction in 2000, TxDOT built three bridges over Hemphill/Lamar to enable the construction of a connector in the future. The project was defederalized by the RTC in 2009 at the request of the City. Rising project costs have led to the need for a partnership to fill the funding gap and the use of local funds allows the project to proceed without going through the federal environmental process (which would further delay the projects). Staff reviewed records to identify a source for local funding and found that Tarrant County had committed \$20 million to the TEXRail project. Staff proposed to swap Tarrant County local funds with \$20 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and to use 4 million Transportation Development Credits in lieu of a local match for the TEXRail project. Tarrant County also agreed to contribute an additional \$3 million to the Hemphill/Lamar project. In exchange, \$1 million in CMAQ funds will be used for a transit pilot project in Forest Hill, Everman, and Crowley as requested by the County. In original discussions, Tarrant County requested assistance on the intersection at SH 199 and IH 820. With additional discussions, staff discovered that Tarrant County was more interested in the intersection at FM 1220 at Azle Avenue. TxDOT will assess the needed improvements at this intersection as part of the recently approved funding of \$415 million on SH 199. It is hoped that the SH 199 improvements will help alleviate the congestion at the FM 1220 intersection. If not, staff will work with TxDOT to backfill funds for the intersection if needed. A funding gap remains on Hemphill/Lamar so staff proposed to use \$3.4 million in Regional Toll Revenue (RTR) funds from the RTC to cover the remainder of the construction cost. The RTR funds will be transferred from the east to the west and federal funds returned to the east. Approximately \$7.1 million in RTR funds were set aside for Kaufman County as part of another partnership on Proposition 12 preliminary engineering/right-of-ways funds in 2012. The County gave up Proposition 12 funds as part of the partnership and received RTR funds in exchange, which were never assigned to a project. Kaufman County's needs are primarily on-system and federal funds would not harm the County so staff proposed that \$10 million in federal funds be provided to recognize Kaufman County is giving up more flexible RTR funds that would now go to Tarrant County. The balance of \$3.7 million in RTR funds will go into a regional account for a project to be determined at a later time. This swap will be reflected on the next quarterly east/west equity report. Ms. Gotti summarized the funding commitments discussed, totaling approximately \$53 million for the project. A timeline of the effort was highlighted. Tarrant County and the City of Fort Worth are going through the approval processes for their parts of the partnership. Bryan Beck thanked staff and those involved for the effort. A motion was made to recommend Regional Transportation Council approval of the partnership among Fort Worth, Tarrant County, the Texas Department of Transportation, and the Regional Transportation Council and to transfer Regional Toll Revenue funds between the eastern and western accounts as detailed in Reference Item 5. The motion also included approval to administratively amend the

2017-2020 Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to incorporate the changes. Bryan Beck (M); William Riley (S). The motion passed unanimously.

6. **Approval of Automated Vehicle Program Funding:** Tom Bamonte provided an overview of Automated Vehicle Program funding proposed for Regional Transportation Council (RTC) approval. Details were provided in Reference Item 6. Six automated vehicle projects are included in the upcoming Transportation Improvement Program modification cycle, and were presented individually. The first three projects are related to the United States Department of Transportation designation of Texas as an automated vehicle proving ground. The first request is \$350,000 to support a deployment of automated shuttles in and around the University of Texas Arlington campus in order to develop low-speed shuttles in campus environments and reduce short auto trips to and around campuses. Also recommended is a second automated vehicle shuttle deployment elsewhere in the region for \$250,000. This could serve multiple purposes such as automated transit vehicles at corporate campus, activity center circulators, or flexible neighborhood transit. The third related project funding is \$1 million to develop the IH 30 corridor as an automated vehicle test corridor focused on technology that would help increase capacity, speeds, reliability, and safety of the managed lanes. The next projects are related to automated vehicle data infrastructure to support transportation. The first project is to provide \$250,000 as grants to local communities to help make their traffic signal data accessible. There is significant interest among auto makers on traffic signal optimization and to make safer intersections. The second project is \$250,000 for 511DFW enhancement to provide grants to help communities make transportation data accessible. This will help the region share information about road closures, special events, and incident affecting traffic flow and traffic efficiency in the region. The final project is to develop a "mover" system for freight/people utilizing automated vehicle technology and enabling infrastructure in the region. Funding of \$575,000 would help develop an integrated system for moving people and freight using automated vehicles both in streets and in guideways. John Polster noted that some projects are proposed to be funded with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding and some with Surface Transportation Block Grant program funds and asked if the logic was to spread out funding. Mr. Morris noted the strategy outlined is preferred by staff. Where staff believes CMAQ is eligible, it has been proposed. Mr. Polster also asked about the project that indicates local match in which is not defined by whom. Mr. Bamonte noted the local match will depend on the type/location of the funded project. Shawn Poe asked if there was an opportunity to partner with private-sector companies who would be using local entity data to help fund some of the projects rather than using CMAQ funds that could be used on transportation projects or to cover local match since there is value to the data that entities provide. Mr. Bamonte noted that private-sector companies are contributing significant funding to develop data gathering, algorithms, and outreach efforts to local communities. A motion was made to recommend Regional Transportation Council approval of the automated vehicle related funding detailed in Reference Item 6. John Polster (M); Kristina Brevard (S). The motion passed unanimously.
  
7. **Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program Project Funding Buckets:** Heather Haney provided information on the proposed project selection process for Fiscal Year (FY) 2017-2020 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funds scheduled to occur this year. During the 10-year planning effort approved by the Regional Transportation Council (RTC) in December 2016, projects were programmed using Category 2, Category 4, and Category 12 funds. Category 5 and Category 7 were not programmed and were used as a potential backstop for the 10-Year Plan. Now that approval of the 10-year planning effort is complete for the first year, it is time to program CMAQ and STBG funds. Anticipated available funds



for FY2017 total \$30-80 million total, FY2018 total \$70 million, FY2019 total \$140 million, and FY2020 total \$105 million. For FY2017, carry over from FY2016 are still being finalized so it will affect the available funds. FY2017 and FY2018 existing partnerships are included in these amounts. The proposed process is to select projects through 11 funding programs based on similar goals. Each of the proposed project funding programs were highlighted. Federal/Local Funding Exchanges will increase regional revenues through the exchange of federal funds and local funding. This effort establishes Phase Three of the RTC/Local program. Current requests include the Dallas Area Rapid Transit TRIP partnership, Glade Road/DFW Airport, TRE local swap, and the Kaufman County/City of Terrell partnership. The Automated Vehicle Program is to advance automated vehicle testing, infrastructure, and deployment in the region. Current requests include the Texas automated vehicle proving ground, automated vehicle data infrastructure, and multi-purpose mover prototyping. The Strategic Partnerships effort is to coordinate and develop partnership with local agencies to help fund high-priority projects, leverage non-RTC funds, and advance project development. Current requests include the Collin County LIP/LIRAP partnership, the Southern Dallas County partnership, and the Hemphill/Lamar funding partnership. Studies in Coordination with the Unified Planning Work Program will provide funding for feasibility studies to examine future project scenarios. Current requests include the Medical District/Harry Hines Study, the Conflans Road study, and the M-Line extension to Knox Street Study. The next program, 10-Year Plan/Proposition 1 Adjustments, will be used to fund any overruns on Proposition 1 projects not already handled through the 10-Year Plan effort. Projects are to be determined and staff will discuss/finalize details with the TxDOT districts. The Sustainable Development Phase 4/Turnback Program, Context Sensitive and TOD Projects effort is to support sustainable development initiatives by providing funds for turnback partnerships, context sensitive design, and TOD projects. Current requests include the downtown Weatherford Turnback, Harwood Road in Bedford, Lewisville Turnback, Main Street in Crowley, SH 356 Couplet Turnback in Irving, and Park Lane/Vickery Meadow in Dallas. Next, the Transit Program is to assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region. Current requests include high-intensity bus transit in the IH 30 corridor, Cotton Belt corridor, and Carpenter Ranch Station in Irving. Assessment Policy Programs/Projects is the implementation of a policy to assess the increased value of transportation improvements to adjacent property so as development occurs along the project area the RTC is repaid for improvements funded along the corridor. Current requests include the City of Haslet Assessment Policy and Ferguson Pkwy in the City of Anna. Local Bond Program Partnerships are developed to leverage bond funds for projects of strategic importance to local governments and the region. Current efforts include the City of Dallas and Parker County bond programs. The next effort is Safety, Innovative Construction, and Emergency Projects. This effort is to support operations, safety, innovative construction, and emergency improvements. Current efforts include the Wycliffe Avenue flooding project and Shady Shores bridges. Maintenance and Operations, NCTCOG-Implemented, and Regional/Air Quality Programs is to consider extending existing and funding new regional air quality and management/operations programs. Current efforts include Congestion Management operations, the SH 161 tow truck staging, and Regional Emissions Reduction Program. Through this effort, projects will be selected from the Metropolitan Transportation Plan and program-related emphasis areas. Selection will occur in stages via the individual programs. Ms. Haney noted that feedback from entities is requested regarding the funding programs and projects to be considered in the individual programs. John Polster requested that the presentation be emailed to members. Chad Edwards asked if this is a call for projects; will these projects be rated against other projects. Ms. Haney noted that projects will be weighted in the appropriate programs based on similar goals and not ranked like a formal call for projects. Staff clarified that out of the money available, specific amounts are not allocated to specific programs.

8. **Legislative Update:** Rebekah Hernandez provided a federal legislative update. She noted the President recently released a portion of his proposed FY2018 budget and highlighted transportation-related items. Funding included \$16.2 billion of discretionary funds, which is a 13 percent decrease from the 2017 Continuing Resolution level. This portion of the budget makes up 29 percent of the total budget, so the remaining 71 percent is funded through mandatory budget authority that will be released in May. Related to transit, the proposed budget would limit funding for the Federal Transit Administration's Capital Investment Program (New Starts) to projects with existing full funding grant agreements. The proposed budget also eliminates the Transportation Improvements Generating Economic Recovery (TIGER) program, and the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program is funded at an average of \$900 million per year. Ms. Hernandez noted that the President's infrastructure plan is anticipated in the fall and may have additional transportation funding. An update on the 85<sup>th</sup> Texas Legislature was also provided. May 8 is the last day for House Committees to report House bills and May 20 the last day to report Senate bills. May 29 is the last day of the session. Bills related to the RTC Legislative Program were highlighted: 1) continue progress made toward improving transportation and air quality during recent legislative sessions, 2) invest in further progress toward meeting transportation and air quality needs, and 3) provide support for other transportation topics that may be addressed. Related to transportation funding, House Bill 1 and Senate Bill 1 are the general appropriations bills. The Senate Finance Committee approved a substitute of its version of the budget and the full Senate will debate the plan on April 4. The Committee did include all of the Proposition 7 funds but voted to delay the transfer of the funds by one month from August to September, so the payment would actually be in the next fiscal year. The House has come out publically against the strategy but have not voted out its version of the budget. Some additional transportation bills have been filed, including House Concurrent Resolution 108 that directs the comptroller to reduce transfers to the State Highway Fund (the anticipated Proposition 7 funds reduced by 50 percent in FY2018 and FY2019). Ms. Hernandez noted the RTC sent correspondence on this topic. In addition, bills that either use Proposition 7 funds for expanded uses, transfer some of the motor vehicles sales tax, or increase the gas tax have been filed but these are not likely to pass. Many bills have been filed regarding air quality, including HB 2321 and SB 2003 that would modernize and add flexibility to the Low-Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) program. These changes would allow those who meet the requirements of the program to participate at higher levels. HB 2321 is scheduled to be heard in the Environmental Regulation Committee on March 28. Several bills were also filed that would limit or end the motor vehicle inspection and maintenance program and ending or expanding the Texas Emission Reduction Plan (TERP). Ms. Hernandez noted the SB 1 contains a TERP rider that cut funding and was approved at \$70 million per year. The House version still has \$118 million per year. Regarding comprehensive development agreements, HB 2861 is the statewide CDA bill. Projects included from the region include IH 30 from IH 35W to east of Fielder, IH 635E from US 75 to IH 30, and IH 35E from IH 635 to US 380. HB 2295 has also been filed separately for IH 635E from US 75 to Royal Lane/Miller Road. Over 20 high-speed rail bills have been filed include restricting eminent domain, funding, or limiting high-speed rail. A rider in SB 1 would prohibit TxDOT from using state funds for high-speed rail operated by a private entity. Regarding transit, SB 385 was approved in the Senate Transportation Committee. This bill would require voter approval of local acceptance and use of federal funds for commuter rail projects. Mr. Hernandez also discussed other topics of interest. SB 312 was approved by the Senate on March 21. This is the TxDOT Sunset bill. Staff will continue to track this since additional transportation issues are often amended to the bill as the session moves forward. Finally, several bills related to safety have been filed including ending safety inspections, red light cameras, and wireless communication devices and are moving forward. Chad Edwards noted Dallas Area Rapid Transit (DART) was concerned with SB 385 and its impact on the Cotton Belt project. He noted DART staff

spoke against the bill in Austin. Related to the President's budget, DART understands it is a suggestion from the President to Congress but removing the \$2.4 billion in capital investment funds would have a significant impact. This region would potentially lose billions as DART has two projects it is pursuing for use of these types of funds. Mr. Morris noted that staff will address both of the points if it has not already provided comment. Clarence Daugherty discussed the removal of TIGER funding and asked how the previous total compare. Ms. Hernandez noted that previous funding included both TIGER at \$600 million and FASTLANE at \$900 million. It is a reduction in funding for the \$600 million. However, the infrastructure plan may have additional funding. Kristina Brevard noted that the Denton County Transportation Authority (DCTA) appreciated comments on SB 385. DCTA also had representatives in Austin offered to provide its speaking points and messages to staff and suggested that DART speaking points may also be helpful.

9. **High-Occupancy Vehicle Subsidy Report:** Berrien Barks provided an update on the most recent managed lane performance report presented as part of the Regional Transportation Council's (RTC) Toll Managed Lane and High Occupancy Vehicle (HOV)/Express Managed Lanes policies. The current policy allows for HOV users to travel the tolled managed lanes during the peak periods for a 50 percent discount with the RTC paying the cost of the discount on two of the region's managed lane corridors. During development of the current managed lane policy, the need and desire for regular updates was expressed in order to track the HOV 2+ subsidy and to consider when and if moving to a 3+ requirement in order to receive the discount was necessary. A map of the region's near-term managed lane system was highlighted, showing managed lane facilities currently opened or facilities expected to be open and operating in the next five years. The RTC is responsible for the subsidy on the opened sections of the North Tarrant Express and the LBJ Express. As of January 2017, the current subsidy is approximately \$1 million. The RTC originally allocated approximately \$17 million to pay for these subsidies. In addition to the HOV subsidy users receiving a discount, also included in the policy is a discount for RTC-sponsored vanpool users when they travel the tolled managed lanes during the peak periods. This discount is available through a reimbursement request. As of January 2017, approximately \$2,400 in reimbursements have been requested. Based on these subsidy figures, staff believes it is safe for the region to remain at a 2+ occupancy requirement in order to receive the discount until June 2018 or earlier based on future subsidy reports. The North Texas Tollway Authority continues to serve as the billing agent for all tolled managed lanes in the region and has not communicated any customer service impacts or concerns to date. From a performance standpoint, staff reports to the Committee and RTC when the corridor speeds drop below 35 miles per hour (mph). To date, there has not been a qualify instance in which speeds have dropped below 35 mph. A table showing the subsidy cost by corridor was presented. John Polster noted the limits of the IH 35E corridor on the map shown at the meeting should be adjusted for the corridor to end at Lake Lewisville. Mr. Barks noted that staff would make the adjustment to the map.
10. **Texoma Area Paratransit System Wrap Up:** Sarah Chadderdon provided an update on efforts to close out funding agreements and manage assets that were used to support transit service operated by Texoma Area Paratransit Systems (TAPS) in the south Collin County area between 2013 and 2015. In 2013, after Collin County and the City of McKinney selected TAPS to provide service in other parts of Collin County, the Regional Transportation Council (RTC) approved TAPS to provide service in the south Collin County area. Over the period from 2013 to 2015, financial problems became evident at TAPS. By the fall of 2015, TAPS was reducing service and in December 2015 TAPS canceled all service in Collin County. During the following year, and plus, staff has worked on closing out agreements and redistributing vehicles associated with that service. TAPS still operates in five counties outside the region and is the rural transit provider in Wise County. Because Wise County is within the planning boundary, staff continues to coordinate with TAPS on

transit planning activities. During the period TAPS provided service in south Collin County, the RTC approved several types of funding. In late 2015, to assist in keeping service running during its financial problems, RTC offered a loan backstop of \$250,000. TAPS did not access this offer. RTC also approved \$100,000 for financial consulting services to assure that requests for reimbursement were submitted and that there was appropriate documentation. The funds were repaid to the RTC using reprogrammed funds. To support the transit service in Collin County from 2013 to 2015, the RTC approved \$6.5 million over the three-year period and about \$5 million of this was returned which means TAPS did not use it or did not request reimbursement. The \$5 million was reprogrammed in the region. Lastly, the RTC awarded approximately \$1.9 million under various competitive transit funding programs and \$700,000 of this has been returned and will be reprogrammed. Across all approved funding, all requests for reimbursement from TAPS have been paid or canceled, and all funding agreements have been terminated. There is no further RTC liability to TAPS. In terms of transit assets, 28 vehicles funded by the RTC were used by TAPS. Per policy, the North Central Texas Council of Governments (NCTCOG) held a lien on the titles to maintain continuing control over the vehicles. When TAPS canceled service, NCTCOG was able to sell or transfer all 28 vehicles. Some of the vehicles TAPS purchased with RTC funds had features that made it more difficult to transfer or sell to other transit agencies in the region. Specifically, some of the vehicles were not lift equipped to meet Americans with Disabilities Act requirements and some were heavily branded. NCTCOG funding procedures have since been updated to preclude these issues in the future so that staff can maximize fleet flexibility moving forward. With the closing of funding agreements and reassignment of assets, staff also conducted an internal assessment of the TAPS experience. Several areas where we want to emphasize the importance of early and often communication were identified. Review of internal controls showed that the internal checks and balances were appropriate. Staff added additional communication checkpoints in the risk-assessment processes to ensure that a robust internal communication structure is maintained. Staff will also continue open communication with external stakeholders including STTC, RTC, the Texas Department of Transportation, and the Federal Transit Administration. In addition, the experience with TAPS can help raise local government/NCTCOG awareness of estimates and times for transit service that are too-good-to-be-true. Lastly, Ms. Chadderdon recognized successful partnerships among RTC and the Dallas Area Rapid Transit, Denton County Transportation Authority, STAR Transit, and Yellow Cab who all provided assistance with transit services during the TAPS situation. Next steps related to TAPS were highlighted. Staff will reprogram the returned \$700,000 through the open RTC Transit Call for Projects focused on increasing mobility options for seniors and individuals with disabilities; the Call closes April 7. Staff will also explore opportunities for a legislative approach related to transit board oversight of financials at smaller transit agencies. This was identified as an issue during this process and the goal would be to adjust the transportation code for smaller agencies to be more similar to the existing requirements for larger transit authorities. Finally, staff will continue to support cities in Collin County as they plan for ongoing and future transit services. Additional information was provided in Electronic Item 10.

11. **Start of Ozone Season and Other Air Quality Updates:** Jenny Narvaez provided an update on the 2017 ozone season that began on March 1 and ends November 30. As of the date of the meeting, there have been no exceedance days. The current design value is 72 parts per billion (ppb) for the years 2015 through 2017. Staff will continue to provide updates to the Committee throughout the ozone season. An update on the 2015 eight-hour ozone standard was also provided. Staff anticipates the Environmental Protection Agency (EPA) will provide designations by October 2017. By June 2, if the EPA believes it is necessary to make any modifications to State recommendations, the EPA will notify the State by letter 120 days prior to the designations effective date. Counties anticipated to be designated in nonattainment under the 2015 eight-hour ozone standard, based on 2014-

2016 ozone data, were highlighted. In addition to the counties currently in nonattainment, there was a recommendation from the State to include Hood County. Based on the most updated and current data, Hood County falls below the 70 ppb standard and it is hoped that Hood County will remain in attainment. Ms. Narvaez also highlighted outreach activities and education especially helpful during the ozone season. The Air North Texas website has been updated. The website, [www.airnorthtexas.org](http://www.airnorthtexas.org), contains a place to sign up for air pollution alerts, find air quality and ozone information, commit to clean air actions, and also become an Air North Texas partner. In addition, upcoming outreach events were highlighted, including the Fort Worth Earth Party, Earth Day Fest at Brookhaven College, University of North Texas University Day, Earth Day Celebration and the Dallas Fort Worth International Airport, Odyssey Day ([www.afvdayodyssey.org](http://www.afvdayodyssey.org)) and Earth Day Texas ([www.earthdaytx.org](http://www.earthdaytx.org)) in Dallas, a Fleets for the Future ([www.nctcog.org/f4f](http://www.nctcog.org/f4f)) panel session, and the regional Clean Air Act Day. Additional information regarding these events is also available at [www.airnorthtexas.org](http://www.airnorthtexas.org). Information on alternate fuel trainings and events is available at [www.dfwcleancities.org](http://www.dfwcleancities.org). Additional details were provided in Electronic Item 11.

12. **Potential Transportation Alternatives Program Funds Lapse:** Ken Bunkley provided an update on Transportation Alternatives Program (TAP) funds apportioned in Fiscal Year (FY) 2014 that are at risk of lapsing if not utilized by September 30, 2017. Federal regulations state that apportioned Transportation Alternatives Program funds are available for obligation for the year of apportionment plus three years. Any apportioned amounts that remain unobligated at the end of the period lapse. TAP funds apportioned in FY2014 must be obligated by the end of FY2017. Mr. Bunkley explained that the federal funding is allocated over multiple fiscal years. Staff is working with TAP funds from FY2013-FY2016. The funding is not project specific and any lapse in funds will reduce the total funding available. Since projects are obligated on a first-come, first-served bases as they become ready, the longer projects are delayed the greater the chance they will not receive funding. In June 2016, staff presented TAP funds from FY2013. Approximately \$2.1 million of the \$8 million was at risk of lapse, but six projects were able to obligate between July 2016 and September 2016 so none of the FY2013 allocated TAP funding lapsed. This year, staff coordinated with implementing agencies and the Texas Department of Transportation (TxDOT) to determine the current status and expected let date for each project. The North Central Texas Council of Governments (NCTCOG) and TxDOT then verified if the timelines were realistic and which projects might obligate in FY2017. Through this effort, risk level categories were identified and assigned to the remaining 21 projects. Low risk projects are scheduled to let in FY2017. Moderate risk projects are scheduled to let in FY2017, but based on current information may have delays. High risks projects are not likely to meet the FY2017 deadline to obligate or no responses were received from the implementing agencies. As of March 2017, \$300,000 of the FY2014 TAP funds have obligated. Approximately \$7.9 million of unobligated funds are at risk. Six projects are on schedule to obligate prior to the end of FY2017 with expected obligations of \$5.4 million (identified as low risk). Approximately \$8.3 million in projects were identified at moderate risk. At high risk are \$3.5 million in projects. Some of these projects were originally programmed in FY2018 so staff was aware these projects would not likely meet the deadline. Moving forward, NCTCOG staff will continue to work with TxDOT and agency staff to monitor projects. STTC members should coordinate with agency staff to ensure that projects remain on schedule to let or obligate in FY2017. Focus should be on projects that are currently identified as moderate risk as they are necessary to meet the obligation requirements. Mr. Bunkley reminder members that the amount of time it takes for TxDOT to review, approve, draft agreements, and other necessary steps varies for each projects. Cities need to coordinate with TxDOT to develop a realistic schedule and expectations. Details were provided in Electronic Item 12.

13. **Resolution in Support for the Texas Hyperloop Challenge Entry:** Tom Bamonte presented hyperloop technology and the Regional Transportation Council's (RTC) approval of the Texas entry in the Hyperloop One Global Challenge. Hyperloop is a system of sending passenger or freight pods through near-vacuum tubes at airline speeds using relatively low energy. A test track is being built in Nevada, pods are being designed and built, and governments around the world are racing to get commercially viable systems up and running by the early 2020s. Hyperloop One is a firm conducting a global competition to identify early hyperloop deployment sites throughout the world. Details were provided in Electronic Item 13.1. Approximately 2,600 entries were submitted for the competition and the Texas proposal was selected as a semifinalist. The Texas proposal would be for a line that would go carry both people and freight between Dallas-Fort Worth and San Antonio, with a spur to the Houston port and freight-only spur to Laredo. In January 2017, Hyperloop One narrowed the field to approximately 35 entries, with the US Texas Triangle (Austin, Dallas, and Houston) proposal being one of the 35 entries. Hyperloop One approached the Texas team to find out if it knew of a 40-mile corridor that could be a starting point for the United States deployment. The team proposed a corridor connecting the two major metropolitan recommendations. The initial segment will be woven into the Texas entry for the Hyperloop Global One Challenge. Mr. Bamonte noted the State of Texas is rich in medium-range routes and it is hoped Texas could emerge as a finalist in the competition. At the March 9, 2017, RTC meeting, the Council adopted a resolution in support of the Texas entry into the Hyperloop One Global Challenge, provided in Electronic Item 13.2.
14. **Fast Facts:** Michael Morris provided information on a proposed partnership with the Texas Transportation Commission that encourages an incentive to take on-system roadways off-system. A copy of the correspondence was provided in Electronic Item 14.1.

Michael Morris also provided noted that Electronic Item 14.2 contained a letter to the Federal Railroad Administration regarding the environmental impact study on the project between Dallas and Fort Worth.

Carli Baylor discussed the April public meeting notice distributed at the meeting in Reference Item 14.12. At the meetings, staff will provide updates on transportation funding and air quality initiatives. Additionally TxDOT will present information on its American with Disabilities Act accessibility program reporting.

Carli Baylor also highlighted information regarding the 2017 spring outreach season provided in Electronic Item 14.3. Staff will be at each of the events to answers questions and provide updates on transportation and air quality initiatives that help improve mobility and quality of life in the region.

Brian Wilson noted that the current edition of Mobility Matters was distributed at the meeting and also available in Electronic Item 14.4. The publication features stories on the automated vehicle program, and the FLYBY DFW app that seeks to generate interest in aerospace and aviation careers for elementary, middle, and high school students.

Jenny Narvaez provided information on the Southern Transportation and Air Quality Summit, scheduled for August 29-30, 2017. Details were provided in Electronic Item 14.5.

Allix Philbrick highlighted current air quality funding opportunities for vehicles. The Texas Commission on Environmental Quality Rebate Grants Program is opened until May 26, 2017. In addition, the Propane Vehicles Incentives for Texas program has expanded its fleet incentive to include local governments for the purchase of a propane vehicle or conversion to propane. Additional information was made available in Electronic Item 14.6.

Nancy Luong presented information on upcoming Car Care Clinics in April. The clinics encourage drivers to properly maintain their cars which will have a positive impact on air quality. Seven free clinics will be held throughout the region. Details were provided in Electronic Item 14.7.

Jenny Narvaez provided information on the upcoming Metropolitan Transportation Plan, Transportation Improvement Program, and air quality conformity schedule. A memo was recently provided to partners discussing the upcoming schedule and was included in Electronic Item 14.8.

Travis Liska discussed Transit Oriented Development Rail station area fact sheets that provide a brief overview of the demographic and transit service planning development data on existing and planned pedestrian and bicycle facilities that are within a half mile walking distance for light rail and commuter rail stations in the region. A link to the fact sheets was provided in Electronic Item 14.9 and at [www.nctcog.org/toddata](http://www.nctcog.org/toddata). He also noted a sustainable development zoning guidebook that is a resource with information on locally adopted zoning approaches supporting walkable, mixed-use, and transit-oriented developments. Additional information regarding the guidebook is provided at [www.nctcog.org/zoning](http://www.nctcog.org/zoning).

The current Local Motion was provided in Electronic Item 14.10 and transportation partner progress reports were provided in Electronic Item 14.11.

15. **Other Business (Old and New):** Dan Kessler introduced Victor Henderson, a new North Central Texas Council of Governments Transportation Department staff member.
16. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on April 28, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:25 pm.





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

## May 2017

### Calendar

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

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

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

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

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

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

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

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



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

across the country will celebrate Bike to Work Week.

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

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

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

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



North Central Texas  
Council of Governments

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

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

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

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

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

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

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

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

— Written by City of Arlington

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Transportation Resources

### Facebook

Facebook.com/nctcogtrans

### Twitter

Twitter.com/nctcogtrans

### YouTube

YouTube.com/nctcogtrans

### Instagram

Instagram.com/nctcogtrans

### Publications

NCTCOG.org/trans/outreach/publications.asp

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## Partners

**Dallas Area Rapid Transit**  
DART.org

**Denton County  
Transportation Authority**  
DCTA.net

**North Texas Tollway Authority**  
NTTA.org

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

**Texas Department  
of Transportation**  
TxDOT.gov

## By the Numbers

7

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

# PUBLIC *Involvement*

## **NCTCOG to discuss transportation alternatives**

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

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

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

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

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

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