

AGENDA

**Regional Transportation Council
Thursday, April 9, 2015
North Central Texas Council of Governments**

- 11:00 am** **Legislative Workshop (Transportation Council Room)**
- 1:00 pm** **Full RTC Business Agenda**
(NCTCOG Guest Secured Wireless Connection Password: rangers!)
- 1:00 – 1:05** 1. **Approval of March 12, 2015, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Mike Cantrell, RTC Chair
Item Summary: Approval of the March 12, 2015, 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. **2015 – 2018 Transportation Improvement Program Modifications**
 Presenter: Christie Gotti, NCTCOG
 Item Summary: Regional Transportation Council (RTC) approval of March 2015 out-of-cycle and May 2015 revisions to the 2015-2018 Transportation Improvement Program (TIP) will be requested.
 Background: March 2015 out-of-cycle revisions to the 2015-2018 TIP are provided as [Reference Item 2.1.1](#) for RTC ratification. May 2015 revisions to the 2015-2018 TIP are provided as [Reference Item 2.1.2](#) for RTC consideration. Comments received through the public involvement process are provided as [Electronic Item 2.1.3](#) for RTC review. These modifications have been reviewed for consistency with the Metropolitan Transportation Plan, air quality conformity determination, and financial constraint of the TIP.
- 1:05 – 1:15** 3. **Orientation to Agenda/Director of Transportation Report**
 Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG
1. State Maintenance Fund Allocation Method: Action Supporting Judge Glen Whitley's Request
 2. 2014 Transportation Conformity Update: The Importance of April 6, 2015 ([Electronic Item 3.1](#))
 3. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.2](#))
 4. 2015 Ozone Season Update ([Electronic Item 3.3](#))
 5. Comments from the Online Public Input Opportunity, March 9 – April 7, 2015 (Handout)
 6. This Is It – Passenger Transit: Response to Legislative Comments

- 7. Freeway Incident Management Executive Level Course Announcement, May 13, 2015
- 8. Regional Transportation Council East/West Equity ([Electronic Item 3.4.1](#) and [Electronic Item 3.4.2](#)) and American Recovery and Reinvestment Act Update ([Electronic Item 3.4.3](#) and [Electronic Item 3.4.4](#))
- 9. Passenger Rail Options
- 10. Recent Correspondence ([Electronic Item 3.5](#))
- 11. Recent News Articles ([Electronic Item 3.6](#))
- 12. Recent Press Releases ([Electronic Item 3.7](#))
- 13. Transportation Partners Progress Reports

1:15 – 1:35

4. **State/Federal Legislative Update and Proposed Action from the Regional Transportation Council Legislative Workshop**

Action Possible Action Information Minutes: 20

Presenters: Michael Morris and Amanda Wilson, NCTCOG

Item Summary: The Regional Transportation Council (RTC) will receive an update on State and federal legislative actions. The Texas Legislature convened on January 13, 2015. The United States (US) Congress convened January 6, 2015. Transportation issues will be a focus for both the Texas Legislature and US Congress. In addition, action will be proposed from the RTC Legislative Workshop scheduled earlier in the day.

Background: The Texas Legislature and US Congress will be in session at the time of the April RTC meeting. This item will allow staff to provide updates on key positions of the RTC and allow any additional positions to be taken.

1:35 – 1:50

5. **Mobility 2040**

Action Possible Action Information Minutes: 15

Presenter: Dan Lamers, NCTCOG

Item Summary: Work is underway on the region's next long-range transportation plan. Staff will present a brief overview of the purpose, schedule, and new initiatives being considered for Mobility 2040. Staff will also highlight several policy considerations related to Metropolitan Transportation Plan (MTP) recommendations to be reviewed in the development of the new plan.

Background: One of the primary responsibilities of the Metropolitan Planning Organization is the development and maintenance of a metropolitan transportation plan. The last comprehensive update of the MTP occurred in 2011 with the adoption of Mobility 2035. Since then, Mobility 2035 has gone through two revisions, an update in 2013 and an amendment in 2014. Staff has initiated the development of a new MTP, Mobility 2040. 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 later this year. The Regional Transportation Council is expected to take action on Mobility 2040 in March of 2016.

- 1:50 – 2:00** 6. **Innovative Revenues/Financial Backstop Update**
 Action Possible Action Information Minutes: 10
 Presenter: Ken Kirkpatrick, NCTCOG
 Item Summary: The Council will be briefed on the status of Regional Transportation Council (RTC) financial backstop commitments and associated risks, including an inventory of projects with innovative revenue streams.
 Background: The RTC has a history of supporting and developing innovative funding strategies to advance critical transportation projects in the region. One such recent example is the RTC financial backstop for the SH 360 toll project, which ensures that the Texas Department of Transportation (TxDOT) construction advance will be repaid and operations and maintenance costs will be paid in the event of revenue shortfalls.
- 2:00 – 2:10** 7. **Roadway Leverage and System Development**
 Action Possible Action Information Minutes: 10
 Presenter: Michael Morris, NCTCOG
 Item Summary: Staff will highlight information requested by the Regional Transportation Council (RTC) that may be helpful as the Legislature debates tools, tolls, and revenues.
 Background: Jungus Jordan requested an information summary similar to the one developed for transit to highlight RTC/Texas Department of Transportation success, leveraging, and the creation of a roadway system. [Electronic Item 7](#) highlights the system, leverage, and benefits of a connected roadway system. This item bookends the previous work presented at the March 12, 2015, RTC meeting regarding the importance of transit investments.
- 2:10 – 2:20** 8. **"Characteristics of Premium Transit Services": An Application for the Dallas-Fort Worth Region**
 Action Possible Action Information Minutes: 10
 Presenter: Michael Morris, NCTCOG
 Item Summary: The Regional Transportation Council (RTC) will be briefed on a concept for advanced public transportation to take advantage of the growing network of tolled managed lanes.
 Background: Staff will present a concept to pilot test a new transit investment on the IH 30 corridor from Arlington to Downtown Dallas that takes advantage of three park-and-ride lots, the soon-to-open tolled managed lane, and the Federal Highway Administration/RTC carpool app. The integration of these components may have application regionwide, especially with the connection of the region's tolled managed lanes. "Characteristics of Premium Transit Services" is a concept that staff participated in as part of a national research study.

9. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Reference Item 9.1](#))
- STTC Attendance and Minutes ([Electronic Item 9.2](#))
- Local Motion ([Electronic Item 9.3](#))

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

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

12. **Next Meeting**: The next meeting of the Regional Transportation Council (RTC) is scheduled for ***1:00 pm, Thursday, May 14, 2015, at the North Central Texas Council of Governments.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
March 12, 2015**

The Regional Transportation Council (RTC) met on Thursday, March 12, 2015, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Douglas Athas, Brian Barth, Bruce Wood (representing Carol Bush), Sheri Capehart, Rudy Durham, Andy Eads, Charles Emery, Mark Enoch, Gary Fickes, Robert Franke, Mojoy Haddad, Darrell Cockerham (representing Roger Harmon), Vonciel Jones Hill, Greg Giessner (representing Ron Jensen), Jungus Jordan, Geralyn Keever, Stephen Lindsey, Bruce Arfsten (representing Laura Maczka), Scott Mahaffey, Mark Riley, Amir Rupani, Danny Scarth, Kelly Selman, Lissa Smith, Mike Taylor, Stephen Terrell, William Velasco II, Oscar Ward, William Meadows (representing Bernice J. Washington), Duncan Webb, Glen Whitely, Kathryn Wilemon, and Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Jasper Alve, Nancy Amos, Taylor Armstrong, Melissa Baker, Berrien Barks, Carli Baylor, Jon Blackman, Mike Branum, Bob Brown, Jason Brown, Ron Brown, Michael Burbank, Matthew Burgess, Jarrett Burley, Mark Collier, Angie Carson, Lori Clark, Michael Copeland, Jim Crites, Bill Crolley, Mike Curtis, Clarence Daugherty, Ruben Delgado, Kim Diederich, Jerry Dittman, David Dryden, Chad Edwards, Brittney Farr, Rob Fifarek, Brian Flood, Kenneth Fuller, David Gattis, Bob Golden, Christie Gotti, Richard Harper, Duane Hengst, Rebekah Hernandez, Robert Hinkle, Jodi Hodges, Terry Hughes, Karen Kahn, Dan Kessler, Roger Kittrell, Paul Knippel, Dan Lamers, April Leger, Rachel Linnewiel, Sonny Loper, Ana Lozano, Paul Luedtke, Stanford Lynch, Indira Manadhar, Mike Miles, Cliff Miller, Amy Moore, Jose Morales, Michael Morris, Elizabeth Mow, Tom Muir, Erica Muldek, Jose Murillo, Jenny Narvaez, Bruce Nipp, Mickey Nowell, Kevin Overton, Vaughn Parker, Vivica Parker, Dan Perry, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Bill Riley, Kyle Roy, Greg Royster, Elias Sassoon, Lori Shelton, Walter Shumac, Tammy Sims, Randy Skinner, Chelsay Smith, Jim Sparks, Jahnae Stout, Sarah Stubblefield, Vic Suhm, Gary Thomas, Karla Weaver, Sandy Wesch, Elizabeth Whitaker, and Amanda Wilson.

1. **Approval February 12, 2015, Minutes:** The minutes of the February 12, 2015, meeting were approved as submitted in Reference Item 1. Robert Franke (M); Gary Fickes (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Unified Planning Work Program Modifications:** A motion was made to approve modifications to the FY2014 and FY2015 Unified Planning Work Program provided in Reference Item 2.1.1. Details were provided in Electronic Item 2.1.2.

Robert Franke (M); Kathryn Wilemon (S). The motion passed unanimously.
3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized Geralyn Keever for her years of service on the Regional Transportation Council (RTC). Dan Kessler presented demographic information requested by members at the February 12, 2015, RTC meeting. He reviewed forecasts developed from 1985 to 1987 for projections of population and employment in the region to the year 2010 compared to actual data from the 2010 Census. Overall, the North Central Texas Council of Governments' (NCTCOG's) forecast for the year 2010 was lower by approximately 1 million people. He noted that

control totals from external sources were used in the development of projections. When original forecasts were developed, NCTCOG projected slightly higher percentages of growth in Tarrant and Dallas Counties and lower percentages of growth in Collin and Denton Counties than what actually occurred. In order to avoid this kind of difference between projections and what actually occurs, NCTCOG staff now uses a model validation process. By setting the current model back to the year 2000 and performing analyses for 2005 and 2010, staff can compare this data to the actual data from the 2010 Census and calibrate the current model to verify forecasted growth. In most cases, the current model is within 1-2 percent for the 2010 validation year. Mr. Morris highlighted an invitation to RTC members to attend the 2015 Infrastructure Forum presented by the Dallas Regional Chamber on March 17, 2015. He provided a Proposition 1 update, noting that Proposition 1 went well at the recent Texas Transportation Commission meeting. In addition, he noted that April 9 is Please Stand Up 4 Transportation and that the ozone season official began on March 1. Air Quality funding opportunities for vehicles were provided in Electronic Item 3.2, information regarding National Car Care Month was provided in Electronic Item 3.3, and information on the Environmental Protection Agency's proposed reclassification of the Dallas-Fort Worth nonattainment area was provided in Electronic Item 3.4. A flyer announcing the 2015 Federal Transit Administration Programs Call for Projects for Job Access & Seniors and Individuals with Disabilities was provided in Electronic Item 3.5. Mr. Morris noted that development of the FY2016 and FY2017 Unified Planning Work Program has begun and that correspondence has been transmitted to agencies regarding planning study and technical assistant requests. An air quality fact sheet was provided in Electronic Item 3.6, information regarding a March public input opportunity was provided in Electronic Item 3.7, Disadvantaged Business Enterprise Program concurrence was provided in Electronic Item 3.8, and travel demand management performance measures were provided in Electronic Item 3.9. In addition, recent correspondence was provided in Electronic Item 3.10, news articles in Electronic Item 3.11, and press releases in Electronic Item 3.12. Partner progress reports were provided at the meeting.

4. **Comments to the Environmental Protection Agency Regarding Proposed Rule: National Ambient Air Quality Standards for Ozone:** Chris Klaus highlighted air quality activity in the region over the past year and focused on the Environmental Protection Agency's (EPA's) recently proposed new ozone standard. Details were provided in Electronic Item 4.1. As part of its five-year National Ambient Air Quality Standards review process, the EPA proposed a new eight-hour ozone standard of 65-70 parts per billion (ppb) with comments being accepted for a standard as low as 60 ppb. In addition, EPA proposed that the ozone season be extended to the end of November of each year. The changes would require the EPA to develop a new air quality index based on the new standard and would add additional counties to the nonattainment area. The public comment period for the proposed new standard closes March 17, 2015. Reference Item 4.2 includes five categories of comments proposed for submittal to the EPA. Comments include encouraging the EPA: 1) not to implement the extended ozone season in the Dallas-Fort Worth (DFW) nonattainment region, 2) to establish guidance on assessing the impact of background and transport ozone on the DFW air shed, 3) to review the equitability of how Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are dispersed, 4) to establish a national committee to revise transportation conformity rules, and 5) to revisit the five-year National Ambient Air Quality Standards review timetable. Mr. Klaus discussed background and transport ozone, noting that on a given day levels as high as 50 ppb traverse into the nonattainment ozone area that are out of the region's control. While the EPA recognizes background and transport ozone, it does not identify how a region can incorporate these when developing air quality plans. He also discussed comments regarding

CMAQ funding. As more counties are added to the nonattainment area due to the lower standard, the allocation for CMAQ funding remains the same. CMAQ is important in order to implement local control projects that reduce emissions. In addition, conformity has become a long, antiquated process that should be streamlined. Comments propose establishing a national committee to revise transportation conformity rules to help streamline the process. Finally, modernizing the air quality standard review frequency is important to avoid facing multiple standards at the same time in the future. Mike Taylor asked if there is a point of diminishing return regarding attainment of the standards. Mr. Klaus noted that to date, the region has met every standard at some point and that comments suggest that EPA does not take into consideration the economic impacts resulting from continuously trying to reduce a standard for which a region has less and less control. Mr. Morris noted that as the standard is lowered and background/transport ozone remains an issue, the ability to influence air quality is reduced. Mr. Klaus noted that staff does not disagree with the standards set by the scientific community to protect public health. However, as standards improve over time the rules to implement those standards and to reach compliance have not been updated. Comments are directed towards providing the region with tools to meet the standards. A motion was made to authorize the Regional Transportation Chair to submit comments to the EPA no later than March 17, provided in Reference Item 4.2, on the new ozone standard proposed by the EPA. Vonciel Jones Hill (M); Oscar Ward (S). The motion passed unanimously.

- 5. State and Federal Legislative Updates:** Amanda Wilson provided an update regarding federal legislation. Appropriations subcommittees continue to meet on Fiscal Year 2016 appropriations, and all discussions have been to maintain current funding levels. The House has passed the Passenger Rail Reform and Investment Act of 2015, but the Senate has not begun work on this initiative. Congress must address funding the Highway Trust Fund, a Moving Ahead for Progress in the 21st Century extension, Federal Aviation Administration (FAA) reauthorization, as well as rail reauthorization. Ms. Wilson also provided an update regarding the Texas Legislature. She encouraged members to monitor e-mails about committee hearings and bills filed that may be related to the Regional Transportation Council (RTC) Legislative Program. In addition, as committees begin hearing bills letters of support for bills on the RTC Legislative Program will be provided. Staff will bring bills not related to RTC Legislative Program before the RTC. Legislation is moving positively for two items on the RTC Legislative Program to actively pursue: identify additional transportation revenue and support full funding for the AirCheckTexas program. She noted that the House Transportation Committee has created a new subcommittee on long-term transportation infrastructure planning. Regarding the State budget (HB 1/SB 2), House Appropriations and Senate Finance continue to meet, with a significant difference in funding. In addition, baseline funding has been approved by the House for both Low-Income Repair and Replacement Assistance Program (LIRAP)/Local Initiative Projects (LIP) and the Texas Emissions Reduction Plan (TERP). A total of \$81 million for each program per year is pending and has gone to the exceptional items portion of the appropriations while work is being completed on HB 7. HB 7 is a cleanup of the general revenue dedicated accounts to determine an appropriations cap and to look at efforts outside of the appropriations cap that would give some flexibility for TERP and LIRAP funds. There is also work being done that would directly appropriate all of the funds to counties. Related to transportation revenue, Ms. Wilson noted SB 5 and SJR 5 that would dedicate the first \$2.5 billion of the motor vehicle sales tax per year for general revenue. The next \$2.5 billion would go to the State Highway Fund for non-tolled roadway projects with additional funds split 50/50 between the State Highway Fund and general revenue. She also noted that staff was reviewing several other bills related to diversions, fees to the State Highway Fund, and local registration. Regarding

public-private partnerships, three comprehensive development agreement bills have been filed related to IH 35 in Travis County and FM 1925 in South Texas. SB 1045 has also been filed and would allow the Texas Department of Transportation to enter into a design-build contract on IH 635E, but not as a toll road. Bills of interest related to AirCheckTexas program funding include HB 1030 that would give counties flexibility to determine their participation in the repair and replacement component and would expand LIP funding to any project that would improve air quality. HB 1961/SB 922 would allow the program to operate at the county level. Two bills of interest regarding high-speed rail have been introduced. HB 1876 requires notification to legislators and county judges about a rail project and HB 1889 would require county or municipality approval of a project that would travel through its area. Ms. Wilson highlighted additional topics of interest, specifically noting those related to the RTC Legislative Program to support and monitor. These include bills filed related to aviation encroachment, unmanned aircraft systems, and safe passing distances for bicycle/pedestrian unprotected road users. Related to transit, bills have been introduced regarding passenger rail liability and how the Texas Mobility fund can be used. In addition, the RTC previously had a position on allowing a pilot program using shoulders for buses during congested period. A bill has been filed that would allow Tarrant County to participate in a pilot program. Finally, a bill has been filed that would prohibit Federal Transit Administration funds from being used on rail projects. Under eminent domain, related bills would remove private toll road company or corporation eminent domain authority. Numerous red light camera bills have been filed, as well as bills that would require live broadcasting of all Metropolitan Planning Organization (MPO) public meetings, as well as require voting members of an MPO policy board to be elected officials. Several bills have been filed regarding toll roads and managed lanes. Staff requested that members approve a letter of support for HB 735 that would establish a program to collect information on the number of alternatively fueled vehicles registered in Texas through the vehicle registration process. This would help provide emissions reduction data, forecast revenue, monitor performance measures, and streamline new requirements. In addition, staff discussed two bills that are not part of the RTC Legislative Program. HB 1944/SB 678 is related to liability for passenger rail facilities and would cap the total liability for an incident or an accident when a railroad company allows passenger rail transit on its rail system. Ms. Wilson noted that the bill seems specific to the Denton County Transportation Authority. HB 20 is related to long-range planning and creates an advisory committee for project selection. Staff will review these bills and provide the text to members to review prior to discussion at the April 9 RTC meeting. Jungus Jordan noted that there appears to be a critique of local control as a common theme throughout the State Legislature and expressed the important role that local agencies have in providing solutions for air quality and transportation within their regions. Mr. Morris stated that some bills would move away from federal rules that give MPO policy boards flexibility to set their own voting structures. The RTC led the nation in having voting representatives on the policy board from transportation providers such as the airport, transit agencies, and toll road partners. The ability of the Legislature to contradict federal requirements is an area that staff will be reviewing and we will seek action not just for the importance of local control, underscored well by HB 20, but also where it reaches across federal protections, representation, and flexibility of investment. Danny Scarth also noted the importance of local control. A motion was made to provide a letter of support for HB 735 that would allow the State to collect information on the number of alternatively fueled vehicles registered in Texas. Jungus Jordan (M); Oscar Ward (S). The motion passed unanimously.

6. **SH 360 Update: A Reduction in Regional Transportation Council Risk:** Michael Morris presented an update on the SH 360 project. The procurement process has come back from the Texas Department of Transportation (TxDOT) and the entire length of the project is able

to be built. Several options were available for the \$300 million and offers from the design-build contractor indicate they will be able to finish the frontage road system, all tolled lanes to US 287, and the next phase of the interchange at SH 360 and US 287. The unit cost of maintenance is lower than TxDOT estimated and more revenue will be available since more of the project is able to be completed. This greatly lowers the Regional Transportation Council's risk with regard to the \$300 million loan to the State. Additional details will be presented in the future.

7. **Texas Department of Transportation – Transportation Alternatives Program Call for Projects:** Karla Weaver provided an update regarding the Transportation Alternatives Program (TAP) Call for Projects opened on January 16, 2015, by the Texas Department of Transportation (TxDOT). Approximately \$52 million in federal funds is estimated to be available, and the submission deadline is 5 pm central time on May 4. As designated by Moving Ahead for Progress in the 21st Century, 50 percent of the funds were provided to departments of transportation statewide, 33 percent went to metropolitan planning organizations with urbanized areas over 200,000, and 17 percent was available to TxDOT for cities or areas outside the urbanized areas with populations less than 200,000. The 50 percent provided to departments of transportation statewide is estimated to be approximately \$300-\$400 million in strategic priority project funds that will be partnerships with the Texas Transportation Commission. If entities are not eligible for the 17 percent and have a project that is ready to go but was not ready for the North Central Texas Council of Governments (NCTCOG) TAP Call for Project, entities should discuss the project with their district engineer. Projects will be determined on a case-by-case basis. Ms. Weaver highlighted a map showing the large urbanized areas that would not be eligible for the current call for projects, including the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized Areas. There are over 100 cities in the region that are outside the urbanized area and 55 cities that are on the border or cross the border of the urbanized areas that may be eligible for the current TxDOT TAP Call for Project. A TAP Workshop was hosted by the NCTCOG on March 10, 2015, and facilitated by representatives from the Dallas, Fort Worth, and Wichita Falls TxDOT District offices. Information, including the application and criteria for the call for projects, is available at www.nctcoq.org/TAP. Letters of support from NCTCOG are required and should be requested no later than April 20, 2015.
8. **Sustainable Development Regional Mobility Initiatives Report:** Karla Weaver presented the Sustainable Development Regional Mobility Initiatives report, a publication that highlights sustainable development successes over the past 14 years. In 2001, the Sustainable Development Funding Program was created by the Regional Transportation Council (RTC) to utilize existing system capacity, improve rail mobility, promote mixed use, and improve access management. Ms. Weaver highlighted project criteria for the three Sustainable Development calls for projects held since 2001. A total of 81 projects have been funded; 59 construction projects, 20 planning projects, and 20 pilot projects for land banking. Over \$144 million has been invested, including 80 percent through RTC award and a minimum 20 percent local match. Projects were highlighted, and it was noted that projects always occurred within infill or investment areas, main streets, historic downtowns, along rail, etc. Ms. Weaver discussed each of the three calls for projects, noting the type of funds utilized for each and the length of time it took to complete projects. Use of RTC Local funds, swapped for federal funding, allowed for timelier implementation of projects by using local government knowledge in the procurement, design, inspection, and approval process. A main focus of Sustainable Development has been transit oriented development (TOD), which is land planning and building orientation geared toward encouraging pedestrian activity and transit use. Approximately 66 percent of sustainable development funding has

supported TOD, and the many benefits of investments near rail were highlighted. Regionally, approximately 10,900 residential units and over 3.5 million square feet of commercial space that at full occupancy would accommodate 10,300 jobs has been added. These investments are near many large employers, schools, and shopping centers. Ms. Weaver also highlighted funded planning projects that are often the forethought that is necessary for sustainable development. Staff's next effort will be to clean up appraisal data and look at the impact of land use around investments, as well as identify funds for a 2015/2016 call for projects. Mr. Morris discussed staff efforts to determine the type of call and source of funds for a future call for projects, as well as management and operation efforts.

9. **Transit Elements in the Cotton Belt Corridor: Vehicle Manufacturing Facility, TEX Rail Line Support, and Technical Assistance to Town of Addison:** Michael Morris provided a status report on various aspects of the Cotton Belt Corridor included in the long range transportation plan. In the west, the Fort Worth Transportation Authority (The T) TEX Rail line is progressing towards implementation. The Federal Transit Administration (FTA) has again proposed funding in the President's budget for this effort. Even though the funding may not be approved, the FTA will likely hold the funding and eventually propose a full funding grant agreement to The T. This will allow for implementation of the rail line from downtown Fort Worth to the AB Station at the Dallas/Fort Worth (DFW) International Airport. In advance of this, The T has begun the procurement process for vehicles and are negotiating with a vendor that has also provided vehicles to the Denton County Transportation Authority. The region now has an option to purchase vehicles while also creating an incentive for a manufacturing facility to potentially locate in the region. The vendor is looking at sites in Dallas, Tarrant, and Denton Counties. He reminded members that the North Central Texas Council of Governments (NCTCOG) is not involved in the location of the facility, but is working to maximize options through additional vehicle purchases. Staff will also work with the Governor regarding his interest in the manufacturing facility and will continue conversations with the Texas Department of Transportation. In the east, Dallas Area Rapid Transit (DART) is looking into a bus rapid transit system. Staff will be requesting more information regarding this and other DART planning activities for a rail system to the AB Station at the DFW International Airport and present additional information to members at the April 9 RTC meeting. Mr. Morris also noted that the Regional Transportation Council (RTC) preserved Texas Mobility Funds to build the bridge over the DFW Connector which will permit rail vehicles to come from both the east and the west into the AB Station. This project will go to construction in the near future. In addition, he discussed frustration from the City of Addison. The City of Addison has been contributing money into the DART system since 1984 and is seeking assistance with DART to carry out its rail commitment to the community. With current restraints, it may be many years before DART is able to address rail in Addison. Staff is brainstorming to determine the best options to assist the City. Also in the east, Lee Kleinman is working to redevelop areas in north Dallas and is interested in a people-mover system that connects the area with the regional rail system. As staff develops the next long-range transportation plan, rail and rail stations are being included as part of this effort. Mr. Morris also discussed an e-mail received by RTC members regarding transit. Staff has prepared a document, provided at the meeting as Reference Item 7, discussing the importance of transit. He noted that providing many choices will make the region more successful. Restrictions that limit choices are where attention must be focused, so it will be important to develop consensus on how to move forward with the Cotton Belt Corridor. Mark Enoch noted that DART is looking at bus rapid transit for the Cotton Belt, as well as rail and all solutions that might work with the strengths of DART and the cities along the corridor. Jungus Jordan noted that that it would be helpful

to have a one page document that explains how the region builds its system through building free lanes and leveraging toll lanes when no other choices are available. Mr. Morris noted that both the Legislature and Representative Linda Koop have asked for a similar piece, and that staff would provide this leverage/system piece at the April 9 RTC meeting. Bruce Arfsten discussed the City of Addison's frustration of being an original DART member city that has contributed funds but not yet received rail. He discussed transit oriented development in Addison and how critical rail is to the development. Mike Taylor discussed public-private relationships such as on the North Tarrant Express and noted that members need to develop better communication to the taxpayer that toll facilities help pay for the maintenance, operation, and expansion of roadways allowing for taxpayer funds to be spent on other projects. Everyone is fighting for no tolls, but officials need to understand what exactly the public means by those statements. Mr. Morris also discussed the importance of improving and continuing public communication.

10. **Unmanned Aircraft Systems Update:** Michael Mallonee provided an update regarding Unmanned Aircraft Systems (UAS), current regulations, and the impacts to North Texas. UAS is defined as an unmanned aircraft, as well as the associated support equipment such as the control station, data links, telemetry, communications, and operator. They range in size as well as complexity. Benefits of unmanned aircraft systems were highlighted, including law enforcement applications and commercial opportunities that benefit from this type of technology. The Federal Aviation Administration (FAA) is challenged with how to integrate this technology into the existing national air space system, and guidance is primarily in two categories: civil and government uses. Included in the civil category is commercial use, which is prohibited unless an exemption is granted by FAA. Also included in the civil category is hobbyist users, where the most interest has been seen. Use is authorized for hobby or recreational purposes only and includes specific guidance. Mr. Mallonee noted that this is the area in which staff believes work is needed to educate citizens in the region. The government category of users includes the military and public agencies, the most active of which operates through a Certificate of Authorization where FAA permits public agencies to use for public good on a case-by-case basis. Mr. Mallonee also reviewed regulation by the State of Texas, HB 912, related to images captured by unmanned aircraft, noting the allowable collection of images. Related UAS crash incidents were highlighted, as well as the importance of operator education. NCTCOG's Airport System Plan recommendations recognized the need to monitor the technology and its impacts to the region, especially in the region's airport system. Recommendations include tracking regional UAS operations, planning for operation in the region, and communicating with local communities, FAA, and stakeholders in the region. Staff has worked through the Air Transportation Technical Advisory Committee to document areas of concern, hold UAS workshops, and develop an online information clearinghouse available at www.nctcog.org/uas. A regional guidance report has also been drafted through the committee and details will be presented to members in the future. Mr. Mallonee noted that Electronic Item 3.10 contains correspondence with FAA related to UAS. Michael Morris discussed FAA's interest in NCTCOG working with local governments to review ordinances around airports, and is also talking to NCTCOG about potentially leading the country in how to development an ordinance around an airport. In addition, he discussed the shortage in aviation staff in the future and the opportunity to encourage hobbyist's interest into formal aviation careers. Sheri Capehart noted that in the last legislative session, law enforcement's hands were tied while the public's were not and discussed regulation and the protection of privacy. Mr. Mallonee discussed the issue of privacy and the importance of the region working with FAA to address issues associated with UAS. He noted that a UAS Workshop was anticipated at the beginning of April 2015.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 11.1, and the current Local Motion was provided in Electronic Item 11.2.
12. **Other Business (Old or New):** Vonciel Jones Hill highlighted discussion documented in the minutes from the February 12 Regional Transportation Council meeting regarding the Trinity Parkway and Southern Gateway projects. She noted that she was not present, but referenced the discussion concerning opposition to the projects. She also noted a meeting with Senator West on Saturday, March 21 at the University of North Texas Dallas Campus where the Southern Gateway and Trinity Parkway projects will be discussed and for which she noted there is strong support in the southern and southeast portions of the City of Dallas by the citizens who are most impacted and most benefited by the projects.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, April 9, 2015, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:50 pm.

**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
MARCH OUT-OF-CYCLE 2015**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0311	54130	0095-02-102	TXDOT-DALLAS (MESQUITE)--US 80 FROM GUS THOMSSON RD/GROSS RD TO US 80; ADD EB OFF-RAMP AT DC AND ELIMINATE RAMP TO GALLOWAY AVE, ELIMINATE WEAVE AND MERGE CONFLICTS ON MAINLANES	FY2015--\$110,666 SBPE (\$110,666 STATE) - ENG FY2016--\$1,130,088 STP-MM (\$904,070 FEDERAL AND \$226,018 STATE) - CON	REVISE LIMITS TO US 80 FROM IH 635 TO NORTH GALLOWAY AVENUE; REVISE SCOPE TO RAMP MODIFICATIONS AND ADDITION OF AUXILIARY LANE ON FRONTAGE ROAD; INCREASE ENGINEERING FUNDING IN FY2015 BY \$79,197 SBPE (\$79,197 STATE) FOR A REVISED FUNDED AMOUNT OF \$189,863 SBPE (\$189,863 STATE), ADD ROW FUNDING IN FY2015 OF \$151,500 S102 (\$151,500 STATE), AND INCREASE CONSTRUCTION FUNDING IN FY2015 BY \$2,744,675 STP-MM (\$2,195,740 FEDERAL AND \$548,935 STATE) FOR A REVISED FUNDED AMOUNT OF \$3,874,763 STP-MM (\$3,099,810 FEDERAL AND \$774,953 STATE)
2015-0312	53053	2374-02-126	TXDOT-DALLAS (MESQUITE)--IH 635 FROM SOUTH OF GROSS RD TO US 80; CONSTRUCT 2 LANE NORTHBOUND FRONTAGE RD TO PROVIDE ACCESS TO GALLOWAY AVE	FY2015--\$1,130,088 SBPE (\$904,070 FEDERAL AND \$226,018 STATE) - ENG FY2015--\$3,600,753 STP-MM (\$2,880,603 FEDERAL AND \$720,150 STATE) - ROW FY2016--\$2,369,159 STP-MM (\$1,895,327 FEDERAL AND \$473,832 STATE) - CON	REVISE SCOPE TO CONSTRUCT NORTHBOUND FRONTAGE ROAD TO PROVIDE ACCESS TO GALLOWAY AVENUE, INTERSECTION AND RAMP IMPROVEMENTS AT GROSS; REVISE PHASING AND FUNDING (SEE ATTACHMENT ON PAGE 2 FOR DETAILS)

PROJECT DETAILS FOR MODIFICATION 2015-0312

TXDOT-DALLAS (MESQUITE)--IH 635 FROM SOUTH OF GROSS RD TO US 80; CONSTRUCT 2 LANE NORTHBOUND FRONTAGE RD TO PROVIDE ACCESS TO GALLOWAY AVE

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	SBPE		S102		CAT 7 - STP-MM		TOTAL
		FEDERAL	STATE	FEDERAL	STATE	FEDERAL	STATE	
2015	ENG	\$ 904,070	\$ 226,018	\$ -	\$ -	\$ -	\$ -	\$ 1,130,088
2015	ROW	\$ -	\$ -	\$ -	\$ -	\$ 2,880,603	\$ 720,150	\$ 3,600,753
2016	CON	\$ -	\$ -	\$ -	\$ -	\$ 1,895,327	\$ 473,832	\$ 2,369,159
		\$ 904,070	\$ 226,018	\$ -	\$ -	\$ 4,775,930	\$ 1,193,982	\$ 7,100,000

REVISION REQUESTED: REVISE SCOPE TO CONSTRUCT NORTHBOUND FRONTAGE ROAD TO PROVIDE ACCESS TO GALLOWAY AVENUE, INTERSECTION AND RAMP IMPROVEMENTS AT GROSS; REVISE PHASING AND FUNDING

FISCAL YEAR	PHASE	SBPE		S102		CAT 7 - STP-MM		TOTAL
		FEDERAL	STATE	FEDERAL	STATE	FEDERAL	STATE	
2007	ENG	\$ 904,070	\$ 226,018	\$ -	\$ -	\$ -	\$ -	\$ 1,130,088
2014	ROW	\$ -	\$ -	\$ 2,880,603	\$ 720,150	\$ -	\$ -	\$ 3,600,753
2015	CON	\$ -	\$ -	\$ -	\$ -	\$ 4,775,930	\$ 1,193,982	\$ 5,969,912
		\$ 904,070	\$ 226,018	\$ 2,880,603	\$ 720,150	\$ 4,775,930	\$ 1,193,982	\$ 10,700,753

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
MAY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0217	20225	0094-03-103	TXDOT-DALLAS (DALLAS COUNTY/IRVING)--SH 183 FROM EAST OF BELT LINE RD TO WINGREN RD; CONSTRUCT SOUND WALLS ON SH 183 EASTBOUND AND WESTBOUND FRONTAGE ROADS	FY2011--\$2,000,000 RTR 121-DA2 (\$2,000,000 REGIONAL) - CON	INCREASE FUNDING BY \$982,654 RTR 121-DA2 (\$982,654 REGIONAL) DUE TO PROJECT CLOSEOUT FOR A REVISED AUTHORIZED FUNDED AMOUNT OF \$2,982,654 RTR 121-DA2 (\$2,982,654 REGIONAL) FOR CONSTRUCTION IN FY2010
2015-0229	11728	2351-01-013	TXDOT-DALLAS (COLLIN COUNTY/MCKINNEY)--FM 2478 (CUSTER ROAD) FROM US 380 TO STONEBRIDGE DRIVE; WIDEN 2 LANE RURAL UNDIVIDED TO 6 LANE DIVIDED URBAN; EXPAND INTERSECTION INCLUDING LEFT TURN LANES; AND INTERSECTION IMPROVEMENTS AT US 380 AND FM 2478 CUSTER ROAD; ADDITION OF LANES	SEE ATTACHMENT FOR DETAILS	REVISE AUTHORIZED FUNDING AND FUNDING SHARES DUE TO PROJECT CLOSE OUT (SEE ATTACHMENT ON PAGE 14 FOR DETAILS)
2015-0274	53018	0353-05-082	TXDOT-DALLAS (DALLAS)--SL 12 FROM WEST OF HARRY HINES TO WEST OF MIDWAY; INTERSECTION IMPROVEMENTS	FY2015--\$4,200,000 CMAQ (\$3,360,000 FEDERAL AND \$840,000 STATE) - CON	INCREASE FUNDING BY \$2,151,000 CMAQ (\$1,720,800 FEDERAL AND \$430,200 STATE) FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$6,351,000 CMAQ (\$5,080,800 FEDERAL AND \$1,270,200 STATE) IN FY2015 DUE TO CONSTRUCTION ESTIMATE

NOTES:

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- ITEMS REMOVED SINCE THE MARCH 27, 2015 STTC MEETING CONTAIN A STRIKETHROUGH

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
MAY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0277	83294	N/A	NTTA-(DALLAS/ADDISON)--DALLAS NORTH TOLLWAY FROM BELT LINE ROAD TO PGBT; RESTRIPE PAVEMENT FROM 3 TO 4 LANES SOUTHBOUND ONLY AND RESTRIPE PAVEMENT FROM 3 TO 4 LANES NORTHBOUND FROM TRINITY MILLS TO PGBT	FY2015--\$683,500 LOCAL CONTRIBUTION (\$683,500 LOCAL) - ENG FY2016--\$21,244,000 LOCAL CONTRIBUTION (\$21,244,000 LOCAL) - CON	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
2015-0280	20296	REQUESTED	LEWISVILLE--VALLEY RIDGE BLVD FROM MILL STREET TO COLLEGE STREET; CONSTRUCT 0 TO 4-LANE DIVIDED URBAN ARTERIAL	FY2016--\$5,875,000 RTR 121-DE1 (\$4,700,000 REGIONAL AND \$1,175,000 LOCAL) - CON	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) PART OF A PARTNERSHIP WITH DENTON COUNTY AND LEWISVILLE TO MOVE LOCAL FUNDS FROM THIS PROJECT TO PURNELL STREET AND COLLEGE STREET
2015-0281	11621	0902-48-762 0902-48-796 0902-48-887 0902-48-888 0902-48-889	NCTCOG--PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL); PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	SEE ATTACHMENT FOR DETAILS	REVISE FUNDING AND ADD TDC (MPO); TRANSFER RTR FUNDS TO TIP 20255/CSJ 0918-00-197 (SEE ATTACHMENT ON PAGE 15 FOR DETAILS) NOTE: 124,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

NOTES:

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
MAY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0285	20298	REQUESTED	PLANO--COTTON BELT ROW PURCHASE FOR 12TH STREET STATION; LANDBANKING	FY2015--\$916,000 RTR 161-CC2 (\$916,000 REGIONAL) - ROW	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
2015-0286	20297	REQUESTED	DENTON--HICKORY CREEK ROAD FROM FM 2181 TO PROPOSED FM 2499; CONSTRUCT AND WIDEN FROM 2 LANE UNDIVIDED TO A 4 LANE UNDIVIDED URBAN ROADWAY	FY2016--\$300,000 RTR 121-DE1 (\$240,000 REGIONAL AND \$60,000 LOCAL) - ENG FY2016--\$50,000 RTR 121-DE1 (\$40,000 REGIONAL AND \$10,000 LOCAL) - ROW FY2017--\$2,650,000 RTR 121-DE1 (\$2,120,000 REGIONAL AND \$530,000 LOCAL) - CON	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
2015-0289	20255	0918-00-197	NCTCOG--METROPOLITAN PLANNING ORGANIZATION (MPO) PLANNING SUPPORT AND ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS; PLANNING SUPPORT & TECHNICAL EXPERTISE FOR ON/OFF-SYSTEM TRANSPORTATION PROJECTS & TO EXPEDITE ENV. REVIEW FOR SURFACE TRANSPORTATION PROJECTS; PLANNING ACTIVITIES IN SUPPORT OF REG. FREIGHT PLAN; NECESSARY PLANNING EXPERTISE AS REQUESTED ON TIP PROJECTS	SEE ATTACHMENT FOR DETAILS	REVISE FUNDING; INCREASED FUNDS OFFSET BY A DECREASE IN FUNDING ON TIP 11621/CSJ 0902-48-889 (SEE ATTACHMENT ON PAGE 16 FOR DETAILS) PROJECT INCLUDES HIGH SPEED RAIL ACTIVITIES AND FUNDING

NOTES:

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
MAY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0290	11637	0902-00-154	NCTCOG--TRAVEL MODEL DEVELOPMENT & DATA COLLECTION PROGRAM; DETERMINE ANALYTICAL NEEDS, DOCUMENTATION, DEVELOPMENT & DATA MANAGEMENT PROCESS; PREPARATION OF PRACTICAL EXAMPLES OF MPO MODELING & DATA PRACTICES	FY2015--\$100,000 TOTAL (\$100,000 CAT 10 [\$100,000 FEDERAL] AND 20,000 TDC (MPO) [20,000 REGIONAL]) - IMP	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AS PART OF A GROUPED CSJ NOTE: 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL
2015-0292	11533	0918-45-868	COPPELL--FREEPORT PARKWAY FROM SANDY LAKE ROAD TO RUBY ROAD; WIDEN 2 TO 4 LANES	SEE ATTACHMENT FOR DETAILS	INCREASE FUNDING DUE TO COST OVERRUNS (SEE ATTACHMENT ON PAGE 17 FOR DETAILS)
2015-0295	11639	REQUESTED	DCTA--REGIONAL VANPOOL PROGRAM - OPERATE A VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; TRAVEL DEMAND MANAGEMENT	FY2015--\$262,000 STP-MM (\$131,000 FEDERAL AND \$131,000 LOCAL) - TRANS	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) THIS PROJECT SUPPLEMENTS "JA/RC" FUNDS ON EXISTING PROJECTS TIP 12481.07, 12503.08, AND 12503.09

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
MAY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0296	20200	0918-00-174 0918-00-193	NCTCOG--SUSTAINABILITY FOR TRANSIT; TRANSIT OPERATIONS REGIONAL COORDINATION	FY2011--\$1,000,000 RTR 121-SE1 (\$1,000,000 REGIONAL) - IMP FY2015--\$1,810,000 RTR 161-DA2 (\$1,448,000 REGIONAL AND \$362,000 LOCAL) - IMP	REMOVE LOCAL MATCH FROM FY2015 FUNDS FOR A REVISED AUTHORIZED FUNDING AMOUNT OF \$1,448,000 RTR 161-DA2 (\$1,448,000 REGIONAL) FOR IMPLEMENTATION IN FY2015
2015-0298	11727	0918-45-884	DALLAS COUNTY--ON MEDICAL DISTRICT DRIVE FROM IH 35E TO HARRY HINES BLVD; RECONSTRUCT AND WIDEN FROM 4-LANE TO 6-LANE DIVIDED	SEE ATTACHMENT FOR DETAILS	DECREASE LOCAL SHARE IN CONSTRUCTION ENGINEERING PHASE (SEE ATTACHMENT ON PAGE 18 FOR DETAILS)
2015-0299	83270	0081-02-903	KELLER--FM 1709 AT PECAN ST; DUAL LEFT TURN LANES	FY2015--\$500,000 LOCAL CONTRIBUTION (\$500,000 LOCAL) - CON	REVISE LIMITS TO US 377 AT FM 1709

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
MAY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0301	11638	REQUESTED	NCTCOG (TARRANT COUNTY)-- HOV ENFORCEMENT; PURCHASE 2 VEHICLES FOR TARRANT COUNTY HOV OCCUPANCY ENFORCEMENT	FY2015--\$100,100 RTC/LOCAL (\$100,100 REGIONAL) - IMP	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
2015-0302	11450	0918-45-853	LANCASTER--ON DANIELDALE RD FROM IH 35E TO HOUSTON SCHOOL RD; RECON. 2 LN UNDIV TO 2 LN UNDIV URBAN FROM IH 35E NB FR RD TO LONGHORN TRL & RECON. 2 LN UNDIV TO 3 LN UNDIV WITH CONTIN. CNTR TURN LN W/TRANSITION LNS, SIGNALS & ADD COMBO LNS FOR LT & RT TURN LNS FROM LONGHORN TRL TO HOUSTON SCHOOL RD	SEE ATTACHMENT FOR DETAILS	REVISE FUNDING (SEE ATTACHMENT ON PAGE 19 FOR DETAILS)
2015-0304	55092	0048-04-912	TXDOT-DALLAS (WAXAHACHIE)--IH 35E FROM US 77 SOUTH TO US 77 NORTH; RECONSTRUCT 5 INTERCHANGES (BUS 287/US 287 BYPASS/LOFLAND/BUTCHER [FM 387]/STERRET RD) AND 4 TO 4 LANE FRONTAGE ROADS AND RAMP MODIFICATIONS	FY2035--\$10,000,000 SBPE (\$8,000,000 FEDERAL AND \$2,000,000 STATE) - ENG FY2035--\$10,000,000 S102 (\$8,000,000 FEDERAL AND \$2,000,000 STATE) - ROW	ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
MAY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0307	54089.1	2266-02-136	TXDOT-FORT WORTH (MANSFIELD)--SH 360 FROM SUBLETT/CAMP WISDOM TO ELLIS C/L; CONSTRUCT 0 TO 4 TOLL LANES FROM SUBLETT/CAMP WISDOM ROAD TO ELLIS C/L, 4 TO 4 CONTINUOUS FRONTAGE ROADS FROM SUBLETT/CAMP WISDOM ROAD TO HERITAGE PKWY, AND 2 TO 4 CONTINUOUS FRONTAGE ROADS FROM HERITAGE PKWY TO TARRANT/ELLIS CO LINE (INTERIM PHASE)	SEE ATTACHMENT FOR DETAILS	ADD ENGINEERING, ROW, AND CONSTRUCTION ENGINEERING PHASES AND REVISE CONSTRUCTION FUNDING (SEE ATTACHMENT ON PAGE 20 FOR DETAILS)
2015-0310	11153.3	0363-01-114	TXDOT-FORT WORTH (COLLEYVILLE)--SH 26 FROM JOHN MCCAIN TO HALL-JOHNSON RD; RECONSTRUCT 4 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH INTERSECTION IMPROVEMENTS AND BICYCLE/PEDESTRIAN AMENITIES (6 LANES ULTIMATE)	SEE ATTACHMENT FOR DETAILS	REVISE FUNDING (SEE ATTACHMENT ON PAGE 21 FOR DETAILS)
2015-0315	55093	0196-03-269	TXDOT-DALLAS (DALLAS)--IH 35E FROM IH 30 TO REUNION BLVD; RECONSTRUCT 2 REVERSIBLE HOV LANES TO 2 REVERSIBLE HOV/MANAGED LANES	FY2015--\$171,538 SBPE (\$137,230 FEDERAL AND \$34,308 STATE) - ENG FY2015--\$500,000 S102 (\$400,000 FEDERAL AND \$100,000 STATE) - ROW	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) CONSTRUCTION ANTICIPATED IN FY2016 AND CONSTRUCTION PHASE WILL BE ADDED TO THE TIP/STIP ONCE FUNDING DETAILS ARE FINALIZED

NOTES:

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
MAY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0316	55094	0442-02-159	TXDOT-DALLAS (DALLAS)--IH 35E FROM IH 20 TO US 67; CONSTRUCT FROM 0 TO 1 REVERSIBLE HOV/MANAGED LANES	FY2015--\$2,306,605 SBPE (\$1,845,284 FEDERAL AND \$461,321 STATE) - ENG FY2015--\$1,000,000 S102 (\$800,000 FEDERAL AND \$200,000 STATE) - ROW	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) CONSTRUCTION ANTICIPATED IN FY2016 AND CONSTRUCTION PHASE WILL BE ADDED TO THE TIP/STIP ONCE FUNDING DETAILS ARE FINALIZED
2015-0319	20227	1068-04-148	TXDOT-DALLAS (GRAND PRAIRIE)--IH 30 FROM NW 7TH TO BELT LINE ROAD; CONSTRUCT 0 TO 2/3 LANE EASTBOUND FRONTAGE ROAD AND MODIFY RAMPS	SEE ATTACHMENT FOR DETAILS	INCREASE FUNDING (SEE ATTACHMENT ON PAGE 22 FOR DETAILS)
2015-0320	55096	1290-03-027	TXDOT-DALLAS (ROCKWALL)--SH 276 FROM FM 549 TO EAST OF FM 549; RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6)	FY2035--\$200,000 SBPE (\$200,000 STATE) - ENG FY2035--\$1,000,000 S102 (\$800,000 FEDERAL AND \$200,000 STATE) - ROW	ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
MAY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0321	11941.1	0173-10-001	TERRELL--SH 34 FROM AIRPORT RD TO NORTH OF ROSE STREET; ILLUMINATION	FY2015--\$82,301 TOTAL (\$33,800 CAT 9 TE [\$25,350 FEDERAL AND \$8,450 LOCAL] AND \$48,501 LOCAL CONTRIBUTION [\$48,501 LOCAL]) - ENG FY2015--\$736,432 TOTAL (\$450,660 CAT 9 TE [\$337,995 FEDERAL AND \$112,665 LOCAL] AND \$285,772 LOCAL CONTRIBUTION [\$285,772 LOCAL]) - CON FY2015--\$33,800 CAT 9 TE (\$25,350 FEDERAL AND \$8,450 LOCAL) - CE	SPLIT FROM TIP 11941/CSJ 0918-11-085; ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
2015-0322	2998	1290-02-017	ROCKWALL COUNTY (ROCKWALL)--SH 276 FROM SH 205 TO FM 549; RECONSTRUCT AND WIDEN 2 LANE RURAL TO 6 LANE DIVIDED URBAN	FY2015--\$928,091 TOTAL (\$920,091 STP-MM [\$736,073 FEDERAL AND \$184,018 LOCAL] AND \$8,000 LOCAL CONTRIBUTION [\$8,000 LOCAL]) - ENG FY2016--\$1,329,909 STP-MM (\$1,063,927 FEDERAL AND \$265,982 LOCAL) - ROW	REVISE SCOPE TO RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6); INCREASE FUNDING AND MOVE STP-MM TO CONSTRUCTION IN FY2019 (SEE ATTACHMENT ON PAGE 23 FOR DETAILS)
2015-0326	55040	0261-02-044	TXDOT-DALLAS (VARIOUS)--US 67 FROM FM 1382 TO SOUTH OF IH 20; RECONSTRUCT 4 TO 6 MAINLANES, CONSTRUCT 0 TO 1 REVERSIBLE HOV/MANAGED LANE AND RECONSTRUCT EXISTING 4 TO 4/8 LANE FRONTAGE ROADS	FY2015--\$2,000,000 SBPE (\$2,000,000 STATE) - ENG FY2015--\$2,000,000 S102 (\$1,600,000 FEDERAL AND \$200,000 STATE AND \$200,000 LOCAL) - ROW	REVISE SCOPE TO CONSTRUCT FROM 0 TO 1 REVERSIBLE HOV/MANAGED LANE CONSTRUCTION ANTICIPATED IN FY2016 AND CONSTRUCTION PHASE WILL BE ADDED TO THE TIP/STIP ONCE FUNDING DETAILS ARE FINALIZED

NOTES:

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
MAY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0327	54085	0261-03-030	TXDOT-DALLAS (DALLAS)--US 67 FROM SOUTH OF IH 20 TO IH 35E; RECONSTRUCT 4 TO 6 MAINLANES, RECONSTRUCT EXISTING 2 LANE CONCURRENT TO 2 LANE REVERSIBLE HOV/MANAGED LANES AND RECONSTRUCT EXISTING 4 TO 4/6 LANE DISCONTINUOUS FRONTAGE ROADS	FY2015--\$2,000,000 SBPE (\$2,000,000 STATE) - ENG FY2015--\$2,000,000 S102 (\$1,600,000 FEDERAL AND \$200,000 STATE AND \$200,000 LOCAL) - ROW	REVISE SCOPE TO RECONSTRUCT 2 LANE CONCURRENT TO 2 LANE REVERSIBLE HOV/MANAGED LANES CONSTRUCTION ANTICIPATED IN FY2016 AND CONSTRUCTION PHASE WILL BE ADDED TO THE TIP/STIP ONCE FUNDING DETAILS ARE FINALIZED
2015-0328	54008	0442-02-088	TXDOT-DALLAS (DALLAS)--IH 35E FROM IH 20 TO SOUTH OF IH 30 (EIGHTH STREET); 6/8 TO 6/10 MAINLANES, 0/1 LANE REVERSIBLE HOV/MANAGED TO 1/2 LANE REVERSIBLE HOV/MANAGED, 4/6 DISCONTINUOUS TO 4/6/8 LANE DISCONTINUOUS FRONTAGE ROADS	FY2015--\$2,000,000 SBPE (\$2,000,000 STATE) - ENG FY2015--\$2,000,000 S102 (\$1,600,000 FEDERAL AND \$400,000 STATE) - ROW	REVISE LIMITS TO IH 35E FROM US 67 TO IH 30; REVISE SCOPE TO WIDEN & RECONSTRUCT FROM 1 1/2 REVERSIBLE HOV TO 2 HOV/MANAGED AND WIDEN 4/6 TO 4/7 8 LANE FRONTAGE RDS; AND FROM COLORADO TO MARSALIS: WIDEN 8 TO 10 MAINLANES; ADVANCE ENGINEERING AND ROW TO FY2015 WITH NO CHANGES TO AUTHORIZED AMOUNT CONSTRUCTION ANTICIPATED IN FY2016 AND CONSTRUCTION PHASE WILL BE ADDED TO THE TIP/STIP ONCE FUNDING DETAILS ARE FINALIZED SCOPE CHANGE BASED UPON REVIEW OF THE MOBILITY PLAN TO ENSURE MTP CONSISTENCY
2015-0330	20025	2681-01-012	TXDOT-DALLAS (CORINTH)--FM 2499 FROM FM 2181 NORTH TO IH 35E; CONSTRUCT 6 LANE DIVIDED URBAN FACILITY ON NEW LOCATION (SEGMENT 5)	SEE ATTACHMENT FOR DETAILS	INCREASE CONSTRUCTION FUNDING (SEE ATTACHMENT ON PAGE 24 FOR DETAILS) LOCAL CONTRIBUTION PAID BY DENTON COUNTY (ALREADY PAID)

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**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
MAY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0335	54089.2	2266-03-004	TXDOT-FORT WORTH (MANSFIELD)--SH 360 FROM ELLIS C/L TO US 287; 0 TO 4 TOLL LANES AND 2 TO 4 LANE CONTINUOUS FRONTAGE ROADS (INTERIM PHASE)	FY2015--\$43,805,667 CAT 12 (\$35,044,534 FEDERAL AND \$8,761,133 STATE)- CON	ADD \$722,300 TMF (\$722,300 STATE) FOR ROW IN FY2015, ADD \$2,682,472 TMF (\$2,682,472 STATE) FOR CONSTRUCTION ENGINEERING IN FY2015, AND REVISE CONSTRUCTION FUNDING AS \$81,585,228 TMF (\$81,585,228 STATE) IN FY2015
2015-0336	11941 11941.2	0918-11-085	TERRELL--TERRELL PEDESTRIAN IMPROVEMENTS ALONG SH 34 FROM COLLEGE ST TO ROSE ST AND ALONG W. GROVE ST FROM BOWSER ST TO ROCKWALL ST; PEDESTRIAN FACILITIES AND AMENITIES	FY2015--\$53,773 CAT 9 TE (\$40,330 FEDERAL AND \$13,443 LOCAL) - PE FY2015--\$716,973 CAT 9 TE (\$537,729 FEDERAL AND \$179,244 LOCAL) - CON FY2015--\$53,773 CAT 9 TE (\$40,330 FEDERAL AND \$13,443 LOCAL) - CE	CHANGE TIP CODE 11941 TO 11941.2; REVISE FUNDING TO \$19,973 CAT 9 TE (\$14,980 FEDERAL AND \$4,993 LOCAL) FOR ENGINEERING IN FY2016, \$266,313 CAT 9 TE (\$199,734 FEDERAL AND \$66,579 LOCAL) FOR CONSTRUCTION IN FY2016, AND \$19,973 CAT 9 TE (\$14,980 FEDERAL AND \$4,993 LOCAL) FOR CE IN FY2016; DECREASED FUNDS MOVED TO TIP 11941.1/CSJ 0173-10-001
2015-0337	11893.4	REQUESTED	DART (DALLAS)--511 TRAVELER INFORMATION SYSTEM (ITS); DEVELOP AND IMPLEMENT 511 TRAVELER INFORMATION SYSTEM IN DALLAS	FY2016--\$1,500,000 STP-MM (\$1,200,000 FEDERAL, \$150,000 STATE AND \$150,000 LOCAL) - TRANS	ADD PROJECT TO THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)/STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

NOTES:

- ITEMS ADDED SINCE THE MARCH 27, 2015 STTC MEETING ARE DESIGNATED IN **BOLD** TYPE
- ITEMS REMOVED SINCE THE MARCH 27, 2015 STTC MEETING CONTAIN A STRIKETHROUGH

DRAFT

**TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
MAY 2015 CYCLE**

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0338	11153.2	0363-01-139	TXDOT-FORT WORTH (COLLEYVILLE)--SH 26 FROM HALL-JOHNSON ROAD TO BROWN TRAIL; RECONSTRUCT 4 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH INTERSECTION IMPROVEMENTS AND BICYCLE/PEDESTRIAN AMENITIES (6 LANES ULTIMATE)	SEE ATTACHMENT FOR DETAILS	DELAY CONSTRUCTION TO FY2016 AND REVISE FUNDING (SEE ATTACHMENT ON PAGE 25 FOR DETAILS)
2015-0342	55097	1068-02-127	TXDOT-FORT WORTH (ARLINGTON)--IH 30 FROM COOPER ST TO DALLAS COUNTY LINE; WIDEN FROM 6 TO 10 LANES WITH 2 REVERSIBLE MANAGED LANES, MODIFICATIONS TO SH 360 CONNECTIONS, AND RAMP MODIFICATIONS	FY2019--\$420,000 LOCAL CONTRIBUTION (\$420,000 LOCAL) - ENG FY2020--\$52,050,000 LOCAL CONTRIBUTION (\$52,050,000 LOCAL) - CON	ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
2015-0343	55098	1068-04-903	TXDOT-FORT WORTH (GRAND PRAIRIE)--IH 30 FROM DALLAS COUNTY LINE TO SH 161; WIDEN FROM 6 TO 10 LANES WITH 2 REVERSIBLE MANAGED LANES AND MODIFICATIONS TO SH 161 CONNECTIONS	FY2019--\$130,000 LOCAL CONTRIBUTION (\$130,000 LOCAL) - ENG FY2020--\$2,150,000 LOCAL CONTRIBUTION (\$2,150,000 LOCAL) - CON	ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

NOTES:

- ITEMS ADDED SINCE THE MARCH 27, 2015 STTC MEETING ARE DESIGNATED IN **BOLD** TYPE
- ITEMS REMOVED SINCE THE MARCH 27, 2015 STTC MEETING CONTAIN A STRIKETHROUGH

DRAFT

TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATIONS
MAY 2015 CYCLE

MODIFICATION NUMBER	TIP CODE	CSJ	ORIGINAL PROJECT DESCRIPTION	ORIGINAL FUNDING	MODIFICATION REQUEST
2015-0346	55099	0081-13-949	TXDOT-DALLAS (HASLET)--IH 35W FROM EAGLE PARKWAY TO SH 114; CONSTRUCT 2 LANE NORTHBOUND FRONTAGE ROADS WITH RAMP MODIFICATIONS (PHASE 2)	FY2035--\$500,000 SBPE (\$500,000 STATE) - ENG FY2035--\$2,000,000 S102 (\$1,800,000 FEDERAL AND \$200,000 STATE) - CON	ADD PROJECT TO APPENDIX D OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

NOTES:

- ITEMS ADDED SINCE THE MARCH 27, 2015 STTC MEETING ARE DESIGNATED IN **BOLD** TYPE
- ITEMS REMOVED SINCE THE MARCH 27, 2015 STTC MEETING CONTAIN A STRIKETHROUGH

PROJECT DETAILS FOR MODIFICATION 2015-0229

TXDOT-DALLAS (COLLIN COUNTY/MCKINNEY)--FM 2478 (CUSTER ROAD) FROM US 380 TO STONEBRIDGE DRIVE; WIDEN 2 LANE RURAL UNDIVIDED TO 6 LANE DIVIDED URBAN; EXPAND INTERSECTION INCLUDING LEFT TURN LANES; AND INTERSECTION IMPROVEMENTS AT US 380 AND FM 2478 CUSTER ROAD; ADDITION OF LANES

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	RTR 121-CC1		STP-MM*		SBPE (STATE)	LOCAL CONTRIBUTIO	TOTAL
		REGIONAL	LOCAL	FEDERAL	STATE			
2009	ENG	\$155,000	\$38,750	\$0	\$0	\$0	\$3,072,336	\$3,266,086
2009	ROW	\$0	\$0	\$0	\$0	\$0	\$1,896,058	\$1,896,058
2009	UTIL	\$0	\$0	\$0	\$0	\$0	\$7,303,725	\$7,303,725
2009	CON	\$22,832,594	\$1,708,149	\$3,200,000	\$800,000	\$0	\$8,392,254	\$36,932,997
		\$22,987,594	\$1,746,899	\$3,200,000	\$800,000	\$0	\$20,664,373	\$49,398,866

REVISION REQUEST: REVISE AUTHORIZED FUNDING AND FUNDING SHARES DUE TO PROJECT CLOSE OUT

FISCAL YEAR	PHASE	RTR 121-CC1		STP-MM*		SBPE (STATE)	LOCAL CONTRIBUTIO	TOTAL
		REGIONAL	LOCAL	FEDERAL	STATE			
2009	ENG	\$159,501	\$0	\$0	\$0	\$95,049	\$3,072,336	\$3,326,886
2009	ROW	\$0	\$0	\$0	\$0	\$0	\$1,896,058	\$1,896,058
2009	UTIL	\$0	\$0	\$0	\$0	\$0	\$7,303,725	\$7,303,725
2009	CON	\$19,873,299	\$0	\$3,200,000	\$800,000	\$0	\$5,674,156	\$29,547,455
		\$20,032,800	\$0	\$3,200,000	\$800,000	\$95,049	\$17,946,275	\$42,074,124

*FEDERAL FUNDS OBLIGATED

PROJECT DETAILS FOR MODIFICATION 2015-0281

NCTCOG--M&O - PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY; PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS

CURRENTLY APPROVED:

FISCAL YEAR	CSJ	PHASE	RTR 161-TC2	RTR 161-DA1	CAT 7 - STP-MM		RTC/LOCAL	CAT 3 TDC (MPO)	TOTAL
			REGIONAL	REGIONAL	FEDERAL	LOCAL	LOCAL	REGIONAL	
2010	0902-48-762	IMPL	\$ -	\$ -	\$ 1,066,667	\$ 266,667	\$ -	\$ -	\$ 1,333,334
2013	0902-48-796	IMPL	\$ -	\$ -	\$ 1,453,333	\$ -	\$ -	\$ -	\$ 1,453,333
2013	0902-48-889	IMPL	\$ 181,666	\$ 181,667	\$ -	\$ -	\$ -	\$ -	\$ 363,333
2015	0902-48-887	IMPL	\$ -	\$ -	\$ 408,506	\$ -	\$ -	\$ -	\$ 408,506
2015	0902-48-889	IMPL	\$ 51,063	\$ 51,063	\$ -	\$ -	\$ -	\$ -	\$ 102,126
2016	0902-48-888	IMPL	\$ -	\$ -	\$ 620,000	\$ -	\$ -	\$ -	\$ 620,000
2016	0902-48-889	IMPL	\$ 77,500	\$ 77,500	\$ -	\$ -	\$ -	\$ -	\$ 155,000
			\$ 310,229	\$ 310,230	\$ 3,548,506	\$ 266,667	\$ -	\$ -	\$ 4,435,632

REVISION REQUESTED: REVISE FUNDING AND ADD TDC (MPO); TRANSFER RTR FUNDS TO TIP 20255/CSJ 0918-00-197

FISCAL YEAR	CSJ	PHASE	RTR 161-TC2	RTR 161-DA1	CAT 7 - STP-MM		RTC/LOCAL	CAT 3 TDC (MPO)	TOTAL
			REGIONAL	REGIONAL	FEDERAL	LOCAL	LOCAL	REGIONAL	
2010	0902-48-762	IMPL	\$ -	\$ -	\$ 1,066,667	\$ -	\$ 266,667	\$ -	\$ 1,333,334
2013	0902-48-796	IMPL	\$ -	\$ -	\$ 1,453,333	\$ -	\$ 363,333	\$ -	\$ 1,816,666
2013	0902-48-889	IMPL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2015	0902-48-887	IMPL	\$ -	\$ -	\$ 408,506	\$ -	\$ -	\$ 81,701	\$ 408,506
2015	0902-48-889	IMPL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2016	0902-48-888	IMPL	\$ -	\$ -	\$ 620,000	\$ -	\$ -	\$ 124,000	\$ 620,000
2016	0902-48-889	IMPL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ 3,548,506	\$ -	\$ 630,000	\$ 205,701	\$ 4,178,506

NOTE: THE CSJ FOR RTR IN FY2013, FY2015, AND FY2016 IS 0902-48-889;

124,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) CREDITS UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

PROJECT DETAILS FOR MODIFICATION 2015-0289

NCTCOG--M&O - METROPOLITAN PLANNING ORGANIZATION (MPO) PLANNING SUPPORT AND ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS: PROVIDE PLANNING SUPPORT AND TECHNICAL EXPERTISE FOR ON- AND OFF-SYSTEM TRANSPORTATION PROJECTS IN THE REGION AND TO EXPEDITE ENVIRONMENTAL REVIEW FOR SURFACE TRANSPORTATION PROJECTS; PLANNING ACTIVITIES IN SUPPORT OF REGIONAL FREIGHT PLAN; NECESSARY PLANNING EXPERTISE AS REQUESTED ON TIP PROJECTS

CURRENTLY APPROVED:

FISCAL YEAR	PHASES	RTR 121-CCI	RTR 121-CC2	RTR 121-DA1	RTR 121-DE1	RTR 161-TC2	RTR 161-DA1	TOTAL
		REGIONAL	REGIONAL	REGIONAL	REGIONAL	REGIONAL	REGIONAL	
2012	IMPL	\$ 1,200,000	\$ 400,000	\$ 80,000	\$ 320,000	\$ -	\$ -	\$ 2,000,000
2014	IMPL	\$ 66,862	\$ 66,862	\$ 328,033	\$ 277,055	\$ 9,770	\$ 9,771	\$ 758,353
2015	IMPL	\$ 36,200	\$ 36,200	\$ 177,600	\$ 150,000	\$ -	\$ -	\$ 400,000
2016	IMPL	\$ 36,200	\$ 36,200	\$ 177,600	\$ 150,000	\$ -	\$ -	\$ 400,000
		\$ 1,339,262	\$ 539,262	\$ 763,233	\$ 897,055	\$ 9,770	\$ 9,771	\$ 3,558,353

REVISION REQUESTED: REVISE FUNDING; INCREASED FUNDS OFFSET BY A DECREASE IN FUNDING ON TIP 11621/CSJ 0902-48-889

FISCAL YEAR	PHASES	RTR 121-CCI	RTR 121-CC2	RTR 121-DA1	RTR 121-DE1	RTR 161-TC2	RTR 161-DA1	TOTAL
		REGIONAL	REGIONAL	REGIONAL	REGIONAL	REGIONAL	REGIONAL	
2012	IMPL	\$ 1,200,000	\$ 400,000	\$ 80,000	\$ 320,000	\$ -	\$ -	\$ 2,000,000
2014	IMPL	\$ 66,862	\$ 66,862	\$ 328,033	\$ 277,055	\$ 9,770	\$ 9,771	\$ 758,353
2015	IMPL	\$ 36,200	\$ 36,200	\$ 177,600	\$ 150,000	\$ 155,115	\$ 155,115	\$ 710,230
2016	IMPL	\$ 36,200	\$ 36,200	\$ 177,600	\$ 150,000	\$ 155,114	\$ 155,115	\$ 710,229
		\$ 1,339,262	\$ 539,262	\$ 763,233	\$ 897,055	\$ 319,999	\$ 320,001	\$ 4,178,812

PROJECT INCLUDES HIGH SPEED RAIL ACTIVITIES AND FUNDING

PROJECT DETAILS FOR MODIFICATION 2015-0292

COPPELL--FREEPORT PARKWAY FROM SANDY LAKE ROAD TO RUBY ROAD; WIDEN 2 TO 4 LANES

CURRENTLY APPROVED:

FISCAL YEAR	PHASES	RTR 121-DA1		RTR 121-DE2		TOTAL
		REGIONAL	LOCAL	REGIONAL	LOCAL	
2008	ENG	\$ 600,000	\$ 150,000	\$ -		\$ 750,000
2009	ROW	\$ -		\$ 208,000	\$ 52,000	\$ 260,000
2014	CON	\$ 1,400,000	\$ 350,000	\$ 1,912,000	\$ 478,000	\$ 4,140,000
		\$ 2,000,000	\$ 500,000	\$ 2,120,000	\$ 530,000	\$ 5,150,000

REVISION REQUESTED: REVISE FUNDING DUE TO COST OVERRUNS

FISCAL YEAR	PHASES	RTR 121-DA1		RTR 121-DE2		TOTAL
		REGIONAL	LOCAL	REGIONAL	LOCAL	
2008	ENG	\$ 426,602	\$ 106,651	\$ -		\$ 533,253
2009	ROW	\$ -		\$ 269,222	\$ 67,306	\$ 336,528
2014	CON	\$ 2,828,530	\$ 707,132	\$ 1,912,000	\$ 478,000	\$ 5,925,662
		\$ 3,255,132	\$ 813,783	\$ 2,181,222	\$ 545,306	\$ 6,795,443

PROJECT DETAILS FOR MODIFICATION 2015-0298

DALLAS COUNTY--MEDICAL DISTRICT DRIVE FROM IH 35E TO HARRY HINES BLVD; RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE DIVIDED; ADDITION OF LANES

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	STP-MM		CAT 10 EARMARK		LOCAL CONTRIBUTION	TOTAL
		FEDERAL	LOCAL	FEDERAL	LOCAL		
2012	PE	\$0	\$0	\$2,790,400	\$697,600	\$0	\$3,488,000
2015	ROW	\$0	\$0	\$1,216,090	\$304,023	\$0	\$1,520,113
2015	UTIL	\$0	\$0	\$400,000	\$100,000	\$0	\$500,000
2016	CON	\$13,370,000	\$3,342,500	\$0	\$0	\$0	\$16,712,500
2016	CONENG	\$0	\$0	\$0	\$0	\$2,495,032	\$2,495,032
		\$13,370,000	\$3,342,500	\$4,406,490	\$1,101,623	\$2,495,032	\$24,715,645

REVISION REQUESTED: DECREASE LOCAL SHARE IN CONSTRUCTION ENGINEERING PHASE

FISCAL YEAR	PHASE	STP-MM		CAT 10 EARMARK		LOCAL CONTRIBUTION	TOTAL
		FEDERAL	LOCAL	FEDERAL	LOCAL		
2012	PE	\$0	\$0	\$2,790,400	\$697,600	\$0	\$3,488,000
2015	ROW	\$0	\$0	\$1,216,090	\$304,023	\$0	\$1,520,113
2015	UTIL	\$0	\$0	\$400,000	\$100,000	\$0	\$500,000
2016	CON	\$13,370,000	\$3,342,500	\$0	\$0	\$0	\$16,712,500
2016	CONENG	\$0	\$0	\$0	\$0	\$679,845	\$679,845
		\$13,370,000	\$3,342,500	\$4,406,490	\$1,101,623	\$679,845	\$22,900,458

LOCAL CONTRIBUTION TO BE PAID BY THE CITY OF DALLAS AND DALLAS COUNTY

PROJECT DETAILS FOR MODIFICATION 2015-0302

LANCASTER--ON DANIELDALE RD FROM IH 35E TO HOUSTON SCHOOL RD; RECON. 2 LN UNDIV TO 2 LN UNDIV URBAN FROM IH 35E NB FR RD TO LONGHORN TRL & RECON. 2 LN UNDIV TO 3 LN UNDIV WITH CONTIN. CNTR TURN LN W/TRANSITION LNS, SIGNALS & ADD COMBO LNS FOR LT & RT TURN LNS FROM LONGHORN TRL TO HOUSTON SCHOOL RD

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	CAT 10		STP-MM		LOCAL CONTRIBUTION	TOTAL
		FEDERAL	LOCAL	FEDERAL	LOCAL		
2013	ENG	\$640,000	\$160,000	\$0	\$0	\$0	\$800,000
2013	ROW	\$300,000	\$75,000	\$0	\$0	\$0	\$375,000
2013	UTIL	\$0	\$0	\$0	\$0	\$418,000	\$418,000
2015	CON	\$502,360	\$125,590	\$276,600	\$69,150	\$3,039,583	\$4,013,283
		\$1,442,360	\$360,590	\$276,600	\$69,150	\$3,457,583	\$5,606,283

REVISION REQUESTED: REVISE FUNDING

FISCAL YEAR	PHASE	CAT 10		STP-MM		LOCAL CONTRIBUTION	TOTAL
		FEDERAL	LOCAL	FEDERAL	LOCAL		
2010	ENG	\$160,000	\$40,000	\$0	\$0	\$0	\$200,000
2015	ENG	\$40,000	\$10,000	\$0	\$0	\$387,770	\$437,770
2013	ROW	\$0	\$0	\$0	\$0	\$141,314	\$141,314
						\$206,000	\$206,000
2014	UTIL	\$0	\$0	\$0	\$0	\$410,374	\$410,374
						\$350,000	\$350,000
2015	CON	\$1,242,360	\$310,590	\$276,600	\$69,150	\$3,056,654	\$4,955,354
		\$1,402,360	\$350,590			\$2,901,772	\$5,000,472
		\$1,442,360	\$360,590			\$3,996,112	\$6,144,812
		\$1,602,360	\$400,590	\$276,600	\$69,150	\$3,845,542	\$6,194,242

OBLIGATED
OBLIGATED

PROJECT DETAILS FOR MODIFICATION 2015-0307

TXDOT-FORT WORTH (MANSFIELD)--SH 360 FROM SUBLETT/CAMP WISDOM TO ELLIS C/L;
 CONSTRUCT 0 TO 4 TOLL LANES FROM SUBLETT/CAMP WISDOM ROAD TO ELLIS C/L, 4 TO 4
 CONTINUOUS FRONTAGE ROADS FROM SUBLETT/CAMP WISDOM ROAD TO HERITAGE PKWY, AND
 2 TO 4 CONTINUOUS FRONTAGE ROADS FROM HERITAGE PKWY TO TARRANT/ELLIS CO LINE
 (INTERIM PHASE)

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	CAT 12		CAT 3 - TMF	TOTAL
		FEDERAL	STATE	STATE	
2015	CON	\$204,955,466	\$51,238,867	\$0	\$256,194,333
		\$204,955,466	\$51,238,867	\$0	\$256,194,333

REVISION REQUESTED: ADD ENGINEERING, ROW, AND CONSTRUCTION ENGINEERING PHASES
 AND REVISE CONSTRUCTION FUNDING

FISCAL YEAR	PHASE	CAT 12		CAT 3 - TMF	TOTAL
		FEDERAL	LOCAL	STATE	
2015	ENG	\$0	\$0	\$6,000,000	\$6,000,000
2015	ROW	\$0	\$0	\$1,584,000	\$1,584,000
2015	CON	\$0	\$0	\$186,611,174	\$186,611,174
2015	CE	\$0	\$0	\$20,814,826	\$20,814,826
		\$0	\$0	\$215,010,000	\$215,010,000

PROJECT DETAILS FOR MODIFICATION 2015-0310

TXDOT-FORT WORTH (COLLEYVILLE)--SH 26 FROM JOHN MCCAIN TO HALL-JOHNSON RD; RECONSTRUCT 4 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH INTERSECTION IMPROVEMENTS AND BICYCLE/PEDESTRIAN AMENITIES (6 LANES ULTIMATE)

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	SBPE	S102		STP-MM		CAT 3 - TMF	LOCAL CONTRIBUTION*	TXDOT - ADDITIONAL FUNDING**	TOTAL
		STATE	FEDERAL	STATE	FEDERAL	LOCAL	STATE			
2015	ENG	\$481,067	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$581,067
2015	ROW	\$0	\$1,702,331	\$276,065	\$0	\$0	\$2,855,714	\$407,706	\$0	\$5,241,816
2015	CON	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400,000	\$0	\$14,400,000
		\$481,067	\$1,702,331	\$276,065	\$0	\$0	\$2,855,714	\$14,907,706	\$0	\$20,222,883

REVISION REQUESTED: REVISE FUNDING

FISCAL YEAR	PHASE	SBPE	S102		STP-MM		CAT 3 - TMF	LOCAL CONTRIBUTION*	TXDOT - ADDITIONAL FUNDING**	TOTAL
		STATE	FEDERAL	STATE	FEDERAL	LOCAL	STATE			
2013	ENG	\$481,067	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$581,067
2011	ROW	\$0	\$1,702,331	\$276,065	\$0	\$0	\$2,855,714	\$407,706	\$0	\$5,241,816
2016	CON	\$0	\$0	\$0	\$2,442,000	\$610,500	\$0	\$709,500	\$10,900,000	\$14,662,000
		\$481,067	\$1,702,331	\$276,065	\$2,442,000	\$610,500	\$2,855,714	\$1,217,206	\$10,900,000	\$20,484,883

*LOCAL CONTRIBUTION FOR CONSTRUCTION TO BE PAID BY CITY OF COLLEYVILLE AND TARRANT COUNTY

**CONTINGENT UPON APPROVAL OF TXDOT TURN BACK AGREEMENT; SPECIFIC TXDOT FUNDING CATEGORY TO BE DETERMINED

PROJECT DETAILS FOR MODIFICATION 2015-0319

TXDOT-DALLAS (GRAND PRAIRE)--IH 30 FROM NORTHWEST 7TH STREET TO BELT LINE RD

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	STP-MM		S102		RTR 121-DA1 FUNDS		SBPE	LOCAL	TOTAL
		FEDERAL	STATE	FEDERAL	STATE	REGIONAL	LOCAL	STATE	CONTRIBUTION	
2013	PE	\$0	\$0	\$0	\$0	\$292,960	\$73,240	\$114,000	\$439,090	\$919,290
2015	ROW	\$800,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
2015	UTIL	\$1,318,080	\$329,520	\$0	\$0	\$0	\$0	\$0	\$0	\$1,647,600
2016	CON	\$5,089,416	\$1,272,354	\$0	\$0	\$0	\$0	\$0	\$0	\$6,361,770
		\$7,207,496	\$1,801,874	\$0	\$0	\$292,960	\$73,240	\$114,000	\$439,090	\$9,928,660

REVISION REQUESTED: INCREASE FUNDING

FISCAL YEAR	PHASE	STP-MM		S102		RTR 121-DA1 FUNDS		SBPE	LOCAL	TOTAL
		FEDERAL	STATE	FEDERAL	STATE	REGIONAL	LOCAL	STATE	CONTRIBUTION	
2013	PE	\$0	\$0	\$0	\$0	\$292,960	\$73,240	\$114,000	\$439,090	\$919,290
2015	ROW	\$0	\$0	\$800,000	\$200,000	\$0	\$0	\$0	\$0	\$1,000,000
2015	UTIL	\$0	\$0	\$1,318,080	\$329,520	\$0	\$0	\$0	\$0	\$1,647,600
2016	CON	\$7,207,496	\$1,801,874	\$0	\$0	\$0	\$0	\$0	\$0	\$9,009,370
		\$7,207,496	\$1,801,874	\$2,118,080	\$529,520	\$292,960	\$73,240	\$114,000	\$439,090	\$12,576,260

NOTE: LOCAL CONTRIBUTION TO BE PAID BY GRAND PRAIRIE

PROJECT DETAILS FOR MODIFICATION 2015-0322

ROCKWALL COUNTY--SH 276 FROM SH 205 TO FM 549; RECONSTRUCT AND WIDEN 2 LANE RURAL TO 6 LANE DIVIDED URBAN

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	STP-MM		S102		SBPE STATE	LOCAL CONTRIBUTION	TOTAL
		FEDERAL	STATE	FEDERAL	STATE			
2015	PE	\$736,073	\$184,018	\$0	\$0	\$0	\$8,000	\$928,091
2016	ROW	\$1,063,927	\$265,982	\$0	\$0	\$0	\$0	\$1,329,909
		\$1,800,000	\$450,000	\$0	\$0	\$0	\$8,000	\$2,258,000

REVISION REQUESTED: REVISE SCOPE TO RECONSTRUCT AND WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN (ULTIMATE 6); INCREASE FUNDING AND MOVE STP-MM TO CONSTRUCTION IN FY2019

FISCAL YEAR	PHASE	STP-MM		S102		SBPE STATE	LOCAL CONTRIBUTION	TOTAL
		FEDERAL	STATE	FEDERAL	STATE			
2015	PE	\$0	\$0	\$0	\$0	\$928,091	\$8,000	\$936,091
2016	ROW	\$0	\$0	\$3,200,000	\$800,000	\$0	\$0	\$4,000,000
2019	CON	\$1,800,000	\$450,000	\$0	\$0	\$0	\$0	\$2,250,000
		\$1,800,000	\$450,000	\$3,200,000	\$800,000	\$928,091	\$8,000	\$7,186,091

PROJECT DETAILS FOR MODIFICATION 2015-0330

TXDOT-DALLAS (CORINTH)--FM 2499 FROM FM 2181 NORTH TO IH 35E; CONSTRUCT 6 LANE DIVIDED URBAN FACILITY ON NEW

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	SBPE STATE	RTR 121-DE1	LOCAL CONTRIBUTION	TOTAL
			REGIONAL		
2013	PE	\$900,000	\$0	\$2,500,000	\$3,400,000
2013	ROW	\$0	\$6,100,000	\$0	\$6,100,000
2013	UTIL	\$0	\$2,050,000	\$0	\$2,050,000
2015	CON	\$0	\$32,290,166	\$0	\$32,290,166
		\$900,000	\$40,440,166	\$2,500,000	\$43,840,166

REVISION REQUESTED: INCREASE CONSTRUCTION FUNDING

FISCAL YEAR	PHASE	SBPE STATE	RTR 121-DE1	LOCAL CONTRIBUTION	TOTAL
			REGIONAL		
2013	PE	\$900,000	\$0	\$2,500,000	\$3,400,000
2013	ROW	\$0	\$6,100,000	\$0	\$6,100,000
2013	UTIL	\$0	\$2,050,000	\$0	\$2,050,000
2015	CON	\$0	\$34,857,000	\$0	\$34,857,000
		\$900,000	\$43,007,000	\$2,500,000	\$46,407,000

NOTE: LOCAL CONTRIBUTION BY DENTON COUNTY (ALREADY PAID)

PROJECT DETAILS FOR MODIFICATION 2015-0338

TXDOT-FORT WORTH (COLLEYVILLE)--SH 26 FROM HALL-JOHNSON ROAD TO BROWN TRAIL; RECONSTRUCT 4 LANE RURAL UNDIVIDED TO 4 LANE URBAN DIVIDED WITH INTERSECTION IMPROVEMENTS AND BICYCLE/PEDESTRIAN AMENITIES (6 LANES ULTIMATE)

CURRENTLY APPROVED:

FISCAL YEAR	PHASE	STP-MM			S102		CAT 9 ENHANCEMENT FUNDS		TMF 100% STATE	LOCAL CONTRIBUTION	TOTAL
		FEDERAL	STATE	LOCAL	FEDERAL	STATE	FEDERAL	LOCAL			
2013	ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$581,067	\$581,067
2013	ROW	\$0	\$0	\$0	\$2,211,007	\$358,556	\$0	\$0	\$3,709,035	\$529,534	\$6,808,132
2015	CON	\$10,926,115	\$2,731,528	\$0	\$0	\$0	\$1,273,004	\$318,251	\$0	\$0	\$15,248,898
		\$10,926,115	\$2,731,528	\$0	\$2,211,007	\$358,556	\$1,273,004	\$318,251	\$3,709,035	\$1,110,601	\$22,638,097

REVISION REQUESTED: DELAY CONSTRUCTION TO FY2016 AND REVISE FUNDING

FISCAL YEAR	PHASE	STP-MM			S102		CAT 9 ENHANCEMENT FUNDS		TMF 100% STATE	LOCAL CONTRIBUTION	TOTAL
		FEDERAL	STATE	LOCAL	FEDERAL	STATE	FEDERAL	LOCAL			
2013	ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$581,067	\$581,067
2013	ROW	\$0	\$0	\$0	\$2,211,007	\$358,556	\$0	\$0	\$3,709,035	\$529,534	\$6,808,132
2016	CON	\$12,184,115	\$2,731,528	\$314,500	\$0	\$0	\$1,273,004	\$318,251	\$0	\$365,500	\$17,186,898
		\$12,184,115	\$2,731,528	\$314,500	\$2,211,007	\$358,556	\$1,273,004	\$318,251	\$3,709,035	\$1,476,101	\$24,576,097

NOTE: ON JANUARY 9, 2014, THE RTC APPROVED FLEXIBILITY WITH THE CAT 9 ENHANCEMENT FUNDS TO ALLOW THE USE OF ALL OR PARTIAL FUNDS ON EITHER THIS PROJECT OR ON TIP 11153.3/CSJ 0363-01-114



North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

RECEIVED

MAR 20 2015 3/18/15

TRANSPORTATION

Name Phyllis Silver
 Organization _____
 E-mail _____ Phone 972-622-4340
 Address 15720 Artist Way, #4912
 City Addison State Tx Zip Code 75001

TRANSPORTATION

Please provide written comments below:

Mod No.

2015-0277

this project deals with an area with a lot of traffic congestion - any assistance in getting traffic flowing faster would be very welcome.

2015-0289

It's nice to see increased funding going toward surface transportation projects & initiatives. High speed rail will be important for getting people to move efficiently, so I am pleased that this is included in the project.

2015-0296

I am concerned about the removal of the local match of funds for transit sustainability & transit operations regional coordination.

2015-0337

The Traveler Information System (ITS) is a useful tool for motorists in order for them to avoid traffic tie-ups as much as possible and keep them moving. I am pleased to see funding go toward this effort over a multi-year period.

Recommendation for Elevation of Priority of Project

At a COG meeting a few years ago, it was discussed that engineers develop methods to prevent wrong way driving on highways & exit/entrance ramps. So many innocent lives are lost each year to this type of accident. Therefore, I recommend that this be

To submit comments or questions by mail, fax, or e-mail, please send to:

North Central Texas Council of Governments, Transportation Department

P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028


E-mail: jstout@nctcog.org Website: <http://www.nctcog.org/trans>

worked on immediately, even if it means starting by experimenting with only a few methods to deter wrong way drivers. one example might be spikes in the road if you travel the wrong way.

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2014 Transportation Conformity

2014 Transportation Conformity Determination for the Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2014 Amendment and 2015–2018 Transportation Improvement Program for North Central Texas **2013 Transportation Conformity**

All files are in PDF format unless otherwise indicated. 

- [US DOT 2014 Conformity Determination Letter](#) Pending
- [TCEQ Conformity Review Letter](#) Pending
- [TxDOT Conformity Review Letter](#) 01-30-2015
- [EPA Conformity Review Letter](#) Pending
- [NCTCOG Executive Board Resolution](#) 12-18-2014
- [RTC Resolution](#) 11-13-2014

2014 Conformity Document (FINAL DRAFT)

[Preface](#)[Chapter 1: Executive Summary](#)[Chapter 2: Introduction](#)[Chapter 3: Mobility 2035 - 2014 Amendment and 2015-2018 TIP](#)[Chapter 4: Vehicle Activity](#)[Chapter 5: Emission Factors/MOVES Model](#)[Chapter 6: Mobile Source Emission Reduction Strategies \(MoSERS\)](#)[Chapter 7: Determination of Regional Transportation Emissions](#)[Chapter 8: Interagency Consultation](#)[Chapter 9: Public Participation](#)[Chapter 10: List of Appendices](#)

Appendices

[10.1 Endorsements and/or Resolutions](#)[10.2 Memorandum of Agreements](#)[10.3 Applicable Federal Register Excerpts and Other Documents](#) [ZIP][10.4 Mobility 2035 - 2014 Amendment](#)[10.5 2015-2018 Transportation Improvement Program](#)[10.6 Applicable SIP Excerpts](#) [ZIP][10.7 Travel Model Validation and DFX](#) [ZIP][10.8 Roadway System \(Capacity Staging\)](#)[10.9 Vehicle Miles of Travel](#) [ZIP][10.10 Average Loaded Speeds](#) [ZIP][10.11 Center Line and Lane Miles](#)[10.12 Interagency Consultation Process](#)[10.13 MOVES Information and Fact Sheets](#) [ZIP]

- [10.14 MOVES Input and Output Files \[ZIP\]](#)
- [10.15 MOVES Input Parameters \[ZIP\]](#)
- [10.16 MOVES Emission Factors \[ZIP\]](#)
- [10.17 Transportation Control Measures in SIP](#)
- [10.18 MoSERS Methodology/Calculation Descriptions](#)
- [10.19 MoSERS Project Listing](#)
- [10.20 Public Involvement Process](#)
- [10.21 MOVES External Reference Files \[ZIP\]](#)
- [10.22 Definition of Regionally Significant Roadway System](#)
- [10.23 Tab Delimited Files \[ZIP\]](#)
- [10.24 Network Link Listing \[ZIP\]](#)
- [10.25 Emissions \[ZIP\]](#)
- [10.26 Supplement Files](#)

[Back to Main Conformity Webpage](#)

Questions, please contact Jenny Narvaez at 817-608-2342 or jnarvaez@nctcog.org.

2/6/2015 CH

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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.

- [Air Quality Funding Home](#)
- [Other Air Quality Funding Opportunities](#)
- [Sign-Up for Email Updates](#)

Current Vehicle Grant Funding Opportunities

[Select Language](#) ? ?

	Eligible Focus Areas									
	Heavy-Duty Vehicles					Light-Duty Vehicles				
	Application Deadline	School Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Other	Idle-Reduction Technology	Passenger Vehicles	Taxis	Idle-Reduction Technology
AirCheckTexas Drive a Clean Machine Program	Open						X			PC
Drayage Loan Program	FCFS		X			X				PV
Federal and State Incentives and Laws (Including Tax Credits)	Open	X	X	X	X	X	X	X		PV
Light-Duty Motor Vehicle Purchase or Lease Incentive (LDLPI) Program	FCFS until 06/26/15						X	X		PB, PV, PC
Propane Vehicle Incentives for Texas	FCFS	X	X		X	X	X	X		PB, PV
Rebate Grants Program	FCFS until 06/26/15	X	X	X	X	X				PB, PV, PC
Texas Natural Gas Vehicle Grant Program	05/31/15	X	X	X	X	X				PB, PV

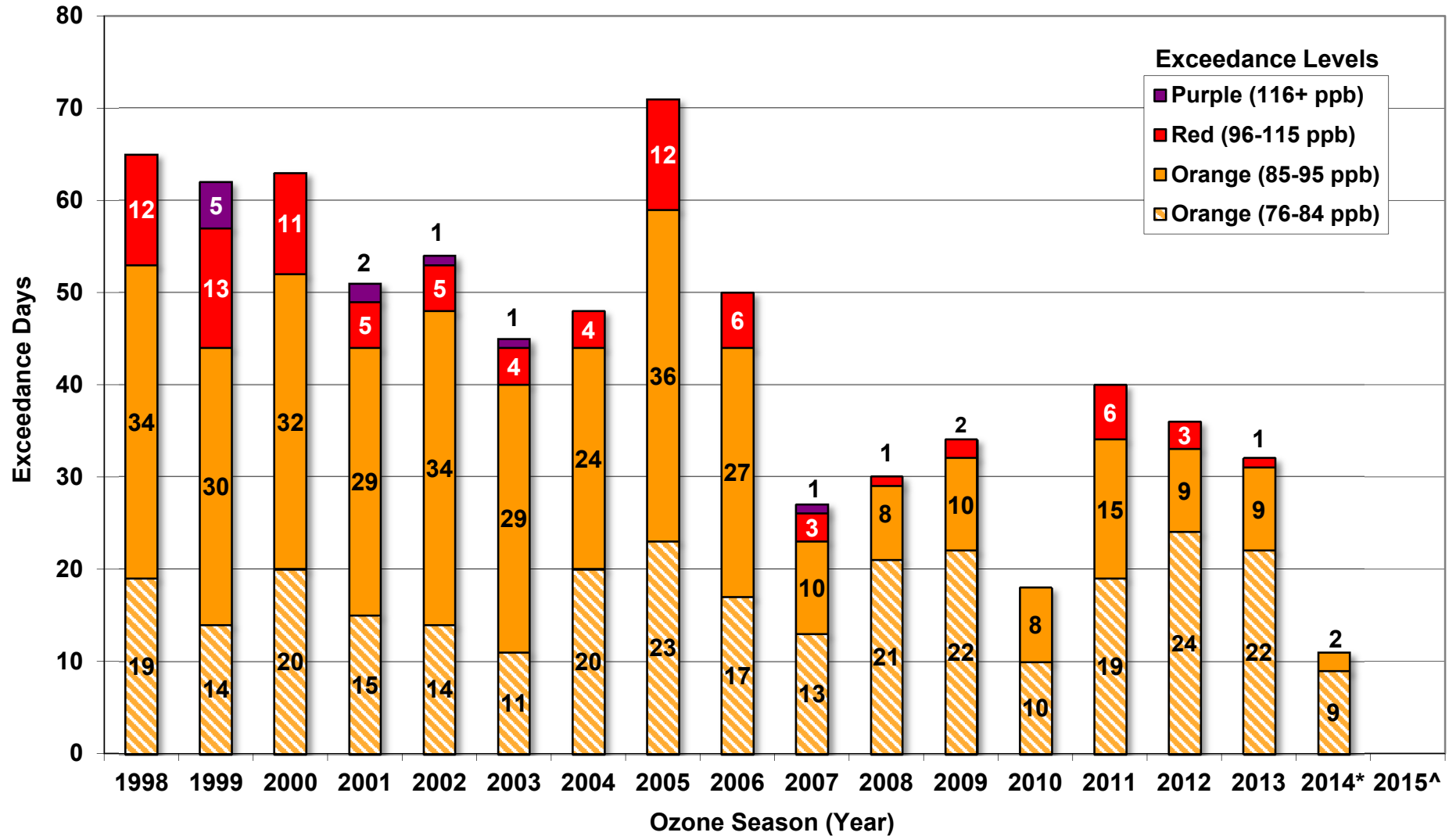
FCFS = First-Come, First-Served; PB = Public Sector; PV = Private Sector; PC = Private Citizens; TBD= To Be Determined

[NCTCOG Funding Opportunity Archive](#)

If you have any questions on upcoming funding opportunities, please email AQgrants@nctcog.org.

2015 OZONE SEASON

8-Hour Ozone Exceedance Days



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 for the revised ozone standard of 75 ppb.

= Additional level orange exceedance days under the revised standard that were not exceedances under the previous 84 ppb standard. (AQI level orange = 76-95 ppb)

*2014 data not certified by the Texas Commission on Environmental Quality

^Not a full year of data, current as of 3/30/2015

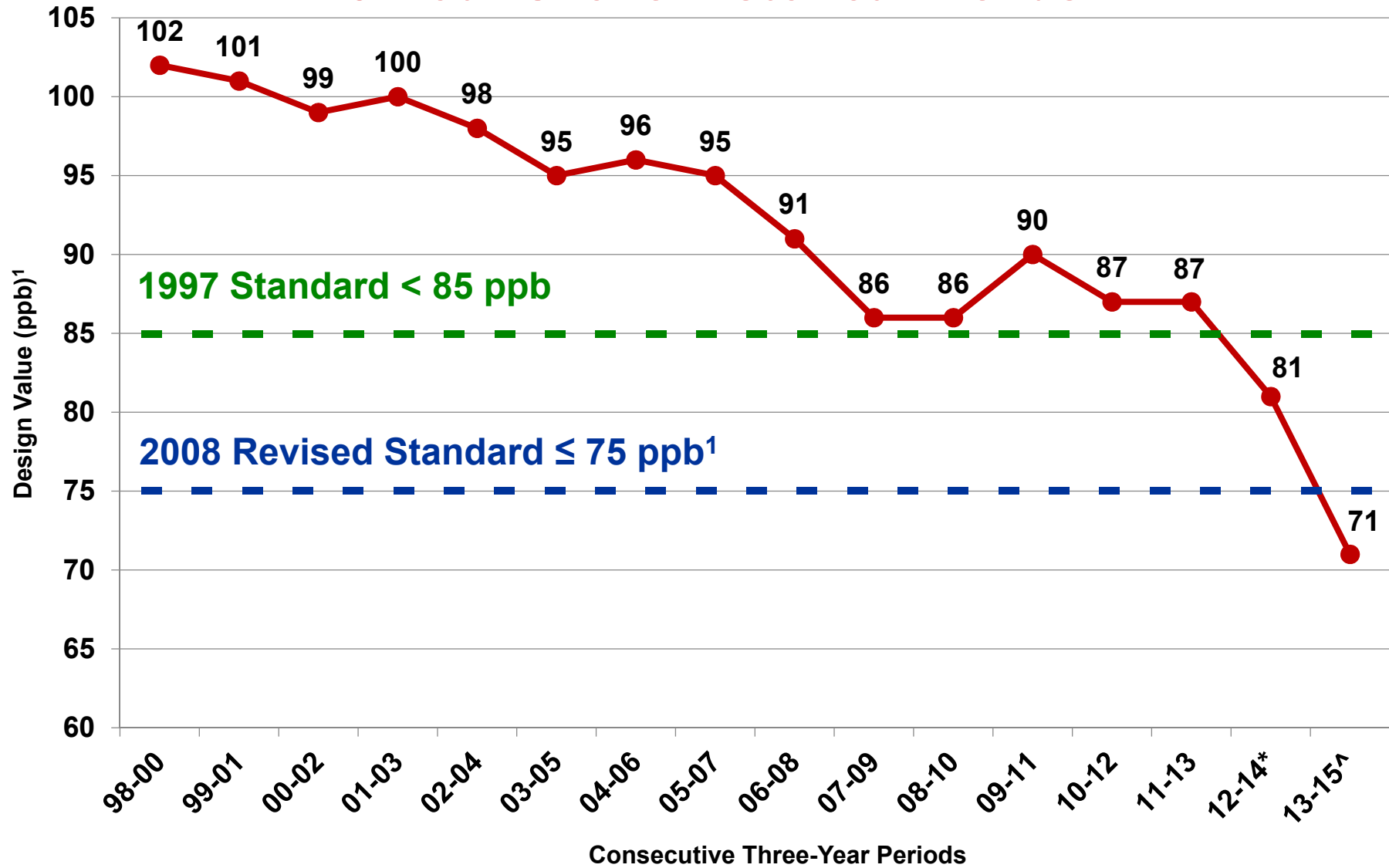
Note: The 2009-2013 data has been certified by TCEQ, and is currently undergoing review by the EPA for concurrence.

Source: TCEQ, http://www.tceq.state.tx.us/cqi-bin/compliance/monops/8hr_monthly.pl

ppb = parts per billion

2015 OZONE SEASON

8-Hour Ozone Historical Trends



¹Attainment 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 8-hour average ozone concentration) is equal to or less than 75 parts per billion (ppb).

*2014 data not certified by the Texas Commission on Environmental Quality

^Not a full year of data. Current as of 3/30/2015.

2015 OZONE SEASON

References

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Communications Supervisor
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Air North Texas: www.airnorthtexas.org
NCTCOG Ozone Updates: www.nctcog/ozone

Overview of Actions Affecting Western/Eastern Funding Shares*

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Start	Over-Obligation on North Tarrant Express (Category 2)	\$ 156.60	\$ -	\$ 156.60	\$ -
Jan-10	FM 1187 in Mansfield (ARRA)	11.10	-	167.70	-
Mar-10	Send Western SH 161 RTR Funds to Eastern Subregion (as part of SH 161 & Southwest Parkway Agreement)	-	2.39	167.70	2.39
Apr-10	IH 35E Bridge over Trinity River (Bridge Program)		75.00	167.70	77.39
Apr-10	Mountain Creek Parkway Bridge (Bridge Program)		5.20	167.70	82.59
May-10	SH 26 in Grapevine (ARRA)	17.50		185.20	82.59
May	Various Locations in the DFW Region (Safe Routes to School Program)	3.40	6.90	188.60	89.49
Jun-10	US 75, IH 30, SH 114, SP 348, IH 35W, SH 360 (Proposition 12 - Engineering)	39.00	58.50	227.60	147.99
Jun-10	SH 26 in Colleyville (Pass Through Finance)	19.10		246.70	147.99
Jun-10	IH 30 HOV/Managed (Pass Through Finance)		63.13	246.70	211.12
Jun-10	FM 1171 in Denton Co (Pass Through Finance)		41.40	246.70	252.52
Jun-10	SH 34 in Terrell (Category 12)		19.00	246.70	271.52
Jul-10	Send \$5M STP-MM savings from SH 26 in Grapevine from Western to Eastern Subregion		5.00	246.70	276.52
Jul-10	2010 Statewide Transportation Enhancement Program	8.27	10.58	254.97	287.10
Aug-10	FM 1641 in Kaufman County (ARRA)		3.24	254.97	290.34
Aug-10	SH 121 from DART/Cotton Belt to FM 2499 (ARRA)	5.40		260.37	290.34
Oct-10	IH 35E at FM 407 Interchange and North Tarrant Express (Proposition 14)	135.00	30.00	395.37	320.34
Nov-10	Move RTC/Local from East to West for US 287 at Berry/Vaughn (RTC Local)	1.25	(1.25)	396.62	319.09
Feb-11	Move STP-MM from West to East as a result of the US 287 at Berry/Vaughn swap (STP-MM)	(1.25)	1.25	395.37	320.34
Apr-11	Advanced funding to FY 2011 Using Category 12 Funds	22.07	28.32	417.44	348.66
May-11	US 380 from West of FM 156 to IH 35E (Prop 14)		20.50	417.44	369.16
Sep-11	Strategic Partnership with TxDOT/Proposition 12 Allocation	99.00	757.45	516.44	1,126.61
Jun-12	Additional Revenue from the TxDOT \$2 Billion Funding Initiative **	101.34	405.34	617.78	1,531.95
Oct-12	Fiscal Year 2013 Earmark Funding from FHWA/TxDOT reallocation	1.98	0.53	619.76	1,532.48
Mar-13	Category 12 Funding for US 287 Ennis Bypass	-	56.00	619.76	1,588.48
		\$ 619.76	\$ 1,588.48	28.07%	71.93%

*No change since last presentation in December 2014.

**\$30 million contingency loan from Dallas County (from SH 183 & SL 9) to Tarrant County (for IH 35W) will not be reflected until the funds are actually used in Tarrant County. It is hoped that the loan will not be needed. Anticipate additional funds from TxDOT for IH 35W which will balance out the East/West allocations.

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]) ¹	\$ 30.00	\$ -	\$ 30.00	\$ -
Mar-13	Statewide Allocation to the Region of Congestion Mitigation and Air Quality Improvement Program funds for TxDOT Congestion Management Program ²	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 ³	6.85	(6.85)	224.14	415.86
Jun-14	IH 345 from IH 30 to SP 366 over IH 30, US 75, and DART RR	-	185.00	224.14	600.86
	IH 35W (Skinny) from US 81/287 Split to SH 114	115.84	24.16	339.98	625.02
	SH 114 from Trophy Lake Drive to Kirkwood Blvd.	4.00	4.00	343.98	629.02
	SH 170 from west of Parrish Rd to west of SH 114 Interchange	-	10.50	343.98	639.52
	Dallas Area Rapid Transit (Dallas and Fort Worth Districts) ⁴	-	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
Updated MAP-21 Equity Share as of February 2015 ⁵		\$ 343.98	\$ 819.52	29.56%	70.44%

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.

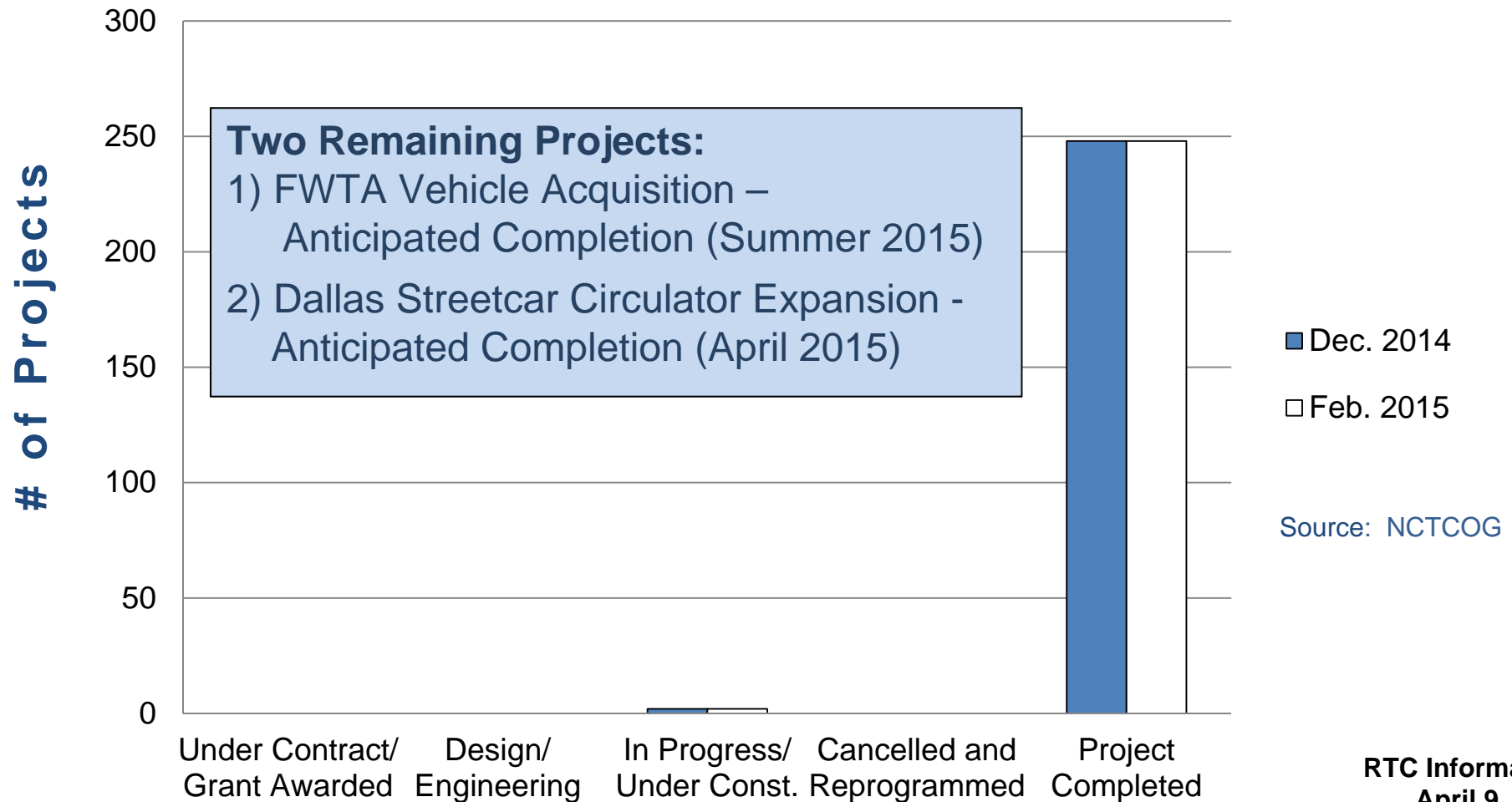
4) \$40M for the Western Subregion to be identified in the future and reflected in the West/East tracking once approved (\$60M for DART reaffirmed in February 2015).

5) SH 360 action (SH 360 from Sublett/Camp Wisdom to Ellis County Line) - Will not be reflected as it is a loan.

East-West Equity Share (SAFETEA-LU and MAP-21)	Cumulative Total	
	West	East
SAFETEA-LU East-West Equity Total	\$ 619.76	\$ 1,588.48
MAP-21 East-West Equity Total	\$ 343.98	\$ 819.52
Cumulative Total	\$ 963.74	\$ 2,408.00
Percentage Shares	28.58%	71.42%

STATUS OF ARRA PROJECTS REPORTED IN FEBRUARY 2015

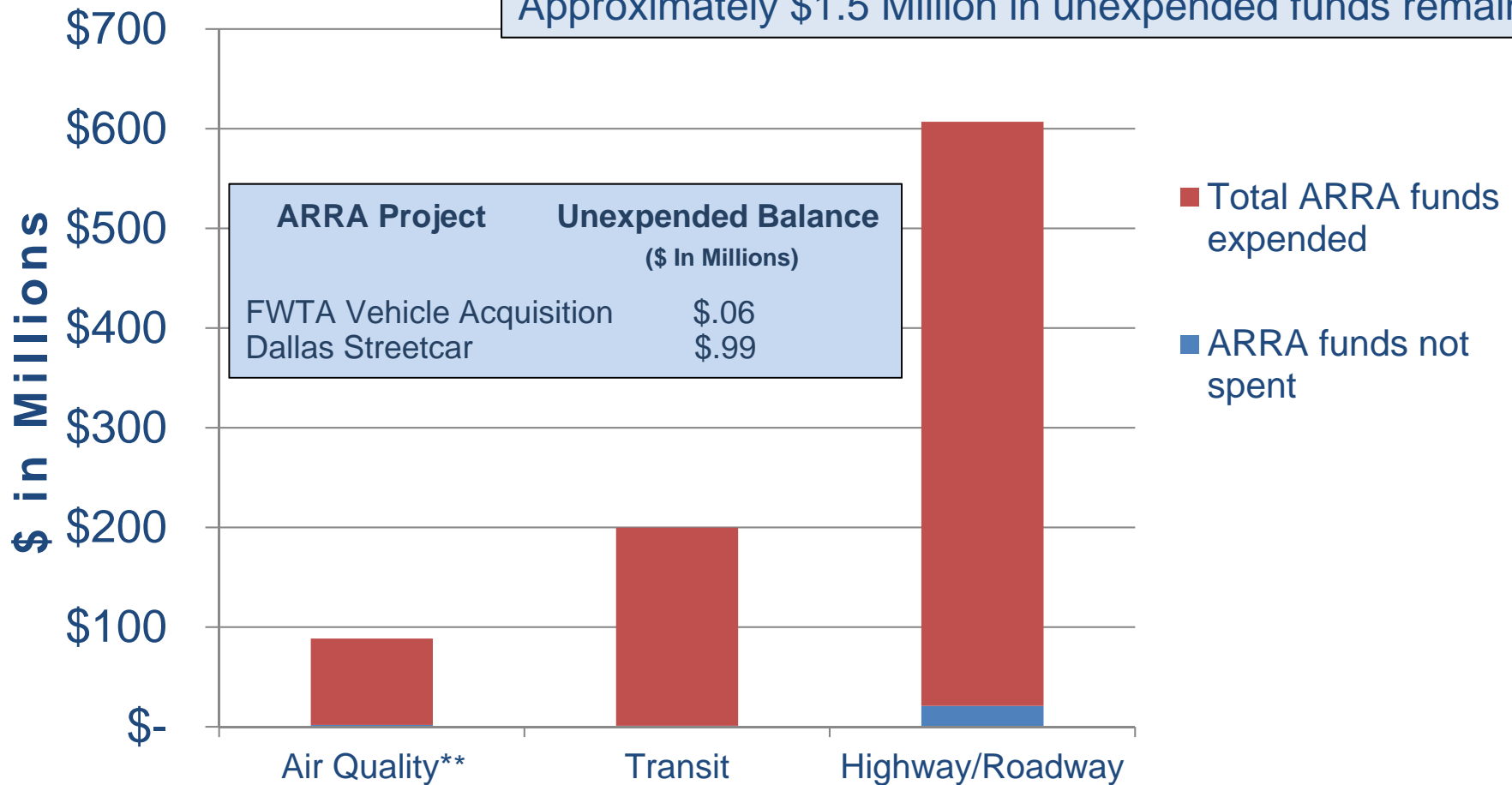
248 of 250 completed projects
2 projects still under construction



ARRA EXPENDITURES

REPORTED IN FEBRUARY 2015

Over \$884 Million expended to date (99%)
 Approximately \$1.5 Million in unexpended funds remain*



*Includes ARRA completed projects with an outstanding balance

**Includes DOE, EPA, & SECO Projects

Source: NCTCOG

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
PROJECTS WITH OUTSTANDING BALANCES										
FWTA	TARRANT	DFW MPO TRANSIT	VEHICLE ACQUISITION, PREVENTIVE MAINTENANCE, TRANSIT ENHANCEMENTS, AND OTHER CAPITAL ITEMS	---	---	\$20,148,975	\$20,086,975	\$62,000	\$0	IN PROGRESS; FWTA BOARD WILL VOTE ON NEW CONTRACTOR IN MAY 2015 AND FINAL DRAWDOWN EXPECTED BY LATE SUMMER 2015.
NCTCOG/ DALLAS	DALLAS	TIGER DISCRETIONARY GRANT PROGRAM	DOWNTOWN DALLAS STREETCAR	DALLAS CBD STREETCAR CIRCULATOR EXPANSION FROM DOWNTOWN DALLAS TO OAK CLIFF	PLANNING, ENGINEERING, ENVIRONMENTAL, ROW, AND CONSTRUCTION FOR DALLAS STREETCAR EXTENSION; RAIL TRANSIT	\$26,000,000	\$25,006,273	\$993,727	\$0	UNDER CONSTRUCTION; A GRANT EXTENSION HAS BEEN APPROVED; PROJECT ANTICIPATED TO BE COMPLETED AND OPEN FOR REVENUE SERVICE IN APRIL 2015.
TOTAL FOR PROJECTS WITH OUTSTANDING BALANCES						\$46,148,975	\$45,093,248	\$1,055,727	\$0	
PARTNERSHIP PROJECTS THAT ARE UNDER CONSTRUCTION										
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	RIVERFRONT BLVD	FROM CADIZ TO CONTINENTAL	RECONSTRUCT & WIDEN FACILITY FROM 6 TO 8 LANES	\$0	\$0	\$0	\$15,500,000	UNDER CONSTRUCTION; ESTIMATED COMPLETION DATE DECEMBER 2016.
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	MCKINNEY TROLLEY/OLIVE STREET ROADWAY	FROM ELM & COMMERCE (HOUSTON TO CENTRAL EXPRESSWAY) TO MAIN/ELM & COMMERCE LOOP)	DALLAS CBD STREETCAR EXPANSION (BUS LANE RECONSTRUCTION/STREE TCAR PHASE 1B)	\$0	\$0	\$0	\$2,000,000	UNDER CONSTRUCTION; ANTICIPATED COMPLETION DATE APRIL 2015.
TOTAL FOR PARTNERSHIP PROJECTS THAT ARE UNDER CONSTRUCTION						\$0	\$0	\$0	\$17,500,000	

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
PROJECTS THAT ARE COMPLETED OR CANCELLED										
ALLEN	COLLIN	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			SYNCHRONIZE 24 TRAFFIC SIGNALS AND INSTALL AND UPGRADE TRAFFIC SIGNAL SYSTEM HARDWARE TO ENSURE SYNCHRONIZATION PLANS ARE WORKING PROPERLY	\$392,500	\$392,500	\$0	\$0	COMPLETED
ALLEN	COLLIN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$693,000	\$693,000	\$0	\$0	COMPLETED
ARLINGTON	TARRANT	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 3 CNG VEHICLES	\$20,805	\$20,805	\$0	\$58,125	COMPLETED
ARLINGTON	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$3,428,100	\$3,428,100	\$0	\$0	COMPLETED
ARLINGTON / HANDITRAN	TARRANT	DFW MPO TRANSIT	PREVENTIVE MAINTENANCE, CAPITAL COST OF CONTRACTING, VEHICLE AND TECHNOLOGY ACQUISITION	----	----	\$600,000	\$600,000	\$0	\$0	COMPLETED
ARLINGTON ISD/ TEXAS RAILROAD COMMISSION	TARRANT	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 24 PROPANE BUSES AND INSTALL REFUELING INFRASTRUCTURE	\$508,174	\$508,174	\$0	\$1,729,128	COMPLETED
ARLINGTON ISD/ TEXAS RAILROAD COMMISSION	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT	N/A	PURCHASE 24 PROPANE SCHOOL BUSES	\$192,000	\$192,000	\$0	\$2,453,124	COMPLETED
BEDFORD	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			IMPLEMENT SYNCHRONIZED TRAFFIC SIGNAL TIMING PLANS FOR 26 INTERSECTIONS	\$1,856,000	\$1,856,000	\$0	\$0	COMPLETED
BEDFORD	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$201,200	\$201,200	\$0	\$0	COMPLETED
CARROLLTON	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,189,100	\$1,189,100	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
CEDAR HILL	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			DEVELOP AND IMPLEMENT SYNCHRONIZED TRAFFIC SIGNAL TIMING PLANS FOR 12 INTERSECTIONS	\$308,688	\$308,688	\$0	\$0	COMPLETED
CEDAR HILL	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$176,600	\$176,600	\$0	\$0	COMPLETED
CENTRAL TEXAS RURAL TRANSIT DISTRICT	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$1,625,000	\$1,625,000	\$0	\$0	COMPLETED
CENTRAL TEXAS RURAL TRANSIT DISTRICT	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT TRANSIT	TECHNOLOGY ACQUISITION	----	----	\$600,000	\$600,000	\$0	\$0	COMPLETED
CITY OF LAKE DALLAS	DENTON	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 1 LIGHT DUTY HYBRID VEHICLE	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
CITY OF MCKINNEY	COLLIN	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS		PURCHASE 2 HEAVY DUTY HYBRID VEHICLES	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
CLETRAN - CITY/COUNTY TRANS. / CLEBURNE	JOHNSON	TXDOT TRANSIT	FACILITY	----	----	\$200,000	\$200,000	\$0	\$0	COMPLETED
CLETRAN - CITY/COUNTY TRANS. / CLEBURNE	JOHNSON	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$447,000	\$447,000	\$0	\$0	COMPLETED
COLLIN COUNTY COMMITTEE ON AGING	COLLIN	DFW MPO TRANSIT	OPERATING ASSISTANCE	----	----	\$99,299	\$99,299	\$0	\$0	COMPLETED
COLLIN COUNTY COMMITTEE ON AGING	COLLIN	DFW MPO TRANSIT	TECHNOLOGY ACQUISITION, PREVENTIVE MAINTENANCE AND PROJECT ADMINISTRATION	----	----	\$893,691	\$785,692	\$107,999	\$0	COMPLETED; \$107,999 WILL BE DE-OBLIGATED
COLLIN COUNTY COMMITTEE ON AGING	COLLIN	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$360,000	\$360,000	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
COMMUNITY SERVICES, INC.	ELLIS	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$377,025	\$377,025	\$0	\$0	COMPLETED
COPPELL	DALLAS/ DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$171,200	\$171,200	\$0	\$0	COMPLETED
DALLAS COUNTY SCHOOLS/ TEXAS RAILROAD COMMISSION	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT		PURCHASE 28 PROPANE SCHOOL BUSES AND UPGRADE 1 PROPANE INFRASTRUCTURE SITE	\$200,694	\$200,694	\$0	\$1,639,120	COMPLETED
DALLAS COUNTY SCHOOLS/TEXAS RAILROAD COMMISSION	DALLAS	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 10 PROPANE SCHOOL BUSES	\$163,160	\$163,160	\$0	\$720,470	COMPLETED
DALLAS-FORT WORTH INT'L AIRPORT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 37 SHUTTLE VANS TO CNG AND PURCHASE 2 CNG SWEEPERS	\$387,250	\$387,250	\$0	\$1,239,013	COMPLETED
DALLAS-FORT WORTH INT'L AIRPORT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	PURCHASE 13 HEAVY-DUTY COMPRESSED NATURAL GAS VEHICLES	\$52,000	\$52,000	\$0	\$2,293,590	COMPLETED
DART	DALLAS	DFW MPO TRANSIT	TRANSIT ENHANCEMENTS	----	----	\$612,412	\$612,412	\$0	\$0	COMPLETED
DART	DALLAS	DFW MPO TRANSIT	IRVING 1-2	----	ENGINEERING, DESIGN, & CONSTRUCTION ACTIVITIES	\$60,628,755	\$60,628,755	\$0	\$0	COMPLETED
DART	DALLAS	DFW MPO TRANSIT	NW/SE LRT	----	NW/SE LIGHT RAIL BUILD-OUT PHASE 2A	\$86,249,716	\$86,249,716	\$0	\$0	COMPLETED
DART	DALLAS	DFW MPO TRANSIT	FIXED GUIDEWAY MODERNIZATION	----	RADIO REPLACEMENTS	\$300,940	\$300,940	\$0	\$0	COMPLETED
DCTA	DENTON	DFW MPO TRANSIT	VEHICLES, TECHNOLOGY, PASSENGER AMENITIES AND TRANSIT ENHANCEMENTS	----	----	\$4,143,011	\$4,143,011	\$0	\$0	COMPLETED
DCTA	DENTON	DFW MPO TRANSIT	FACILITY CONSTRUCTION AND IMPROVEMENTS	----	----	\$1,750,000	\$1,750,000	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
DENTON	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,117,000	\$1,117,000	\$0	\$0	COMPLETED
DENTON COUNTY	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$575,080	\$575,080	\$0	\$0	COMPLETED
DENTON ISD/ TEXAS RAILROAD COMMISSION	DENTON	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT	N/A	PURCHASE 7 PROPANE SCHOOL BUSES AND INSTALL ONE REFUELING INFRASTRUCTURE	\$123,696	\$123,696	\$0	\$681,998	COMPLETED
DESOTO	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$187,700	\$187,700	\$0	\$0	COMPLETED
DFW INTERNATIONAL AIRPORT	REGIONAL	US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION	DFW INTERNATIONAL AIRPORT		FULL AND SHALLOW DEPTH CONCRETE PAVEMENT REPAIRS WITHIN THE SAFETY AREAS OF RUNWAY 18R/36L. INCIDENTAL WORK INCLUDES LIGHT CAN REPLACEMENTS, CONDUIT REPLACEMENT, JOINT REPLACEMENTS, PAVEMENT MARKING REPLACEMENTS AND ANY OTHER WORK NECESSARY TO THIS RUNWAY.	\$2,315,000	\$2,315,000	\$0	\$0	COMPLETED
DFW INTERNATIONAL AIRPORT	REGIONAL	US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION	DFW INTERNATIONAL AIRPORT		PAVEMENT REHABILITATION FOR RUNWAY 13L/31R	\$7,369,600	\$7,369,600	\$0	\$0	COMPLETED
DUNCANVILLE	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$148,600	\$148,600	\$0	\$0	COMPLETED
EULESS	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$454,200	\$454,200	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
FLOWER MOUND	DENTON/ TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$607,700	\$607,700	\$0	\$0	COMPLETED
FORT WORTH	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			HARDWARE AND SOFTWARE IMPROVEMENTS AND EQUIPMENT UPGRADES AT 14 TRAFFIC SIGNALS AND RECONSTRUCT 2 TRAFFIC SIGNALS	\$750,000	\$750,000	\$0	\$0	COMPLETED
FORT WORTH	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$6,738,300	\$6,738,300	\$0	\$0	COMPLETED
FRISCO	COLLIN	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			RE-TIME AND MONITOR 24 TRAFFIC SIGNALS	\$134,400	\$134,400	\$0	\$0	COMPLETED
FRISCO	COLLIN/ DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$825,800	\$825,800	\$0	\$0	COMPLETED
GARLAND	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,978,800	\$1,978,800	\$0	\$0	COMPLETED
GRAND PRAIRIE	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			SYNCHRONIZE, UPGRADE AND RETIME 164 INTERSECTIONS	\$419,900	\$419,900	\$0	\$0	COMPLETED
GRAND PRAIRIE	DALLAS/ TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,474,400	\$1,474,400	\$0	\$0	COMPLETED
GRAND PRAIRIE / GRAND CONNECTION	DALLAS	DFW MPO TRANSIT	TECHNOLOGY ACQUISITION	----	----	\$192,500	\$192,500	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
GRAPEVINE	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			INSTALL A TRAFFIC ADAPTIVE SYSTEM (TAS) ON 11 EXISTING TRAFFIC SIGNALS	\$308,000	\$308,000	\$0	\$0	COMPLETED
GRAPEVINE	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$503,500	\$503,500	\$0	\$0	COMPLETED
GRAPEVINE- COLLEYVILLE ISD	TARRANT	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 4 PROPANE SCHOOL BUSES AND INSTALL REFUELING INFRASTRUCTURE	\$134,514	\$134,514	\$0	\$347,664	COMPLETED
GYPSUM SUPPLY, LTD.	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 1 HEAVY DUTY HYBRID VEHICLE	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
HALTOM CITY	TARRANT	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 8 PROPANE VEHICLES AND INSTALL REFUELING INFRASTRUCTURE	\$149,210	\$149,210	\$0	\$215,006	COMPLETED
HALTOM CITY	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$165,700	\$165,700	\$0	\$0	COMPLETED
HURST	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$165,500	\$165,500	\$0	\$0	COMPLETED
IRVING	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$2,058,600	\$2,058,600	\$0	\$0	COMPLETED
IRVING HOLDINGS, INC. DBA YELLOW CAB	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 100 LIGHT DUTY HYBRID VEHICLES	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
KAUFMAN AREA RURAL TRANS. (KART)	ROCKWALL	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$302,000	\$302,000	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

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KAUFMAN AREA RURAL TRANS. (KART)	KAUFMAN	TXDOT TRANSIT	SIGNAGE AND TECHNOLOGY ACQUISITION	----	----	\$310,000	\$310,000	\$0	\$0	COMPLETED
KELLER	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$155,000	\$155,000	\$0	\$0	COMPLETED
LANCASTER	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$143,300	\$143,300	\$0	\$0	COMPLETED
LEWISVILLE	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$913,000	\$913,000	\$0	\$0	COMPLETED
MANSFIELD	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$179,700	\$179,700	\$0	\$0	COMPLETED
MCKINNEY	COLLIN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,071,500	\$1,071,500	\$0	\$0	COMPLETED
MESQUITE	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,200,900	\$1,200,900	\$0	\$0	COMPLETED
MESQUITE TRANS. FOR THE ELDERLY AND DISABLED (MTED)	DALLAS	DFW MPO TRANSIT	VEHICLE ACQUISITION AND PREVENTIVE MAINTENANCE	----	----	\$322,500	\$322,500	\$0	\$0	COMPLETED
MIDLOTHIAN POLICE DEPARTMENT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	PURCHASE ONE LIGHT- DUTY HYBRID VEHICLE	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
NCTCOG	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PROJECT ADMINISTRATION, SUPPLIES FOR PUBLIC AWARENESS CAMPAIGN AND MARKETING PLAN	\$265,182	\$265,182	\$0	\$63,475	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
NCTCOG	TARRANT	DFW CLEAN VEHICLE (EPADERA)	NCTCOG ON-ROAD HEAVY-DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	ADMINISTRATIVE	\$48,927	\$48,927	\$0	\$0	COMPLETED
NCTCOG	TARRANT	DFW CLEAN VEHICLE (EPADERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	ADMINISTRATIVE	\$43,332	\$43,332	\$0	\$0	COMPLETED
NCTCOG (FORT WORTH DISTRICT)	TARRANT	DFW MPO TRANSIT	PROJECT ADMINISTRATION AND VEHICLE ACQUISITION	----	----	\$1,105,760	\$1,105,760	\$0	\$0	COMPLETED
NCTCOG (CLETRAN - CITY/COUNTY TRANS./CLEBURNE)	JOHNSON	DFW MPO TRANSIT	TECHNOLOGY ACQUISITION	----	----	\$380,000	\$380,000	\$0	\$0	COMPLETED
NCTCOG (KAUFMAN AREA RURAL TRANS. (STAR/KART))	ROCKWALL	DFW MPO TRANSIT	VEHICLES, TECHNOLOGY, AND FACILITY IMPROVEMENTS	----	----	\$1,113,524	\$1,113,524	\$0	\$0	COMPLETED
NCTCOG (PUBLIC TRANSIT SERVICES (PTS))	PARKER	DFW MPO TRANSIT	VEHICLE, TECHNOLOGY, AND SECURITY ACQUISITION	----	----	\$1,264,000	\$1,264,000	\$0	\$0	COMPLETED
NCTCOG (SPECIAL PROGRAMS FOR AGING NEEDS, INC. (SPAN))	DENTON	DFW MPO TRANSIT	VEHICLE, TECHNOLOGY, AND SECURITY ACQUISITION	----	----	\$640,000	\$640,000	\$0	\$0	COMPLETED
NCTCOG (DALLAS DISTRICT)	DALLAS	DFW MPO TRANSIT	PROJECT ADMINISTRATION AND VEHICLE ACQUISITION	----	----	\$1,101,100	\$1,101,100	\$0	\$0	COMPLETED
NCTCOG/ SOUTHLAKE	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 1 LIGHT DUTY HYBRID VEHICLE; CONSTRUCT 2 BIODIESEL (B-20) AND 1 ETHANOL REFUELING FACILITIES	\$64,500	\$53,131	\$11,369	\$73,070	COMPLETED; COST SAVINGS TO BE RETURNED TO FUNDING AGENCY
NCTCOG/ CANTEEN VENDING	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	1 PRIVATE ACCESS ELECTRIC RECHARGING FACILITY	\$21,941	\$21,941	\$0	\$12,035	COMPLETED
NCTCOG/ CANTEEN VENDING	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 2 HEAVY DUTY ELECTRIC VEHICLES	\$130,233	\$130,233	\$0	\$230,047	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
NCTCOG/COCA-COLA ENTERPRISES, INC.	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS		PURCHASE 24 HEAVY DUTY HYBRID VEHICLES AND 3 HEAVY DUTY COMPRESSED NATURAL GAS VEHICLES	\$657,058	\$657,058	\$0	\$2,381,453	COMPLETED
NCTCOG/ DALLAS	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 21 HEAVY DUTY AND 7 LIGHT DUTY CNG VEHICLES, 27 LIGHT DUTY HYBRID VEHICLES, AND 24 NEIGHBORHOOD ELECTRIC VEHICLES; CONSTRUCT 1 CNG REFUELING FACILITY AND 2 ELECTRIC RECHARGING FACILITIES; DEVELOP CNG AND HYBRID VEHICLE TECHNICIAN TRAINING CURRICULUM	\$2,809,849	\$2,809,849	\$0	\$3,991,129	COMPLETED
NCTCOG/ DALLAS	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	----	PURCHASE 7 HYBRID ELECTRIC VEHICLES	\$28,000	\$28,000	\$0	\$167,993	COMPLETED
NCTCOG/ DALLAS COUNTY SCHOOLS	DALLAS	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 53 BUSES TO PROPANE AND UPGRADE 5 PROPANE INFRASTRUCTURE SITES	\$1,062,548	\$1,062,548	\$0	\$2,548,232	COMPLETED
NCTCOG/ DALLAS-FORT WORTH INTERNATIONAL AIRPORT	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 28 HEAVY DUTY AND 21 LIGHT DUTY CNG VEHICLES	\$590,845	\$590,845	\$0	\$1,901,452	COMPLETED
NCTCOG/ DALLAS-FORT WORTH INT'L AIRPORT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 37 SHUTTLE VANS TO CNG AND PURCHASE 2 CNG SWEEPERS	\$387,250	\$387,250	\$0	\$1,239,013	COMPLETED
NCTCOG/DALLAS-FORT WORTH INT'L AIRPORT	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	PURCHASE 13 HEAVY-DUTY COMPRESSED NATURAL GAS VEHICLES	\$52,000	\$52,000	\$0	\$2,293,590	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
NCTCOG/DENTON	DENTON	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 3 HEAVY DUTY HYBRID VEHICLES AND 1 LIGHT DUTY PLUG-IN HYBRID ELECTRIC VEHICLE; CONSTRUCT 1 BIODIESEL (B-20) AND ETHANOL REFUELING FACILITY AND 1 ELECTRIC VEHICLE RECHARGING FACILITY	\$925,514	\$732,652	\$192,862	\$1,281,922	COMPLETED; PORTION OF COST SAVINGS USED TO OFFSET NCTCOG ADMINISTRATIVE COSTS; BALANCE RETURNED TO FUNDING AGENCY
NCTCOG/DESIGN TRANSP., INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 30 AUXILIARY POWER UNITS AND AERODYNAMICS FOR 107 TRAILERS	\$419,704	\$419,704	\$0	\$1,500	COMPLETED
NCTCOG/EULESS	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	EXPAND ONE REFUELING FACILITY TO PROVIDE BIODIESEL	\$56,228	\$56,228	\$0	\$22,869	COMPLETED
NCTCOG/EVANS TRANSP.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 1 AUXILIARY POWER UNIT AND LOW ROLLING RESISTANCE TIRES FOR 1 TRACTOR AND 1 TRAILER	\$18,900	\$18,900	\$0	\$173	COMPLETED
NCTCOG/FORT WORTH	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE ONE HEAVY-DUTY HYBRID VEHICLE	\$51,500	\$51,500	\$0	\$135,917	COMPLETED
NCTCOG/FORT WORTH	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 2 VEHICLES TO PROPANE AND UPGRADE 3 PROPANE INFRASTRUCTURE SITES	\$165,685	\$165,685	\$0	\$148,065	COMPLETED
NCTCOG/FORT WORTH INDEPENDENT SCHOOL DISTRICT	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 25 HEAVY DUTY HYBRID VEHICLES	\$1,635,256	\$1,635,256	\$0	\$2,026,018	COMPLETED
NCTCOG/FRITOLAY NORTH AMERICA, INC.	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 5 HEAVY DUTY ELECTRIC VEHICLES AND 4 HEAVY DUTY CNG VEHICLES	\$619,768	\$619,768	\$0	\$850,631	COMPLETED
NCTCOG/FRITOLAY NORTH AMERICA, INC.	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	CONSTRUCT 1 ELECTRIC RECHARGING FACILITY	\$44,500	\$44,500	\$0	\$109,375	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
NCTCOG/FRITOLAY NORTH AMERICA, INC.	REGIONAL	DFW CLEAN VEHICLE (EPADERA)	NCTCOG ON-ROAD HEAVY-DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 CLASS 5 DELIVERY TRUCKS	\$31,000	\$31,000	\$0	\$110,070	COMPLETED
NCTCOG/FRITOLAY NORTH AMERICA, INC.	REGIONAL	DFW CLEAN VEHICLE (EPADERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF LOW ROLLING RESISTANCE TIRES FOR 28 TRUCKS AND 18 TRAILERS	\$69,000	\$69,000	\$0	\$85,500	COMPLETED
NCTCOG/GARLAND	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 13 LIGHT DUTY HYBRID VEHICLES AND ONE HEAVY DUTY HYBRID VEHICLE	\$84,463	\$84,463	\$0	\$490,116	COMPLETED
NCTCOG/GARLAND	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	LEASE TWO LIGHT-DUTY PLUG PLUG-IN HYBRID ELECTRIC VEHICLES AND EXPANSION OF 1 ALTERNATIVE FUEL INFRASTRUCTURE SITE TO PROVIDE ELECTRICAL RECHARGING	\$23,400	\$23,400	\$0	\$47,168	COMPLETED
NCTCOG/GARLAND	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	LEASE TWO LIGHT-DUTY PLUG-IN HYBRID ELECTRIC VEHICLES	\$4,000	\$4,000	\$0	\$28,140	COMPLETED
NCTCOG/GARLAND	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	LEASE TWO LIGHT-DUTY PLUG PLUG-IN HYBRID ELECTRIC VEHICLES AND EXPANSION OF 1 ALTERNATIVE FUEL INFRASTRUCTURE SITE TO PROVIDE ELECTRICAL RECHARGING	\$23,400	\$23,400	\$0	\$47,168	COMPLETED
NCTCOG/GARLAND	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	LEASE TWO LIGHT-DUTY PLUG-IN HYBRID ELECTRIC VEHICLES	\$4,000	\$4,000	\$0	\$28,140	COMPLETED
NCTCOG/GLEN ROSE ISD	SOMERVELL	DFW CLEAN VEHICLE (EPADERA)	NCTCOG ON-ROAD HEAVY-DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 SCHOOL BUSES	\$44,624	\$44,624	\$0	\$137,622	COMPLETED
NCTCOG/HIGHWAY OF HOPE	JOHNSON	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 1 NEIGHBORHOOD ELECTRIC VEHICLE	\$2,000	\$2,000	\$0	\$13,615	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
NCTCOG/HT BAR, INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE/INSTALLATION OF 38 AUXILIARY POWER UNITS, LOW ROLLING RESISTANCE TIRES FOR 14 TRUCKS, AND AERODYNAMICS FOR 36 TRAILERS	\$449,895	\$449,895	\$0	\$30,975	COMPLETED
NCTCOG/HTBAR, INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY-DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 CLASS 8B LONG HAUL TRUCKS	\$60,567	\$60,567	\$0	\$181,702	COMPLETED
NCTCOG/LETGO GROUP, INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY-DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 2 CLASS 8A DELIVERY TRUCKS	\$43,452	\$43,452	\$0	\$130,356	COMPLETED
NCTCOG/LIPAN ISD	HOOD	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY-DUTY DIESEL REPLACEMENT AND REPOWER PROJECT		REPLACE 2 SCHOOL BUSES	\$41,508	\$41,508	\$0	\$124,524	COMPLETED
NCTCOG/MANSFIELD INDEPENDENT SCHOOL DISTRICT	ELLIS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 13 HEAVY DUTY CNG VEHICLES AND 4 HEAVY DUTY CNG RETROFITS; CONSTRUCT 1 CNG REFUELING FACILITY	\$380,839	\$380,839	\$0	\$602,987	COMPLETED
NCTCOG/MANSFIELD INDEPENDENT SCHOOL DISTRICT	JOHNSON	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 6 HEAVY DUTY CNG VEHICLES AND 4 HEAVY DUTY CNG RETROFITS; CONSTRUCT 1 CNG REFUELING FACILITY	\$380,839	\$380,839	\$0	\$602,987	COMPLETED
NCTCOG/MCKINNEY	COLLIN	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERSION OF 3 LIGHT-DUTY HYBRID-ELECTRIC VEHICLES TO PLUG-IN HYBRID ELECTRIC VEHICLES	\$35,700	\$35,700	\$0	\$10,274	COMPLETED
NCTCOG/NEW BERN TRANSPORT CORPORATION	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 41 HEAVY DUTY HYBRID VEHICLES	\$1,723,812	\$1,723,812	\$0	\$2,693,981	COMPLETED
NCTCOG/NORTH RICHLAND HILLS	TARRANT	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY-DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 1 FIRE ENGINE AND 2 AMBULANCES	\$218,622	\$218,622	\$0	\$705,712	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
NCTCOG/PAM TRANSPORT, INC. (FORMERLY T.T.X., INC.)	DALLAS	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	CONSTRUCT 1 CNG REFUELING FACILITY	\$735,600	\$735,600	\$0	\$685,062	COMPLETED
NCTCOG/PAM TRANSPORT, INC. (FORMERLY T.T.X., INC.)	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 28 HEAVY DUTY CNG VEHICLES	\$1,694,391	\$1,653,674	\$40,717	\$2,423,004	COMPLETED; COST SAVINGS TO BE RETURNED TO FUNDING AGENCY
NCTCOG/ PRODUCTION AND RIGGING RESOURCES INC. (DBA PRORIG)	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 1 AUXILIARY POWER UNIT	\$9,500	\$9,500	\$0	\$1,019	COMPLETED
NCTCOG/ RICHARDSON	COLLIN	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 4 LIGHT DUTY HYBRID VEHICLES	\$8,000	\$8,000	\$0	\$103,944	COMPLETED
NCTCOG/ SOUTHEASTERN FREIGHT LINES	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 47 CLASS 8B LONG HAUL TRUCKS, 32 CLASS 8B SHORT HAUL TRUCKS, 1 CLASS 8A SHORT HAUL TRUCK, AND 1 CLASS 7 SHORT HAUL TRUCK	\$1,534,419	\$1,534,419	\$0	\$5,315,259	COMPLETED
NCTCOG/ SOUTHEASTERN FREIGHT LINES	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 3 AUXILIARY POWER UNITS, LOW ROLLING RESISTANCE TIRES FOR 34 TRUCKS AND 50 TRAILERS, AERODYNAMICS FOR 42 TRAILERS, CETANE ENHANCERS FOR 100 TRUCKS	\$457,567	\$457,567	\$0	\$14,525	COMPLETED
NCTCOG/ SPLASH TRANSPORT, INC.	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 2 HEAVY DUTY HYBRID VEHICLES	\$111,850	\$111,850	\$0	\$157,194	COMPLETED
NCTCOG/ SYSCO CORPORATION	REGIONAL	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 3 HEAVY DUTY HYBRID VEHICLES	\$145,353	\$145,353	\$0	\$277,667	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
NCTCOG/ TARRANT COUNTY	TARRANT	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 1 CLASS 6 UTILITY VEHICLE	\$46,465	\$46,465	\$0	\$139,394	COMPLETED
NCTCOG/ TARRANT COUNTY	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	PURCHASE 8 LIGHT-DUTY HYBRID-ELECTRIC VEHICLES	\$32,000	\$32,000	\$0	\$174,927	COMPLETED
NCTCOG/ UNIVERSITY OF TEXAS SOUTHWESTERN MEDICAL CENTER	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 3 HEAVY-DUTY VEHICLES TO COMPRESSED NATURAL GAS	\$75,000	\$75,000	\$0	\$150,052	COMPLETED
NCTCOG/ WYLLIE ISD	COLLIN	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG ON-ROAD HEAVY- DUTY DIESEL REPLACEMENT AND REPOWER PROJECT	----	REPLACE 4 SCHOOL BUSES	\$116,508	\$116,508	\$0	\$433,465	COMPLETED
NORTH RICHLAND HILLS	TARRANT	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - TRAFFIC SIGNALS			DEVELOP AND IMPLEMENT SYNCHRONIZED TRAFFIC SIGNAL TIMING PLANS FOR 20 INTERSECTIONS; INCLUDES UPGRADING EXISTING EQUIPMENT	\$362,500	\$362,500	\$0	\$0	COMPLETED
NORTH RICHLAND HILLS	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$584,900	\$584,900	\$0	\$0	COMPLETED
NTTA	DALLAS/ TARRANT	TIGER DISCRETIONARY GRANT PROGRAM	SH 161	FROM IH 20 TO NORTH OF IH 30	CONSTRUCT 4 LANE MAINLANES (TOLL)	\$20,000,000	\$20,000,000	\$0	\$0	COMPLETED
PLANO	REGIONAL	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	CLEAN FLEETS NORTH TEXAS: RECOVERY ACT	N/A	CONVERT 2 LIGHT-DUTY VEHICLES TO PLUG-IN HYBRID ELECTRIC VEHICLES AND INSTALL ONE RECHARGING INFRASTRUCTURE	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
PLANO	COLLIN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$2,545,400	\$2,545,400	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
PNK, INC.	REGIONAL	DFW CLEAN VEHICLE (EPA DERA)	NCTCOG SMARTWAY TECHNOLOGY UPGRADE PROJECT	----	PURCHASE AND INSTALLATION OF 7 AUXILIARY POWER UNITS, LOW ROLLING RESISTANCE TIRES AND TRAILER AERODYNAMICS FOR 15 TRUCKS	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
PRINCETON ISD/ TEXAS RAILROAD COMMISSION		STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT			\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
PROSPER ISD/ TEXAS RAILROAD COMMISSION	DENTON	DEPARTMENT OF ENERGY CONSERVATION RESEARCH AND DEVELOPMENT	DEPARTMENT OF ENERGY TEXAS PROPANE FLEET PILOT PROGRAM	N/A	PURCHASE 10 PROPANE SCHOOL BUSES	\$345,000	\$345,000	\$0	\$768,538	COMPLETED
PROSPER ISD/ TEXAS RAILROAD COMMISSION	DENTON	STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT	N/A	PURCHASE 15 PROPANE SCHOOL BUSES, UPGRADE 1 PROPANE REFUELING FACILITY	\$345,000	\$345,000	\$0	\$3,451,323	COMPLETED
PUBLIC TRANSIT SERVICES (PTS)	PARKER	TXDOT TRANSIT	VEHICLE ACQUISITION AND FACILITY	----	----	\$804,431	\$804,431	\$0	\$0	COMPLETED
PUBLIC TRANSIT SERVICES (PTS)	PARKER	TXDOT TRANSIT	TECHNOLOGY AND SHOP EQUIPMENT	----	----	\$40,500	\$40,500	\$0	\$0	COMPLETED
RICHARDSON	COLLIN/ DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$1,036,200	\$1,036,200	\$0	\$0	COMPLETED
RICHARDSON ISD/ TEXAS RAILROAD COMMISSION		STATE ENERGY CONSERVATION OFFICE (SECO) TRANSPORTATION EFFICIENCY PROGRAM - ALTERNATIVE FUEL VEHICLES/INFRASTRUCTURE	ALTERNATIVE FUELS PROJECT	N/A		\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
ROWLETT	DALLAS/ ROCKWALL	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----	----	\$481,900	\$481,900	\$0	\$0	COMPLETED
SENIOR CENTER RESOURCES AND PUBLIC TRANSIT, INC./ THE CONNECTION	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT TRANSIT	TECHNOLOGY ACQUISITION	----	----	\$255,343	\$255,343	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
SENIOR CENTER RESOURCES AND PUBLIC TRANSIT, INC./ THE CONNECTION	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$26,525	\$26,525	\$0	\$0	COMPLETED
SPECIAL PROGRAMS FOR AGING NEEDS, INC. (SPAN)	DENTON	TXDOT TRANSIT	VEHICLE ACQUISITION AND OTHER CAPITAL ITEMS	----	----	\$390,000	\$390,000	\$0	\$0	COMPLETED
SPECIAL PROGRAMS FOR AGING NEEDS, INC. (SPAN)	DENTON	TXDOT TRANSIT	SHOP EQUIPMENT	----	----	\$138,500	\$138,500	\$0	\$0	COMPLETED
TARRANT COUNTY	TARRANT	DFW CLEAN VEHICLE (DOE CLEAN CITIES)	NORTH CENTRAL TEXAS ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY INVESTMENTS	----	PURCHASE 7 LIGHT DUTY HYBRID VEHICLES	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
TARRANT COUNTY	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----		\$2,399,300	\$2,399,300	\$0	\$0	COMPLETED
TEXOMA AREA PARA-TRANSIT SYSTEM, INC. (TAPS)	WISE	TXDOT TRANSIT	FACILITY AND OTHER CAPITAL ITEMS	----	----	\$512,000	\$512,000	\$0	\$0	COMPLETED
TEXOMA AREA PARA-TRANSIT SYSTEM, INC. (TAPS)	WISE	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$787,117	\$787,117	\$0	\$0	COMPLETED
THE COLONY	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG)		----		\$156,200	\$156,200	\$0	\$0	COMPLETED
THE TRANSIT SYSTEM, INC (TTS)	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT TRANSIT	VEHICLE ACQUISITION	----	----	\$266,000	\$266,000	\$0	\$0	COMPLETED
THE TRANSIT SYSTEM, INC (TTS)	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT TRANSIT	FACILITY RENOVATION AND TECHNOLOGY ACQUISITION	----	----	\$53,910	\$53,910	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
TRINITY RAILWAY EXPRESS (TRE)	DALLAS/ TARRANT	HIGH SPEED RAIL PROGRAM	TRINITY RAILWAY EXPRESS (TRE) VALLEY VIEW DOUBLE TRACK PROJECT		CONSTRUCTION OF A SECOND TRACK, NEW 200 FOOT BRIDGE AND GRADE SEPARATION	\$7,189,643	\$7,189,643	\$0	\$0	COMPLETED
TXDOT	DALLAS	ENHANCEMENT	TENISON TRAIL - EAST DALLAS VELOWAY	WINSTED DR WITHIN OLD SP&SF RR ROW, TO S.E. OVER GARLAND RD TO GLASGOW ST	CONSTRUCT BICYCLE/ PEDESTRIAN PATH	\$1,982,128	\$1,982,128	\$0	\$0	COMPLETED
TXDOT FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 171	PARKER CO LINE TO 0.14 MILES WEST OF US 377	RESURFACE ROADWAY	\$1,020,700	\$1,020,700	\$0	\$0	COMPLETED
TXDOT FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 377	BRAZOS RIVER BRIDGE TO HOLMES DRIVE	RESURFACE ROADWAY	\$1,354,060	\$1,354,060	\$0	\$0	COMPLETED
TXDOT FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	FM 167	US 377 TO FM 4 IN ACTON	RESURFACE ROADWAY	\$431,983	\$431,983	\$0	\$0	COMPLETED
TXDOT/AMTRAK - BNSF	TARRANT	HIGH SPEED RAIL PROGRAM	CROSSING SIGNAL TIMING, BNSF RAILWAY FORT WORTH SUBDIVISION HEARTLAND FLYER		FINAL DESIGN AND CONSTRUCTION OF SIGNAL TIMING IMPROVEMENTS AT GRADE CROSSINGS BETWEEN FORT WORTH AND GAINESVILLE	\$3,754,180	\$3,754,180	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	SP 348	AT LAS COLINAS BLVD IN IRVING	PROVIDE CONSTRUCTION OF GRADE SEPARATION	\$0	\$0	\$0	\$10,000,000	COMPLETED IN NOVEMBER 2012.
TXDOT-DALLAS	COLLIN	DFW MPO MOBILITY	US 380	0.929 MI W OF CR 557 (LAKE LAVON) TO WEST OF CR 608 (IN FARMERSVILLE)	WIDEN EXISTING RURAL 2 LANE HIGHWAY TO 4 LANE DIVIDED	\$0	\$0	\$0	\$27,500,000	COMPLETED IN NOVEMBER 2012.
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	US 67	COCKRELL HILL RD TO WHEATLAND RD	PROVIDE AUXILIARY LANE NB AND SB	\$0	\$0	\$0	\$2,500,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	US 67	WHEATLAND RD TO 2600 FT NORTH OF WHEATLAND RD	PROVIDING AUXILIARY LANES IN BOTH DIRECTIONS	\$0	\$0	\$0	\$2,500,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	IH 20	AT BELTLINE ROAD	INTERSECTION IMPROVEMENT	\$0	\$0	\$0	\$3,500,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	IH 20	AT SPUR 408 AND CLARK ROAD RAMP	CONSTRUCT EB TO SB RAMP AT CLARK RD	\$0	\$0	\$0	\$2,000,000	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	SYLVAN AVE BRIDGE/ RAMPS	AT TRINITY PARKWAY	WIDEN AND RECONSTRUCT FREEWAY WITH HOV & COLLECTOR- DISTRIBUTOR ROADS	\$0	\$0	\$0	\$26,060,000	COMPLETED
TXDOT-DALLAS	ELLIS	DFW MPO MOBILITY	US 287	BUS US 287 IN ENNIS TO SOUTH OF SH 34	WIDEN 2-LANE UNDIVIDED HIGHWAY TO 4-LANE DIVIDED HIGHWAY	\$0	\$0	\$0	\$27,800,000	COMPLETED
TXDOT-DALLAS	KAUFMAN	DFW MPO MOBILITY	US 80	AT FM 548	RECONSTRUCT FREEWAY LANES, GRADE- SEPARATED INTERCHANGE, AND FRONTAGE ROADS	\$0	\$0	\$0	\$10,000,000	COMPLETED
TXDOT-DALLAS	ROCKWALL	DFW MPO MOBILITY	IH 30	INTERCHANGE AT JOHN KING BLVD.	CONSTRUCT INTERCHANGE AT BYPASS STREET INCLUDING FRONTAGE	\$0	\$0	\$0	\$18,082,344	COMPLETED
TXDOT-DALLAS	ROCKWALL	DFW MPO MOBILITY	FM 740	FM 3097 TO FM 1140	WIDEN 2 LN RURAL TO 4 LN DIV URBAN	\$0	\$0	\$0	\$13,860,000	COMPLETED IN SEPTEMBER 2013.
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	SH 183	EAST OF STORY ROAD TO WEST OF O'CONNOR ROAD	CONSTRUCT EASTBOUND FRONTAGE ROAD AND SOUND WALLS	\$0	\$0	\$0	\$11,000,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	IH 635	EAST OF CENTERVILLE RD. TO NORTHWEST HIGHWAY	CONSTRUCT NB FRONTAGE ROAD IN CITY OF GARLAND	\$0	\$0	\$0	\$10,000,000	COMPLETED
TXDOT-DALLAS	DALLAS	DFW MPO MOBILITY	SH 78	NORTH OF PGBT TO DALLAS/COLLIN COUNTY LINE	WIDEN FROM 4 LANE TO 6 LANE DIVIDED	\$0	\$0	\$0	\$7,000,000	COMPLETED
TXDOT-DALLAS	COLLIN	ENHANCEMENT	RICHARDSON TRAIL	ALMA ROAD TO 0.24 MILES SOUTH OF RENNER ROAD	CONSTRUCT 10 FOOT WIDE CONCRETE TRAIL	\$975,650	\$975,650	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	SANTA FE TRESTLE BRIDGE TRAIL	EXISTING TRAILHEAD AT MOORE PARK TO N. TRINITY RIVER LEVEE, DOWNTOWN	SANTA FE TRESTLE HIKE AND BIKE TRAIL	\$3,547,603	\$3,547,603	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	LANCASTER HISTORIC DISTRICT	CITY OF LANCASTER HISTORIC DISTRICT	SCENIC BEAUTIFICATION PROJECT TO PROVIDE STREET FURNITURE ELEMENTS/ LIGHTS, BENCHES, TABLES, TRASH CANS, BIKE RACKS	\$470,932	\$470,932	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	LBJ/ SKILLMAN PEDESTRIAN BRIDGE	DART LINE FROM AUDELIA RD NORTHEAST TO 626 FT BRIDGE TO SKILLMAN DART STATION	CONSTRUCT PEDESTRIAN BRIDGE COVER, IH 635 (LBJ) TO DART STATION	\$1,324,690	\$1,324,690	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
TXDOT-DALLAS	DALLAS	ENHANCEMENT	SPRING VALLEY/ COIT AMENITIES	NW SIDE OF COIT RD FROM SPRING TO VALLEY NORTH TO HAY MEADOW DRIVE	PEDESTRIAN/ BICYCLE TRAILS	\$582,240	\$582,240	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	ENHANCEMENT	WOODALL RODGERS DECK/ PLAZA/ SP 366	WEST OF SAINT PAUL TO EAST OF PEARL ST	CONSTRUCTION OF DECK & PLAZA OVER FREEWAY	\$16,700,000	\$16,700,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NONATTAINMENT AREA	ENHANCEMENT	IH 45	TOURIST AND VISITOR CENTER	SAFETY REST AREA	\$15,501,391	\$15,501,391	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	SH 114	SPUR 348 TO O'CONNOR BLVD IN IRVING	RESURFACE ROADWAY	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	SH 114	FREEPORT PKWY TO SPUR 348	RESURFACE ROADWAY	\$0	\$0	\$0	\$0	CANCELLED AND REPROGRAMMED
TXDOT-DALLAS	COLLIN	TXDOT MAINTENANCE & REHABILITATION	FM 982	US 380 TO 0.1 MI SOUTH OF CR 400	REBUILD ROADWAY	\$6,104,390	\$6,104,390	\$0	\$0	COMPLETED
TXDOT-DALLAS	COLLIN	TXDOT MAINTENANCE & REHABILITATION	SH 289	ON SH 289/PRESTON RD AT LEGACY DR.	CONSTRUCT INTERSECTION IMPROVEMENTS	\$2,500,000	\$2,500,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	SH 78	IH 635 TO AVENUE B	REPLACE BRIDGE	\$3,264,757	\$3,264,757	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	FM 1382	WEST OF STRAUS TO AT STRAUS	CONSTRUCT INTERSECTION IMPROVEMENTS	\$663,542	\$663,542	\$0	\$0	COMPLETED
TXDOT-DALLAS	DALLAS	TXDOT MAINTENANCE & REHABILITATION	FM 1382	AT STRAUS RD TO IN THE CITY OF CEDAR HILL	INSTALL TRAFFIC SIGNAL	\$1,194,979	\$1,194,979	\$0	\$0	COMPLETED
TXDOT-DALLAS	DENTON	TXDOT MAINTENANCE & REHABILITATION	FREEMAN RD	AT N HICKORY CREEK TRIBUTARY	REPLACE BRIDGE	\$203,297	\$203,297	\$0	\$0	COMPLETED
TXDOT-DALLAS	DENTON	TXDOT MAINTENANCE & REHABILITATION	GREGORY ROAD	AT DUCK CREEK	REPLACE BRIDGE	\$605,601	\$605,601	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	BI-45G	SOUTH OF SH 34 TO I-45 NORTH IN ENNIS	REPAIR ROADWAY	\$3,268,824	\$3,268,824	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	PLUTO RD	MILL CREEK	REPAIR BRIDGE	\$181,000	\$181,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	NORTH WARD ST	AT HOUSTON CREEK IN ITALY	REPLACE BRIDGE	\$255,000	\$255,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	MORGAN RD	AT HOG CREEK TRIB	REPLACE BRIDGE	\$262,000	\$262,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	SCHIELD RD	AT ELM BRANCH	REPLACE BRIDGE	\$262,000	\$262,000	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	PECAN TREE ROAD	AT BIG ONION CREEK	REPLACE BRIDGE	\$265,000	\$265,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	FM 660	AT TRIBUTARY OF BEAR CREEK	REPLACE BRIDGE	\$320,650	\$320,650	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	FRANKS ROAD	AT RICHLAND CREEK	REPLACE BRIDGE	\$525,000	\$525,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	ELLIS	TXDOT MAINTENANCE & REHABILITATION	BI 45-J	DALLAS COUNTY LINE TO IH 45 SOUTH OF FERRIS	REPAIR ROADWAY	\$2,100,000	\$2,100,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 1836	AT LITTLE COTTONWOOD CREEK	REPLACE BRIDGE	\$1,013,330	\$1,013,330	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 1836	AT BIG COTTONWOOD CREEK	REPLACE BRIDGE	\$1,141,499	\$1,141,499	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 598	FM 1392, 1.0 MI SW OF SH 205, SE TO SH 205 IN TERRELL	REBUILD ROADWAY	\$3,998,397	\$3,998,397	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	FM 709	AT TREADWELL BRANCH	REPAIR ROADWAY	\$332,637	\$332,637	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 31	WB AT CEDAR CREEK	REPLACE BRIDGE	\$556,889	\$556,889	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	FM 639	FM 744 TO SH 22	RESURFACE ROADWAY	\$4,305,089	\$4,305,089	\$0	\$0	COMPLETED
TXDOT-DALLAS	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	FM 1126	SH 22 TO FM 3383	RESURFACE ROADWAY	\$5,900,000	\$5,900,000	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 740	BUFFALO CREEK RELIEF	REPLACE BRIDGE	\$1,335,218	\$1,335,218	\$0	\$0	COMPLETED
TXDOT-DALLAS	KAUFMAN	TXDOT MAINTENANCE & REHABILITATION	FM 740	AT BUFFALO CREEK	REPLACE BRIDGE	\$1,726,839	\$1,726,839	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	DFW MPO MOBILITY	US 67	0.6 MI EAST OF FM 4 TO FM 174	CONSTRUCT NEW LANES PHASE 1	\$10,522,688	\$10,522,688	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	DFW MPO MOBILITY	US 67	SH 174 TO 0.9 MI EAST OF SH 174	CONSTRUCT INTERCHANGE PHASE 1	\$2,271,868	\$2,271,868	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	DFW MPO MOBILITY	US 67	BU 67M TO 0.6 MILES EAST OF FM 4	WIDEN ROADWAY FROM 2 LANE TO 4 LANE FACILITY	\$14,465,864	\$14,465,864	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
TXDOT-FORT WORTH	TARRANT	DFW MPO MOBILITY	SH 121	SOUTH OF ARBORLAWN DRIVE TO SOUTH OF OVERTON RIDGE	CONSTRUCT INTERCHANGE PHASE 1	\$116,646,469	\$116,646,469	\$0	\$10,000,000	COMPLETED
TXDOT-FORT WORTH	JOHNSON	ENHANCEMENT	BURLESON PEDESTRIAN & BICYCLE TRAIL	OLD TOWN BURLESON TO SCHOOLS, SUBDIVISIONS & OTHER FACILITIES	CONSTRUCT BICYCLE/ PEDESTRIAN PATH	\$1,076,376	\$1,076,376	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	PARKER	ENHANCEMENT	TOWN CREEK HIKE & BIKE TRAIL	DOWNTOWN WEATHERFORD TO SUBDIVISIONS, HOSPITAL OTHER FACILITY	CONSTRUCT HIKE AND BIKE TRAIL TO CONNECT DOWNTOWN WITH OTHER FACILITIES IN WEATHERFORD "TOWN CREEK HIKE & BIKE TRAIL"	\$3,225,932	\$3,225,932	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	ENHANCEMENT	NORTH RICHLAND HILLS MULTI-USE TRAIL	N RICHLAND HILLS MULTI- USE TRAIL & LANDSCAPING IN N RICHLAND HILLS	NORTH RICHLAND HILLS MULTI-USE TRAIL	\$475,315	\$475,315	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 6	FM 847 TO 5.9 MI. EAST OF FM 847	RESURFACE ROADWAY	\$387,655	\$387,655	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 6	5.9 MI. EAST OF FM 847 TO FM 914	RESURFACE ROADWAY	\$165,158	\$165,158	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 108	BU 377J TO US 281 IN STEPHENVILLE	RESURFACE ROADWAY	\$411,000	\$411,000	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	FM 2415	FM 4 TO END OF ROADWAY	REPAIR ROADWAY	\$1,435,523	\$1,435,523	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 171	CLEBURNE CITY LIMITS TO 1.36 MI. SOUTH OF FM 2135	REBUILD ROADWAY	\$1,092,647	\$1,092,647	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 174	NORTH OF POINDEXTER ST IN CLEBURNE TO NORTH OF VAUGHAN ST	RESURFACE ROADWAY	\$2,242,511	\$2,242,511	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	US 67	PARK ROAD 21 TO 975 FEET WEST OF FM 1434	RESURFACE ROADWAY (TP CHANGED 992 TO 070)	\$398,700	\$398,700	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 171	AT & SF RAILROAD TO 1 MILE SOUTH	RESURFACE ROADWAY	\$411,050	\$411,050	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	US 67	975 FEET W OF FM 1434 TO PR 21	RESURFACE ROADWAY	\$462,028	\$462,028	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	US 377	PARKER CO LINE TO DIVIDED SECTION (CRESSON)	RESURFACE ROADWAY	\$569,600	\$569,600	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 174	WILLINGHAM STREET TO POINDEXTER STREET; IN CLEBURNE	REBUILD ROADWAY	\$653,120	\$653,120	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	JOHNSON	TXDOT MAINTENANCE & REHABILITATION	SH 174	NORTH OF RIO VISTA TO WILLINGHAM STREET	RESURFACE ROADWAY	\$1,840,200	\$1,840,200	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 16	PALO PINTO CREEK TO US 180	RESURFACE ROADWAY	\$1,892,018	\$1,892,018	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	PARKER	TXDOT MAINTENANCE & REHABILITATION	SH 171	US 180 TO FM 1884	RESURFACE ROADWAY	\$927,300	\$927,300	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	PARKER	TXDOT MAINTENANCE & REHABILITATION	US 180	SPUR 312 TO FM 113 NORTH	RESURFACE ROADWAY	\$6,182,460	\$6,182,460	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	PARKER	TXDOT MAINTENANCE & REHABILITATION	FM 3325	FM 1886 TO WHITE SETTLEMENT ROAD	RESURFACE ROADWAY	\$769,121	\$769,121	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 67	ERATH COUNTY LINE TO PALUXY RIVER BRIDGE	RESURFACE ROADWAY	\$770,212	\$770,212	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	SH 26	NEAR FM 1938 TO CHEEKSPARGER/MIDCITIE S BLVD	RESURFACE ROADWAY	\$904,300	\$904,300	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	FM 157	COPELAND ROAD TO DIVISION STREET (SH 180)	RESURFACE ROADWAY	\$1,050,000	\$1,050,000	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	VA	VARIOUS LOCATIONS IN NORTH TARRANT COUNTY	REPAIR BRIDGE	\$1,462,000	\$1,462,000	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	IH 820	MARINE CREEK PARKWAY TO IH 35W	RESURFACE ROADWAY	\$5,696,100	\$5,696,100	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	BU 287P	OAK STREET IN MANSFIELD TO HUNT STREET (OLD FM 917)	RESURFACE ROADWAY	\$357,775	\$357,775	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	FM 157	1000 FT S OF DEBBIE LN TO N OF BU 287P	RESURFACE ROADWAY	\$616,868	\$616,868	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	IH 20	1400 FT BEFORE COLLINS TO 1550 FT AFTER COLLINS	RESURFACE ROADWAY	\$246,152	\$246,152	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MAINTENANCE & REHABILITATION	IH 20	800 FT WEST OF MATLOCK RD TO 575 FT. EAST OF OSPREY	RESURFACE ROADWAY	\$491,792	\$491,792	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAIN- MENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	NB LANE 475 FT. SOUTH OF US 380 TO 1937 FT. SOUTH OF FM 2264	WIDEN ROADWAY	\$995,739	\$995,739	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	NBL 1300' S OF CR 4421 TO 1.619 MI S OF CR 4421	RESURFACE ROADWAY	\$121,550	\$121,550	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	1355' S OF CR 4840 TO TARRANT C/L	RESURFACE ROADWAY	\$231,700	\$231,700	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	SH 114	0.33 MILE SOUTH OF US 380 INTERSECT TO SL 373 (13TH ST) IN BRIDGEPORT	RESURFACE ROADWAY	\$840,300	\$840,300	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	2750 FT N OF PIONEER ROAD TO 2000 FT S OF SH 114 EAST	RESURFACE ROADWAY	\$1,390,500	\$1,390,500	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	475 FT S OF US 380 TO 1890 FT S OF FM 407	RESURFACE ROADWAY	\$2,329,850	\$2,329,850	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	OUTSIDE NINE COUNTY NONATTAINMENT AREA	TXDOT MAINTENANCE & REHABILITATION	US 81	1890' SOUTH OF FM 407 TO CR 4840	RESURFACE ROADWAY	\$2,883,600	\$2,883,600	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MOBILITY	SH 26	POOL RD/BRUMLOW TO SH 114	WIDEN 4-LANE WITH CONTINUOUS TURN LANE TO 6-LANE DIVIDED	\$17,521,201	\$17,521,201	\$0	\$12,051,474	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MOBILITY	FM 1187	NEWT PATTERSON TO BU 287P	WIDEN FROM 2 LANE TO 4 LANE WITH SHOULDERS AND CURB & GUTTER	\$11,100,447	\$11,100,447	\$0	\$0	COMPLETED
TXDOT-FORT WORTH	TARRANT	TXDOT MOBILITY	DFW CONNECTOR	SH 114 TO BS 114L, IN GRAPEVINE TO DALLAS COUNTY LINE & SH 121 FROM IH 635 TO SH 114	RECONSTRUCT FREEWAY; CONFIGURATION 2	\$260,816,297	\$260,816,297	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN COLLIN COUNTY	COLLIN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$354,636	\$354,636	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN DALLAS COUNTY	DALLAS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$1,153,300	\$1,133,243	\$20,057	\$0	COMPLETED; \$20,057 WILL BE DE-OBLIGATED AND RETURNED TO DOE
VARIOUS CITIES WITHIN DENTON COUNTY	DENTON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$243,675	\$243,675	\$0	\$0	COMPLETED

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

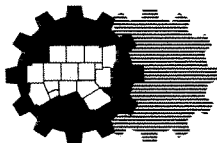
Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
VARIOUS CITIES WITHIN ELLIS COUNTY	ELLIS	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$460,926	\$460,926	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN ERATH COUNTY	ERATH	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$161,207	\$161,207	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN HOOD COUNTY	HOOD	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$181,413	\$158,382	\$23,031	\$0	COMPLETED; \$23,031 WILL BE DE-OBLIGATED AND RETURNED TO DOE
VARIOUS CITIES WITHIN HUNT COUNTY	HUNT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$290,495	\$275,647	\$14,848	\$0	COMPLETED; \$14,848 WILL BE DE-OBLIGATED AND RETURNED TO DOE
VARIOUS CITIES WITHIN JOHNSON COUNTY	JOHNSON	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$368,054	\$346,254	\$21,800	\$0	COMPLETED; \$21,800 WILL BE DE-OBLIGATED AND RETURNED TO DOE
VARIOUS CITIES WITHIN KAUFMAN COUNTY	KAUFMAN	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$243,514	\$243,514	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN NAVARRO COUNTY	NAVARRO	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$335,436	\$335,436	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN PALO PINTO COUNTY	PALO PINTO	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$1,301,213	\$1,301,213	\$0	\$0	COMPLETE

AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF 2009

Status of Projects Selected and Awarded in Dallas-Fort Worth Region

GRANTEE/ DISTRICT/ AGENCY	COUNTIES	ARRA PROGRAM	PROJECT NAME/ FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	ARRA FUNDS	EXPENDED ARRA FUNDS	OUTSTANDING BALANCE (ARRA ONLY)	PARTNERSHIP FUNDS	PROJECT STATUS
VARIOUS CITIES WITHIN ROCKWALL COUNTY	ROCKWALL	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$160,455	\$160,455	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN SOMERVELL COUNTY	SOMERVELL	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$45,689	\$45,689	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN TARRANT COUNTY	TARRANT	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$515,252	\$515,252	\$0	\$0	COMPLETED
VARIOUS CITIES WITHIN WISE COUNTY	WISE	US DEPARTMENT OF ENERGY - ENERGY EFFICIENCY & CONSERVATION BLOCK GRANT (EECBG) - NON-ENTITLEMENT ENTITIES		----	----	\$130,389	\$130,389	\$0	\$0	COMPLETED
TOTAL FOR PROJECTS THAT ARE COMPLETED						\$839,562,303	\$839,129,619	\$432,684	\$244,875,425	
GRAND TOTAL						\$885,711,278	\$884,222,867	\$1,488,411	\$262,375,425	



North Central Texas Council Of Governments

March 4, 2015

Mr. Sean Donohue
 Chief Executive Officer
 Dallas/Fort Worth International Airport
 P.O. Box 619428
 DFW Airport, TX 75261-9428

Dear Mr. Donohue:

The North Central Texas Council of Governments (NCTCOG) is planning to perform an airline passenger survey at the Dallas/Fort Worth International Airport (DFWIA) to gain better understanding of the departing passengers' ground travel characteristics. This effort will provide the airport with information needed for ground access planning activities and assist NCTCOG with updating the airport trip distribution component of the travel forecasting model (DFX).

The last passenger survey at DFWIA was performed in 2001. Since then, the region has experienced changes in terms of economic conditions, demographic mix, socioeconomic characteristics, urban location, price of gasoline, vehicle ownership, and access to rail transit. In addition to these changes, the expansion of services at DFWIA and the final lifting of the Wright Amendment restrictions justifies the need for an update to the departing airline passenger survey at DFWIA.

The cooperation of DFWIA and its staff will be vital to the success of this project. We have requested assistance from DFWIA's planning staff and will collaborate with them to define the study scope, request participation in the consultant selection and project review committees, and discuss other aspects of this project. It is anticipated that this survey will be administrated between July and September 2015 and not conflict with DFWIA survey activities.

Please feel free to contact me at 817-695-9241 if you have any questions or need additional information.

Sincerely,

Michael Morris, P.E.
 Director of Transportation

BP:cmg

cc: Mr. Jim Crites, Executive Vice President, DFWIA
 Mr. Robert Blankenship, Acting Vice President, DFWIA
 Mr. Greg Royster, Senior Airport Planner, DFWIA
 Behruz Paschai, Transportation System Modeling Manager, NCTCOG



TxDOT Dallas District
4777 E. Highway 80
Mesquite, Texas 75150



Michael Morris
Executive Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive, Centerpoint Two
Arlington, TX 76011

March 6, 2015

Dear Morris,

We need your involvement to help shape the future of Dallas' urban core. Your participation will help define the character of this area for generations.

The Texas Department of Transportation (TxDOT) is seeking input and ideas from the residents, businesses and stakeholders that are passionate about Dallas' future. TxDOT is facilitating a comprehensive assessment to explore transportation development scenarios within the city center. These scenarios will consider broader agency and community plans, improvements to public safety, multi-modal solutions, economic prosperity and goals for greater connectivity. The assessment will be delivered as the Dallas City Center Master Assessment Process (Dallas CityMAP).

In 1998 TxDOT conducted a study in Dallas known as the Major Transportation Investment Study (MTIS). Many of the goals and objectives of the original MTIS have been accomplished, but over the last 17 years much has changed in Dallas and the region. In order to respond to these changes and to understand the opportunities and implications associated with future major transportation and community investments, the Dallas CityMAP team will begin with a comprehensive listening process. Our team wants to meet with you to hear your opinion about the future of Dallas' urban core including, but not limited to:

- Quality of life and neighborhood character;
- Community and urban street connections;
- Regional mobility and safety;
- Economic development and future growth, and
- Policy, partnership and funding considerations

Please anticipate a call within the next few days to schedule a meeting.

Imagine how your participation can impact the future of this great city. Our team looks forward to talking with you. To share any comments and information you may have, please contact the Dallas CityMAP team at contactus@dallascitymap.com.

Sincerely,

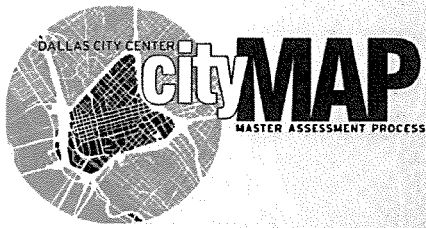
James K. Selman, P.E.

James (Kelly) Selman, P.E.

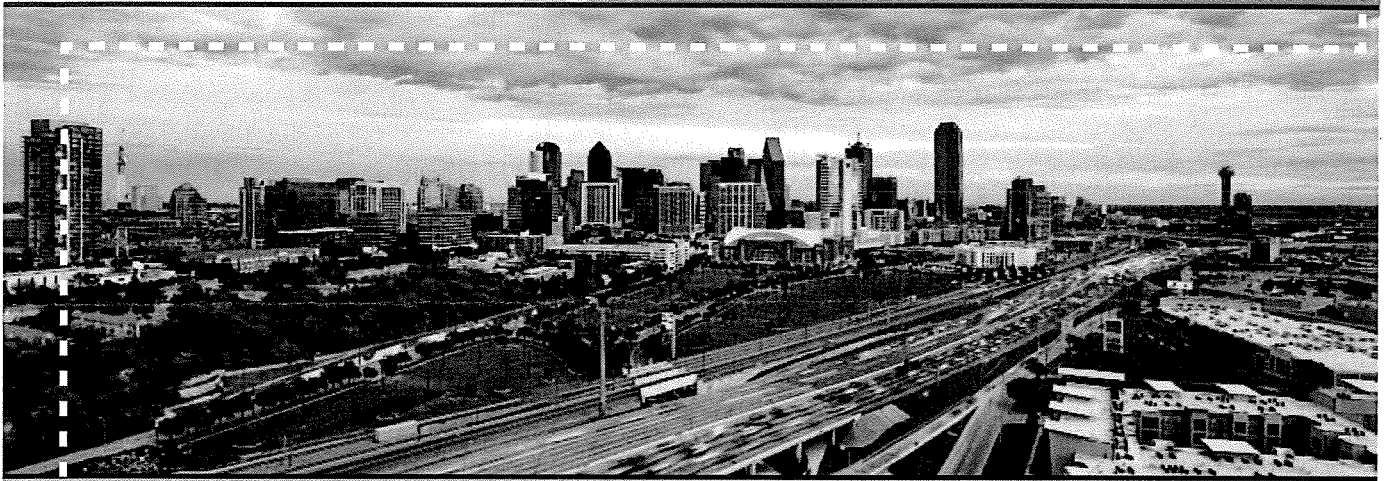
RECEIVED

MAR 13 2015

TRANSPORTATION



WHAT MAKES A GREAT CITY?



It all starts with a conversation...

We believe great things happen when a city comes together to develop a long-term vision for the future. We believe it's time to begin the conversation.

Long considered simply a way to "get there" or "get through there", urban interstates take on new meaning as communities like Dallas struggle to replace their aging transportation infrastructure and promote a great neighborhood experience. Changing views, needs, and expectations for greater neighborhood and regional connectivity and livability are motivating communities to examine both traditional and innovative transportation solutions.

Combined with funding limitations and population growth, the responsibility for urban planning, economic development, and city building become the collective work of agencies, stakeholders and individuals to be successful.

What's The Vision?

The goal of this effort is to develop a set of transportation, urban design, and adjacent development scenarios with associated investment considerations for the major urban interstate corridors identified on the map. We will work with you to develop the Dallas City Center Master Assessment Process (CityMAP) to identify neighborhood redevelopment, preservation, and transportation scenarios for a comprehensive vision for the city's future.

What's The Plan?

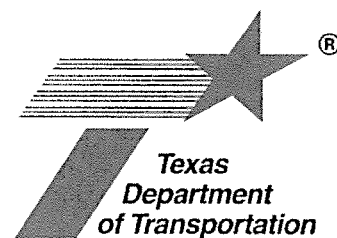
We will begin by listening. We want to know what you think works and what doesn't within your community. We will use what we hear to integrate what we learn into the planning efforts currently underway in the city.

What's The Result?

Scenarios will be identified by integrating the community's vision with practical transportation and urban design solutions, construction and funding feasibility. Each scenario will promote a vision and demonstrate the tangible and intangible benefits to Dallas communities within the urban core.

▶ and results in action!

STUDY AREA MAP ON BACK



RECEIVED

MAR 13 2015

TRANSPORTATION



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

March 6, 2015

The Honorable Sarah Feinberg
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington DC 20590

Dear Administrator Feinberg:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to congratulate you on being appointed Acting Administrator of the Federal Railroad Administration. An RTC membership roster is enclosed.

The RTC and North Central Texas Council of Governments' (NCTCOG) Transportation Department work with all levels of government, elected officials, transportation partners and the region's residents to plan coordinated transportation systems to meet mobility and air quality needs for the Dallas-Fort Worth area. We look forward to discussing important freight and passenger rail issues with you and will assist you in any way possible.

Again, congratulations on your appointment and for your leadership on transportation issues. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

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

Mike Cantrell
Chair, Regional Transportation Council
Commissioner, Dallas County

RH:ch
Enclosure

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

NCTCOG Executive Board 2014 - 2015

President Kathryn Wilemon Mayor Pro Tem City of Arlington	Director Vonciel Jones Hill Councilmember City of Dallas	Director Dr. Larry Marshall Councilmember City of Benbrook	Director B. Glen Whitley County Judge Tarrant County
Vice-President John Horn County Judge Hunt County	Director Clay Lewis Jenkins County Judge Dallas County	Director Keith Self County Judge Collin County	Ex Officio, Non-Voting Member Jeff Leach Texas House of Representatives
Secretary-Treasurer Daniel Scarth Councilmember City of Fort Worth	Director Tom Lombard Councilmember City of North Richland Hills	Director Kevin Strength Mayor City of Waxahachie	General Counsel Jerry Gilmore
Past President Stephen Terrell Mayor City of Allen	Director Laura Maczka Mayor City of Richardson	Director Laura Wheat Mayor Town of Westlake	Executive Director R. Michael Eastland

Regional Transportation Council 2014 - 2015

Mike Cantrell, Chair Commissioner, Dallas County	Roger Harmon County Judge, Johnson County	Daniel Scarth Councilmember, City of Fort Worth
Mark Riley, Vice Chair County Judge, Parker County	Vonciel Jones Hill Councilmember, City of Dallas	Kelly Selman, P.E. District Engineer Texas Department of Transportation, Dallas District
Ron Jensen, Secretary Mayor, City of Grand Prairie	Clay Lewis Jenkins County Judge, Dallas County	Lissa Smith Mayor Pro Tem, City of Plano
Douglas Athas Mayor, City of Garland	Jungus Jordan Councilmember, City of Fort Worth	Mike Taylor Mayor Pro Tem, City of Colleyville
Brian Barth, P.E. District Engineer Texas Department of Transportation, Fort Worth District	Sheffie Kadane Councilmember, City of Dallas	Stephen Terrell Mayor, City of Allen
Carol Bush County Judge, Ellis County	Geralyn Kever Councilmember, City of McKinney	T. Oscar Trevino, Jr., P.E. Mayor, City of North Richland Hills
Sheri Capehart Councilmember, City of Arlington	Lee Kleinman Councilmember, City of Dallas	William Velasco, II Citizen Representative, City of Dallas
Rudy Durham Councilmember, City of Lewisville	Stephen Lindsey Councilmember, City of Mansfield	Oscar Ward Councilmember, City of Irving
Andy Eads Commissioner, Denton County	Laura Maczka Mayor, City of Richardson	Bernice J. Washington Board Member Dallas/Fort Worth International Airport
Charles Emery Board Chair, Denton County Transportation Authority	David Magness Commissioner, Rockwall County	Duncan Webb Commissioner, Collin County
Mark Enoch Board Member Dallas Area Rapid Transit	Scott Mahaffey Board Chair Fort Worth Transportation Authority	B. Glen Whitley County Judge, Tarrant County
Gary Fickes Commissioner, Tarrant County	Matthew Marchant Mayor, City of Carrollton	Kathryn Wilemon Mayor Pro Tem, City of Arlington
Rob Franke, P.E. Mayor, City of Cedar Hill	Maher Maso Mayor, City of Frisco	Zim Zimmerman Councilmember, City of Fort Worth
Sandy Greyson Councilmember, City of Dallas	John Monaco Mayor, City of Mesquite	Michael Morris, P.E. Director of Transportation, NCTCOG
Mojoy Haddad Board Member, North Texas Tollway Authority	Kevin Roden Councilmember, City of Denton	
	Amir Rupani Citizen Representative, City of Dallas	



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

March 6, 2015

The Honorable Ron Simmons
Texas House of Representatives
PO Box 2910
Austin, Texas 78768

Dear Representative Simmons:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, I would like to congratulate you on being named Chair of the new House of Representatives Transportation Subcommittee on Long-Term Transportation Planning and Infrastructure. An RTC membership roster is enclosed.

We look forward to discussing important transportation planning issues with you and will assist you in any way possible. Transportation is critical to continued growth and economic prosperity of our state, and long-term planning, through MPOs and the Texas Department of Transportation districts using public involvement and consensus building, is the key first step for each project.

Once again, congratulations and thank you for your valuable service to the State of Texas and for being a leader on transportation issues. Feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Cantrell". The signature is fluid and cursive, written over a light blue horizontal line.

Mike Cantrell
Chair, Regional Transportation Council
Commissioner, Dallas County

RH:ch
Enclosure

cc: The Honorable Joe Pickett, Texas House of Representatives
The Honorable Yvonne Davis, Texas House of Representatives
The Honorable Patricia Harless, Texas House of Representatives
The Honorable Cindy Burkett, Texas House of Representatives
The Honorable Celia Israel, Texas House of Representatives
The Honorable Chris Paddie, Texas House of Representatives
The Honorable Andrew S. Murr, Texas House of Representatives
Michael Morris, P.E., Director of Transportation, NCTCOG

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Mojy Haddad Board Member, North Texas Tollway Authority	Kevin Roden Councilmember, City of Denton	
	Amir Rupani Citizen Representative, City of Dallas	



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

March 11, 2015

Ms. Carol Rawson, P.E.
Director, Traffic Operations
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Dear Ms. Rawson:

Subject: **Letter of Commitment – TxDOT Grant Application to USDOT:
Connected Vehicle Pilot Deployment**
Broad Agency Announcement No. DTFH6115R00003

The North Central Texas Council of Governments (NCTCOG) is pleased to participate and support the Texas Department of Transportation's (TxDOT) proposal for the Texas Connected Vehicle Pilot Deployment Project. NCTCOG is committed to this development and deployment effort, as the project is directly related to the future of the managed lane system currently being implemented in the Dallas-Fort Worth region with a focus on making surface transportation safer and more efficient.

We understand this is a three-phase project. During "Concept Development" in Phase 1, NCTCOG will be part of the stakeholder team to provide input into how connected vehicle technology can support safety and mobility of freight operations. NCTCOG would like to encourage the use of the IH 30 (Tom Landry Highway) test corridor. Additional information on this location can be provided.

If TxDOT's grant proposal is successfully awarded, NCTCOG will work with TxDOT to provide support for design, deployment, and testing (Phase 2) and operations (Phase 3) by providing staff support and coordination for the project so that the Project Supervisor(s) can conduct the planning, design, testing, and deployment successfully. The details of this subsequent support will be determined in Phase 1 of the project.

NCTCOG looks forward to supporting TxDOT and other members of this highly capable team throughout the course of this interesting and valuable project. Please contact Natalie Bettger at (817) 695-9280 or nbettger@nctcog.org if any additional information or feedback is needed from NCTCOG.

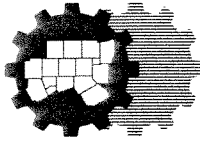
Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Morris', is written over a light blue horizontal line.

Michael Morris, P.E.
Director of Transportation

NSB:bw

cc: Natalie Bettger, Senior Program Manager, NCTCOG



North Central Texas Council Of Governments

March 13, 2015

Mr. Scott Gore
Congressional Liaison
Government and Industry Affairs
Federal Aviation Administration
800 Independence Ave., SW
Washington, DC 20591

Dear Mr. Gore:

RE: Planning Assistance for Unmanned Aircraft Integration in North Texas

We appreciate the time that you and Mr. Williams spent with us to discuss important issues relating to unmanned aircraft systems (UAS) integration in North Texas. As you know, the North Central Texas Council of Governments (NCTCOG) is dedicated to supporting Federal Aviation Administration (FAA) efforts to safely incorporate UAS in the national airspace system, while also facilitating the development of this innovative technology. Subsequent to our conversation, the topic of UAS operations near airports was discussed with Secretary Foxx during the Appropriations Subcommittee on Transportation Housing and Urban Development hearing on February 26, 2015. Congresswoman Kay Granger again supported the need to address these concerns.

We feel we can help respond to the call for action by utilizing NCTCOG staff as an extension of the FAA mission. North Texas would be a model partner to provide valuable leadership which will be significant nationwide.

NCTCOG submitted a planning grant application to FAA's Office of Airports on August 4, 2014, to conduct technical analysis and address ongoing needs of the North Central Texas aviation system. Aligned with our discussion, we believe there is an opportunity to utilize our current proposal to:

- Facilitate local-level UAS model ordinances, land-use, and zoning control strategies
- Develop inventory and demand forecast for UAS activity in North Texas
- Create strategic public outreach, education, and communication campaign using social media and mobile technology
- Design and implement an integrated communication framework to assist tracking and reporting UAS activities to FAA
- Integrate aviation workforce and STEM education needs with the growing UAS industry

With your support, we are prepared to act quickly on these activities before Fiscal Year 2015 concludes. If awarded grant funding, we will leverage existing relationships with local governments, airport sponsors, industry stakeholders, and FAA's Texas UAS test site partners to accomplish the work. Additionally, we will monitor the progress of the upcoming FAA

Mr. Scott Gore
Page Two

March 13, 2015

Reauthorization as well as recently introduced legislation pertaining to UAS (H.R. 1229 and S. 635).

As past Chair of the Transportation Research Board, Michael Morris has had an opportunity to work concurrently with Administrator Michael Huerta to advance the wellbeing of our federal transportation system. Please do not hesitate to suggest opportunities for NCTCOG to assist and provide support for a successful and expedited reauthorization process.

We look forward to continuing coordination efforts to accomplish complementary goals for UAS integration while protecting airports that are vital economic generators for the country. Please contact Mike Branum, UAS Projects Lead, at mbranum@nctcog.org or (817) 704-5642 with any questions or ideas you may have about ongoing collaboration and next steps.

Sincerely,



Michael Mallónee
Principal Transportation Planner

MB:lk

cc: Jim Williams, Manager, Unmanned Aircraft Systems Integration Office, FAA
Michael Morris, P.E., Director of Transportation, NCTCOG ✓
Mike Branum, Transportation Planner, NCTCOG



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

March 17, 2015

The Honorable Kelly Hancock
Texas Senate
PO Box 12068
Austin, TX 78711

Dear Senator Hancock:

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 on transportation and air quality issues. During the February 20, 2015, Senate Finance Committee hearing, you discussed the cost effectiveness of the Texas Emissions Reduction Plan (TERP) Program. I would like to take this opportunity to provide you with additional information about TERP and express its need for funding.

As you know, the TERP program includes a number of financial incentive and assistance programs that help offset the cost associated with reducing nitrogen oxide (NO_x) emissions from high-emitting, heavy-duty engines used in on-road, non-road, locomotive and stationary emission sources. Minimizing NO_x 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 EPA also recently proposed to tighten the ozone standard, which would make it even more difficult for DFW to reach attainment.

The North Central Texas Council of Governments (NCTCOG) has partnered with the Texas Commission on Environmental Quality (TCEQ) to administer TERP funds on a regional level through three calls for projects in 2006 and 2009-2010. Through these initiatives, NCTCOG awarded approximately \$19.2 million in grant funding for 279 activities which were estimated to reduce NO_x emissions by more than 3,000 tons over the life of the awarded projects.

The following table illustrates the cost effectiveness of TERP and comparable diesel retrofit projects eligible for federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding as a point of comparison. It should be noted that TERP is more cost-effective because it is largely structured with cost-effectiveness as a limiting factor for grant awards, as opposed to funding programs that award funding based upon a percentage of costs, as is the case with CMAQ funding.

March 17,2015

Funding Initiative – Project Type	Cost per Ton NO _x Reduced
TERP – Diesel Emission Reduction Incentive Program	\$5,628
CMAQ – Diesel Retrofits	\$21,000
<i>Note: TERP cost effectiveness based upon the 2014 TERP Biennial Report to the Texas Legislature. CMAQ cost effectiveness based upon SAFETEA-LU 1808: CMAQ Evaluation and Assessment Phase I Final Report.</i>	

As TERP continues to be cost effective in North Texas, the RTC supports making better use of the current TERP funding balance and fully funding the program. Currently proposed funding amounts in Senate Bill 2 will make it difficult for the region to reach federal air quality standards. The RTC urges legislators to recognize the need to appropriate the dedicated revenue.

For your reference, a fact sheet on the program is enclosed. If you have any questions, please feel free to contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at mmorris@nctcog.org or (817) 695-9241.

Sincerely,



Mike Cantrell
Chair, Regional Transportation Council
Commissioner, Dallas County

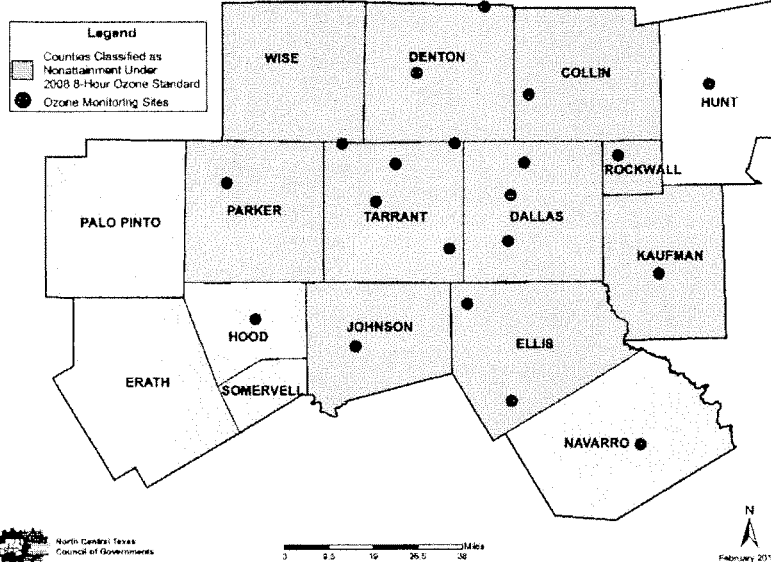
RH:ch
Enclosure

cc: Senate Committee on Finance

**NORTH CENTRAL TEXAS
TEXAS EMISSIONS REDUCTION PLAN (TERP)
SUMMARY
FEBRUARY 2015**



North Central Texas Nonattainment Area



Regional Significance

- Ten counties in the Dallas-Fort Worth (DFW) region have been designated nonattainment for the 8-hour ozone standard. Ozone formation in DFW is driven by nitrogen oxides (NO_x) emissions.
- The Environmental Protection Agency (EPA) recently proposed to reclassify the DFW area as severe nonattainment, which could trigger additional control measures. EPA also recently proposed to lower the ozone standard, which would require even further efforts to reach attainment.
- Although heavy-duty diesel vehicles only make up 7% of the vehicle miles traveled in DFW, they contribute over 43% of NO_x emissions.

Regional Coordination

The North Central Texas Council of Governments (NCTCOG) works to promote TERP to prospective applicants in the DFW area and offers free application assistance when the Texas Commission on Environmental Quality (TCEQ) is accepting applications. In addition, NCTCOG partnered with TCEQ to administer TERP funds on a regional level through three calls for projects:

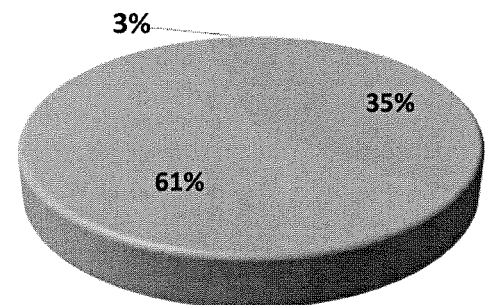
- 2006 Regional Refuse Hauler Program: focused on public and private refuse service providers
- 2006 North Texas Emissions Reduction Grant Program (NTERG): focused on on-road & non-road retrofits, repowers, replacements, locomotives, and stationary engines
- 2009-2010 Heavy-Duty Vehicle and Equipment Grant Program (HDVEGP): focused on idle reduction projects, construction equipment replacements, and projects for local governments

The results of these three efforts are outlined below.

NCTCOG REGIONAL TERP SUMMARY*	
Number of Activities	279
Grant Funds Disbursed	~\$19.2 million
Participant Match	~\$29.4 million
Total NO_x Reduced	3,144 tons
Average Cost Per Ton	~\$6,114

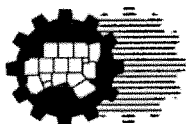
**Numbers include only TERP funding efforts administered by NCTCOG on behalf of TCEQ.*

**Registered Heavy-Duty Diesel Vehicles
Age Distribution**

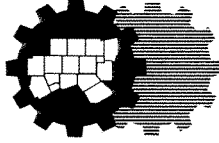


■ ≤5 Years Old ■ 10-20 Years Old
■ >20 Years Old

- Heavy-duty trucks with 2010-compliant engines are approximately 90% cleaner than trucks from 2004. However, nearly 64% of all heavy-duty diesel trucks registered in the DFW area are over 10 years old.
- If all DFW-area registered trucks over 10 years old were replaced with 2010-compliant trucks, NCTCOG estimates that emissions reductions could reach approximately 40 tons NO_x per day.



**North Central Texas
Council of Governments
www.nctcog.org/terp**



North Central Texas Council Of Governments

March 23, 2015

Ms. Hope Andrade
VIA Metropolitan Transit
800 West Myrtle
San Antonio, TX 78212

Dear Chair Andrade:

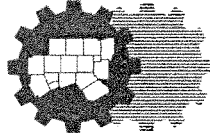
I would like to congratulate you on being named Chair of the VIA Metropolitan Transit Board of Trustees. I am sure you will be an asset to VIA by bringing your transportation expertise and knowledge of local and State issues. I wish you all the best as you move forward in your new position.

Again, congratulations on being named Chair of the VIA Board. If you have any transportation questions from our perspective here in North Texas, feel free to contact me at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

Michael Morris, P.E.
Director of Transportation

RH:ch



North Central Texas Council Of Governments

March 25, 2015

Ms. Pamela Friedman
Senior Program Specialist
National Center for Mobility Management

Dear Ms. Friedman:

Please find attached the North Central Texas Council of Governments' (NCTCOG) application for funding from the National Center for Mobility Management for the Healthcare Access Mobility Design Challenge. This application requests funding in the amount of \$24,474 to assist in breaking down barriers to accessing healthcare in North Central Texas. The goal of the project is to increase communication and service coordination among existing public transit providers in Denton County to enable customers to reach needed healthcare services. NCTCOG is committed to coordinated, efficient, and effective public transportation and this project is designed to implement local solutions to challenges in the North Central Texas Region.

Should you have any questions or require additional information regarding this application, please do not hesitate to contact Sarah Chadderdon, Senior Transportation Planner and Design Challenge Team Leader, at (817) 695-9180 or schadderdon@nctcog.org.

Sincerely,

Michael Morris, P.E.
Director of Transportation

JH:tmb
Attachment

cc: Therese McMillan, Acting Administrator, Federal Transit Administration
Jim Cline, President, Denton County Transportation Authority
Sarah Chadderdon, Senior Transportation Planner, NCTCOG

LBJ East plan with tolls needs OK from state tired of pay roads

By TOM BENNING tbenning@dallasnews.com

Austin Bureau

Published: 08 March 2015 11:36 PM

Updated: 08 March 2015 11:42 PM

LBJ Freeway east of North Central Expressway is that rare road in Texas where many people are begging for an expansion project with a tolling component.

It's not that there's great gusto for driving on tolled managed lanes, which would pair with free lanes. It's just that many residents and businesses see that setup — and the financing it allows — as the quickest way to complete the much-needed, \$1.3 billion project.

“That seems to be the tool that's most effective for having it sooner rather than later,” said Kathy Stewart, the executive director of a Lake Highlands public improvement district that sits next to the highway.

But as state lawmakers take steps to boost Texas' overstretched roads budget with an infusion of billions of dollars, some transportation experts worry that Austin could make it harder to build massive projects like LBJ East.

That's because the Legislature, faced with a growing backlash against tolled roads, is marking the new money for use on nontolled roads only. Advocates say that approach will ultimately benefit the state's road network by forcing a shift back to a pay-as-you-go system.

But others say that any move toward totally ditching tolls — often a key component of financing arrangements that can expedite completion — could be counterproductive in some instances. For LBJ East, it could mean the difference between seeing results in five years and waiting a decade or more.

“Think of it this way,” said Victor Vandergriff, an Arlington businessman who serves on the Texas Transportation Commission. “If you pay off your house over time, rather than pay all cash, you definitely pay more in interest over time.

“But you get to have a house you otherwise wouldn't be able to afford.”

Texas' road funding challenges are nothing new.

The state's 20-cents-per-gallon gasoline tax, used to finance highway construction projects, has remained flat since 1991. In the years since, the spending power of that funding source has dropped, thanks to inflation, vehicles' increasing fuel efficiency and other factors. The Texas Department of Transportation, meanwhile, says \$5 billion a year is needed just to maintain the current condition of the state's roads and keep congestion from getting worse.

With new revenue sources hard to come by, transportation planners have been creative in getting major projects done.

That's often come in the form of so-called comprehensive development agreements, which require legislative approval. These public-private partnerships can include a variety of components. Tolls are frequently a key part of the package.

Whether it's a full-on toll road or a road with some tolled lanes, a project's future toll revenue can accelerate financing and construction: The project gets funded up front, then drivers pay it off through tolls.

And by partnering with a private entity, the state can often avoid having to pony up as large an initial investment. For example, on the massive LBJ Express overhaul, just west of LBJ East, the state put in about \$500 million that was leveraged into a \$2.7 billion project.

"None of that success could've ever happened without that process," said Michael Morris, transportation director at the North Central Texas Council of Governments.

The LBJ East project, spanning 10 miles from North Central Expressway to Interstate 30, has long been seen as a candidate for such an arrangement.

The aging infrastructure there is regularly clogged. There aren't many frontage roads, stunting both traffic flow and economic development. And intersections with various surface streets are notoriously confusing.

Plans call for taking the 10-lane road, including its two express lanes, and adding free main lanes, tolled managed lanes and free frontage roads.

Neighborhood groups, business leaders and elected officials are asking state lawmakers to approve a comprehensive development agreement for the project. For them, the tolled elements are worth the payoff of seeing the expansion done quickly.

“The economic toll of taking 10 years to rebuild such a span of highway would be tremendous,” Garland Mayor Douglas Athas said.

But North Texas’ reliance on such a model has also created a traffic system choked by tolled roads.

Many residents are fed up with what they see as double taxation — they pay once at the pump, then again on the road. Adding to the frustration is the fact that the tolls usually stay, even after the road has been paid off.

That sentiment helped brush back a planned toll road between Garland and Greenville and tolled managed lanes on Central Expressway in Collin County. And even Vandergriff, who still sees tolled roads as important, said the state has made some “bad decisions” on them.

Bills have been filed to significantly limit tolled roads. And the Legislature is making its stance clear in the conditions under which it’s providing the Transportation Department with huge new sums of money.

Lawmakers put on the ballot last year a measure to dedicate some taxes on oil and gas production to fund road construction and maintenance. A key provision of the proposal, however, was that the funds could be used only for “non-tolled public roadways.”

Texans overwhelmingly approved the idea.

The Texas Senate has passed two measures that would dedicate an additional \$2.5 billion annually to the Transportation Department by giving it part of the tax revenue from vehicle sales. The idea, which still must pass the House, would need voter approval.

The proposals also include language that says the money can be used only for “public roadways other than toll roads.”

“We’ve heard the constituents,” said Sen. Robert Nichols, a Jacksonville Republican who chairs the Transportation Committee.

So Texas roads are now potentially awash in new money, which transportation advocates cheer as major progress. But a closer look at the funds produced from last year’s ballot measure shows the potential limitations of the underlying conditions.

The funding boost was spread statewide, so this year’s \$1.7 billion sent some \$360 million to North Texas. The biggest project being built in the region with the funds is

a \$248 million connection between I-30 and State Highway 360 in Arlington — and the new money covers only part of the cost.

Without the ability to leverage those dollars — as is typically possible on projects with toll components — that kind of single connection could be all that the new highway funds can pay for in a timely manner. And it could take many years to pool together enough such state money for bigger projects, like LBJ East.

Some officials play down the impact of the restrictions, pointing out that there are other funds that can still be used for tolled roads. And almost all transportation advocates agree that the funding enhancements, as a whole, can't be anything but good.

But the larger reality is that even if lawmakers fill the Transportation Department's \$5 billion budget gap, it won't be a panacea.

“If you get the \$5 billion, would there be the need for toll roads anywhere in the state?” said James Bass, the Transportation Department's chief financial officer. “Our response has been, ‘Yes.’”

Editorial: Tolls aren't going away

Published: 06 March 2015 10:41 PM

Updated: 06 March 2015 10:48 PM

Multiple choice test: The giant new LBJ project taking shape across North Dallas is best described as: (a) A \$2.6 billion hybridized part-free, part-tolled highway marvel, (b) Largely financed by Spanish investors, (c) A monument to years of state underfunding of transportation, (d) A demonstration of how to confuse drivers with signs, (e) all of the above.

Readers who answered “e” may drive to the head of the class.

Our Metro columnist Steve Blow gets the bewilderment part; he made that clear in his recent take on driving LBJ. One issue: what exactly an “express” lane is. It may look like an appealing option, but it comes with a cost that can change by the hour.

Here's one recommendation on simplified signs: Have them say, “These lanes PAY, these lanes FREE.”

People get that in a heartbeat. Later, they can wonder about why there are two classes of lanes.

The answer is this: Because state lawmakers ignored the roadway needs of Texas' mushrooming population for years. They could have raised fuel taxes — and still should — but they preferred not to risk a political hit. That left hot-growth areas like North Texas with little choice about turning to tolls.

There are excusable reasons to curse toll roads at times, such as when drivers crawling along the iced-over DFW Connector recently were charged \$7 to drive 4 miles.

TxDOT's computers concluded that slow traffic meant congestion that needed to be thinned out by jacking up toll rates. Another irritating oops moment on the growing toll-road network.

Ground zero for that network is booming Collin County, where some people have griped for years about being boxed in by pay roads. At the same time, Plano and Frisco have enjoyed much of their high-dollar development along those tollways, not in spite of them.

Still, it's from Collin County's House delegation that a package of bills has been filed to tame the toll beast. Some seem shortsighted, if not playing to the crowd. One such

is HB 1838 by Rep. Scott Sanford, R-McKinney, which demands TxDOT produce a plan to “eliminate by not later than 2046 all toll roads in this state.” To which we say, “Fat chance.”

Another Sanford bill (HB 1834) calls for new toll projects to pay off construction debt and go toll-free in 20 years. That sounds delightful, but it ignores the high cost of maintenance and rebuilding major highways once they wear out.

We’d rather lawmakers keep the focus on finding and generating more cash for roads. After years of neglect, that’s happening this session, with results. Good for the Senate for passing legislation last week to earmark part of the sales tax on vehicles for road building. That would produce an initial \$2.5 billion extra a year. The House hasn’t settled on its approach, but road funding is a priority there, too.

It’s a big order to meet TxDOT’s stated needs of \$5 billion more a year for highways. However it comes out, it’s a sure bet that tollways are a permanent fixture among us.

Senate leaders want tighter Texas spending cap

[Robert T. Garrett](#) Follow [@RobertTGarrett](#) Email rtgarrett@dallasnews.com

Published: March 10, 2015 12:42 pm

A week after they said tax cuts and debt repayment shouldn't count toward the state's spending limit, Senate GOP leaders on Tuesday returned to more familiar fiscal bromides as they called for a tighter cap.

Lt. Gov. Dan Patrick and Sen. Kelly Hancock, R-North Richland Hills, said the constitutional spending limit that voters approved in 1978 allows too much growth of government.

While spending of non-dedicated tax revenues currently can grow no faster than the Texas economy, Patrick and Hancock said a new limit should be applied — the sum of inflation and percentage growth in population. Republican Gov. Greg Abbott, former Gov. Rick Perry and conservative think tanks have endorsed the idea, though it has not been wildly popular in the Texas House in recent sessions.

"This is the session to move this bill," Patrick said.

He said the new cap, if approved by voters in November, would make state government "more responsive to our citizens."

But a liberal budget analyst predicted it would create problems even for conservative lawmakers in coming years. The cap no longer would apply just to spending of dedicated taxes but to all money that flows into state coffers — federal highways funds, for example, and college tuition payments, said Eva DeLuna Castro of the Center for Public Policy Priorities. Also, exceeding the cap would require a three-fifths vote in both houses, not the simple majority votes needed now.

"The fastest-growing things in the budget since 2011 are border security and transportation," she said. "At the rate they're growing, they'll eventually be the entire budget — sort of like the arguments [many lawmakers] make about Medicaid."

Hancock, though, said it's time for a tighter cap — and one applied across the entire budget.

Asked if Texas is emulating California by cementing numerous restrictions on budgets into the state constitution, he disagreed. Hancock noted that [his proposal](#) would have to be approved by voters. The limit on certain spending that has been used since 1978 — growth in Texans' personal incomes — is "a false measurement," he said.

"It is time to ensure that the constitutional spending limit is no longer just a theory but an enacted measure of fiscal restraint," Hancock said.

"Texas has changed since the 1970s," he said. "We're a more conservative state. We want an equally conservative budget."

Hancock, asked about prospects for House passage, said he needed to pass the measure first in the Senate. A former House member, Hancock said he would be talking with former House colleagues soon.

As we reported [here](#), Patrick and several senators also want to amend the state constitution so that tax cuts and paying off bonds early do not count toward the cap. With the state currently spending about \$4 billion per budget cycle to pay off bonds, and Senate GOP leaders wanting to cut taxes by \$4.7 billion over the next two years, such an amendment would allow more spending on other items, if it were in place today.

It has drawn criticism from some fiscal hawks and tea party activists.

Over the past 37 years, the current spending cap very rarely has come into play. Before every session, top legislative leaders get to choose an estimate of growth in Texans' personal income for the next two years. That becomes the cap. Last fall, then-Comptroller Susan Combs estimated income growth at 11.7 percent in 2016-2017. Ten lawmakers who sit on the Legislative Budget Board adopted that as the limit.

The last time lawmakers voted to bust the cap was in 2006, when the cost of buying down local school property taxes with more state school aid put them over the limit.

As we reported [here](#) late last year, DeLuna Castro ventured into a conservative policy forum to say that, when the school tax cuts are put aside, the state actually has lived by a population growth-plus-inflation limit since 2004.

Although it's usually a smaller number than personal income growth, there are exceptions. After recessions in 2002 and 2010, a population and inflation limit would have been higher than the income-based percentage. See Slide 12 of [this 2012 presentation](#) by a budget board staffer.

Asked if he were becoming a follower of the late British economist John Maynard Keynes, who prescribed more government spending during recessions, Hancock replied, "Absolutely not. Just the opposite."

<http://trailblazersblog.dallasnews.com/2015/03/senate-leaders-want-tighter-texas-spending-cap.html/>

State approves \$254 million for I-30/Texas 360 interchange rebuild

By Shirley Jinkins
syjinkins@star-telegram.com
03/10/2015 3:47 PM
03/11/2015 7:32 AM

ARLINGTON – One of Arlington’s most frustrating traffic areas, a relic from the 1950s-era Dallas-Fort Worth Turnpike, is at last in line for a 21st-century makeover.

The Texas Transportation Commission has approved \$254 million for construction of a direct-connect Interstate 30/Texas 360 interchange, the Texas Department of Transportation announced Tuesday.

The intersection of the two high-volume highways is a major crossroads in north Arlington. Motorists use the outdated and inefficient cloverleaf interchange, which was built as a toll collection site and has stoplights, to reach AT&T Stadium, Globe Life Park in Arlington and Six Flags Over Texas. Converting that into an interchange that connects both directions of I-30 with both directions of Texas 360 so that motorists can move seamlessly between the highways is a key component of the project.

“This is a very significant project for motorists that use I-30 and 360,” said Val Lopez, spokesman for highway department’s Fort Worth district. “It will be the scale and size of the 360 and I-20 interchange.”

Commuters take Texas 360 north to Dallas-Fort Worth Airport and south to the Interstate 20 corridor and growing Mansfield. I-30, meanwhile, is still the main route connecting Arlington with Dallas and Fort Worth.

Boundaries for the massive project extend east from Cooper Street in Arlington to the President George Bush Turnpike in Grand Prairie and from Avenue K/Brown Boulevard south to The Road to Six Flags.

The project will include reconstruction and widening of the Six Flags Drive bridge over I-30 from two to five lanes, and Six Flags Drive will be extended north to Avenue H.

“The I-30 project in the [Arlington] entertainment district was about \$154 million,” Lopez said. “This is something of a more sophisticated project.”

The multiyear project will eliminate the last remnant of the old Dallas-Fort Worth Turnpike, Lopez said, the only remaining cloverleaf interchange that controlled turnpike access to Texas 360.

State officials have said that the improvements will require about 17 acres of new right of way. Most of the area adjacent to the highways is entertainment and retail-type businesses.

The state is expected to complete the design and an environmental impact study of the project this year.

Mayor Robert Cluck characterized the current situation at the intersection as “a nightmare for Arlington” and said the intersection is usually the city’s most-criticized traffic configuration.

“I’m very pleased, just thrilled, to see a solution coming for it,” he said Tuesday night. “It’s a very extensive project, but nothing good happens quickly, does it?”

The highway department will take competitive bids and name a project contractor this fall. Construction is expected to begin soon after.

The funds are part of the allocation of Proposition 1 money approved by voters last fall that directs \$1.74 billion of oil and gas tax revenues into the state highway fund. An estimated \$2 billion in roadway projects are expected to begin across the state this year.

This report includes material from the Star-Telegram archives.

<http://www.star-telegram.com/news/local/community/arlington/article13221011.html>

U.S. Public Transit Use Hit a 58-Year High in 2014

Dan Murtaugh, Bloomberg

Public transit use in the U.S. jumped to the highest yearly level since 1956 last year, shrugging off a plunge in gasoline prices.

Ridership for the year was 10.8 billion, up 1 percent from 2013, according to American Public Transportation Association data released today. Public systems gave 2.7 billion rides from October through December, up 1.1 percent from a year earlier.

Transit trips rose as unemployment shrank to the lowest level since 2008. Ridership gained even as retail gasoline prices fell \$1.09 a gallon, or 33 percent, in the fourth quarter, showing that transit can remain robust even when the cost of driving is low, said Michael Melaniphy, chief executive officer of the American Public Transportation Association.

“Even with gas prices dropping like a rock, the public is still demanding more transit options.” Melaniphy said by phone Friday. “Millennials are a stronger component of the workforce, and they’re not making a binary choice between transit or car. Now you do all sorts of things in a week. Transportation is really changing, and this speaks to it.”

The data includes rides on buses, subways, trains, trolleys and other routes operated by public transit agencies. It doesn’t include rides in taxis or ride-arranging services like Uber or Lyft.

An improving economy means more people need to get to work, Melaniphy said. Unemployment in the U.S. fell from 6.7 percent at the end of 2013 to 5.6 percent by the end of last year.

“Unemployment is down, jobs are up and transit is up,” Melaniphy said. “All that stuff works together.”

Read More International Air Traffic Snapshot for January 2015

Several systems reported record ridership in 2014. Among them were Bay Area Rapid Transit in Northern California, the King County Department of Transportation in Seattle and the Massachusetts Bay Transportation Authority in Boston.

Several factors drove ridership, from new routes and more frequent service to a World Series run for the San Francisco Giants, whose fans took the train to AT&T Park. Smartphones are helping, as riders can access maps and schedules and in some cases see exactly where trains and buses are while walking to a station.

It’s not surprising that the cheapest pump prices since 2009 didn’t lure people into sport-utility vehicles, said Michael Green, a spokesman for Heathrow, Florida-based AAA, the nation’s largest motoring group. Falling gasoline prices haven’t historically led to more driving, he said.

Retail gasoline tumbled last year with crude, which is down by more than half from the 2014 peak. West Texas Intermediate, which reached more than \$107 in June, settled at \$49.61 on the New York Mercantile Exchange on Friday.

“As more Americans return to work, you’ll see increases in people both driving and using transit,” Green said.

<http://skift.com/2015/03/10/u-s-public-transit-use-hit-a-58-year-high-in-2014/>

Bill would block voter initiatives like Denton's

Mike Norman mnorman@star-telegram.com

Before Denton voters went to the polls in November to decide the fate of a citizen-proposed ordinance to ban fracking in their city, oil and gas industry representatives and supporters assured them repeatedly that passing the measure would only set the city up for lawsuits that it would most certainly lose.

Now state Rep. Phil King, R-Weatherford, wants his legislative colleagues to pass a law to ensure that voters in cities across the state never have that choice again.

The industry argument in Denton was that the Texas Constitution, state laws and Railroad Commission rules guarantee property owners the ability to extract minerals from beneath their land and sell those minerals if they wish.

Fracking is the controversial technique for oil and gas extraction that is the almost exclusive method for getting at natural gas in the Barnett Shale formation beneath Denton.

The argument was that a ban would deny access to that gas and thus would fail in court, leaving the city with high and fruitless legal costs.

Sure enough, voters approved the ban by a convincing 59-41 margin.

And sure enough, early the next day the Texas Oil and Gas Association and the state's General Land Office filed lawsuits. The Land Office got involved because it owns property and mineral rights in Denton County.

The legal process is ongoing. If the association and the GLO are right, it should be an easy case for the courts to decide. This could all be wrapped up in a nice legal bow, and the ordinance would go away.

It might seem like an unnecessary fight and a waste of tax dollars to some people, but we go to the bother and expense of supporting a court system because reasonable people sometimes disagree.

In this case, the people of Denton spoke loudly, having been fully warned of the risk. If they achieve nothing else, they've sent a strong message to the oil and gas industry that some people feel they've been pushed around by the industry for too long.

King would muffle that message. On Wednesday, the House State Affairs Committee held a hearing on his proposed House Bill 540.

The bill says any city that has a charter allowing residents by petition to propose new ordinances or repeal current ones would have to submit the proposals to the attorney general before calling an election.

The AG would have 90 days to determine "whether any portion of the proposed measure would violate the Texas or federal constitution, a state statute, or rule adopted as authorized by state statute" or would require that compensation be paid to any property owner.

If in the AG's opinion any of those things are true, the city may not call an election, no matter what its voter-approved charter might say.

There's no provision in the bill for an appeal.

It's baffling that a local lawmaker would propose removing both voters and the courts from decisions about how Texans want to live their lives.

It takes a lot of nerve or disregard for differing points of view, neither of which are faults I would say King is known for. Still, he pushed the bill.

I say the process in Denton has been an encouraging display of democracy. The charter there allows ordinances by petition, some well-organized people took advantage of that provision, a proper election was held and voters firmly decided what the city should do.

The other part of it also has worked well. Industry advocates had ample opportunity to persuade voters. They lost, but they have the opportunity to continue their fight in court.

The courts can decide whether the new ordinance is unconstitutional or violates superior Texas laws or state agency rules. If the industry was confident of its position before the election, it should be just as confident now.

It's far more dangerous to give one official in Austin the power to veto initiatives like this before voters even get a chance to speak.

Mike Norman is editorial director of the Star-Telegram. 817-390-7830

Rafael Anchia: We can't afford the Trinity toll road

By RAFAEL ANCHIA

Published: 13 March 2015 03:40 PM

Updated: 15 March 2015 07:32 PM

Related

- Mike Rawlings: Squarely behind the Trinity Parkway

The Trinity Toll Road is underwater.

Depending on the flood levels of the mighty Trinity River, that phrase might be taken literally, but it is more accurately a metaphor for the project's troubled financing. As a member of the 84th Texas Legislature, serving my sixth term, I am hearing loud and clear from colleagues in Austin that they have no appetite for using state funds to subsidize toll roads like the Trinity.

Toll roads are not popular at the Capitol these days — especially those that need a taxpayer bailout. After months of thoughtful deliberation and engagement with business leaders and constituents, I couldn't agree more.

The current debate on the Trinity Toll Road has basically been “Are you for it or against it?” However, a more honest discussion asks the question — “If we say ‘yes’ to the toll road, what are we saying ‘no’ to?” The simple reality is that we can't afford the Trinity Toll Road because Texas is in a transportation funding crisis.

For years now, the Texas Department of Transportation (TxDOT) has told anyone who would listen that there's not enough revenue available to maintain our existing roads and bridges. So a “yes” to the Trinity Toll Road would mean “no” to addressing millions of dollars of deferred maintenance in Texas' transportation system — a system critical to our state's financial prosperity and that has been chronically underfunded for decades.

The Trinity Toll Road, which is projected to cost north of \$1.5 billion, faces a whopping \$1 billion shortfall. Preliminary analyses by the North Texas Tollway Authority — the entity responsible for building and maintaining the road — indicate that a high-speed, limited access toll road between the levees of the Trinity River is not economically feasible, as the revenue it would generate, even under rosy

scenarios, represents a fraction of what is necessary to cover construction, maintenance and operation.

That's one reason the nonpartisan Texas Public Interest Research Group has called the project a financial "boondoggle."

The key question remains: who will pay the difference? At a town hall meeting on the toll road that I hosted in December, Michael Morris of the Regional Transportation Council indicated that funding could come from a variety of sources, not the least of which were state coffers. But even if the Legislature allocates more money to TxDOT this session (which I strongly support), the state *must* prioritize projects. And when it comes to toll roads, the state should support only those that make sense financially.

That is why I was pleased to learn that TxDOT Commissioner Victor Vandergriff recently said "no thanks" to suggestions that TxDOT subsidize the Trinity Toll Road. And my discussions with other legislators suggest there is even less enthusiasm at the Capitol for redirecting state money to the toll road.

Supporters of the toll road have not provided a clear plan to address the funding gap and are scrambling to get their hands on other sources of money. Who will be hit up next? Will it be Dallas residents via a tax increase? Will they ask Dallas County Commissioners to raid their road and bridge funds or raise fees to cover the shortfall? Will they ask the NTTA to charge drivers higher and higher tolls on other roads to bail out this roadway?

As a state, we must allocate scarce transportation resources wisely, and maintaining our core transportation system must be our first priority. To ensure we don't squander taxpayer money, I have filed legislation (HB 3674) that prohibits TxDOT from bailing out financially unsound toll roads like the Trinity. With so many critical transportation needs in North Texas, we simply can't afford it.

State Rep. Rafael Anchia, D-Dallas, is chairman of the Committee on International Trade and Intergovernmental Affairs. Reach him at info@rafaelanchia.com.

Bill to block Trinity toll road splits powerful allies

By GROMER JEFFERS JR. AND BRANDON FORMBY

Staff Writers

Published: 13 March 2015 11:33 PM

Updated: 14 March 2015 08:39 AM

A state lawmaker's attempt to derail a proposed toll road inside the Trinity River levees is pitting powerful Dallas allies against each other as debate over the project escalates.

Rep. Rafael Anchia, D-Dallas, offered a bill Friday that would prohibit the Texas Department of Transportation from funding toll roads like the Trinity River Parkway, which lacks nearly \$1 billion in needed funding. A second bill would require that the state give the project an environmental and land use analysis. The toll road is exempt from such a federal review, Anchia said.

If approved by the Legislature, both bills would make it difficult, if not impossible, for the city to complete the toll road project. As part of the massive Trinity River corridor plan, the road has been in the works since it was approved by voters in 1998.

"I've told everyone that you should be able to act in the best interest of your district," Anchia said. "My district hates the toll road."

It's unclear whether Anchia's bills will gain traction, though. Other lawmakers may be reluctant to interfere with a project supported by much of Dallas' political and business leadership. But Anchia could win support from conservative Republicans who want to steer away from building more toll roads.

And it's clear that since the toll road was narrowly approved by voters in 2007, opposition has returned with renewed gusto. It has become a primary issue in the May City Council elections.

Anchia vs. Rawlings

Anchia's onslaught puts him at loggerheads with Dallas Mayor Mike Rawlings, former Mayor Ron Kirk and much of the city's business elite. Anchia, often

mentioned as a potential mayoral candidate, has been strongly allied with Rawlings and Kirk.

Rawlings said Friday he's reviewing Anchia's bills. He expressed dissatisfaction with efforts in Austin to usurp local government.

"We are disappointed in ongoing efforts by numerous state legislators in Austin to pre-empt or overrule local decision-making authority," Rawlings said in a written statement. "Dallas citizens have invested many years of time and energy into the project and have voted twice to build the Trinity Parkway. The ultimate decision on the project's fate has been and should remain a local one."

Kirk was mayor when voters approved the plan in 1998.

He joined Rawlings in criticizing the Legislature's encroachment on local authority, adding Anchia as one of the offenders.

"He criticizes other legislators for not respecting local authority, and now he's trying to do the same thing," Kirk said. "The voters have spoken twice."

Kirk called Anchia's bills "misguided, disingenuous and impractical."

"I don't understand why someone who represents a community that would benefit from this project would put up a roadblock," Kirk said. "And he's like the rest of those opponents who never offer an alternative. I could not disagree with him more."

Anchia, whose district reaches from Oak Cliff and West Dallas north into Farmers Branch, took Kirk's criticism in stride.

"I have a great deal of respect for Ron Kirk and consider him a friend and mentor," he said. "We see eye to eye most of the time, but on this one, we just disagree."

Anchia has already found bipartisan support in the House. Rep. Scott Sanford, R-McKinney, has filed several bills also aimed at slowing the proliferation of toll projects in Texas. He said it is more financially sound to pay for road projects with existing state revenue and noted a groundswell of "toll fatigue" in North Texas.

"We're listening to our constituents, who are saying enough is enough," Sanford said.

Changing sentiment?

The Trinity Parkway is planned as a 9-mile road that runs from the intersection of Interstate 35E and State Highway 183 to U.S. Highway 175 southwest of downtown.

It would run roughly parallel to I-35E from Irving to downtown and then roughly perpendicular to I-30 as it moves south of downtown.

The road would run between the Trinity River levees for about six miles near downtown. Critics have questioned its effect on parks to be built as part of the overall Trinity project and raised concerns that it will not ultimately alleviate downtown traffic.

The highway would include a flood wall but could still flood during a 100-year rainfall. The road would be at least six lanes wide, but access lanes, interchanges and maintenance roads would make it wider at some points.

Former Dallas City Council member Angela Hunt led the unsuccessful 2007 effort to kill the project. It pitted Hunt and her supporters against a power establishment that almost unanimously backed the road. But she said Friday that the political and cultural winds in the city have changed significantly since.

“Now you have four council members, you have many candidates, and now state Rep. Anchia, who has come forward,” Hunt said.

Hunt said the bill that would require stricter analysis of the road’s affect on planned parks is “critical.” She called the bill aimed at limiting funding options a way to watch out for taxpayer money.

“The public should not have to bail out this poorly conceived and financially disastrous project,” she said

But if Anchia wants to get his bills through the Legislature, he probably has to persuade more members of his own delegation to ditch the road. Lawmakers from elsewhere in the state might be reluctant to take sides in an internal Dallas squabble.

Sen. Royce West, D-Dallas, said he would not help Anchia in the Senate. He’s planning a community forum March 21 on transportation issues, including the Trinity Parkway.

“I’m a supporter of the Trinity toll road,” he said. “I want to make certain the community understands the latest on what the project consists of.”

Funding for the project is still a major question. The price tag is \$1.5 billion, and \$900 million remains unfunded.

To alleviate that — and some criticisms of the large toll road — officials could initially build a smaller version. But transportation planners and federal officials have said the city must build the large-scale version sent in for federal approval.

Anchia's bill would prohibit the state Transportation Department from pouring money into the project. The North Texas Tollway Authority is the city's partner in the project. But it faces other obstacles.

NTTA won't finalize traffic and revenue estimates until federal authorities OK the project. NTTA officials have said that if the city were to walk away from the project, the tolling entity probably wouldn't pursue it, either.

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Toll road opposition pits Anchia against establishment friends

Gromer Jeffers Jr.

Published: 16 March 2015 11:28 PM

Rafael Anchia has never been known as a renegade.

He's not one to say "no" to big-ticket projects. He likes progressive change. And the Dallas business establishment has helped advance his political career, from the Dallas school board to the Texas House.

Anchia has been the consummate local insider — until last week.

That's when he fired a shot at Mayor **Mike Rawlings** and the city's business elite by introducing two bills designed to kill the Trinity Parkway project.

The toll road would run between the Trinity River levees, part of the massive Trinity River Corridor plan. Voters have approved the road twice, once in 1998 and again in 2007.

But Anchia wants to ditch the road, which has a budget gap of nearly \$1 billion. If approved by state lawmakers, one of his bills would prohibit the Texas Department of Transportation from using funds to "bail out" the project. The other bill would require an environmental review by the Texas Parks and Wildlife Department. Currently, the project is exempt from such scrutiny.

What's remarkable about Anchia's stand is his reason. He simply states: "My district hates the toll road."

That's probably the case. He represents a strangely drawn area that includes parts of Oak Cliff and West Dallas, and extends up to Farmers Branch.

Recently opposition to the road has been revitalized in anticipation of May's municipal elections, as candidates for City Council and mayoral challenger **Marcos Ronquillo** have staked out positions against the project.

Still, Anchia's opposition is curious. He's not on the ballot anywhere this year. And his House seat seems safe. It certainly wouldn't be affected by his stand on the Trinity toll road. That's largely a city issue.

True, Anchia wants to run for mayor someday, but that would be at least four years from now, when either Rawlings or Ronquillo completes service.

"I'm just voting my district," Anchia insists.

Anchia's opposition to the toll road has strained relationships. Most notably, it puts him at loggerheads with one of his closest friends and supporters, former U.S. trade representative and former Dallas Mayor **Ron Kirk**.

Last week Kirk blasted Anchia for attempting to kill the toll road, calling him "misguided and disingenuous." And he challenged Anchia — and the rest of the anti-road folks — to come up with an alternative.

Anchia says it's Kirk and the road's supporters who need an alternative.

Kirk talks as if Anchia's been lured into some cult. He says his friend mistakenly believes not building a toll road would actually help ease traffic by forcing people — when congestion is at its worst — to ride bikes and walk.

"That's not a plan," Kirk said.

Anchia says he simply wants precious transportation dollars spent wisely, and that there are other local projects that are worthy.

After unloading on Anchia, Kirk told me something you almost never hear from a politician.

"All of that was on the record," he said. "Print it."

For his part, Anchia still calls Kirk a "friend and mentor."

"We see eye to eye most of the time," Anchia said. "On this one, we just disagree."

Anchia has been known for being too close to the political and business elite. He chuckles at the latest turnabout.

"I guess nobody can call me a patsy for the establishment anymore," he said.

Notes

State Sen. **Royce West** on Saturday will host a community forum on transportation projects affecting southern Dallas, including the Trinity Parkway.

The Eggs & Issues Town Hall Meeting is from 9 to 10:30 a.m. at the University of North Texas at Dallas. It's in Room 138 of Building Two, at 7300 University Hills Blvd. Free breakfast will be available while it lasts.

Gov. **Greg Abbott** reports **Pancake**, the state's 3-month-old first dog, is doing well. The golden retriever is already a fan favorite. She has 2,200 followers on her Twitter account.

Follow Gromer Jeffers Jr. on Twitter at [@gromerjeffers](https://twitter.com/gromerjeffers).

Texas Asks EPA To Scrap Ozone Plans

March 17, 2015 6:27 AM

FORT WORTH (AP) - Gov. Greg Abbott has requested that the Environmental Protection Agency scrap plans to tighten national emission limits on smog-forming pollution linked to asthma and respiratory illness, arguing the change would be bad for the economy.

The new regulations on ground-level ozone, proposed last November, would “stifle economic growth and job creation,” Abbott said in a statement Monday announcing a letter sent to EPA director Gina McCarthy.

<http://dfw.cbslocal.com/2015/03/17/texas-asks-epa-to-scrap-ozone-plans/>

Congress scrambling to protect highway funds

By Keith Laing - 03/17/15 09:10 PM EDT

Lawmakers inched closer Tuesday to settling for a temporary infrastructure funding patch, despite appeals from the states for a long-term spending bill.

The current transportation bill is scheduled to expire in May, and lawmakers are struggling to come up with a way to pay for an extension.

<http://thehill.com/policy/transportation/236038-congress-scrambling-to-protect-highway-funds>

Abbott Picks Lewis to Head Transportation Panel

By [Aman Batheja](#)

March 18, 2015

A day after the Texas Senate approved former state Rep. [Tryon Lewis](#)' nomination to the Texas Transportation Commission, Gov. [Greg Abbott](#) announced Wednesday that Lewis would be the commission's new chairman.

<http://www.texastribune.org/2015/03/18/abbott-picks-lewis-head-transportation-commission/>

Lawmakers Hope to Steer Self-Driving Car Bills to Abbott's Desk

By [Aman Batheja](#)

March 19, 2015

As self-driving cars move from futuristic concept to plausible technology, the Texas Legislature is looking to become a magnet for the fast-developing industry.

Three lawmakers have filed bills aimed at encouraging the use of the technology in Texas while allowing for some government oversight.

<http://www.texastribune.org/2015/03/19/lawmakers-hope-steer-self-driving-car-bills-abbott/>

Colleyville to implement railroad quiet zones

by [Sherelle Black](#)

March 18, 2015

2:15 PM

After years of preparation and planning and months of construction, Colleyville will have a quiet zone along the Cotton Belt Rail Line beginning March 25.

Construction for the \$1.81 million project began in August with the installation of safety features at all three of the city's railroad crossings: John McCain, Pleasant Run and Bransford Roads.

The installation of safety features was needed to eliminate the need for train conductors to sound their horn before approaching the crossroads.

<http://impactnews.com/dfw-metro/grapevine-colleyville-southlake/colleyville-railroad-quiet-zones/>

Trib Talk: A real fix for Texas Traffic problems

<http://www.tribtalk.org/2015/03/17/a-real-fix-for-texas-traffic-problems/>

NTTA won't help build Southern Gateway

[Brandon Formby](#)

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Published: March 18, 2015 1:26 pm

In a not-so-surprising move, the North Texas Tollway Authority board this morning passed on building the Southern Gateway, the name given to a planned rehab of Interstate 35E and U.S. Route 67 that will also add managed toll lanes to both roads.

But don't expect that to halt the project. This is the sixth consecutive time the region's tolling entity, which has dibs on any North Texas tolling project, has turned down a managed toll lane project. The Texas Department of transportation plans to move ahead with the work.

<http://transportationblog.dallasnews.com/2015/03/ntta-wont-help-build-southern-gateway.html/>

Drivers, nonmotorists must work to reduce fatality rate

By Chandra R. Bhat Special to the Star-Telegram

With the weather turning warmer, more Texans are heading outdoors to walk or bike.

But it seems that many Texas drivers continue to think that these nonmotorists, like pedestrians and bicyclists, do not belong on the roads.

At the same time, it seems that many Texan nonmotorists think they are exempt from traffic laws.

These perceptions and behaviors need to change if we want to make a dent in the crash rates involving motorized vehicles and non-motorists.

When people think of injuries or fatalities in relation to traffic crashes, the typical picture is of two or more cars slamming into each other or a car crashing into a stationary object.

But a not-insignificant fraction of fatalities involve a crash between a motorized vehicle and a pedestrian or a bicyclist.

In 2012, pedestrian fatalities represented about 23 percent of traffic crash fatalities in Houston, 26 percent in San Antonio and in the range of 29-34 percent in Dallas, Fort Worth and Austin, according to the National Highway Traffic Safety Administration.

In the same year, bicyclists' deaths represented about 1.6 percent of traffic crash fatalities in Texas.

An understanding of the risk factors associated with pedestrians and bicyclist-related crashes can allow for the identification of high-risk crash factors and inform engineers about how to better design roads.

For instance, studies have shown that pedestrian fatalities can be reduced by raised medians in the middle of a two-way road and hybrid beacons activated by pedestrians to send a flashing alarm to drivers.

But while we may talk about engineering fixes, behavior changes also need to happen if we truly want to cut down on the number of pedestrian and bicyclist fatalities.

Many bicyclists in the U.S. have a general mistrust of drivers and complain about the lack of respect afforded to them as legitimate users of a shared roadway.

While a fraction of motorists are definitely to blame for this broad perception, it is also true that bicyclists do not always observe traffic rules and are rarely cited for such infractions.

Think about it: When was the last time you saw a bicyclist get a ticket for running a red light?

Ironically, the mistrust of drivers by nonmotorists itself sometimes engenders illegal behaviors among nonmotorists, such as some bicyclists traveling against traffic as a coping and control mechanism.

But this only increases crash risk because motorists typically scan for traffic in the direction of their movement when making right turns from driveways.

Further, such illegal behaviors only serve to tarnish the perception of nonmotorists by motorists in a reinforcing cycle of mistrust.

To keep everyone safe on Texas roadways, we all need to follow the laws and recognize that nonmotorists and motorists are legitimate users of the roadway, each with their rights and responsibilities.

In doing so, entire communities of parents, children, school systems, law enforcement officials, traffic engineers, transportation planners and driver education agencies must come together.

It's a model that is now gaining attention in the U.S. in the form of, for example, the Walk Friendly Communities program of the Federal Highway Administration.

Many states also now include, as part of the driver education curriculum, information on the responsibilities of a motorist when encountering nonmotorists. More of this is needed.

We also need more stringent laws and, more importantly, better enforcement of our current laws.

Emphasis is also needed, as is routinely done in European cities, on education and training from a very young age that both drivers and pedestrians/ bicyclists are legitimate users of the roadway.

If we Americans can change our perception and behavior as drivers and non-motorized users of our roadway system, we can make a dent in the fatality rate.

Chandra R. Bhat is the Adnan

Abou-Ayyash Centennial Professor in Transportation Engineering and director of the Center of Transportation Research at the University of Texas at Austin.

Legislators move to tighten contract oversight of state agencies

By EVA-MARIE AYALA eayala@dallasnews.com

Staff Writer

Published: 19 March 2015 10:51 PM

Updated: 19 March 2015 11:30 PM

AUSTIN — After numerous reports of questionable multimillion-dollar no-bid contracts, legislators grilled some of the state’s largest agencies about business dealings as they try to tighten controls.

On Thursday the House investigations and ethics committee asked about botched billing that led to Texas drivers being charged \$1.7 million in erroneous toll fees and what procedures are in place now to ensure that vendors are selected properly.

The scrutiny comes after the *Austin American-Statesman* reported about ties between an attorney for the Texas Health and Human Services Commission and a tech company that did business with the state. The paper has reported that Texas law enforcement as well as the FBI are investigating the contract work, which has since been suspended.

Ron Pigott, a top state procurement specialist who started with HHSC in January, highlighted some of the changes put in place to create checks and balances in awarding contracts. That included identifying high-risk contracts, legal review and a chief ethics officer tasked with helping the agencies within HHSC.

Pigott noted that about \$60 billion could be spent on the nearly 110,000 current contracts within HHSC agencies.

“I still wake up at night just boggled by that,” he said, noting that he’s seen more audits in the last two months than in his last five years.

Rep. Nicole Collier, D-Fort Worth, wanted to know how some staffers were able to get college costs prepaid in a lump sum, a violation of state policy that does allow for a reimbursement program after courses are taken.

Officials from the commission punted the question to each other at the meeting, with no clear answer given.

Much of the meeting also focused on Texas Department of Transportation, which had billing glitches that led to some drivers not receiving bills for months — even more than a year — and then being suddenly hit with big fines. Others were charged at the wrong rate.

TxDOT executive director Joe Weber said the vast majority of the errors were in the Austin area but noted there were some isolated cases in North Texas. The agency began mailing refunds this week.

Weber told the committee that a recent review of TxDOT found his agency to be mostly in compliance in regard to contracts.

But that upset Rep. Joe Moody, D-El Paso, who noted the report also pointed to major weaknesses within the department, such as how change orders are done and contractor compliance.

“That doesn’t jibe with me ... Why do we still have this as a weakness?” Moody said.

Weber agreed TxDOT needed to improve and noted that his agency is working to make sure it has the right people in the right jobs to ensure proper oversight in those areas. He also pointed to ongoing contract management training.

Collier asked why the reimbursements were coming from the state and not Xerox, the vendor. A finance official from the transportation agency noted that Xerox has been fined about \$177,000 so far but that the reimbursements are coming from funds paid by drivers who should not have been billed in the first place.

Meanwhile, the Senate’s finance committee on Thursday approved a bill by Jane Nelson, R-Flower Mound, that includes tightening oversight in agencies by creating a database to track contracts, requiring ethics training and conflict disclosures, prohibiting deals with former employees and setting triggers for review.

Follow Eva-Marie Ayala on Twitter at @EvaMarieAyala.

Private toll company fighting for survival in Legislature

By TOM BENNING tbenning@dallasnews.com

Austin Bureau

Published: 19 March 2015 10:55 PM

Updated: 19 March 2015 11:16 PM

AUSTIN — Fallout continues from the public outcry over the Texas Turnpike Corp.'s attempt to build a rural toll road from Garland to Greenville, as House lawmakers on Thursday considered two bills that could effectively shut down the company.

One bill, by Rep. Cindy Burkett, R-Garland, would strip the private toll company of its ability to use eminent domain. It would also stop the state transportation commission from allowing the construction of private toll roads that connect to state highways.

The other bill, by Rep. Yvonne Davis, D-Dallas, would focus just on eliminating the toll company's eminent domain powers.

“The eminent domain process should begin and end with officials who are directly accountable to the voters, not to corporate shareholders,” Burkett said. “Let's prevent future situations from occurring that cause a high degree of anxiety.”

Local elected officials from Garland and Rowlett told the House Transportation Committee that they support efforts to rein in Texas Turnpike Corp., which backed down on its rural toll road only after intense opposition from cities and residents in the proposed road's path.

But the toll company's chief executive, John Crew, asked lawmakers not to move ahead with what he called “draconian” rules that “would take us out of business.”

He said his company is just trying to help build projects that the state and others can't afford.

“We think we are a good tool,” he said.

The committee left both bills pending.

Texas Turnpike Corp. is thought to be the only private entity in the state that can use eminent domain for transportation projects. In 1991, lawmakers repealed a law that

had allowed for such private toll companies, but Texas Turnpike Corp. was grandfathered in.

In most toll projects, ownership of the land stays with a state or local entity. The North Texas Tollway Authority, for instance, is a public entity with a board of directors that's appointed by the governor and the four counties that NTTA serves.

Texas Turnpike Corp. garnered attention last year for its proposed 28-mile Northeast Gateway, pitched as a reliever route to Interstate 30 or State Highway 78.

The company worked with the North Central Texas Council of Governments, but cities and residents pushed back hard, in part because many were surprised at the corporation's inherent powers.

"This toll road project was a wake-up call," Rowlett Mayor Todd Gottel said.

Crew, the chief executive, said Texas Turnpike Corp. would only build projects where they were wanted — shown by its willingness to back down on the Northeast Gateway.

He said his company was looking at a number of projects. But Burkett essentially questioned the need for the company.

When she asked Crew how many projects Texas Turnpike Corp. had completed in its 20-plus years, he responded: "We haven't done any."

Follow Tom Benning on Twitter at @tombenning.

Sandy Greyson: The Trinity toll road is underfunded and unneeded

By SANDY GREYSON

Published: 22 March 2015 06:43 PM

Updated: 22 March 2015 08:49 PM

This is the 18th year of a profound debate on the wisdom of putting a high-speed, limited-access toll road between the levees of the Trinity River.

In recent months, an increasing number of prominent Dallasites — from architects to urban planners, from politicians to business leaders — have turned against the road. One of the most important reasons for the groundswell of opposition is the toll road's skyrocketing cost.

In 1998, the Trinity toll road was estimated to cost \$394 million. Today, that figure has risen to over \$1.5 billion. Setting aside arguments about the wisdom of building a 9-mile high-speed toll road in a floodway, the question of the road's financial feasibility — due to its untested design and complicated engineering and safety requirements — is increasingly in question.

The city of Dallas has committed to contribute \$84 million from Dallas taxpayers. The North Texas Tollway Authority — the organization that would construct and operate the road — has reportedly estimated that it can finance \$240 million of the road's cost by selling bonds to private investors. That leaves a funding gap of well over \$1 billion.

How will this funding gap be filled? In this case, the only other possible funding sources are increased funding from the city of Dallas through higher property taxes, the Texas Department of Transportation highway fund, the federal government (which provides funding via Regional Transportation Councils) and a private, for-profit toll road group.

TxDOT has recently rebuffed requests by toll road proponents to help pay for the road. Our area's Regional Transportation Council has committed \$141 million to the toll road but, even so, this still leaves the road \$1 billion in the red.

So the question remains: How will this road be funded? Toll road advocates don't have an answer to this question, and for good reason. Transportation dollars are growing increasingly scarce, forcing us to make tough choices among projects that have the best chance of reducing congestion. The Trinity toll road's minimal impact on congestion calls into question the wisdom of constructing a road that will move cars a paltry 2 mph faster. Is this the best use of over \$1 billion of your tax money?

Not only will Dallas — and the region — have to forgo other critical transportation projects in order to bail out the Trinity toll road, but those who drive on other NTTA roads will see their tolls rise. Since the Trinity toll road will not attract enough traffic to pay for itself, NTTA will have to mortgage the other toll roads in its system for this financial black hole. That means commuters using the Dallas North Tollway and the Bush Turnpike, among others, will see increased tolls to fund a road that cannot justify itself financially.

So why build a road that is neither financially feasible nor effective at addressing Dallas' very real congestion problems? If you ask toll road proponents, those reasons keep changing.

In 2007, proponents warned that Dallas would lose upward of \$1 billion for other transportation projects if we didn't build the road. That has proved untrue.

They claimed critical projects like the I-30/I-35 Horseshoe Project and S.M. Wright Freeway reconstruction could not move forward without the toll road. Both projects are underway.

They argued that funding for the rest of the Trinity Project, including recreational amenities, flood control, and economic development components, would be lost. Today, a 5-mile trail has been built along the river, the Trinity lakes are moving forward, the levees have been reinforced, and new restaurants, shops and residences are flourishing in the surrounding area.

With their reasons eliminated, Trinity toll road advocates will no doubt redouble their efforts and invent new and creative justifications for this boondoggle. Whatever these new arguments are, they should be examined with a skeptical eye — and with a hand on your wallet.

Sandy Greyson represents District 12 on the Dallas City Council. Reach her at sandy.greyson@dallascityhall.com.

Toll roads hit new low in popularity at Capitol

BY AMAN BATHEJA

THE TEXAS TRIBUNE

03/22/2015 5:13 PM

03/22/2015 7:54 PM

Read more here: <http://www.star-telegram.com/news/politics-government/state-politics/article16030349.html#storylink=cpy>

While Texas lawmakers appear intent this year on pumping billions of extra dollars into building and maintaining highways, another shift in the state's approach to transportation is gaining traction. Anti-toll sentiment at the Capitol is at its highest in at least a decade.

Lawmakers have filed more than a dozen bills this session aimed at either tapping the brakes on new toll road projects or undoing the current tolling system entirely.

"In light of the Legislature's commitment to fully fund transportation, it is a breach of trust with taxpayers to demand that they pay the double tax of tolls and transportation taxes," said Rep. [Matt Shaheen](#), R-Plano.

This week will draw a bright spotlight to the issue. On Monday, Shaheen and several other Republican lawmakers plan to attend a rally in honor of "Toll Free Texas Day" organized by the anti-toll groups Texans for Toll-free Highways and Texans Uniting for Reform and Freedom. Lt. Gov. [Dan Patrick](#) also hopes to attend the rally, schedule permitting, according to a spokesman. The event will be followed by separate House committee hearings Tuesday and Thursday in which anti-toll bills will be heard.

Related

The pushback against toll roads and toll lanes has been simmering for years and can largely be traced back to former Gov. Rick Perry's [2002 proposal of the Trans-Texas Corridor](#), a massive 4,000-mile network of privately operated toll roads, railroad tracks

and utility lines. Public opposition to the plan eventually led the Legislature to declare it dead after approving it. Yet toll projects continued to flourish around the state. Texas now has more than 500 miles of tolled highways, mostly developed over the last decade.

In the summer, the Texas Republican Party [removed a provision from its platform](#) backing “the legitimate construction of toll roads in Texas” and replaced it with language opposing some aspects of toll projects, particularly the use of public money to subsidize private entities.

“Ever since the Trans-Texas Corridor, people have been incensed about the issue,” said Perry Fowler, a longtime infrastructure lobbyist in Austin who is now executive director of the Texas Water Infrastructure Network. “It’s certainly does seem to have hit a breaking point.”

Gov. Greg Abbott has said he wants to boost annual transportation funding by [\\$4 billion without raising taxes, fees or tolls](#). The Legislature is considering several ways to do that. Patrick and Abbott have backed a proposal from Senate Transportation Chairman [Robert Nichols](#) to dedicate a portion of the sales tax already collected on vehicle sales to the highway fund.

Several bills filed this session would require the Texas Department of Transportation to come up with a plan to convert most or all of the state’s toll roads into free roads. Rep. [Rafael Anchia](#), D-Dallas, filed two bills that appeared aimed at killing the Trinity toll road in Dallas, which local leaders and residents have been discussing and debating for decades. One of the bills would bar the project from getting state funds.

“Since TxDOT has for years been telling everyone that there is not enough revenue available to maintain our existing roads and bridges, it only makes sense to prioritize state funds by allocating them to existing projects that have been chronically underfunded,” Anchia said in a statement.

In 2007, the Legislature instituted a moratorium on new toll projects with private companies. Since then, the Legislature has passed a bill each session that authorizes specific “comprehensive development agreements” to move forward. Transportation

advocates are watching closely to see whether this session may be the first since 2007 in which such a bill isn't passed.

"I think the prospects are tougher than they have been in previous sessions," said Brian Cassidy, a managing partner with Locke Lord, a law firm that works with regional mobility authorities.

Four Democratic lawmakers filed bills this session proposing new toll projects for the state's CDA list. Sen. [Kirk Watson](#), D-Austin, and Rep. [Eddie Rodriguez](#), D-Austin, want to add the portion of Interstate 35 in Travis County to the list. Austin-area officials have discussed adding toll lanes to that segment of the highway for years. Watson said he wasn't sure that toll lanes make sense there but wanted to ensure that the option can be fully considered.

"I want to make sure we have every tool available as we're analyzing how we fix that mess," Watson said.

Two South Texas lawmakers, Sen. [Eddie Lucio](#), D-Brownsville, and Rep. [Armando Martinez](#), D-Weslaco, filed bills to add the Farm to Market 1925 project, a toll road in Cameron and Hidalgo counties, to the list for comprehensive development agreements.

At a House Transportation Committee hearing Thursday, Pete Sepulveda Jr., executive director of the Cameron County Regional Mobility Authority, testified in favor of Martinez's bill, arguing that there is strong interest in the Rio Grande Valley in getting the project moving quickly.

"It's very much needed to get in front of the population growth we anticipate in the next 10 years," Sepulveda said.

Terri Hall, founder of the anti-toll road group TURF, a key organizer of Monday's anti-toll rally, testified against Martinez's bill, arguing that the project goes against statewide sentiment.

"Texans have spoken loud and clear they do not want any more toll roads," Hall said.

Read more here: <http://www.star-telegram.com/news/politics-government/state-politics/article16030349.html#storylink=cpy>

Trinity toll road a hot topic, but how will it play at the polls?

By ELIZABETH FINDELL and BRANDON FORMBY

Staff Writers

Published: 22 March 2015 10:49 PM

Dozens of Dallas City Council candidates are finding that their stance on the Trinity Parkway toll road is proving to be an important factor when it comes to collecting campaign contributions, securing endorsements or garnering crowd favor at public forums.

“It’s a litmus test in this election,” B.D. Howard, a candidate in District 3 in southern Dallas, said at a candidate forum hosted by the Old Oak Cliff Conservation League.

Some opponents of the toll road say they find that position resonating with organized groups that don’t normally weigh in on transportation issues.

But many other candidates say they rarely hear about the \$1.5 billion toll road as they knock on doors and talk with voters. That raises questions — and affirms doubts from political experts — about whether the issue will become a major factor in the voting booth.

“It matters much less and only intermittently to the average citizen — it matters a lot more to the political elite,” said Cal Jillson, a political science professor at Southern Methodist University.

The council seated after the May election could decide the fate of the project, if two federal agencies this spring approve construction.

Most of the 15 current council members, including Mayor Mike Rawlings, want to build the 55-mph road inside the Trinity River levees. But with nine council spots being challenged, that balance could shift.

Trinity Parkway proponents say the road is necessary to connect southern Dallas residents to jobs north of downtown and to help relieve congestion.

Critics say the road will be inhospitable to the park the city wants to build along the Trinity River and will further cut off neighborhoods from a downtown already surrounded by highways.

Outgoing District 3 council member Vonciel Jones Hill has long been one of the project’s most ardent supporters. But when Howard and two other candidates hoping to replace her said at the conservation league forum that they opposed the project, the crowd cheered. (Hill is one of six incumbents precluded by term limits from seeking re-election.)

While opposition to the toll road plays well at some debates, fundamental issues like crime, potholes and parks are more important to voters, said Lee Kleinman, an incumbent running unopposed in District 11 in northern Dallas.

“I do find it interesting to see PACs just lining up on this one issue, and that’s too bad,” said Kleinman, who supports the Trinity Parkway.

Dallas Green Alliance is a political action committee formed to support anti-Trinity Parkway candidates. Jim Schermbeck of the group said he knows the roadway may not be an issue in all council races. Its weight in swaying voters will depend on what other issues emerge in individual districts, he said, and on the candidates, some of whom are still introducing themselves to voters.

“The campaigns are just now getting very serious,” he said.

Approved in '98

When it comes to elections, the Trinity Parkway has been around the block.

Voters narrowly approved the road in 1998 as part of a larger bond package. A slight majority of voters rejected restrictions in 2007 that would have limited the number of lanes to four and capped the speed at 35 mph.

The project submitted for federal approval last year shows a 55 mph, nine-mile road that will be at least six lanes wide. It would roughly parallel Interstate 35E from Irving to downtown, then run roughly perpendicular to Interstate 30 south to U.S. Highway 175. About six miles of it would be inside the Trinity River levees.

Documents seeking construction clearance indicated the road wouldn’t dramatically impact overall traffic congestion throughout a large swath of the city.

Those documents helped renew debate over the project last year, because many people said what was designed was markedly different from what was in the Balanced Vision Plan the city adopted for the road. Former Mayor Laura Miller, who championed the 12-year-old Balanced Vision Plan, has withdrawn her support for the tollway after seeing the version the city is now pursuing.

To reduce a shortfall of more than \$900 million on the \$1.5 billion project, officials could initially build a smaller version. But federal officials have said the city must eventually build the large-scale version sent in for federal approval. The region’s top transportation official said that’s exactly what will be built.

But even some candidates who support the road have been unclear about what that means. Several have told voters they support the Balanced Vision Plan — which the city is no longer pursuing, largely because federal officials nixed key aspects of it.

“I have trouble understanding exactly the plan is they’re talking about,” said Paul Reyes, a proponent of the road who is running to replace outgoing council member Jerry Allen in District 10 in northeast Dallas.

Important to some

A prominent gay rights group, the Stonewall Democrats, last week endorsed nine staunchly anti-parkway candidates, including Marcos Ronquillo, who is challenging Mayor Mike Rawlings.

Jay Narey, president of the Dallas chapter, said where candidates stand on building the Trinity Parkway was “critical” to the group, whose primary focus is typically on lesbian, gay, bisexual and transgender issues.

“We are also residents of Dallas,” Narey said. “Sometimes municipal issues can be just as important.”

Candidates said they’ve been asked their stance on the toll road by neighborhood groups, civil rights groups and workers’ rights groups.

Carol Reed was the political consultant who managed the pro-Trinity Parkway campaigns in previous elections. She said those contests for the most part pitted the city’s business and political establishment, which supported the project, against a grassroots opposition.

“That may be changing now, I don’t know,” she said. “But the fact that the Stonewall Democrats are asking about it is kind of amazing.”

Jillson, the SMU professor, said it may be telling that many more candidates say they’re against the toll road than for it. Of 41 candidates for nine contested council seats, 21 told *The Dallas Morning News* they oppose the project, and nine support it. The others said they were undecided or did not respond to inquiries.

There’s no predicting, of course, which of those candidates will win and which will lose. And if multiple candidates in the same district share the same view of the Trinity Parkway, only one of them — at most — will have the opportunity to express that view as a council member.

Nonetheless, Jillson said, even candidates who aren’t likely to win may have “pretty well-honed political antennae. ... There’s a lot of skepticism [about the toll road] in the public.”

Possible outcomes

Four incumbents who did not draw challengers oppose the project: Sandy Greyson, Scott Griggs, Philip Kingston and Adam Medrano. They’re assured of seats on the next City Council. So are two incumbents who support the road and have no election opponents: Kleinman and Jennifer Staubach Gates.

All six council members who are leaving because of term limits have been supporters of the Trinity Parkway: Hill, Allen, Tennell Atkins, Dwaine Caraway, Carolyn Davis and Sheffie Kadane.

And the three remaining toll road backers, including Rawlings, have challengers. The other two are Rick Callahan and Monica Alonzo.

So among the nine seats up for grabs, if toll road opponents win at least four, the anti-Trinity Parkway faction will be in the majority.

That's the goal that has led opponents to rally candidates in so many districts this year.

Kingston, whose District 14 includes many neighborhoods in East Dallas, has assisted with campaigns in District 3 in the south and District 9, to the east of his own district. He even helped political newcomer Sherry Cordova file to run against Callahan in District 5, which includes Pleasant Grove.

Kingston has said that he isn't trying to create a political slate, just supporting independent thinkers who happen to oppose the road.

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Editorial: Richland Hills again looks for exit from T

03/23/2015 4:49 PM

This is getting old: The Richland Hills City Council has voted to hold another citywide referendum on its membership in the Fort Worth Transportation Authority.

Richland Hills initially joined the T after a 1992 election showed 59 percent voter approval. Discontent on the council led to another vote in 2004, when 68 percent of voters supported the T.

Same song, third verse came in 2010, when the vote was 61.7 percent for the T.

The next vote is expected to be May 14, 2016. City Council members continually question whether Richland Hills gets its money's worth for the \$700,000 to \$800,000 a year it sends to the T.

This time around, some also are upset about the city losing its seat on the T's board. And they've heard concerns about obligations of a corporation formed by the T to explore public-private development partnerships.

The biggest benefit Richland Hills residents get is a station on the Trinity Railway Express commuter rail line. They also get on-call door-to-door bus service and discount taxi rides to Dallas/Fort Worth Airport.

The T has to ask questions, too. Thirteen years after the start of full TRE service, more than 100 acres of prime transit-oriented development property adjacent to the Richland Hills station remains an empty promise, despite hundreds of thousands of dollars in infrastructure improvements.

Meanwhile, about a half-mile to the east, Fort Worth has established a 1,800-acre tax increment financing district that's estimated to bring more than \$659 million worth of private commercial and residential development over the next 17 years.

Part of what's proposed for the Trinity Lakes development is a TRE station. It's really too close to Richland Hills for another stop on the rail line, but the Richland Hills station could be abandoned if the city pulls out of the T.

The developer of Trinity Lakes is Ken Newell, who is a T board member. He'll need to bow out, but the T should explore its alternatives should Richland Hills choose to exit. The grass and dollars might be greener at Trinity Lakes.

Read more here: <http://www.star-telegram.com/opinion/editorials/article16120511.html#storylink=cpy>

Bill putting limits on tolls unfeasible, NTTA official says

By BRANDON FORMBY bformby@dallasnews.com

Transportation Writer

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AUSTIN — North Texas Tollway Authority officials pushed back Tuesday against a Garland legislator's attempt to limit how long and how much motorists pay to drive on toll roads. At the same time, agency officials acknowledged that excess revenue collected on toll roads is used primarily to build more toll roads.

Rep. Cindy Burkett, R-Garland, said she hears a common refrain from constituents on the proliferation of toll roads in North Texas: They'd be fine with them, she said, if the tolls went away once a road's construction was paid off. As some longtime residents recall, that happened with Interstate 30 between Dallas and Fort Worth.

Burkett's bill wouldn't go that far — it seeks only to require that tolls be lowered once construction costs are recouped, so there's enough to cover the costs of maintenance and operations.

Her bill was among a handful discussed by a House transportation subcommittee.

Horatio Porter, chief financial officer for the NTTA, was one of several transportation officials to oppose Burkett's bill. He said such limitations on tolls would hamstring his agency as it seeks to expand its network of highways.

The NTTA doesn't finance construction of roads and expansions of existing roads independently from one another. Instead, the agency uses projected toll revenue from throughout its system to finance all such projects.

Porter said that without that ability, the agency wouldn't be able to add planned fourth lanes to three major North Texas arteries: the Dallas North Tollway, the Bush Turnpike and the Sam Rayburn Tollway.

"These same projects have fueled much of the economic development we see going on in North Texas," he said.

Along the Dallas North Tollway, Frisco economic development officials said, a trio of major development projects are in the works. Part of that corridor has been dubbed the “\$5 billion mile.”

Burkett, however, said the NTTA’s financing mechanisms leave some people feeling that they’re helping to pay for road expansions and other projects they don’t use. Porter didn’t mention it, but a variety of nontolled roads, rail improvements and bike trails across North Texas have received money from the \$3.2 billion that NTTA paid to regional planners for the right to build and operate the Sam Rayburn Tollway.

Porter said the systemwide financing is part of the agency’s regional approach.

“The goal is to improve the overall network,” he said.

Rep. Chris Paddie, R-Marshall, told Porter he found it “interesting” that NTTA is paying for its three new lane-expansion projects with money it has on hand from toll revenue. NTTA doesn’t have to borrow money for those three projects.

“The extra money you make just goes back into perpetuating this system,” Paddie said.

Richard Ramirez, a financial adviser to several smaller tolling authorities, testified that systemwide financing is vital. He said projects have to pay for themselves and then some, since bondholders require agencies to have extra money on hand, in addition to the funds needed to cover debt payments.

The transportation subcommittee took no action on Burkett’s bill.

Follow Brandon Formby on Twitter at [@brandonformby](https://twitter.com/brandonformby).

DFW region still among fastest growing in nation

BY SUSAN SCHROCK

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03/25/2015 7:01 PM

FORT WORTH

After both of their employers cut their pay, Jess Grady and Josh Mauldin packed up their home in Las Cruces, N.M., in late 2013 and moved back to Fort Worth for better job opportunities and to be closer to family.

“We never thought we would come back, but he got a really great job offer here,” said Grady.

Now Mauldin, an architect, has steady work, and Grady’s graphic design and photography business is growing. In addition to being able to afford their very first home, the couple discovered another perk to moving back to Tarrant County: 2-year-old son Rivers can spend lots of time with grandparents and extended family.

“It’s been really good,” Grady said.

The Mauldins aren’t the only family who’ve recently made Tarrant County their home. New U.S. Census Bureau estimates released Thursday show that Tarrant County ranked 10th last year among the nation’s counties with the largest number of new residents, gaining 31,000 people between July 2013 and July 2014.

Three other Texas counties ranked higher. Harris County took first place with an estimated 89,000 new residents. Bexar County came in No. 6 with 34,000 new residents, and Dallas County ranked No. 8 with 33,000 new residents.

“In Texas, all of the large metropolitan centers are growing phenomenally, rapidly, and have been in the last decade and this new decade,” said Steve Murdock, a sociology professor at Rice University and former U.S. Census Bureau director.

“Tarrant County is one of several counties in Texas experiencing that growth.”

Two metropolitan areas of Texas — the Dallas-Fort Worth-Arlington region and Houston-The Woodlands-Sugar Land region — were the only two in the entire country to add more than 100,000 residents in the 2013-2014 time frame, Census estimates show.

In addition to the number of births outpacing the number of deaths, Murdock said, people moving from other states and countries for economic opportunities are responsible for rapid growth in Texas' metro areas.

“The energy boom has been one driver of that,” Murdock said, noting that the latest population estimates were taken before domestic oil prices fell and layoffs began in energy-related companies.

“If there is any potential dark cloud on the horizon that might have some effect on the rate, it would be the downturn in the energy market.”

Four Texas metro areas are in the top 20 for fastest rate of growth: Austin-Round Rock was third, Odessa fourth, Midland ninth and Houston 11th.

North Texas regional planners are mapping long-term strategies to keep pace with energy, water, transportation and other needs.

“We have no reason to believe, if the past dictates the future, that we won't continue to see the type of growth we've seen over the past 40 years,” said Mike Eastland, North Central Texas Council of Governments executive director.

“Growth is good but growth puts demands on you. We will have to be very creative with how we deal with those demands.”

With limited funding and access to right-of-ways that would be required to expand the region's transportation facilities, Eastland said, workers and employers will have to make adjustments to avoid commuting gridlock.

“Our projections are we are going to see congestion double in some part of the region simply because you can't keep up with this type of growth with the transportation facilities,” Eastland said.

The Dallas-Fort Worth region's location, transportation access and weather are among the reasons it is an attractive place for businesses and families to relocate, Eastland said.

"Being in the central part of the United States, having the airport we do and the road network we have all play into it," Eastland said.

"You don't have to stay home on many days of the year because of the weather. There are a lot of opportunities to have a productive workforce. We are in a great place."

Affordable land, good schools and conservative values were what drew Tim O'Hare to Tarrant County.

Last spring, the former mayor of Farmers Branch moved his family from Dallas County, where he had lived his entire life, to Southlake. O'Hare said he and his wife wanted lots of space for their three kids and their dogs to play, and they found land to be far more affordable in Southlake.

"What we could get here compared with Dallas County was unbelievable," said O'Hare, a lawyer and real estate investor.

The kids are in a premier school district, and the pace of life in Tarrant County has been a pleasant change, he said.

"The pace in Tarrant County seems to be slower, and I mean that in a good way," O'Hare said. "The people are less in a hurry, it's less crowded. It seems more down home.

In Southlake, you can live in the country and be right next to all the city amenities, which we really love."

Susan Schrock, 817-390-7639

Twitter: @susanschrock

COUNTY POPULATION GROWTH

10 U.S. counties with the largest numeric increases, July 1, 2013 - July 1, 2014

1. Harris (Houston) 89,000

2. Maricopa, Ariz. (Phoenix) 74,000
3. Los Angeles, Calif. 63,000
4. San Diego, Calif. 41,000
5. Clark, Nev. (Las Vegas) 40,000
6. Bexar (San Antonio) 34,000
7. King, Wash. (Seattle) 33,000
8. Dallas 33,000
9. Riverside, Calif. 32,000
10. Tarrant 31,000

Read more here: <http://www.star-telegram.com/news/local/community/fort-worth/article16334405.html#storylink=cpy>

Texas House votes to ban texting while driving

A billboard warns of the danger of texting and driving on Interstate 35E in Dallas. Forty-five states ban it.

By MARISSA BARNETT [Follow @marissambarnett](#) mbarnett@dallasnews.com

Austin Bureau

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AUSTIN — The House voted tentatively Wednesday to ban texting while driving statewide, approving a measure that would bring Texas in line with most of the nation.

The vote was 102-40 for the ban, but lawmakers vigorously debated whether it would lead to unnecessary police stops and put an undue burden on innocent drivers to prove that they were not texting.

Right off the bat, Rep. Tom Craddick, R-Midland, who has seen his measure fall short in two previous legislative sessions, disputed that it would be a violation of individual rights and freedoms.

“This is about my individual rights. It’s about my right as a driver of this state . . . so that I don’t have a person texting on the phone while driving that makes me swerve and hit somebody or be hit,” he said.

The bill would make it a misdemeanor punishable by a fine of up to \$200 for repeat offenders.

Provisions added to the bill Wednesday would allow drivers to send or receive text messages while stopped in a driving lane. For instance, drivers could message while waiting at a traffic light or stop sign, or while stuck in traffic. Under the proposal, police officers would not be permitted to take a driver’s phone during a stop to check the text history.

House members amended the bill to clarify that a driver could not be cited merely for looking at a screen, such as if he or she were checking a map.

If it becomes law, Texas would join the 45 other states that have banned all drivers from texting while driving. It faces a final procedural vote in the House and then heads to the Senate for consideration.

Sen. Judith Zaffirini, D-Laredo, sponsored similar legislation in the Senate. In an interview Wednesday, she said that when she first introduced the bill in 2009, it was largely dismissed.

But now, Zaffirini said, more people are aware of the dangers and prevalence of texting while driving, and she's hopeful the votes are there, though she wouldn't predict victory yet.

"Some people don't think that the government should interfere in something like that; they think that it's an invasion of privacy. But driving is a privilege and a responsibility, not a right," she said.

In 2011, the Legislature approved similar legislation, but then-Gov. Rick Perry vetoed the bill. Perry called it a "government effort to micromanage the behavior of adults." Last session, the bill was bottled up in the Senate transportation committee.

Gov. Greg Abbott has not taken a public position on the ban. But earlier this month, Craddick said conversations with Abbott's staff have been encouraging.

"They've listened to the families talk about it; they've heard testimony from law enforcement. Those people work for him, per se, and I think he's listening to his people," Craddick said after an earlier hearing.

In the absence of state law, 38 Texas cities, including Denton and Arlington, have passed ordinances to bar drivers from texting. Some have taken it further, banning use of any hand-held cellphone while driving. The approved bill included language to clarify that stricter ordinances would trump state law in those cities.

The texting-while-driving ban has drawn support from law enforcement officials, medical professionals and big businesses, such as mobile phone giant AT&T and USAA, a top insurer.

The Texas Coalition for Affordable Insurance Solutions quickly lauded the approval, calling it a "step toward changing the culture away from thinking it is OK to use electronic devices while behind the wheel."

But the bill also raised concerns among lawmakers over the potential for racial profiling and unnecessary police stops.

The most heated part of the debate emerged over an amendment by Rep. Harold Dutton, D-Houston, that would have prevented police from considering texting a probable cause to stop drivers. That motion failed on a 73-66 vote that crossed party lines.

"I ought to have the liberty to drive from one place to the next without being unreasonably detained or stopped because somebody believes I was using my cellphone to text," Dutton said.

Craddick said such changes would water down enforcement to the point of being "inoperable."

Dutton proposed another amendment that would require police departments in large counties to annually report data, including the race of the driver, on tickets issued for texting while driving. That amendment failed, 77-65.

While most states bar drivers from texting, there has been some disagreement over whether the bans reduce traffic accidents.

Research from the Texas A&M Health Science Center School of Public Health that used traffic data from 48 states between 2000 and 2014 found states with bans had a nearly 3 percent drop in accidents. Using that math, the study estimated that about 90 lives could be saved each year in Texas if the ban is approved.

But another 2014 study published in the journal *Transportation Research Part A: Policy and Practice* found no evidence of a reduction in traffic accidents after examining crash data for a California texting-while-driving ban.

Responding to questions about the efficacy of such bans, Craddick demurred.

“If it can save one life, it makes a difference to me,” he said.

<http://www.dallasnews.com/news/state/headlines/20150325-texas-house-votes-to-ban-texting-while-driving.ece>

Council gets look at new option for U.S. 75

Wendy Hundley

Email whundley@dallasnews.com

Published: March 25, 2015 5:49 pm

Comment

Transportation officials last year backed off on a plan to add toll lanes to U.S. 75. in the face of a strong anti-tolling opposition.

On Monday, the Plano City Council got a look at an alternative plan for the busy highway that includes general purpose lanes and – you guessed it – managed toll lanes.

The U.S. 75 Corridor Study outlines a new approach for easing traffic between I-635 and State Highway 121.

The proposal includes a “revised recommended solution” that would construct three managed toll lanes under the frontage roads in both directions. This “4-3-3-4” proposal would maintain the four general purpose (free) lanes at grade level in each direction.

Don’t push the panic button yet. No funding has been identified for this ambitious proposal that is currently making the rounds with city officials along the corridor.

This is the ultimate build-out plan for Central Expressway that’s intended to address the 400,000 vehicles expected to travel the corridor each day by 2035.

“It’s still early in the process,” TxDot spokeswoman Michelle Raglon said. “It’s not in the design phase. It’s got to get environmental clearance.” And, she added, any proposal will include a public vetting process.

The anti-tolling backlash clearly has momentum. Lawmakers have introduced a number of bills to curb the push for more toll lanes and roads.

But additional capacity will be required in the busy U.S. 75 corridor, Raglon said. “With more than 1,200 people moving to Texas every day, many of them to North Texas, we’re going to have to do something sooner rather than later,” she said.

And, she added, “most of the solutions include some kind of managed lanes or express lanes.”

Sounding Off: Plano-area readers tell us if they're in favor of higher-density developments in Plano

STAFF [Follow @neighborsgo](#)

Published: 27 March 2015 06:59 AM

Updated: 27 March 2015 06:59 AM

Are you in favor of higher-density developments within certain areas of Plano?

Carla Parvis, Plano: I am not in favor of higher-density developments in traffic-congested areas of Plano, nor am I in favor of the sneaky way developers and the planning commission are going about zoning changes by not putting a sign on the land they are rezoning. The recent 460-apartment complex at Preston Road and Plano Parkway was approved without a traffic study. I can barely leave Old Shepard in the morning now due to the cars blocking the intersection at Preston. I'm all for urbanization as long as it serves everyone's interest and not just the developers and city councilmen looking for a quick buck.

Vicki Hill, Plano: I support the addition of higher-density development. Plano is a great place to raise a family. When our children grow up, they should be able to afford to remain living in Plano. I moved to Plano in 1976. Many new starter homes were being built. Mortgages were available for a relatively low down payment.

Colleges were much more affordable: my college debt was a mere \$500. But times have changed. Today's young college graduates often bear tens of thousands of dollars in debt. Mortgage companies want considerably higher down payments. Lenders want evidence of higher salaries to afford both college debt repayment and mortgage payments. That means our children will often live in apartments for several years before they can afford to purchase their first home. If we want to attract and keep employers to our city, then workers need to have places to live. Those against development want to shun "apartment-dwellers": the same young people who lived with mom and dad and attended our Plano high schools just a few short years ago. Don't shut them out.

Don Proeschel, Plano: There are thousands of new jobs coming to Plano, which is wonderful. These people need somewhere to live. I enjoy my quiet, suburban single-family detached home in the Chase Oaks neighborhood, but not everyone wants or needs this type of dwelling. There are some apartments about a mile from our neighborhood, but I don't see any impact on our quality of life. There is a huge demand for housing, including apartments, and this will only continue to increase. I see hundreds of apartments being built along the George Bush Turnpike that don't appear to directly impact other residential neighborhoods significantly. Therefore I support building more high-density housing units in Plano.

Troyce Barton, Plano: We moved to Plano after living in a city to the south for more than 30 years. We moved because our property values were declining drastically caused by the proliferation of high-density, multi-family housing. These areas became little more than slums within a very few years because of the indifference (lack of pride of ownership) of the residents and the lack of upkeep by the owners whose motivations were for profit only.

Why Mayor LaRosiliere and some Council members would want this for Plano is beyond my comprehension.

Wanda Meyers, Plano: I would not be in favor of more urbanization. I've lived in another neighboring community several years ago near apartments and the crime rate went way up, so I don't think it's a good idea. I'm in favor of walking and biking paths, but please, don't get carried away with the multi-family units.

Pat Patterson, Plano: Unless the Plano Tomorrow plan does include higher-density developments, where else is there room for growth? Plano's available single-family home space is already pretty much built out.

Irma Myers-Donihoo, Plano: While I have no plans to live in a mixed-use complex, I see the benefit for young urbans with no children that work north of Dallas but don't want to buy a home. The only problem I see with these areas is lack of mass transportation, with the exception of downtown Plano area, and no grocery stores within the complexes. The people complaining about Plano no longer being suburban are about 15 years too late. I do agree that our drought conditions should curb any new developments for a while — and that should be first and foremost on the minds of many.

Gerry Hudman, Plano: Plano has got to do something about affordable housing. Not all of us can pay \$300,000 or more for a home. I was very disappointed to see those big ugly McMansions going up on the old Haggard homestead at Custer Road and Park Boulevard. Starter homes for young families would have made more sense. If "affordable housing" now means increased density, then by all means, let's make sure our young people and not-so-wealthy elders have someplace in Plano to live. Apartments, condos, high-rises and townhomes are homes too.

Vicki McManus, Plano: With the influx of people coming in, I really don't see a way around it. I think Plano is just about at its max for single-family dwellings, so that means apartments. I would really prefer not so many of them, but I won't get a say.

Barbara Oldenburg, Plano: Existing Plano residents need to remember that Plano was once rural country land, and as each change in population growth occurred, there were protests about "changing the feel of our community." Change continues to be part of developing cities, and if we want to retain our vitality and attraction to younger generations, it must occur. I will add that I support high-density housing but do want to be sure that the price point is attractive to young and older residents, as well as people seeking luxury units.

Ray Norton, Plano: I am in favor of rezoning for higher density housing as long it is just not rows of apartments, such as the ones that were built in the 1970s. There should be mixed-use development along the lines of Shops at Legacy. As long as there is a mix of retail, green space and housing, I am for it.

Fred Frawley, Plano: With steadily increasing corporate growth and resulting numbers of people moving into Plano, some higher density development will be inevitable if we expect to welcome newcomers here. In addition, it appears many of the younger generation want to live and work nearby without the headaches of commuting by car. It's important to carefully examine the impact of how this anticipated growth will impact our school system.

Michèle Weibel, Murphy: I don't live in Plano, so my voice shouldn't matter as much as someone's who does live there. That said, I think upscale condos and townhomes may be the next wave in residential housing. It seems that more people want the advantage of home

ownership without the responsibility of a yard, and the only way to do that it in a configuration of apartments, condos and townhomes. I do not think many of today's homeowners want to be long-term renters, so condos and townhomes seem to be the way to go. Infrastructure (roads, schools, etc.) needs to be in place, or in the advanced stages of planning, before such developments should be completed. Plano has great shops, a well-rated school district, and if there's a place on the DART lines for a development, I think it would be a win-win for many in the metroplex.

Sandy Elkins, Plano: High density developments make for more traffic, and the traffic is already bad enough as it is. Keep some grass in Plano!

Garry Beckham, Plano: We bought a house here in 1994 to be in a quiet northern suburb of Dallas. Things that attracted us were: low crime, excellent schools, uncrowded roads, enough shopping areas and restaurants, access to good hospitals and reasonable access to an international airport. The schools are already becoming over-crowded: check out the temporary classroom building that Plano ISD built by Andrews Elementary School and others. Urbanization of any part of Plano will erode the benefits of why we came here. Urbanization of any part of Plano is the first step to future urban blight. The city council should look at Highland Park and University Park for their model city, not an east or west coast, over-crowded urban center.

Ted Gold, Plano: High-density developments can be the salvation of Plano school system. Build those high rise apartments but restrict them to one-bedroom, adult-only occupancy. No kids! They will pay taxes but not place a burden on the schools. And to make it even better: Give them a 25 percent discount on school taxes. When the dual-income, no-kids people in the complex do have kids, they will move out and buy a traditional Plano house, and the senior citizen who sells them the house so they can move into a reasonable cost high-density apartment right here in Plano. I call that a win-win-win.

Jeff Buttimer, Plano: High-density development makes sense in certain locations and circumstances. Examples include downtown Plano and Addison Circle. Where cities run into trouble is re-zoning or introducing higher density into areas with already established single family homes or existing businesses. It really makes the case for city planning that is mapped out far into the future. We need to find some common ground. We can't expect the city to fulfill the call for more businesses to move to the area while at the same time limiting housing options for those people intended to work in those very businesses.

Lee Higdon, Plano: Whether it's single family homes or high density residential housing, real thought needs to be given to Collin County's strategy for further development. More important is how Collin County intends to manage its water supply. Where will additional water come from? What restrictions will be applied to landscaping in order to conserve water? North Texas could remain in a persistent drought for some time to come, and whatever strategy Plano has for growth should align with that reality.

<http://www.dallasnews.com/news/community-news/plano/headlines/20150327-sounding-off-plano-area-readers-tell-us-if-they-re-in-favor-of-higher-density-developments-in-plano.ece>

Ranking puts Dallas near the bottom for solar power capacity

Mar 27, 2015, 5:00am CDT

Dallas lags behind other U.S. cities in terms of solar capacity.

[Nicholas Sakelaris](#)

Staff Writer- *Dallas Business Journal*

Dallas scrapes the bottom of the list when it comes to solar power capacity, according to a report by Environment Texas.

The city has about 2 megawatts of solar power installed, which ranks 45th in the country among major cities. Looking at a per capita basis, though, Dallas ranks 60th out of 65.

Los Angeles tops the list with 170 MW of solar power. In Texas, San Antonio ranked 7th with 88 MW of solar power while Austin has 21 MW and ranks 17th. Houston ranks 32nd with 5 MW of solar.

The report highlights the fact that Dallas has the potential for more solar.

“Cities can be big stars in our transition to clean energy,” said [Luke Metzger](#), director of Environment Texas. “We know that Dallas has the potential to be among them.”

On the plus side, Dallas grew its solar capacity by 25 percent in one year.

That didn't keep pace with other cities, though, as Dallas fell six spots from its 2014 ranking on a per capita basis.

Like last year, Oncor did not provide city-specific data on solar panel capacity for the report. Instead, the data for the report came from the National Renewable Energy Laboratory's Open PV Database. Oncor offers incentives for solar throughout the North Texas region that are gobbled up almost as quickly as they are offered.

It's also worth noting that all of North Texas experienced a [massive population boom in 2014](#), new U.S. Census data shows, which could skew the per capita numbers.

The survey looked only at the city limits of Dallas so it doesn't consider recent [roof-mounted solar project by FedEx](#) or the [ground-mounted project by AT&T, both in Hutchins](#).

And there's more hope for solar on the horizon.

[SolarCity \(Nasdaq: SCTY\) announced a new solar program in Texas](#) aimed at making solar more viable for homeowners. The power-purchase agreement includes a special retail electricity rate from MP2 that allows homeowners to make money on the solar energy they sell back to the grid.

Also, SolarCity and PSW Real Estate are building new homes throughout Dallas that [come equipped with solar panels on the roof](#).

http://www.bizjournals.com/dallas/blog/morning_call/2015/03/ranking-puts-dallas-near-the-bottom-for-solar.html?page=all

Robert Meckfessel: The Trinity toll road is an obsolete idea

By ROBERT MECKFESSEL

Published: 29 March 2015 09:20 PM

Updated: 29 March 2015 10:39 PM

Every day our community is engaged in conversation about the challenges of mobility infrastructure, especially the roads we choose to build, or to not build. This exchange of ideas and values permeates most aspects of our city's cultural life, including traditional and social media, civic forums and election campaigns. The outcome of this conversation will affect almost every urban highway in Dallas — I-345, I-30, I-35, U.S. 175 — as well as revitalizing neighborhoods around downtown and in southern Dallas.

This is a critical conversation. But one dismaying aspect of it is how much it is based — at least for some participants — on an assumption that our future will be very much like our past, with ever-increasing demand for automobile capacity on our roads. This is not an assumption to be taken lightly, as the transportation infrastructure we plan today will greatly determine the character of our city for the next 50 years, or more.

One doesn't have to be a futurist to observe that dramatic changes in demographics, behavior and technology are under way that will transform our cities, culture and mobility needs.

For starters, Americans are driving less, and young Americans are driving much less. Between 2001 and 2009, miles driven by millennials dropped 23 percent, and as of 2012, the percentage of 19-year-olds with driver's licenses dropped to only 68 percent, as many young people (including my own son) decided that driving a car is not important. Increasingly, these and other young Americans are opting for lifestyles more city than suburban, preferring lively urban cores well-served with transit, bike paths and sidewalks. This trend is not limited to the young, either. Americans in general are driving less, with per capita mileage in steady decline since 2004 and with total automobile mileage now dropping to levels last seen in 2005. And this trend is not recession-driven, as it began in 2004 and continues today. Nor is it only a national

phenomenon: It is evidenced locally by steadily declining traffic counts on Stemmons Freeway between 1997 and 2012.

Further, there are technological changes arriving with astonishing speed that will fundamentally alter efficiencies of existing road networks. Five years ago, we had never heard of Uber, which, despite controversy, has changed the way many (especially those millennials) think about getting around their city. And, while only a few years ago the driverless vehicle seemed like science fiction, Google intends to market such a car by 2017. GM, Audi, Tesla and other manufacturers are also promising “piloted driving” by 2020, allowing cars to more efficiently utilize existing roads, and four states have already legalized such vehicles. High-speed rail appears to be — at last — on the near horizon, offering 90-minute trips to Houston within the decade.

While the impact of these changes cannot be fully known (it is, after all, the future), they clearly indicate that we Americans are rethinking our driving habits along with our transportation needs and priorities. Yet the projections provided by highway planners do not recognize these social and technological shifts. Instead, they look primarily to past patterns of ever-increasing automobile use — clearly no longer valid — and project them into the future.

We thus find much of our transportation conversation today is founded on dubious statistics of past decades, rather than insightful analysis of current and future trends and technologies. And the proposals put forth as a result — like the ill-conceived Trinity toll road — are obsolete artifacts of 20th-century habit, not visionary, creative solutions to achieve an equitable, sustainable and vibrant 21st-century Dallas.

This conversation is not only about tollways vs. parks or whether it is best to fund highways with tolls or taxes. It is about how well the future shape of Dallas will meet the needs of future Dallasites, and whether we will design our cities for cars or for people. Citizens and leaders of Dallas should demand that transportation planners focus not on the city we once were but on the city we aspire to be and are, in fact, becoming.

Robert Meckfessel is an architect with DSGN Associates and has been actively involved with the Trinity Corridor project since 1998. Reach him at rmeckfessel@dsgn.com or follow him on Twitter at @rmeckfessel.

Ron Kirk and Lee Jackson: Congestion will worsen without Trinity toll road

By RON KIRK and LEE JACKSON

Published: 29 March 2015 09:17 PM

Updated: 29 March 2015 10:40 PM

Dallas has never buried its head in the sand when it comes to planning for smart growth. We urge city residents to be thoughtful when looking for a balanced solution to downtown congestion.

We have three major concerns about the recent criticism of the Trinity toll road proposal, which was twice approved by Dallas voters.

1. The core area surrounding downtown Dallas has congestion problems that are only going to get worse with time. Downtown is growing in population and jobs. Victory is taking off successfully, and so are the Uptown, Cedars, Design District and other new inner-city developments.

We have built a balanced transportation system with more mass transit than many cities, and we have a growing hike-and-bike trail network and new trolley services. We need all of these methods to provide choices for diverse needs.

We all want more vibrant, neighborhood-friendly developments in Dallas, such as Bishop Arts and Trinity Groves, but our vital pockets are far apart as compared with most cities. Lively spots such as the Cedars, Deep Ellum, Uptown, Farmers Market, Fair Park, Greenville Avenue, the Design District and the West End are not going to simply merge together. They have to be linked. And with balanced choices. We need trolleys and DART, bike trails and major roadways.

We have studied the options, and there are simply no cost-feasible alternatives to accommodate an additional expected 100,000 daily trips into and around our downtown area. We're not going to double-deck Interstate 35. We're not going to plow under all the businesses along Riverfront Boulevard. The Trinity toll road is a good and feasible solution that will allow Dallas to continue to thrive and develop,

and it will complement the quality neighborhood developments that are happening now — and will continue in coming years.

In the 1970s, some Texas cities chose to ignore transportation investment, and now they're trying hard to catch up. They wish they had maintained a steady commitment to both transit and freeway improvements as Dallas has. Let's not stop being balanced in our improvements and let our transportation tax dollars go to our competitors. The critics of the Trinity toll road have not even attempted to suggest an alternative solution because they know very well that no practical or superior alternative exists.

If Dallas does nothing to address its core transportation needs, it will not magically become compact and walkable. Its downtown area will not look like much smaller Boston or San Francisco. We might, though, become more like Los Angeles, with 30 to 40 great neighborhoods separated by miles of congestion.

2. Roads and parks can coexist. Of all the criticisms, this has been the most simplistic. Just take a look at Washington, D.C.'s Rock Creek Parkway or Chicago's Lakeshore Boulevard. Or, for that matter, our own Bachman Lake, sitting on busy Northwest Highway. Or Garland Road, abutting White Rock Lake.

The fact is, Dallas has a giant, wide riverbed flood plain that has always divided our city. Unlike in many cities, our river is not in its natural channel. It has been moved several times and now is hidden behind two flood control levees that aren't going away.

It doesn't help to compare Dallas' geography with that of cities that are dissimilar. No comparable cities have a wide river flood plain behind two tall levees draining through the heart of the city core. We actually have much more land to work with than Chicago or Washington; parts of the Trinity flood plain are 2,000 feet across.

We will be fortunate when we convert this abandoned flood plain into active uses for both transportation and recreation. If we can achieve vital, active, daily mixed use of this expansive area in our downtown core, it will be a home run for the revitalization of the heart of Dallas. And there will be more, not fewer, park users when the area is active 24 hours a day, not just for special events.

3. We can do it all with the balanced plan voters have approved. The design details of the Trinity toll road are not finished, and we have no doubt the plan can continue to be improved. That's what thoughtful cities do, but the process takes decades. North Central Expressway was a controversial project for years, but better

design helped build a consensus to address what was then our city's major transportation challenge.

Years ago, plans for recreation improvements in the Trinity flood plain — a Town Lake and park — were put on the ballot and defeated. Plans for expensive flood-control improvements were put on the ballot by themselves and defeated.

The current Balanced Vision Plan for the Trinity had all three elements tied together politically: recreation, flood control and congestion relief. We finally had the start of a plan that addressed all of our major needs in the abandoned Trinity River flood plain.

Let's not turn back now.

And let's stop calling this proposal controversial, as if all of our major Dallas infrastructure decisions haven't been hotly debated. Younger voters should realize that Dallas/Fort Worth International Airport was defeated once before it was approved without a vote. Dallas Area Rapid Transit was defeated in one election before it was changed and approved. The Victory redevelopment barely passed in a close election. The convention center hotel was controversial until it became hugely successful.

Like planning for an adequate water supply, growing cities have to deal with traffic. Dallas has built a great mass transit system with DART, and it has expanded freeways such as Central Expressway and LBJ Freeway. We needed both — and we need the Trinity toll road.

Ambassador Ron Kirk is the former U.S. trade representative and served as mayor of Dallas from 1995 to 2001. Lee Jackson is chancellor of the University of North Texas System and served formerly as Dallas County judge and in the Texas Legislature. Reach him through branding@untsystem.edu.

Bills: States Would Apply Some Federal Road Funds Locally

Bond Buyer 3/26/15 4:54pm ET By Jim Watts

DALLAS - Bills proposed in the House and Senate would require states to allocate a portion of their annual federal transportation funding to local road and transit projects through a competitive grant process.

The set-aside funds would be distributed to cities, counties, transit providers, and other entities after an evaluation by a state-appointed panel of local stakeholders, said Sen. Corey Booker, D-N.J.

"There's a long list of transportation projects that can't get done in communities across the country because local officials don't have access to adequate funding," Booker said of the Innovation in Surface Transportation Act, S. 762.

Currently only 15% of all authorized federal highway funds and a single federal transportation grant program are available to cities and counties, he said.

The legislation would require states to develop a competitive, in-state grant process for a portion of their allocations from several federal transportation programs, including 10% of funding from the National Highway Performance Program, and 33% of funding from the Surface Transportation Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, and Transportation Alternatives Program.

The state-appointed panels that would decide on the grants must include at least three representatives from the state department of transportation, three from cities, three from metropolitan or rural planning organizations, and an equal number of members representing labor unions, port authorities, transit agencies, business groups, and economic development organizations.

States would be required to post the criteria used to select projects, the size of the grant requested and what was allocated, as well as the source of all non-federal funding being sought for a project.

The Senate proposal was introduced by Booker and Sen. Roger Wicker, R-Miss. Both sit on the Senate Environment and Public Works Committee, which is responsible for developing the Senate's version of a new transportation bill. Wicker and Booker introduced similar legislation in 2014 that failed to make it out of committee.

The proposal should be part of the next transportation bill, Wicker said.

Local officials face immense transportation infrastructure challenges but often lack the financial resources to deal with them on their own, he said.

"This measure would enable communities to have a say in which projects merit attention and would direct federal dollars to meet those needs," Wicker said.

Co-sponsors include Sen. Lisa Murkowski, R-Alaska, and Sen. Bob Casey, D-Pa.

The House version of the state transportation grant bill, H.R. 1393, is sponsored by Rep. Rodney Davis, R-Ill. Co-sponsors include Rep. Dina Titus, D-Nev., Gregg Harper, R-Miss., Cheri Bustos, D-Ill., Dan Lipinski, D-Ill., and Matt Cartwright, D-Pa.

The proposed in-state competitive grant process would give smaller cities a greater role in how federal transportation dollars are spent, Davis said.

"Too often important projects in these areas are overlooked and fail to receive their fair share of funding" he said. "This bill will also help our transportation dollars go further by encouraging public-private partnerships and creating more transparency."

Separately, Booker filed legislation that would provide more flexibility to a federal rail loan program to increase its use.

The Federal Railroad Administration has the authority to issue up to \$35 billion of loans through the Railroad Rehabilitation and Improvement Financing Program but to date has made only 33 loans totaling \$1.7 billion.

Booker's Railroad Infrastructure Financing Improvement Act, S.797, extends the repayment period to 50 years from the current 35 years, and facilitates financing arrangements that include private sector loans.

<http://www.bondbuyer.com/news/washington-infrastructure/bills-states-would-apply-some-federal-road-funds-locally-1071762-1.html>

Commuter Blues: Tips for beating gridlock on the roads in and around Keller

By Gordon Dickson
03/30/2015 7:29 PM
03/30/2015 7:34 PM

There's so much to like about Keller — the neighborhoods, green spaces and nearby shopping. Heck, residents might feel like they never want to leave.

And that's a good thing these days, because getting in and out of the city on traffic-choked highways and other roads can be a real challenge.

With construction clogging up the system on Interstate 35W and many other roads leading in and out of the city, residents may be feeling pretty boxed in.

Even on Loop 820, where construction was recently completed a few miles south of Keller, drivers face the prospect of paying tolls to gain access to express lanes — effectively buying their way out of congestion.

Unfortunately, whether Keller residents are trying to get to popular destinations such as downtown Fort Worth, DFW Airport, Irving's Las Colinas business district or downtown Dallas, the hassle is likely to remain for several more years.

But there is a light at the end of the tunnel. By 2018, most highways in the area — including I-35W — will be completely revamped, and unhappy commuters should cruise to their destinations much more quickly..

To help alleviate current congestion levels, a new bus park-and-ride lot has opened along southbound I-35W and Heritage Trace Parkway, for area residents who want access to downtown Fort Worth without the hassle of driving.

A plan is in place that will put commuter rail within just a few miles' reach of Keller residents — also in 2018. A TEX Rail line is scheduled to open by the fall or winter of that year along the old Cotton Belt Line, with stations planned at nearby Grapevine and North Richland Hills. Those stations are about a 15-minute drive for many Keller residents, but they also offer an alternative to the tedium of a long commute for those heading toward destinations such as downtown Fort Worth, DFW Airport or Dallas' extensive DART light-rail system.

Of course, the only problem with all this progress is that more people may want to move to Keller and surrounding cities in the coming years, causing a continuation of the growth cycle and the typical problems that accompany it.

Keller's population has swelled to 42,907 residents, according to a 2013 Census Bureau estimate — a figure that's more than triple its 1990 population of 13,683. But Keller's growth is just a microcosm of what's happening in all of North Texas, a region of 6.8 million people that, according to the North Central Texas Council of Governments, adds nearly 100,000 new residents per year.

So, while it's obvious we've got a good thing going here in the Dallas-Fort Worth metropolitan area, the downside is that we have the traffic to prove it. And Keller is a place where people like their cars. According to the Census Bureau's American Community Survey, a whopping 42 percent of households in the city have three or more vehicles available, while nearly 45 percent of the city's employed residents endure daily commutes of 30 to 59 minutes each way.

You might say Keller is a city of modern-day road warriors.

With that in mind, we put together a road map to highlight construction hot spots on important roadways in and around Keller, and offer alternate routes to destinations in the area. Whether you're traveling to downtown Fort Worth, DFW Airport, Love Field, Irving's Las Colinas area or downtown Dallas, your best bet for enjoying the ride is to be armed with as much traffic information as you can muster.

How to Avoid the Orange Barrels

Destination: Downtown Fort Worth

Interstate 35W would seem the logical choice for a quick, efficient drive to downtown Cowtown, but the road is perpetually ranked as one of the most congested by the Texas Department of Transportation. What's more, I-35W is in the midst of a \$1.4 billion overhaul.

There are alternatives, although none is ideal. One option is North Beach Street, which is especially attractive now that reconstruction of the Loop 820 underpass is complete.

Drivers can also take North Riverside Drive, Sylvania Avenue and even U.S. 377 (Denton Highway). For those willing to go a few miles west of the highway, North Main Street — which goes past Meacham Airport — can be a good option.

For residents on the eastern side of Keller, better options are to take either Rufe Snow Drive or Davis Boulevard to Loop 820, then head east to Texas 121.

But no matter which way you go, plan on about 45 minutes for a roughly 18-mile trip.

Destination: AT&T Stadium, Arlington

Plan on 45 minutes to get to the home of the Dallas Cowboys, which also is a popular concert venue. It's a 21- to 23-mile journey from central Keller, depending upon which way you go.

One of the most popular routes is to hit Loop 820 from either U.S. 377, Davis Boulevard or Precinct Line Road. From there, follow East Loop 820 to I-30 and take it straight into north Arlington's entertainment district.

Another option is Loop 820 toward Texas 121/183 in Euless, then turn south onto Farm Road 157, also known as Industrial Boulevard in Euless and North Collins Street in Arlington. This involves several traffic signals, but the road will take you practically to the stadium's front door.

Destination: DFW Airport

Access to DFW is only about 20 minutes from Keller. It's one of the tremendous perks of living here and a major employer for residents of Keller and neighboring cities. A few years ago, there wasn't a relatively smooth, relaxing way to get to DFW, especially during peak periods of the work day. But things have improved.

For those on the north end of Keller, Keller Parkway (also known as FM 1709, and Southlake Boulevard) is the ticket. You'll hit a lot of traffic signals, but it can be a less stressful drive than on many freeways. FM 1709 was widened to six lanes several years ago, and state officials have worked with local authorities in Keller and Southlake to improve turn lanes, which helps through traffic keep moving.

Residents who live in the northern areas, such as Marshall Ridge, might consider heading north to Texas 170 and Texas 114, the latter of which was converted into a full-fledged freeway about a decade ago.

If your destination is on the western fringe of the airport property, try West Airfield Drive or the Mid-Cities Boulevard/Cheek-Sparger Road option. It takes you through a mostly residential part of Bedford, Colleyville and Euless.

Those aiming for DFW's south entrance should consider taking Loop 820 to Texas 121/183 through the Hurst-Euless-Bedford area.

Destination: Las Colinas, Irving

Now that the \$1 billion DFW Connector is done in Grapevine, the best way to reach Irving's financial district is Texas 114, following it all the way through Tarrant County and into Dallas County.

Plan on 45 minutes for the 20-mile journey.

Destination: Love Field or Downtown Dallas

This trip is going to take about an hour no matter which route you take. It's about a 30-mile trek, and the most recommended route is Texas 114.

But drivers can also take Loop 820 and Texas 183 through central Irving. If you're heading downtown and get stuck in traffic, there's always the option of detouring to Irving Boulevard, which will eventually get you to I-35E.

If you're heading to Love Field and traffic on Texas 114 is heavy, try exiting at Northwest Highway and following it around the north end of the airport to Lemmon Avenue.

Bus park-and-ride lot

For those who want to get to downtown Fort Worth, but want to leave the driving to someone else, the Fort Worth Transportation Authority, known as "the T," opened a park-and-ride lot last summer. Buses run express routes to downtown three times each morning on the southbound side of I-35W between Golden Triangle Boulevard and Heritage Trace Parkway. Each afternoon, buses make three return trips from downtown back to the Alliance area.

The park-and-ride lot doesn't serve Alliance-area businesses — yet. But the T is still exploring whether to expand connector bus services from the lot to individual employers, particularly those in the AllianceTexas area. Currently, when the buses arrive downtown each morning, they make multiple stops in the central business district, so riders can have a shorter walk to work.

I-35W expansion

Interstate 35W is the main north-south highway in Tarrant County and the primary route for Keller residents heading to downtown Fort Worth and places beyond. Completion of a \$1.4 billion makeover is expected in 2018. Until then, it's best to avoid the orange barrel-laden road if at all possible. When the project is done, the original main lanes and ramps will be modernized, and there will be two TEXpress toll lanes in each direction for people willing to pay extra to bypass some congestion.

Keller Parkway/U.S. 377

The city of Keller and the Texas Department of Transportation have been putting the finishing touches on an \$880,000 joint project expanding the Keller Parkway (Farm Road 1709) and Main Street (U.S. 377) intersection. Improvements include dual left-turn lanes from both directions of Keller Parkway to Main Street. During the work, the right westbound lane has been closed, creating long lines at the busy traffic signal. Things should run more smoothly now, and the unblocked view of the Keller water tower has been restored.

Golden Triangle Boulevard expansion

A massive expansion of Golden Triangle Boulevard, costing about \$19 million and performed in 2013, converted the two-lane country road to a multi-lane thoroughfare with a raised median.

North Beach Street expansion

A four-lane stretch of North Beach Street is being widened to six lanes later this year between Loop 820 and Fossil Creek Boulevard. About two dozen mature live oak and Bradford pear trees in the median have already been cut down to make way for the project. A lot of expensive work has been done on Beach Street in recent years, including construction of a new connection at Alta Vista Road near Timber Creek High School. It's now a 15-mile corridor stretching from far north Fort Worth and Keller to Interstate 30 in east Fort Worth.

North Tarrant Express

Keller residents heading to Dallas, Irving or Dallas Fort Worth Airport can now go about five miles south and hop on the TEXpress lanes. When Loop 820 and Texas 121/183 were rebuilt as part of the \$2.5 billion North Tarrant Express project, two toll lanes in each direction were built so those with the will and the means could essentially buy their way out of congestion. A six-month test period of the toll lanes ends this month, and afterward, the price of the toll lanes will reportedly change minute by minute based on traffic conditions.

DFW Connector

The \$1 billion makeover of an eight-mile stretch of Texas 114/121 corridor in Grapevine has dramatically improved travel times between Keller and the Las Colinas/North Dallas area. There's plenty of room on the new main lanes, which are toll-free, but drivers can also hop on the managed toll lanes — aka TEXpress lanes — and pay a toll for a guaranteed congestion-free trip.

Old Denton Road

Old Denton Road was recently expanded from Golden Triangle Boulevard to Heritage Trace Parkway.

North Riverside Drive bridge

A bridge spanning Loop 820, finished last year, makes it possible for Keller-area residents to use Old Denton Road/North Riverside Drive as an alternate north-south route when traveling to downtown Fort Worth.

TEXpress lanes

So what's the deal with all the managed toll lanes — also known as TEXpress lanes — popping up throughout the Metroplex?

Many drivers have noticed that they now have the option of either driving for free on the new highway main lanes on Loop 820 and Texas 121/183 or paying a toll to drive on special TEXpress lanes in the median. It's an electronic system, so those with TollTags have their tolls deducted automatically, while those without them have their license plates photographed and receive bills in the mail.

For Keller residents, the quickest ways to access these toll lanes are from U.S. 377 (also known as Keller Main Street and Denton Highway) and Farm Road 1938 (Precinct Line Road). It's a main route for those heading to Dallas, DFW Airport or, perhaps, Arlington's AT&T Stadium.

When the expansion of I-35W is completed, drivers will be able to use TEXpress lanes between North Tarrant Parkway near the Keller-Fort Worth border to Interstate 30 near downtown Fort Worth.

Also, those high-occupancy vehicle (HOV) lanes that have been used by carpoolers mostly in the Dallas area since the early 1990s are being converted to managed toll lanes. They'll generate money from roads, which helps cover the cost of construction and maintenance.

On North Tarrant Express, tolls have been predetermined for the first six months. (The company managing the project, NTE Mobility Partners, publishes the tolls on www.ntetexpress.com.)

Soon, tolls will be adjusted minute by minute, based on traffic conditions. As traffic becomes more congested, the toll generally will go up, to ensure a limited number of people use the lanes. That way, traffic on the toll lanes always moves at a minimum speed of 50 mph — even during times when traffic on the toll-free main lanes is averaging 30 mph or less.

Up to 75 cents per mile can be charged on TEXpress lanes, although, most of the time, the tolls likely will be much lower.

<http://www.star-telegram.com/living/keller-magazine/article16954718.html>

Fixing railroad tank cars gains traction after recent derailments

By Curtis Tate
Star-Telegram Washington Bureau
03/31/2015 8:31 AM
03/31/2015 8:44 AM

WASHINGTON – While some government and industry officials have repeatedly said there's no silver bullet to improve the safety of oil trains, a persistent problem runs through every new derailment: the tank cars.

Oil industry groups maintain that railroads should do a better job of maintaining track to prevent derailments, while the rail industry has called for more robust tank cars that are better equipped to survive accidents.

Although there's almost universal consensus that improvements are required in both areas, there's one key difference.

Railroads have already spent heavily in recent years to improve their track for all kinds of freight and have pledged to spend more. Meanwhile, the companies that own and lease tank cars for transporting oil and other flammable liquids have been waiting for regulators to approve a more robust design to account for the exponential increase in energy traffic on the rails before they invest an additional cent.

The railroad industry petitioned the U.S. Department of Transportation in March 2011 for a more robust tank car design. Rather than wait for an answer, the industry adopted its own upgrades later that year. But several recent derailments involving different types of crude have suggested that the cars don't perform significantly better than those they replaced.

And unlike the controversy that surrounds other proposed solutions, tank car upgrades have the support of lawmakers, regulators, mayors and governors, community and industry groups, and the National Transportation Safety Board.

"We certainly have been distracted from doing what is the most obvious safety improvement: the cars," said Peter Goelz, former managing director of the NTSB.

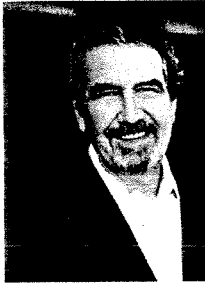
The White House Office of Management and Budget is reviewing a package of proposals that include an improved tank car design. But the new rules aren't scheduled to be published until May, frustrating many who've pushed for better tank cars for years.

For more than two decades, the NTSB has called for improving the most common type of tank car, the DOT-111. But those calls were largely ignored until railroads started carrying dramatically larger volumes of domestically produced crude oil and ethanol.

After a July 2013 oil train derailment in Lac-Mégantic, Quebec, killed 47 people, Canada's Transportation Safety Board found that none of the cars in that incident was equipped with thermal protection. About half of the tank cars carrying crude oil involved in that crash were made by Dallas-based Trinity Industries, which makes rail cars in Saginaw.

“Do we need a new standard for tank cars? Absolutely,” said Ed Hamberger, president and CEO of the Association of American Railroads, the industry’s principal advocacy group.

<http://www.star-telegram.com/news/business/article16986476.html>



THE MODERNIST GOD THAT FAILED

How Le Corbusier's utopian ideal of mobility brought ruin to Dallas neighborhoods, and why it still dominates decision-making in Dallas today.

By Wick Allison

THERE IS AN IRONY AT THE HEART OF TRAFFIC ENGINEERING. Like all engineering, it is a very precise endeavor. But precision is not necessarily science. The scientific method is a rigorous technique that tests hypotheses against observed results to come to conclusions about the world around us. Traffic engineering from its beginnings in the mid-1950s has never employed the scientific method. It is based instead on social theory.

The social theory derives from the notions of Le Corbusier in the 1920s and '30s. The Swiss-French architect and ardent modernist despised the messiness and illogic of the old cities of Europe. During the period when Communists, Nazis, and fascists were creating their respective versions of utopia, Le Corbusier proposed a new kind of city to house the new man these new societies would create. His ideals were efficiency and mobility. He envisioned broad urban highways in which automobiles would move speedily among tall towers. Although he tried repeatedly, he never actually got to raze a city. But as even his admirers note, if he could have razed Paris, he would have.

That had to wait until the postwar period, and then it was the New World, not the old, in which Le Corbusier's theories were put into practice. Robert Moses leveled a good part of New York to create multistoried housing projects and to construct huge bridges and highways. He became a hero of urban renewal for displacing thousands in order to impose a rational new order on the city. His protégés were soon in demand across the United States, and they filled new posts in engineering schools at all the best universities.

In 1964, the new movement swept into Dallas when newly university-trained traffic engineers laid 12 lanes of I-30 through the heart of Old East Dallas. In 1971, they razed 52 blocks in Deep Ellum to construct I-345. That same year, they destroyed the Spence neighborhood in South Dallas by elevating I-45. Their objective was to achieve the Le Corbusier ideal of mobility. Their aim was efficiency, not the flourishing of a city.

But something strange began to be noticed about this new social theory. After Moses had his way, New York faltered, lost population, and listed dangerously close to bankruptcy. The neighborhoods of Southeastern Dallas emptied out. Moreover, these new urban highways were producing more traffic and causing more congestion than they were relieving.

Confronted with the paradox, TxDOT traffic engineers—stuck in the old paradigm—continue to argue for more lanes to resolve it. But back in 1969, mathematician Dietrich Braess found that building highways or adding lanes to highways increased rather than diminished congestion. It is a result of how thousands of humans make independent decisions in a closed network by responding to options within that network.

Traffic engineers measure cars, not drivers. They had never accounted for independent human decisions. It is telling that in all of Le Corbusier's hundreds of futuristic sketches there is not a single human figure.

UNFORTUNATELY FOR DALLAS, THE TWO PEOPLE MOST RESPONSIBLE for its transportation decisions are just as stuck in the old paradigm as TxDOT seems to be.

Michael Morris of the North Central Texas Council of Governments got his master's degree in civil engineering in 1979. Assistant Dallas City Manager Jill Jordan got her master's in environmental engineering in 1980. Jordan joined the city of Dallas in public works in 1982—33 years ago. Morris joined the NCTCOG, to work in transportation, in 1979—36 years ago.

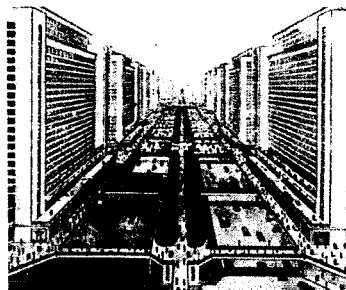
Neither has shown the slightest indication that they have learned a thing about traffic since the day they walked out of engineering school.

To the point: why is constructing an eight-lane tollway in a park even being discussed as a reliever road? To the point: why are so many downtown streets still one-way?

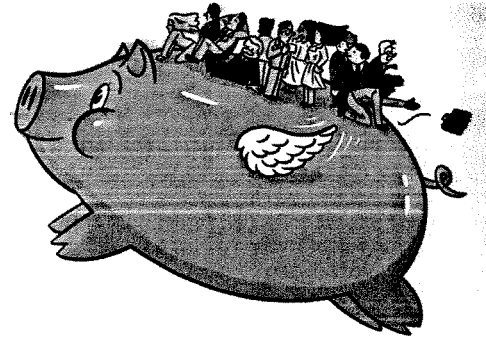
We now know reliever roads produce more traffic by inducing demand. We have long had evidence that one-way streets favor commuters and discourage street life, retail, and jobs.

Dallas remains a city that values roads over residents and pavement over people. To Morris and Jordan and the engineers at TxDOT, mobility trumps neighborhoods. It trumps the city's economy. Mobility, the Le Corbusier ideal, exists as pure principle, a thing unto itself, an aspiration too lofty to be affected by how people actually live and, because it had no basis in reality anyway, too wrong-headed ever to be achieved.

For now, it is still the city's guiding transportation principle. Until these two people can be replaced, the best we can hope for is that they be ignored. ■



Le Corbusier's ideal city: fine to look at, but would you want to live there?



Fat Chance

Why people hoping for a better Trinity Parkway are dreaming.

By Zac Crain

W

"WHY DON'T ARCHITECTS GET INTO HEAVEN?" Alex Krieger asked as he tossed a peanut into the air. He tried to catch it in his mouth but badly misjudged its lazy flight path. It bounced off the bridge of his Gucci glasses.

"Because Jesus was a carpenter," Jeff Tumlin answered, drawing scattered grunts and laughs. He rubbed his eyes beneath his Oliver Peoples glasses. It was an old joke, and it had been a long day for Tumlin and Krieger and the other members of the so-called Dream Team, a dozen of the finest minds in the country regarding urban planning and transportation matters.

They'd come to this ranch-style house in Arlington eager to collaborate with fellow bold-faced names on a massive project: redesigning the Trinity Parkway. But 18 hours later, the only thing on which they'd managed to agree was that Mark Simmons may be an expert in environmental design, but he was lousy at ordering a pizza. Pineapple, anchovies, and sport peppers?

The dining room where they had been holed up was filled with the flotsam and jetsam

of a college all-nighter. Pizza boxes were stacked in the middle of the table—seemingly randomly, but on closer inspection clearly meant to evoke the Habitat 67 model community in Montreal. The whiteboard at the head of the table was empty save for a finished game of Hangman. Elizabeth Macdonald had correctly guessed "Baron Georges-Eugène Haussmann's renovation of Paris." That was the last bright moment, but it had happened several hours earlier and had nothing to do with their assignment.

Their mood had been icy since then, beginning when Alan Mountjoy called John Alschuler "Posh Spice" after he overheard him on a phone call with David Beckham regarding the soccer stadium they were trying to build in Miami. Clearly stung, Alschuler popped out one of the lenses of his Paul Smith spectacles while cleaning them too aggressively.

Time was running short. Ignacio Bunster-Ossa folded his Persol glasses and put them into his shirt pocket before deciding, yes, to address the room.

"So, okay, at my improv class the other night," Bunster-Ossa said, "we played this game called Yes, And. Basically, someone says something and the next person adds to it. Maybe we could try that?"

"I guess it couldn't hurt," Larry Beasley said. "I'll start with something easy: how about we make room for a bike lane?"

"Yes, and a big landscaped median," Simmons said.

"Yes, and the median should have only native Texas plants," Tumlin said.

"Uh-huh, yes, and a series of connected ponds," Timothy Dekker said. Everyone was now standing.

"Yes, and it's not a road at all, but more like a path," Macdonald said.

"Yes, like something carved out by nature itself!" Beasley yelled, erasing the Hangman game and beginning to sketch out a rough design. The door next to the whiteboard opened, and in stepped the home's owner, Michael Morris, transportation director for the North Central Texas Council of Governments.

"Well, would you look at that," he said. "You guys cracked it."

"Yeah," Beasley said, "we're pretty excited about—"

"A meandering, four-lane road," Morris said. "The perfect way to start everything off—until we get the money for the big version, of course." He winked.

"But that's not—that isn't what we have talked about at all."

"'Course it is," Morris said, removing a stack of checks from his suit coat pocket and setting them atop the pizza-box Habitat 67. "Says it right here."

Beasley took off his Warby Parker glasses and looked around the room. Bunster-Ossa met his gaze and held it for a moment, then shrugged. Beasley grabbed the checks and started passing them out.

"Now," Morris said with a big smile, "who's ready for some of my famous ice-box pie?" **D**

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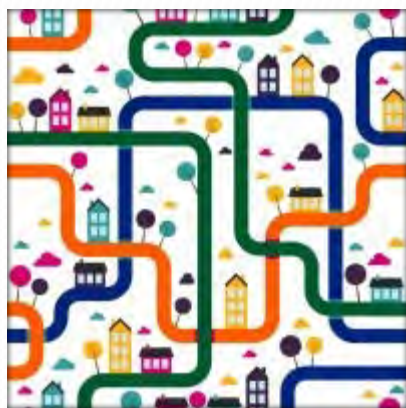


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More Than Roads – We Build Communities

NTTA Builds More Than Roads – We Build Communities

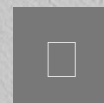
Posted by North Texas Tollway Authority on Feb 25, 2015 in [Driving Forward - Customer Newsletter](#), [March 2015](#), [News](#), [NTTA](#), [NTTA News & Notes](#), [TollTag Tidbits](#)



In survey after survey, the communities in the Dallas-Fort Worth Metroplex land among the country's top places to live, work and play. According to several studies, toll roads contribute to the area's noteworthy quality of life.

According to a [study by the University of North Texas Center for Economic Development and Research](#), toll roads boost mobility and home values and give the region a competitive edge for businesses as well.

DFW commuters spend less time in stuck in traffic, thanks to NTTA toll roads, the study said. Compared to the largest U.S. metro areas, D-FW boasts one of the lowest levels of commuter delays. The Metroplex's population grew by 27



percent from 2001-2011, yet congestion related delays for commuters increased only about 12 percent. The expansion of NTTA toll roads account for much of the additional capacity and improved mobility, especially in fast-growing Collin County.

Without toll roads, North Texas would have few options for safer, quicker routes around town. Data recently released in the Texas A&M Transportation Institute's 2014 [Texas Toll Road Primer](#) report indicated that the absence of toll road capacity would adversely impact transportation, increasing both hours of delays and costs associated with congestion for consumers and businesses alike. "Diverting traffic volume off the toll roads resulted in moving 3.4 million vehicle miles onto existing facilities, or 2.5 percent of the daily vehicle miles traveled," the report stated. "This resulted in 10.5 million additional person hours of delay per year, a 5.3 percent increase. The additional annual delay cost was approximately \$231 million."

Homeowners also benefit from their proximity to NTTA toll roads. A [separate study](#) conducted before the 2008 recession revealed houses located between one-quarter mile and one mile from NTTA roads were linked to a 9 percent price premium. This in turn boosts tax revenues for local governments and school districts. In Dallas County alone, more than \$1.0 billion of new residential housing has been constructed within one-half mile of NTTA roads since 2007.

DFW is home to many Fortune 500 companies, and it's no secret that big businesses consider NTTA toll roads as prime spots for corporate headquarters and building developments. Toyota, the Dallas Cowboys, FedEx Office, Nebraska Furniture Mart and others announced their plans to move near the interchange of Dallas North Tollway and Sam Rayburn Tollway. Meanwhile, the George Bush Turnpike soon will host one of the largest real estate development projects in North Texas as State Farm Insurance and Raytheon move their national headquarters to the toll road's intersection with US 75.

NTTA's toll roads also lay the groundwork for ongoing

growth. With Chisholm Trail Parkway, NTTA brings its brand of development to Tarrant and Johnson counties for the first time. The UNT study reported the new toll road represents \$1.6 billion in new infrastructure spending with an economic impact of more than \$3.2 billion through the completion of the project.

Toll roads have played an important role in building communities since 1953 when the Texas Legislature created Texas Turnpike Authority, filling the gap where state funds are not available. Historically, toll financing was pursued when traditional public financing was unavailable. In recent years, factors such as increasing populations and declines in the growth of public transportation funding sources have placed interest in toll financing considerations.



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North Central Texas
Council of Governments

PRESS RELEASE

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awilson@nctcog.org

Planners Seek Input on Proposed Changes to Funded Transportation Projects

North Texans can review, give input on recommendations online

March 23, 2015 (Arlington, Texas) – Developing transportation solutions for the many regional transportation needs involves collaboration and public input that guide decisions as projects move from an idea to a detailed plan to secured funding and eventually construction. North Texans are encouraged to review and comment on the latest set of changes to funded transportation projects moving toward completion.

A comprehensive list of funded transportation projects through 2018 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, state and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis. The current set of proposed project modifications are available for public review and comment at www.nctcog.org/input.

While the TIP is a forward-looking list of projects, planners are also looking back at transportation investments in 2014. The Annual Listing of Obligated Projects is published as an update, and it is also available at www.nctcog.org/input. Each year, NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles a listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year.

Regional Transportation Input Opportunity Details

Information is online at www.nctcog.org/input for public review and comment through April 7, 2015, when comments are due. To request printed copies of the information, call (817) 608-2335 or e-mail jstout@nctcog.org.

Submit comments and questions through one of the following methods:

E-mail: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: (817) 640-3028

Phone: (817) 695-9240

Mail: P.O. Box 5888, Arlington, Texas 76005

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.

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.

#

The Case for Tolling and Project Leveraging

SYSTEM

The Dallas-Fort Worth region is a large, diverse place ranging from dense urban areas to rural environments. As a result, the mobility needs of residents and businesses vary greatly. Not all of our residents want, need, or value transportation exactly the same. In addition, our individual transportation needs may change over time, necessitating a range of options. For these reasons, it is important that the region's transportation system is safe and reliable, satisfies mobility needs, and provides transportation choices. As the region continues to grow it will be necessary to accommodate rising travel demand, provide choices, and balance transportation investments across a variety of modes.

Investment from the public and private sectors will be essential to providing for the basic travel needs of both people and goods. While the private sector tends to focus on modes of transportation that help accommodate the efficient movement of goods, such as rail lines or aviation facilities, they are beginning to invest in facilities that serve the general public. These investments include facilities like managed lanes that provide extra capacity, reliable travel times, and have a means to pay for their continued maintenance over time. Facilities like these provide transportation choices, reduce construction and maintenance obligations for the state, manage travel demand, and free up capacity in the other travel lanes. Likewise, continued public investment in public transportation, bicycle and pedestrian facilities, and roadways will be important in providing travel options for all users. From freeways and tollways to local streets, passenger rail lines to local buses, and large intermodal facilities to truck lanes, it is critical to the economic health of the region to continue to plan and implement a balanced transportation system.

LEVERAGE

Leveraging public dollars with private funding opportunities has greatly impacted the region. When looking at the toll projects completed since the tools were made available by the Texas Legislature, the public sector has leveraged \$2.9 billion and benefited by over \$22 billion committed by the private sector. For toll roads in particular, the ratio of private to public sector dollars needed to completed projects is 10 to 1. For managed lanes, that same ratio is 4 to 1.

Facility Type	Public Sector Funding	Private Sector Contribution ¹	Private to Public Sector Ratio
Toll roads	\$1,643,265,063	\$16,552,500,241	10 : 1
Tolled Managed Lanes	\$1,348,000,000	\$5,987,000,000	4 : 1
	\$2,991,265,063	\$22,539,500,241	

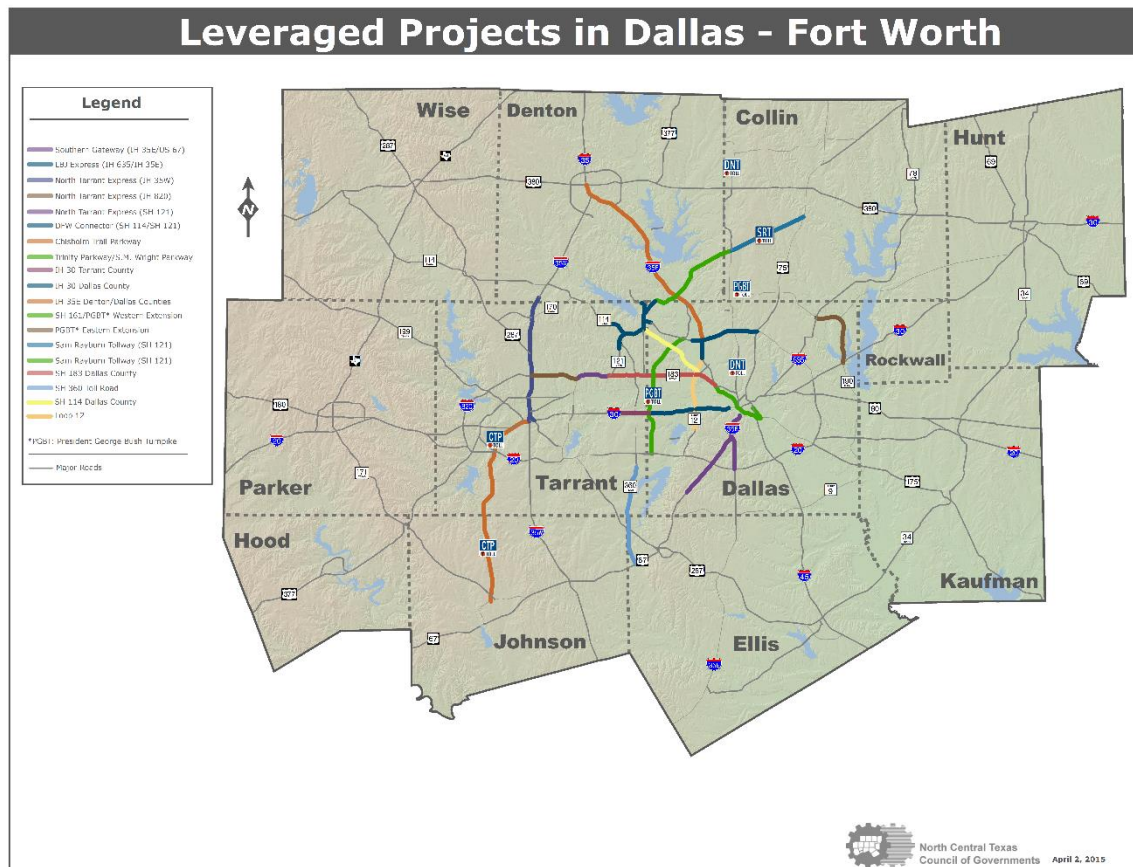
¹ Includes funding for initial construction costs, future capacity improvements, maintenance/rehabilitation costs, concession payments, and revenue sharing.

BENEFITS

Billions of dollars in transportation projects throughout the region have been made possible through innovative funding and partnerships. From the recently completed DFW Connector to the North Tarrant Express, LBJ Express and other improvements, partnerships are increasingly important.

The Regional Toll Revenue (RTR) funding initiative was created in 2007, after the North Texas Tollway Authority (NTTA) agreed to build and maintain State Highway 121. In exchange for this, NTTA paid the region \$3.2 billion. These funds have been used to expedite about 200 transportation projects. RTR funding expedites transportation projects by providing funding for all modes of transportation. Some specific projects include the Denton County Transportation Authority A-train, US Highway 75 in Collin County and the Interstate Highway 35E corridor in Dallas and Denton counties.

RTR Distribution 2009-15		
Roadways	\$3,072,194,253	83%
Air Quality	\$325,465,160	9%
Maintenance	\$34,003,000	1%
Passenger Rail	\$278,321,000	7%



Partnerships have resulted in the funding of several major roadway projects. This map shows leveraged projects in the Dallas-Fort Worth area, many of which have used innovative finance, and the creation of a transportation system.

Source: North Central Texas Council of Governments, April 2015

Regional Transportation Council Attendance Roster
April 2014-March 2015

RTC MEMBER	Entity	4/10/14	5/8/14	6/12/14	7/10/14	8/14/14	9/11/14	10/9/14	11/13/14	12/11/14	1/8/15	2/12/15	3/12/15
Douglas Athas (06/13)	Garland	P	P	P	P	P	P	P	P	P	P	P	P
Brian Barth (09/13)	TxDOT, FW	P	P	P	P	P	P	P	P	P	P	P	P
Carol Bush (01/15)	Ellis Cnty	--	--	--	--	--	--	--	--	--	P	P	E(R)
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	P	P	P	P	P	P	P	P	A
Sheri Capehart (7/06)	Arlington	P	P	P	P	E	P	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	E(R)	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
Mark Enoch (12/06)	DART	E(R)	P	E(R)	A	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	E	P	P	P	A	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	E	P	P	P	P	P	P	P	E	P
Sandy Greyson (11/11)	Dallas	P	P	P	P	P	P	P	P	P	P	P	E
Mojoy Haddad (10/14)	NTTA	--	--	--	--	--	--	P	A	A	P	P	P
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	A(R)	E	P	P	P	P	E(R)	E(R)
Vonciel Jones Hill (11/07)	Dallas	P	P	P	P	P	P	P	P	P	P	E	P
Clay Jenkins (04/11)	Dallas Cnty	E	P	P	P	P	P	A	P	P	P	P	A
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	E(R)	P	P	P	P	P	P	A(R)
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Sheffie Kadane (11/11)	Dallas	P	P	P	P	P	P	P	P	P	P	E	E
Lee Kleinman (09/13)	Dallas	P	E	E	P	P	E	P	A	P	E	E	E
Stephen Lindsey (10/11)	Mansfield	E	E(R)	P	E	P	P	E(R)	P	P	P	P	P
Laura Maczka (6/12)	Richardson	A	P	P	P	E	P	E	E(R)	P	P	E(R)	E(R)
David Magness (06/13)	Rockwall Cnty	E	P	P	E	P	P	P	E(R)	E	P	P	A
Scott Mahaffey (03/13)	FWTA	P	P	E(R)	P	P	P	P	P	P	P	P	P
Matthew Marchant (07/08)	Carrollton	P	P	A	E	P	P	P	P	P	P	P	A
Maher Maso (10/08)	Frisco	P	P	A(R)	A(R)	P	E(R)	E(R)	E(R)	E(R)	P	P	A
John Monaco (6/08)	Mesquite	E(R)	E	P	A	P	P	P	A	E(R)	P	P	E
Mark Riley (1/09)	Parker Cnty	P	P	P	P	E(R)	P	P	P	P	P	P	P
Kevin Roden (6/14)	Denton	--	--	P	P	P	P	P	P	A	P	P	A
Amir Rupani (11/14)	Dallas	--	--	--	--	--	--	--	P	P	A	P	P
Danny Scarth (9/12)	Fort Worth	P	P	P	E	P	P	P	P	P	P	P	P
Kelly Selman (02/15)	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	--	P	P
Lissa Smith (6/12)	Plano	P	P	P	P	P	A	P	P	P	P	P	P
Mike Taylor (7/14)	Colleyville	--	--	--	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	--	--	P	P	P	P	E(R)	E(R)	P	P	P	P
Oscar Trevino (6/02)	Nrth Rch Hills	P	E(R)	P	P	E	P	E(R)	P	P	P	P	A
William Velasco (11/11)	Dallas	E	P	A	P	A(R)	P	P	E	A	P	E	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
April 2014-March 2015**

RTC MEMBER	Entity	4/10/14	5/8/14	6/12/14	7/10/14	8/14/14	9/11/14	10/9/14	11/13/14	12/11/14	1/8/15	2/12/15	3/12/15
Oscar Ward (6/14)	Irving	--	--	P	P	P	P	P	P	P	P	P	P
Bernice Washington (4/09)	DFW Airport	P	P	E	P	P	P	P	P	E	P	P	E(R)
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	P	E(R)	E	P	P	E	E	P	P	P	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
Zim Zimmerman (9/12)	Fort Worth	P	P	P	E	P	P	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
January 2014-January 2015

STTC MEMBERS	Entity	1/24/14	2/28/14	3/28/14	4/25/14	5/23/14	6/27/14	7/25/14	8/22/14	9/26/14	10/24/14	12/5/14	1/23/15
Antoinette Bacchus	Dallas Cnty	A	A	A	P	A	A	A	A	A	A	A	A
Brian Barth	TxDOT, FW	P	P	P	P	A	P	P	P	P	P	A	P
Bryan Beck	Fort Worth	P	P	A	P	P	P	P	P	P	A	A	P
John Blain	Kaufman Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Kristina Brevard	DCTA	--	--	--	--	--	--	--	--	--	--	--	P
Keith Brooks	Arlington	P	P	R	P	P	P	P	P	P	A	P	P
John Brunk	Dallas	--	--	--	P	P	P	P	P	P	P	P	A
Mo Bur	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	P	P	P
Chris Burkett	Mansfield	R	P	R	P	R	P	R	R	P	R	P	P
Loyl Bussell	TxDOT, FW	P	R	P	P	P	A	P	P	P	P	P	P
Jack Carr	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Dave Carter	Richardson	P	P	P	P	P	P	P	P	A	P	P	A
Hal Cranor	Euless	--	--	--	A	P	P	A	P	A	P	P	P
Clarence Daugherty	Collin County	--	--	--	--	--	--	--	--	A	P	P	P
Chad Davis	Wise Cnty	A	P	P	A	P	P	P	A	P	P	A	A
Greg Dickens	Hurst	A	P	P	P	R	P	R	P	R	R	R	R
Sherrelle Diggs	Rowlett	P	P	A	P	P	A	P	P	A	A	A	P
Massoud Ebrahim	Greenville	P	P	P	A	P	P	P	A	P	A	R	P
Chad Edwards	DART	--	--	--	--	--	--	--	--	P	P	P	P
Claud Elsom	Rockwall Cnty	P	P	P	P	P	A	P	A	P	A	P	P
David Esquivel	Cleburne	A	P	P	A	P	P	P	P	P	P	A	R
Holly Ferguson	TCEQ	--	--	--	--	--	--	A	A	A	A	A	P
Keith Fisher	Keller	A	A	A	A	A	A	P	P	P	P	R	P
Eric Fladager	Fort Worth	P	P	P	P	P	P	P	P	A	A	P	P
Chris Flanigan	City of Allen	P	P	P	P	R	P	P	R	P	R	P	P
Gary Graham	McKinney	P	R	P	P	P	P	P	R	P	R	R	R
Tom Hammons	City of Carrollton	A	A	A	A	P	A	A	A	A	A	A	A
Curvie Hawkins	FWTA	P	P	A	P	P	P	P	P	P	P	A	A
Chris Holsted	Wylie	P	P	P	A	R	P	P	A	P	P	P	P
Thomas Hoover	Bedford	A	A	A	A	A	A	A	A	P	A	A	A
Matthew Hotelling	Flower Mound	P	A	P	P	P	P	P	A	A	P	P	P
Kirk Houser	City of Dallas	P	P	A	P	P	P	P	P	A	P	P	P
Terry Hughes	Parker County	--	--	--	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	--	--	--	--	--	--	--	P	P	R	P	P
Paul Iwuchukwu	Arlington	P	P	P	A	P	P	P	P	P	P	P	P
Tim James	Mesquite	--	--	A	P	A	R	P	P	A	P	P	A
David Jodray	Fort Worth	A	A	A	A	P	P	P	P	P	P	P	P
Kelly Johnson	NTTA	A	A	A	A	P	A	A	A	A	P	A	A
Tom Johnson	DeSoto	P	A	A	A	P	P	P	P	A	P	A	P
William Johnson	FWTA	P	P	P	P	P	P	A	P	A	P	A	P
Sholeh Karimi	Grand Prairie	A	P	P	A	A	P	P	P	P	P	P	P

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

Surface Transportation Technical Committee Attendance Roster
January 2014-January 2015

STTC MEMBERS	Entity	1/24/14	2/28/14	3/28/14	4/25/14	5/23/14	6/27/14	7/25/14	8/22/14	9/26/14	10/24/14	12/5/14	1/23/15
Chiamin Korngiebel	Dallas	A	A	P	A	R	P	P	P	A	P	A	P
Paul Luedtke	Garland	A	R	A	P	P	P	A	P	A	P	A	P
Stanford Lynch	Hunt Cnty	P	P	P	P	P	R	P	R	P	P	A	P
Rick Mackey	TxDOT Paris	P	P	R	A	A	A	A	P	P	P	P	P
Srini Mandayam	Mesquite	P	P	P	P	P	P	P	P	P	P	P	P
Geroge Marshall	Coppell	P	A	P	A	P	P	P	P	A	A	P	P
Clyde Melick	Waxahachie	A	P	A	P	P	P	P	P	P	P	P	P
Laura Melton	Burleson	--	--	--	--	--	--	A	A	A	A	A	A
Brian Moen	Frisco	P	A	R	R	A	A	A	A	A	A	A	A
Cesar Molina, Jr.	Carrollton	P	P	A	P	A	P	A	P	P	P	P	P
Lloyd Neal	Plano	P	P	P	P	P	P	P	A	A	P	P	P
Mark Nelson	Denton	A	P	P	P	R	P	P	P	P	P	P	P
Jim O'Connor	Irving	A	P	P	P	P	P	P	P	P	P	P	P
Kevin Overton	Dallas	--	--	--	--	--	--	--	--	--	A	P	A
Dipak Patel	Lancaster	R	P	P	P	A	P	R	P	P	P	P	P
Todd Plesko	DART	A	A	P	P	P	P	P	P	P	A	P	P
John Polster	Denton Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Lisa Pyles	Town of Addison	P	A	A	P	A	A	A	A	A	A	A	A
Walter Ragsdale	Duncanville	--	--	--	P	A	P	P	P	A	A	A	P
Mark Rauscher	Fort Worth	A	P	A	P	A	P	P	A	A	P	A	A
William Riley	Tarrant Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Greg Royster	DFW Int. Airport	R	P	P	P	P	P	P	A	A	P	P	P
Anita Russelmann	Garland	A	A	A	A	A	A	A	A	A	A	A	A
David Salmon	Lewisville	--	--	P	A	R	P	P	P	R	P	P	R
Elias Sassoon	Cedar Hill	R	A	P	A	P	R	A	A	R	P	P	P
Gordon Scruggs	The Colony	P	P	P	P	P	P	P	P	P	A	P	R
Kelly Selman	TxDOT, Dallas	P	P	P	A	P	P	P	P	P	A	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	--	--	--	--	--	--	--	--	--	--	--	P
Randy Skinner	Tarrant Cnty	P	P	P	P	P	A	P	P	P	P	P	P
Caleb Thornhill	Plano	--	--	--	--	--	--	A	P	P	P	A	P
Mark Titus	Richardson	P	P	P	P	P	P	P	P	P	P	P	P
Jonathan Toffer	Dallas Cnty	P	P	A	A	A	A	P	A	A	A	A	P
Timothy Tumulty	Rockwall	--	--	--	--	--	P	P	P	A	A	R	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	P	A	R	A	A	P	P	A	P	P	P	P
Caroline Waggoner	North Richland Hills	--	--	--	--	--	--	--	--	A	P	P	P
Jared White	Dallas	P	P	P	A	P	A	P	P	A	P	P	P
Bill Wimberley	Hood County	P	P	P	P	P	P	A	P	P	P	P	P
Alicia Winkelblech	Arlington	P	P	P	P	P	P	P	P	P	A	P	P

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

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE January 23, 2015

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 23, 2015, 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: Brian Barth, Bryan Beck, John Blain, Kristina Brevard, Keith Brooks, Mo Bur, Chris Burkett, Loyl Bussell, Jack Carr, Hal Cranor, Clarence Daugherty, Jim Juneau (representing Greg Dickens), Sherrelle Diggs, Massoud Ebrahim, Chad Edwards, Claud Elsom, Courtney Coates (representing David Esquivel), Holly Ferguson, Keith Fisher, Eric Fladager, Chris Flanigan, Robyn Root (representing Gary Graham), Chris Holsted, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, David Jodray, Tom Johnson, William Johnson, Sholeh Karimi, Chiamin Korngiebel, Paul Luedtke, Stanford Lynch, Rick Mackey, Srin Mandayam, George Marshall, Clyde Melick, Cesar Molina Jr., Lloyd Neal, Mark Nelson, Jim O'Connor, Dipak Patel, Todd Plesko, John Polster, Walter Ragsdale, William Riley, Greg Royster, Jeff Kelly (representing David Salmon), Elias Sassoon, Robert Kotasek (representing Gordon Scruggs), Walter Shumac III, Kelly Selman, Lori Shelton, Randy Skinner, Caleb Thornhill, Mark Titus, Johnathan Toffer, Timothy Tumulty, Tom Ice (representing Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jared White, Bill Wimberley, and Alicia Winkelblech.

Others present at the meeting were: Gustavo Baez, Berrien Barks, Adam Beckom, Kenny Bergstrom, Bob Best, Natalie Bettger, Hetal Bhatt, Chris Bosco, David Boski, Michael Burbank, Michael Copeland, Kevin Feldt, Christie Gotti, Jill Hall, Jeff Hathcock, Rebekah Hernandez, Amy Hodges, Bennett Howell, Chris Jannace, Tim Juarez, Dan Kessler, Chris Klaus, Paul Knippel, April Leger, Sonny Loper, Duncan MacDougall, Andrew Malkowski, Chad McKeown, Jenny Narvaez, Michael Overton, James Paris, Donald Parker, Vercie Pruitt-Jenkins, Chris Reed, Kyle Roy, Moosa Saghian, Rider Scott, Shannon Stevenson, Jahnae Stout, Dean Stuller, Gerald Sturdivant, Matt Thompson, Kimberlin To, Whitney Vandiver, Mitzi Ward, Amanda Wilson, Brian Wilson, and Mike Zieminski.

Jim O'Connor introduced new members Kristina Brevard, Denton County Transportation Authority and Walter Shumac III, City of Grand Prairie.

1. **Approval of December 5, 2014, Minutes:** The minutes of the December 5, 2014, meeting were approved as submitted in Reference Item 1. Daniel Vedral (M); Cesar Molina Jr. (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items included on the Consent Agenda.
3. **Approval of Proposition 1 Draft Listings for Purposes of Obtaining Public Comment:** Michael Morris presented proposed projects for the Proposition 1 Funding Program. The State of Texas is requesting public comments on Proposition 1 projects statewide, and staff has developed a proposed list of projects for North Central Texas Council of Governments public meetings February 2-3. Reference Item 3.1 included the inventory of proposed Proposition 1 projects over a four-year period. Because the State is interested in first year projects, staff created a table containing calendar year 2015 proposed projects, provided at the meeting in Reference Item 3.3. Mr. Morris reviewed first-year projects, noting \$200 million in Proposition 1 funds for the SH 360/IH 30 Interchange in the western

subregion. This amount exceeds the western subregion's allocation so staff proposed to use \$60-70 million from the eastern subregion for the first year. For 2015, the Legislature has allocated funds for the calendar year. It is anticipated that the Legislature may allocate 2016 funds for the fiscal year so in the fall, calendar year 2015 projects and fiscal year 2016 projects may go to construction at the same time and allow for the western subregion to return funds to the eastern subregion that were used for the SH 360/IH 30 Interchange prior to going to construction. For the purposes of the meeting, staff introduced the projects believed to be going to construction in calendar year 2015 (mostly likely with FY2016 funds). Additional projects that fall into this category were included in the footnote in Reference Item 3.3. He noted that staff believed that it will be important to pay attention to the calendar year 2015 and fiscal year 2016 allocations when presenting to the public, and staff will be presenting its best estimate of all projects in Reference Item 3.1 that will be going to construction within the next 12 months. Since the draft listing was presented at the January RTC meeting, staff has received very little criticism and many positive comments on the proposed projects. Terry Hughes asked when the draft listing of projects would go to the Texas Transportation Commission (TTC). Mr. Morris noted that the draft listings would be provided to the TTC following the public meetings in February. Clarence Daugherty asked for clarification that Reference Item 3.3 was the first year subset of projects from Reference Item 3.1. Mr. Morris noted he was correct and discussed the funding efforts for the SH 360/IH 30 Interchange. Receipt of fiscal year 2016 allocations may make it difficult for the public to understand, so Reference Item 3.3 is an effort to make it clear to the public what projects will proceed in calendar year 2015. He added that the list will remain fluid as the TTC determines if 2016 funding will be allocated for the fiscal year or calendar year. Bryan Beck asked if the \$254 million shown for SH 360 is the total cost for the full interchange. Mr. Morris noted that the \$254 million includes the full interchange with \$200 million proposed from Proposition 1. Discussions continue in an effort to lower the cost of the project and the strategy to fully fund the project. A motion was made to recommend RTC approval of the Proposition 1 draft listing of projects to be presented at February public meetings and included in Reference Item 3.1 and Reference Item 3.3 (provided at the meeting). John Polster (M); Brian Beck (S). The motion passed unanimously.

4. **Public Participation Plan Revisions:** Jahnae Stout discussed proposed updates to the Transportation Department's Public Participation Plan. The Transportation Department seeks to inform North Texans about transportation and air quality and involve them in the decision making. This fall, staff proposed changes to the Public Participation Plan and has since completed a draft of the plan, provided in Reference Item 4.2. Proposed revisions were outlined in Electronic Item 4.1. The Public Participation Plan documents how the public and stakeholders will learn about and provide input on transportation plans and includes as attachments the Language Assistance Plan and the policy for revising the Transportation Improvement Program (TIP). Electronic Item 4.3 included the Plan as approved by the Regional Transportation Council (RTC) in March 2010. Since that time, staff has observed changing communications trends and identified new, more effective ways to engage North Texans. Ms. Stout noted that the proposed revisions maintain transparency and public participation. Staff is also seeking to better align outreach and related input opportunities to the significance of the outcome or the milestone under consideration. In addition, the revisions are consistent with a recent survey, public meetings at which the revisions were discussed, and with discussion at the most recent federal certification review. The North Central Texas Council of Governments (NCTCOG) will continue to offer multiple opportunities to learn about and provide input on transportation plans. Recently, Google Translate has been added to all Transportation Department Web pages, media lists have been expanded to include more reporters from community news sources as well as more

minority publications, online ads are being used to complement traditional print advertising, and more infographics and visuals have been created. In the future, staff will conduct more stakeholder interviews to expand connections and increase the understanding of audiences throughout the region. New formats and opportunities will be offered, such as telephone town halls, a more comprehensive schedule of meetings, expanded public contact lists and notification efforts, and connecting with community organizations. Ms. Stout noted the focus on making public involvement efforts more efficient and effective, and that the proposed revisions to the Public Participation Plan help to accomplish this. Staff proposed to use more video and online strategies, and proposed to shift to online review and comment opportunities for routine items such as modifications to the Unified Planning Work Program and changes to the TIP. This will allow NCTCOG to reserve public meetings for larger efforts such as development of plans, programs, and policies and more study area specific discussions. Online public review and comment opportunities will continue to be announced through all notification efforts, including how to request printed materials if preferred. Public comment will continue to be 30 days with flexibility for expedited comment periods consistent with the current Plan, if needed, to secure funding or prevent loss of funding. Staff also proposed an administrative revision policy for the metropolitan transportation plan. This is similar in concept to the TIP modification policy. Revisions clearly document public involvement for ongoing efforts such as publishing the annual list of projects and Federal Transit Administration Program of Projects. The Language Assistance Plan has also been revised to incorporate updated demographic information, and evaluation criteria has been defined for public involvement efforts. Ms. Stout highlighted public involvement over the last several months, and noted that comments on the proposed revisions will be accepted through February 11. A motion was made to recommend RTC approval of the revised Public Participation Plan and its attachments as provided in Reference Item 4.2. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

5. **High Occupancy Vehicle/Managed Use Lane Pooled Fund Study:** Dan Lamers briefed the Committee on the Metropolitan Planning Organization's (MPOs) proposed involvement in the Federal Highway Administration (FHWA) High Occupancy Vehicle/Managed Use Lane Pooled Fund Study. The study provides pooled funds to research operation and design issues that impact planning, development, construction, and operation of managed lanes. Current members of the study include state departments of transportation, but as focus shifts towards the system level of managed lane activities FHWA has recognized that planning and development entities may have important contributions to the study. As a result, the North Central Texas Council of Governments (NCTCOG) and the Metropolitan Transportation Commission in the San Francisco Bay area have been invited to join the study. Mr. Lamers noted the goals and potential projects of the study, and specifically highlighted recent research projects for design and operation elements of dynamic shoulder use and synthesis of dynamic pricing schemes in the United States. Research projects currently underway include best practices for signing on a multi-segment managed lanes network, best practices for toll pricing on multi-segment managed lanes network, and marketing of the managed lane system. Future initiatives from which NCTCOG could benefit is research regarding managed lane system program and policy issues, performance monitoring, evaluation and reporting, as well as enforcement and verification of occupancy. Staff proposed that current funding in the Unified Planning Work Program (UPWP) for a Congestion Management Operations-Managed Lane Technology project be utilized for membership in this study. Depending on the needs of the study, the funds will be pooled with other membership funds over a 3-4 year period. John Polster discussed policies that are often considered one size fits all and noted that he hoped membership will allow NCTCOG staff to voice that one size fits all is not always the best consideration. Mr. Lamers

noted that staff's desire is to understand what is happening in the rest of the country and to be involved in the process. A motion was made to endorse NCTCOG membership in the High Occupancy Vehicle/Managed Use Lane Pooled Fund Study using \$60,000 of local funds from the existing Congestion Management Operations-Managed Lane Technology project, including modification of the UPWP to include reference to the Pooled Fund Study. John Polster (M); Cesar Molina Jr. (S). The motion passed unanimously.

6. **Support for North Central Texas Council of Governments' Comments on the Dallas-Fort Worth State Implementation Plan Revision and Other Air Quality Updates:** Jenny Narvaez presented information regarding comments by the North Central Texas Council of Governments (NCTCOG) to the Texas Commission on Environmental Quality (TCEQ) on the Dallas-Fort Worth State Implementation Plan Revision for the 2008 ozone standard. In November 2014, the SIP Revision package was filed and then approved the TCEQ Commissioners in December. Public comment for the document opened on December 26 and was recently extended to February 11, 2015. Ms. Narvaez noted that staff was interested in submitting comments for at least two areas: 1) use of the Environmental Protection Agency's (EPA's) newest air quality model, MOVES2014, to determine the emission budgets and 2) retain reference to NCTCOG local initiatives in the document that improve air quality in the region. RTC approved staff to provide comments to TCEQ at its January 12 meeting. Ms. Narvaez also discussed 2014 Transportation Conformity, approved by RTC at its November 13, 2014, meeting. Since that time, staff has been working with interagency consultation partners to finalize air quality conformity for the region. On December 23, the Circuit Court of Appeals vacated the attainment deadline of December 31, 2018, moving it to 2017. Staff is working to determine the impacts to the region's conformity determination and anticipate learning soon if there will be a grace period for regions while a decision is being made. NCTCOG transmitted questions to EPA and FHWA regarding this Court of Appeals decision via e-mail, provided as part of Electronic Item 6.1. Lastly, Ms. Narvaez discussed the proposed ozone standard. On November 26, the proposed rule was released by EPA for an ozone standard from 65-70 parts per billion (ppb), and comments are being accepted for a standard as low as 60 ppb. In addition, the ozone standard has been extended from March to November (presently from March to October) and a new EPA air quality index will be developed based on the new standard. The proposed rule was published in the Federal Register on December 17, and the public comment period will close on March 17. A public hearing is scheduled for January 29 at Arlington City Hall. If the standard is set at 65 ppb, based on the current data Hood and Hunt Counties will join the region in nonattainment. If the standards is set to 60 ppb or below, 72 counties within Texas will be impacted. Ms. Narvaez noted that the final rule will be out in October 2015 with an effective date of December 1, 2015, for the revised standard. States are required to submit their nonattainment designation recommendations by October 1, 2016, and areas should be designated by October 2017. Depending on the classification of the region, potential attainment dates for the revised standard will be anywhere from 2020 to 2037. Updates will continue to be provided to members. John Polster asked what the region's ozone was on an average day. Ms. Narvaez noted that during the ozone season, an average ozone reading was 50-60 ppb. Stanford Lynch asked if a standard of 65 ppb was proposed, when Hunt and Hood Counties would be included in the nonattainment area. Ms. Narvaez noted that EPA nonattainment area designations were anticipated October 1, 2017. Members were encouraged to provide public comment and were reminded of the January 29 public hearing. Michael Morris noted that perhaps staff should comment, noting that by adding more nonattainment areas across the country, CMAQ funds are not being focused on the greatest regions that are looking for air quality improvements since Congress is not allocating additional CMAQ funds in federal legislation.

7. **Trinity Parkway and Southern Gateway Status:** Michael Morris provided an update on the Trinity Parkway project. Mr. Morris discussed the two records of decisions (ROD) needed, the Federal Highway Administration (FHWA) ROD for the proposed Trinity Parkway project and the United States Army Corps of Engineers ROD for the Dallas Floodway project. North Texas Tollway Authority (NTTA), Texas Department of Transportation (TxDOT), and North Central Texas Council of Governments (NCTCOG) staffs have been focused on how best to stage construct and lower the cost of the \$1.4 billion project. Staged elements include four lane implementation, 11 foot lanes, no inside shoulder, 50 percent structure in Section 1 and Section 4, fewer ramps, 55 mile per hour speed limit, no trucks, and five park access and egress locations. He also discussed efforts to maintain lane balance and the mobility and reliability benefits that the Trinity Parkway will provide to the system. He discussed traffic volumes simulated at both six lanes and four lanes for full ramps, reduced ramps, and minimum ramps. Even with minimum ramps, vehicle miles of travel remains similar so cost savings are possible by initially building the Trinity Parkway as a four lane facility with fewer interchanges as a way to be sensitive to the Balanced Vision Plan. Mr. Morris also discussed the cost/benefit ratio of the original six lane project, noting that the benefit of the project is one of the highest in the mobility plan and that a significant percentage of the benefit is in less congestion delay. In addition, he highlighted how the project provides transportation assistance to the Balanced Vision Plan including flood protection, recreation, transportation, environmental, and economic development. Mr. Morris also provided an update on the Southern Gateway project. Reference Item 7, provided at the meeting, included additional details regarding efforts to fund the Southern Gateway. This information is being presented to TxDOT Austin. It is critical that the Southern Gateway move to construction so that the region can keep its focus on upcoming regional projects such as LBJ and US 75 north of IH 635. As conversations occur with TxDOT Austin and TxDOT Dallas, staff will continue to provide updates to members.
8. **Trinity Railway Express License Plate Survey:** Michael Morris briefed the Committee on a license plate survey recently conducted for the Trinity Railway Express (TRE). At the request of the transit agencies, the North Central Texas Council of Governments has worked with the Cities of Arlington, Bedford, Colleyville, Euless, Grand Prairie, Grapevine, Haltom City, Hurst and North Richland Hills regarding the cities' financial contribution towards the operational costs of the TRE. The recent license plate survey was conducted to determine the relative share of users of the TRE by the nine cities to determine the distribution of costs for this \$793,000 allocation. This survey looks at the license plate registration of vehicles to determine the origin of trips. Mr. Morris reviewed the data in comparison to the 2008 survey, noting that the new data indicates that 26 percent of the residents come from the City of Arlington compared to 30 percent in 2008. He explained that that TRE stations are primarily in Fort Worth or the Dallas Area Rapid Transit cities of Irving or Dallas, but have always had close proximity to the cities. The North Central Texas Council of Governments position has been to request that these cities help pay the operating cost even though none of the stations are in their communities. This is voluntary, and the survey will help redistribute the cost. One of the findings is that the Cities of Euless and Grand Prairie have increased their share of ridership over time compared to the other cities. These values have been provided to the nine cities and revenues are being collected. Mr. Morris noted that NCTCOG, on behalf of the RTC, collects funds from the cities as a financial contribution towards the TRE in lieu of direct contributions to the transit agencies. NCTCOG retains the funds to support RTC initiatives by funding projects directly or providing local match for federal funds. In exchange, the RTC programs federal funds to the transit agencies for federally eligible transit activities. Since the shares are changing, staff believed it was important to share the information with the Committee. Todd Plesko noted that one of

the issues that has changed since the September 2014 survey is that Arlington now has bus service. Some of the ridership that used to be park/ride is potentially now bus ridership. He asked if this was still a fair method if staff is reflecting use by residence and does not include bus service. He clarified that he was not arguing that Arlington should pay more or less, but just noting that there should be a consistent methodology. Mr. Morris noted that it was a good question because you are not saying that Arlington is underpaying. One of the things staff wanted to be careful of regarding the MAX line is that anyone getting off the train and getting on the bus is obviously coming from somewhere else. One option is to collect license plate data at the MAX pick up point, but that is difficult because it is not an official lot and many riders are being dropped off. In addition, there are now secondary stations along the line so a survey of the users towards the Centreport Station could be done to determine what the origin may be. This could be an explanation for the decrease in the Arlington share, but also people may now be using the Grand Prairie stations or Irving stations. In addition, UT Arlington status may have impacted the data. Arash Mirzaei noted that the regional transit travel survey was also conducted in 2014, which is a 10 percent sample survey that includes this information so staff will compare the data.

9. **Fast Facts:** Whitney Vandiver provided an Air North Texas update. At the December RTC meeting, staff recognized six Air North Texas partners for their outstanding air quality work from September 2013 to September 2014. The City of Grand Prairie, City of Plano, City of Fort Worth, University of Texas Arlington, Hood County, and Denton County Transportation Authority received awards. More information about the award winners was provided in Electronic Item 9.1.

Amy Hodges provided an update regarding current air quality funding opportunities for vehicles. She highlighted the North Central Texas Clean School Bus Program and the Drayage Truck Incentive Program. Details were available in Electronic Item 9.2.

Duncan McDougall announced the Freight Efficiency Outreach Program Vendor Workshop scheduled for February 24, 2015, to promote the use of Environmental Protection Agency SmartWay® verified technologies. Details were made available in Electronic Item 9.3 and Electronic Item 9.4.

Kenny Bergstrom noted that the Dallas-Fort Worth Clean Cities Coalition was collecting data for the 2014 annual report. This data is collected every year from public and private sector fleets who are operating alternative fuels and advanced technology vehicles in North Texas. More information was provided in Electronic Item 9.5.

Dora Kelly noted that AirCheckTexas replacement assistance resumes on February 9, 2015. Funding will be available to replace approximately 580 vehicles, and staff anticipated that the funds will be exhausted in approximately three months. The repair aspect of the program continues year round. Additional details were provided in Electronic Item 9.6.

Matthew Thompson noted that the Transportation Improvement Program modification submission deadline was close of business the day of the meeting for the 2015-2018 Statewide Transportation Improvement Program May cycle. Modification requests received after the deadline will be considered in the August 2015 cycle.

Karla Weaver noted that on Friday, January 16, 2015, the Texas Department of Transportation launched its Transportation Alternatives Program Call for Projects. Additional

information can be found through NCTCOG's Web site at www.nctcog.org/tap. Staff is working with the State to understand and interpret the guidelines and rules.

Daniel Snyder noted that staff recently mailed letters to Surface Transportation Technical Committee members requesting designation of agency representatives to the Bicycle and Pedestrian Advisory Committee (BPAC). In order to be prepared for next BPAC meeting, Mr. Snyder asked that members e-mail nominations to him by the end of January 2015.

Michael Overton provided information regarding the Fiscal Year 2014 Annual Project Listing. The federal surface transportation bill requires an annual report listing all projects that obligated federal funds within the last fiscal year. The purpose of this report is to increase transparency of government spending on transportation projects for state and local officials, in addition to the public at large. Staff compiled and submitted the report to the Texas Department of Transportation by the December 15 deadline. A copy of the report was provided in Electronic Item 9.7.

Kyle Roy noted that public meeting minutes for the December 8-10 public meetings were provided in Electronic Item 9.8. In addition, a flyer announcing upcoming February public meetings was provided as a handout at the meeting.

Brian Wilson noted that a fact sheet highlighting the safety, air quality, and mobility benefits of roundabouts was provided in Electronic Item 9.9.

Dan Kessler provided an update regarding the Demographic Forecasts for 2040. Staff is wrapping up the 24-30 month effort that involves the development of new population and employment forecast for the region. Staff has been through two rounds of local review, one at the district level and one with local governments, and are currently reviewing comments received from entities. This effort will start the Mobility 2040 planning process beginning in the next several months. Staff anticipated presenting additional details to the Committee in February or March and to the Executive Board for its approval in the March to May timeframe.

The current Local Motion was provided in Electronic Item 9.10 and transportation partner progress reports were provided in Electronic Item 9.11.

10. **Other Business (Old and New):** There was no discussion on this item.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 27, 2015, at the North Central Texas Council of Governments.

The meeting adjourned at 3:00 pm.

local motion

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

April 2015 | nctcog.org/localmotion

Review projects online by April 7

North Texans wishing to review and comment on the latest set of changes to funded transportation projects moving toward completion have until April 7. The current proposed modifications to projects with committed federal, state and local funds are available at www.nctcog.org/input.

Meetings

April 1, 8:30 am
TRTC Meeting

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

April 9, 1 pm

Regional Transportation Council
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

April 10, 11 am
DRMC Meeting

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

April 15, 10 am

35W Coalition Quarterly Meeting
The Speedway Club
Texas Motor Speedway
3545 Lone Star Circle
Fort Worth, TX 76177

April 24, 1:30 pm

**Surface Transportation
Technical Committee**
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Streetcar returning to Dallas on April 13

The streetcar will make its return to Dallas on April 13. And the technology of this 1.6-mile starter line will be truly modern. The new vehicles are able to operate with battery propulsion for the portion of the route over the Houston Street Viaduct, eliminating the need for construction of catenaries and electric wiring on the historic structure. The streetcar will be free to ride.

The line originates at downtown Dallas' Union Station on Houston Street, south of Young Street, travels across the Trinity River along the Houston Street Viaduct and terminates in Oak Cliff at Methodist Dallas Medical Center near the intersection of Colorado Boulevard and Beckley Avenue.

Operated by Dallas Area Rapid Transit, this is the first modern streetcar project for the Dallas-Fort Worth area and the state of Texas.

The line contains four total stops including Union Station, the Zang Boulevard/Greenbriar intersection, the Zang Boulevard/Oakenwald Street intersection, and Methodist Dallas Medical Center.

Two new streetcar vehicles, developed by Pennsylvania's Brookville Equipment Corp., will operate between 5 am and 7:15 pm weekdays, providing service every 20 minutes during peak periods. Streetcars will run at 30-minute intervals during off-peak periods.

The starter line was funded in part by a \$26 million Transportation Investment Generating Economic Recovery (TIGER) federal grant, \$16 million in Regional Toll Revenue (RTR) funds and additional local funds.

Future extensions are planned to the Kay Bailey Hutchison Convention Center and Bishop Arts District.



North Central Texas
Council of Governments

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department.

our region

First Car Care Clinic set for April 7 in Cleburne

Spring is here, and as temperatures warm up, many people are thinking about getting their cars in shape for the hot North Texas summer.

The North Central Texas Council of Governments is partnering with auto repair shops across the Dallas-Fort Worth area to sponsor free Car Care Clinics during National Car Care Month, recognized each April. The first clinic is scheduled for 6:30 pm April 7 at Rick's Automotive in Cleburne.

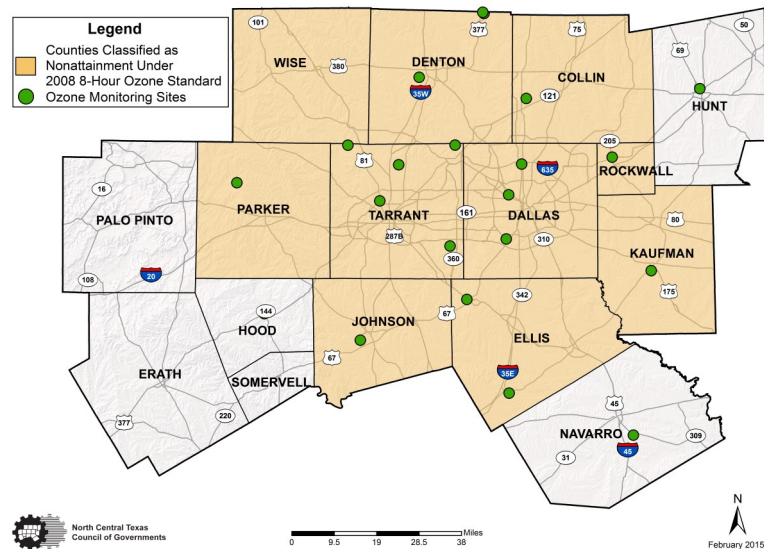
There will be several events over the next few weeks that will give motorists the opportunity to learn about the importance of a well-maintained vehicle. Clinics will be held in Collin, Dallas, Denton, Ellis, Johnson, Parker and Tarrant counties through April 25.

North Texans who attend a clinic will learn what the check-engine light means, how to monitor fluid levels and other basic maintenance lessons that could help prolong their vehicles' lives and aid the environment. Many clinics will provide free vehicle checkups. While supplies last, attendees will receive a complimentary vehicle emergency kit, which includes jumper cables, an LED flashlight, basic first aid kit, and manual for basic car troubleshooting and guidance. To find a car clinic scheduled near you, visit www.NTXCarCare.org. Proper vehicle maintenance may not only save motorists money on expensive repairs in the future, but it can also lead to air quality improvements by reducing emissions and improving fuel economy.

Fort Worth Bike Sharing offers 24-hour membership discounts

Bicycling is a popular way to exercise or travel from place to place, whether for work or pleasure. Those who live, work or play in Fort Worth do not even have to own a bicycle to enjoy conveniently getting around on two wheels. Fort Worth Bike Sharing has 35 stations throughout the city where people can check out a bicycle for a small fee and enjoy what the city has to offer. The organization is offering discounts on 24-hour memberships for the next several weeks. Stop by any of its sharing stations before May 1 and enter promo code 030115 to receive 50 percent off the cost of a 24-hour membership (regularly \$8). Overtime fees may apply. For information, visit www.fortworthbikesharing.com.

10-County Nonattainment area



North Central Texas Council of Governments

February 2015

Report highlights success of sustainable development

The growth Dallas-Fort Worth continues to experience requires a coordinated transportation planning effort involving NCTCOG and other partner agencies. However, considering financial constraints, traditional approaches to transportation improvements must be complemented with other options. Sustainable development is one example of a non-traditional solution being used in DFW to improve transportation.

The Sustainable Development Funding Program was created in 2001 to support compact developments, which can encourage viable, affordable alternative modes of transportation. The NCTCOG Transportation Department has published a Regional Mobility Initiatives technical report explaining the benefits of sustainable development and illustrating its impact on communities across North Texas. Since the approval of the Sustainable Development Funding Program, 81 projects have been completed or are in progress, supported by \$144.7 million of funding through public-private partnerships. Read the report at www.nctcog.org/trans/outreach/rmi/.

public involvement

Join NCTCOG at spring community events

NCTCOG is participating in several community outreach events this spring to discuss air quality initiatives and answer questions regarding metropolitan transportation planning in North Texas.

Residents who attend EcoCoppell Earthfest, Oak Cliff Earth Day, Grapevine's EPIC Earth Day Experience and Earth Day Texas at Fair Park, among others, can stop by the NCTCOG table to visit with staff about the many projects and programs helping improve the transportation system in the growing region.

Information about how North Texans can help improve air quality in the region will be available. Additionally, staff will highlight transportation and air quality programs, including Try Parking It, the Dallas-Fort Worth Clean Cities Coalition, Air North Texas, Clean Air Action Day, Regional Smoking Vehicle Program and the NCTCOG Active Transportation Program.

Brochures and publications will be distributed, as well as lunch bags, water bottles, activity books, crayons and other educational items.

The public will also have an opportunity to provide input that will be used in development of Mobility 2040, the long-range metropolitan transportation plan that outlines transportation improvements that address mobility, air quality and quality of life in the Dallas-Fort Worth area.

For more information and to view the complete calendar of events NCTCOG will be attending, visit www.airnorthtexas.org/events.asp.

resources

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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**
The-T.com

**Texas Department
of Transportation**
TxDOT.gov

81

The number of sustainable development projects completed or in progress in Dallas-Fort Worth, supported by a \$144.7 million investment.

policymakers — RTC

Interchange to improve access to Arlington

The planned interchange at Interstate Highway 30 and State Highway 360 will improve traffic flow through the central part of the region and provide better access to Arlington businesses and entertainment.

Among the improvements planned for the area are a fully directional interchange at IH 30 and SH 360 and the reconstruction and widening of the bridge currently used to access Six Flags Drive from IH 30.

This bridge is part of the clover leaf entrance and exit ramps, which will be eliminated as part of the project, and is also used by Six Flags Drive traffic to enter IH 30.

The wider bridge over IH 30 will also provide better access to Six Flags Over Texas and the greater commercial area as part of the Six Flags Drive extension north to Avenue H.

The Texas Department of Transportation is expected to award the contract later this year. The project is slated for completion in 2018.

The \$254 million project was awarded \$200 million in Proposition 1 funds in February by the Texas Transportation Commission after a public involvement effort and a recommendation in February by the Regional Transportation Council. The RTC has also committed an additional \$25 million.

Proposition 1, a constitutional amendment Texas voters approved in November, allows for a portion of the oil and gas severance taxes earmarked for the Rainy Day Fund to be spent on non-toll highway projects. The first annual allocation was approximately \$1.7 billion.

Prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation.